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SESSIONAL PAPERS.

16-17^a

VOLUME 14.

FIRST SESSION OF THE SEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1891.



'VOLUME XXIV.

OTTAWA :

Printed by BROWN CHAMBERLIN, Printer to the Queen's Most Excellent Majesty.
1891.

890957

See also Numerical List, page 4.

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SESSIONAL PAPERS
OF THE
PARLIAMENT OF CANADA.

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CONTENTS OF VOLUME No. 1.

1. Public Accounts of Canada, for the fiscal year ended 30th June, 1890 ; presented to the House of Commons, 4th May, 1891, by Hon. G. E. Foster. Estimates for the year ending 30th June, 1892 ; presented 18th May, 1891. Supplementary Estimates for the year ending 30th June, 1891 ; presented 4th June, 1891. Supplementary Estimates, 1891-32 ; presented, 16th September, 1891. Further Supplementary Estimates for the year ending 30th June, 1892 ; presented 29th September, 1891. *Printed for both distribution and sessional papers.*
2. List of Shareholders in the Chartered Banks of the dominion of Canada, as on the 31st December, 1890. Presented to the House of Commons, 12th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME No. 2.

3. Report of the Auditor General on Appropriation Accounts, for the year ended 30th June, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME No. 3.

4. Tables of the Trade and Navigation of the dominion of Canada, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. M. Bowell—
Printed for both distribution and sessional papers

CONTENTS OF VOLUME No. 4.

5. Report, Returns and Statistics of the Inland Revenues of the dominion of Canada, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Costigan. *Printed for both distribution and sessional papers.*
- 5a. Inspection of Weights, Measures and Gas, being a supplement to the report of the department of inland revenue, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Costigan—
Printed for both distribution and sessional papers.
- 5b. Report on Adulteration of Food, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 1st June, 1891, by Hon. J. Costigan—
Printed for both distribution and sessional papers.
6. Report of the Minister of Agriculture for the dominion of Canada, for the calendar year 1890. Presented to the House of Commons, 5th May, 1891, by Hon. John Haggart—
Printed for both distribution and sessional papers.

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- 6a. Report on Canadian Archives, 1891.....*Printed for both distribution and sessional papers.*
 6b. Report on Western Hemisphere Trade.....*Printed for both distribution and sessional papers.*
 6c. Reports of the Director and Officers of the Experimental Farms, for the year 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.

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- 6d. First Annual Report of the Dairy Commissioner for the dominion of Canada for 1890. Presented to the House of Commons, 12th May, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.
 6e. Report of the High Commissioner for Canada, with Reports from Agents in the United Kingdom, for the year 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.
 6f. Mortuary Statistics of the principal cities and towns of Canada for the year 1890—
Printed for both distribution and sessional papers.
 6g. Criminal Statistics for the year ended 30th September, 1890—
Printed for both distribution and sessional papers.
 6h. Report of the Honorary Commissioner, Mr. Adam Brown, representing Canada at the Jamaica Exhibition, 1891. Presented to the House of Commons, 26th June, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.

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7. Twenty-third Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper—
Printed for both distribution and sessional papers.
 7a. Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper—
Printed for both distribution and sessional papers.
 7b. Evidence on the Export Cattle Trade of Canada. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper.....*Printed for both distribution and sessional papers.*
 7c. Report of Evidence relative to the Carrying of Deck Loads of Timber and Deals during the winter months. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper—
Printed for both distribution and sessional papers.

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8. Annual Report of the Department of Fisheries for the year 1890. Presented to the House of Commons, 6th May, 1891, by Hon. C. H. Tupper....*Printed for both distribution and sessional papers.*
 8a. Fisheries Statements and Inspectors' Reports for the year 1890. Presented to the House of Commons, 4th June, 1891, by Hon. J. A. Chapleau..*Printed for both distribution and sessional papers.*

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- 9b. Correspondence relative to the Seizure of British Vessels in Behring Sea by United States Authorities in 1886-91.....*Printed for both distribution and sessional papers.*
 9c. Correspondence respecting the Seizure of the British schooner "Araunah," off Copper Island, by the Russian Authorities, 1888-90.....*Printed for both distribution and sessional papers.*

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9. Annual Report of the Minister of Public Works, for the fiscal year 1889-90, on the works under his control. Presented to the House of Commons, 4th May, 1891, by Sir Hector Langevin—
Printed for both distribution and sessional papers.

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- 10.** Annual Report of the Minister of Railways and Canals for the past fiscal year, from the 1st July, 1889, to 30th June, 1890, on the works under his control. Presented to the House of Commons, 5th May, 1891, by Sir John A. Macdonald. *Printed for both distribution and sessional papers.*
- 10a.** Canal Statistics for season of Navigation, 1890. Presented to the House of Commons, 4th June, 1891, by Hon. M. Bowell. *Printed for both distribution and sessional papers.*
- 10b.** Reports, Railway Statistics of Canada, and capital, traffic and working expenditure of the railways of the Dominion, 1890. Presented to the House of Commons, 24th June, 1891, by Hon. M. Bowell. *Printed for both distribution and sessional papers.*

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- 11.** Report of the Superintendent of Insurance for the year ending 31st December, 1890. Presented to the House of Commons, 10th September, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.
- 11a.** Preliminary abstract of the business of Canadian Life Insurance Companies for the year ending 31st December, 1890. Presented to the House of Commons, 12th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.
- 11b.** Abstract of statements of Insurance Companies in Canada, for the year ending 31st December, 1890. Presented to the House of Commons, 12th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.
- 12.** Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1890. Presented to the House of Commons, 6th May, 1891, by Sir John Thompson—
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- 13.** Annual Report of the Department of Militia and Defence of the dominion of Canada, for the year ending 31st December, 1890. Presented to the House of Commons, 11th May, 1891, by Sir Adolphe Caron. *Printed for both distribution and sessional papers.*
- 14.** Report of the Secretary of State, for the year ended 31st December, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. A. Chapleau—
Printed for both distribution and sessional papers.
- 14a.** The Civil Service List of Canada, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. A. Chapleau. *Printed for both distribution and sessional papers.*
- 14b.** Report of the Board of Examiners for the civil service of Canada, for the year ended 31st December, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. A. Chapleau—
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- 14c.** Report of the Department of Public Printing and Stationery for the dominion of Canada, for the year ending 30th June, 1890, with a partial report for services during six months ending 31st December, 1890. Presented to the House of Commons, 4th June, 1891, by Hon. J. A. Chapleau—
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- 15.** Report of the Joint Librarians of Parliament on the state of the library of parliament. Presented to the House of Commons, 30th April, 1891, by Hon. Mr. Speaker. *Printed for sessional papers only.*

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- 16.** Report of the Postmaster General, for the year ended 30th June, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. J. Haggart. *Printed for both distribution and sessional papers.*
- 17.** Annual Report of the Department of the Interior, for the year 1890. Presented to the House of Commons, 4th May, 1891, by Hon. E. Dewdney—
Printed for both distribution and sessional papers.
- 17a.** Summary Report of the Geological Survey Department, for the year 1890. Presented to the House of Commons, 4th May, 1891, by Hon. E. Dewdney—
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18. Annual Report of the Department of Indian Affairs, for the year ended 31st December, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. E. Dewdney.—
Printed for both distribution and sessional papers.
19. Report of the Commissioner of the North-West Mounted Police, 1890. Presented to the House of Commons, 18th May, 1891, by Sir John A. Macdonald.—
Printed for both distribution and sessional papers.
20. Statement of Governor General's Warrants issued since the closing of Parliament, and of the expenditure made on them, in accordance with the Consolidated Revenue and Audit Act. Presented to the House of Commons, 4th May, 1891, by Hon. G. E. Foster....*Printed for distribution only.*
- 20a. Return to an order of the House of Commons, dated 18th May, 1891, for a return showing details of the following items of expenditure which appear in the statement of Governor General's warrants issued since the closing of the last parliament: July 10th, 1890, franchise act, \$4,000; March 26th, 1891, Kingston graving dock, \$6,006.14; August 30th, 1890, new dredging plant, \$5,991.91; March 26th, 1891, breakwater at Southampton, \$38,022.39; April 28th, 1891, cost of litigated matters, \$10,468.79; January 31st, 1891, seed grain to settlers in N.W.T., \$2,298.18. Presented to the House of Commons, 22nd May, 1891.—*Mr. Mulock*.....*Printed for distribution only.*
21. Statement of expenditure on account of Miscellaneous Unforeseen Expenses from 1st July, 1890, to 30th April, 1891. Presented to the House of Commons, 6th May, 1891, by Sir John A. Macdonald.....*Printed for distribution only.*
22. Return to an order of the House of Commons, dated 6th May, 1891, for a return of the receipts and expenditures in detail, chargeable to the consolidated fund, from the 1st day of May, 1890, to 1st day of May, 1891; and comparative statements from 1st July, 1889, to 1st May, 1890. Presented to the House of Commons, 12th May, 1891.—*Sir R. Cartwright*.....*Printed for distribution only.*
- 22a. Return to an order of the House of Commons, dated 15th May, 1891, for a return giving comparative statement of receipts and expenditures from 1st July, 1890, to 10th May, 1891, and from 1st July, 1889, to 10th May, 1890. Presented to the House of Commons, 18th May, 1891.—*Sir R. Cartwright*.....*Printed for distribution only.*
- 22b. Statement of receipts and expenditures, in detail, chargeable to the consolidated fund, from 1st July, 1889, to 20th May, 1890; and like statement from 1st July, 1890, to 20th May, 1891. Presented to the House of Commons, 22nd May, 1891, by Hon. G. E. Foster.....*Printed for distribution only.*
- 22c. Statement of receipts and expenditures, in detail, chargeable to the consolidated fund, from 1st July, 1889, to 31st May, 1890; and like statement from 1st July, 1890, to 31st May, 1891. Presented to the House of Commons, 1st June, 1891, by Hon. G. E. Foster.....*Printed for distribution only.*
- 22d. Statement of receipts and expenditures, in detail, chargeable to the consolidated fund, from 1st July, 1889, to the 10th June, 1890; and like statement from 1st July, 1890, to 10th June, 1891. Presented to the House of Commons, 17th June, 1891, by Hon. G. E. Foster.—
Printed for distribution only.

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23. Statement of all superannuations and retiring allowances in the civil service, giving the name and rank of each person superannuated or retired, his salary, age and length of service, his allowance and cause of retirement, whether the vacancy has been filled by promotion or new appointment, etc., for year ended 31st December, 1890. Presented to the House of Commons, 11th May, 1891, by Hon. G. E. Foster.....*Printed for sessional papers only.*
24. List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the year 1890. Presented to the House of Commons, 12th May, 1891, by Hon. J. A. Chapleau.....*Printed in No. 14.*
25. 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. 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 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, 14th May, 1891, by Hon. E. Dewdney *Printed for sessional papers only.*
- 25a.** List of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1889, to 1st October, 1890. Presented to the House of Commons, 27th May, 1891, by Hon. E. Dewdney—
..... *Printed for sessional papers only.*
- 26.** Return to an order of the House of Commons, dated 14th May, 1891, for an abstract copy or copies of the cargoes carried by the steamships subsidized to run between the maritime provinces and the West Indies on each voyage during the present year 1891; showing the character and value of the cargoes carried and the port or ports of lading and discharge of such cargoes, with an abstract of any other information given in such manifest; and also showing number of trips made by the steamers subsidized to carry on the steam service between the maritime provinces and the West India ports, during the year 1890; the dates of such trips, amount paid for each trip, the person or company carrying out said service for the present year, and whether any contract has been entered into for the service this year, and what rates are being paid therefor and to whom. Presented to the House of Commons, 18th May, 1891—*Mr. Davies*..... *Printed for sessional papers only.*
- 26a.** Return to an address of the House of Commons, to his excellency the Governor General of the 27th May, 1891, for: 1. Copies of all correspondence and reports to council on the subject of payment of subsidies to the Canadian, West Indian and South American Steamship Company, and to Messrs. Pickford and Black, or either of them, and for copies of all contracts between the Canadian, West Indian and South American Steamship Company (Limited), and Messrs. Pickford and Black, or either of them, and the government, for the steam service between Canada and the West Indies, entered into during the year 1890. 2. Also the names of persons or companies to whom the subsidies for the steam service between St. John, N.B., and the West Indies were paid, previously to the execution of the contract by the Canadian, West Indian and South American Steamship Company, and the amounts so paid, and dates. Also the amount paid, and dates when paid to such steamship company, after entering into the contract. Presented to the House of Commons, 13th July, 1891—*Mr. Davies* *Printed for sessional papers only.*
- 27.** Return to an Order of the House of Commons, dated the 6th May, 1891, for a return giving the date of the declarations in every riding during the recent general election. If adjournments or enlargements were made, in any case, from the time fixed at the nominations, stating where, when, how often and for what reason, and giving the name and address of the returning officer where such occurred; also giving the name, occupation and post office address of every returning officer; showing the date of return by returning officer to the clerk of the crown in chancery, and the date of receipt of each by the clerk of the crown in chancery; together with the name of the electoral district and the member elected thereto, and the date of publication of his return in the *Canada Gazette*. Also copies of all letters written by or on behalf of any member of the government to any member elect or to any other person or persons suggesting that any returning officer be asked to delay making his return to the clerk of the crown in chancery. Presented to the House of Commons, 19th May, 1891.—*Mr. Landerkin*..... *Printed for sessional papers only.*
- 27a.** Return of the Seventh General Election for the House of Commons of Canada, by Samuel E. St. O. Chapleau, Esq., Clerk of the Crown in Chancery for Canada. Presented to the House of Commons, 19th May, 1891, by Hon. J. A. Chapleau. *Printed for both distribution and sessional papers.*
- 28.** Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 1890, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented to the House of Commons, 20th May, 1891, by Hon. J. A. Chapleau..... *Not printed.*
- 29.** Return to an order of the House of Commons, dated 11th May, 1891, for a return showing a detailed account of all expenses incurred in connection with an investigation held into the conduct of the indian agent at Sutton West. Presented to the House of Commons, 21st May, 1891.—*Mr. Mulock* *Not printed.*
- 29a.** Return to an order of the House of Commons, dated 18th May, 1891, for a list and prices paid for all articles purchased for the indians of the counties of Guysboro' and Antigonish, including in said list any cattle purchased as well as farming implements, during the last three years. Also statement of prices realized from sale of cattle or other articles purchased for the use of the indians in said counties. Also statement in full of articles belonging to the department of the interior in said counties for the use of the said indians. Presented to the House of Commons, 27th May, 1891.—*Mr. Fraser*..... *Not printed.*

30. Return to an address of the House of Commons to his excellency the Governor General, dated 11th May, 1891, for a return of: 1. Copies of all correspondence and telegrams between the department of militia and defence, or any officer thereof, and the commander of "C" battery, having reference to sending a detachment of men under his command to Wellington on the 4th or 5th day of August last, ostensibly to aid the civil authorities of that district. 2. Also copies of the requisition served on the said commanding officer, invoking military aid at Wellington, together with the names of the magistrates who signed the requisition, also the distance from Wellington at which said magistrates reside. 3. Also copies of the reports of the commanding officer, confidential or otherwise, as to the necessity there was for the military occupation of Wellington, and for their continuance there, until they were recalled. 4. Also of all telegraphic or other correspondence between the department of militia and defence, or any officer of the government of Canada, and the provincial government of British Columbia, or with any officer thereof, if any, or with any other person, in reference to sending the said military force to Wellington. 5. Also a detailed statement of all moneys disbursed by the government of Canada, or by any department thereof, either as regimental pay, or for active service allowance, either to the officers and men of "C" battery, or both officers and men of the British Columbia Garrison Artillery, while on service at Wellington, or for their maintenance while there, or for their transportation to and from Wellington. 6. Also copies of all militia general and special orders issued by the militia department for the regulation and guidance of the officers of "C" battery since its establishment in British Columbia. Presented to the House of Commons, 22nd May, 1891.—*Mr. Gordon*—
Not printed.
- 30a. Return to an order of the House of Commons dated 3rd June, 1891, for a return of all reports from the deputy adjutant general of military district No. 11 to the minister of militia, since January, 1888: 1. In regard to "C" battery barracks. 2. In regard to drill hall in Victoria. 3. In regard to removal of magazine from Beacon Hill Park. 4. In regard to condition of guns, stores, gun platforms, etc. Also copies of all correspondence between the deputy adjutant general of military district No. 11 and the minister of militia, on the same subjects, since the same date. Presented to the House of Commons, 1st July, 1891.—*Mr. Prior*.....*Not printed.*
31. Return to an address of the House of Commons, to his excellency the Governor General, dated 14th May, 1891, for a return of all petitions addressed to the government, praying for the analysis of intoxicating liquor manufactured or offered for sale, by wholesale or retail, in the dominion of Canada. Presented to the House of Commons, 22nd May, 1891.—*Mr. Curran*.....*Not printed.*
32. Return to an order of the House of Commons, dated 14th May, 1891, for copies of correspondence, papers, and all documents respecting steps taken by the government during last session, or since that time, to prevent American cheese being shipped through or from Canadian ports, and branded as Canadian; also copies of the instructions now given to the proper authorities or preventive officers on the subject. Presented to the House of Commons, 26th May, 1891.—*Mr. Marshall*—
Not printed.
33. Return to an order of the House of Commons, dated 6th May, 1891, for a return in the form used in the statements usually published in the *Gazette* of the exports and imports from 1st day of May, 1890, to 1st day of May, 1891, distinguishing the products of Canada and those of other countries; and comparative statements from 1st July, 1889, to 1st May, 1890. Presented to the House of Commons, 27th May, 1891.—*Sir R. Cartwright*.....*Printed for distribution only.*
34. Copies of papers relating to the sale of the Carleton Branch Railway to the city of St. John. Presented to the House of Commons, 29th May, 1891, by Hon. G. E. Foster.....*Not printed.*
- 34a. Return to an address of the House of Commons to his excellency the Governor General, dated 18th June, 1891, for copies of all orders in council, correspondence, papers, reports and documents in relation to the returning of the debentures of the North Shore Railway Company. Presented to the House of Commons, 10th August, 1891.—*Mr. Langelier*.....*Printed for sessional papers only.*
- 34b. Return to an order of the House of Commons, dated 20th July, 1891, for all papers in reference to the claim of Hugh Munroe, of River John, Pictou County, for damages for injuries caused to his farm by the building of the Short Line Railway. Presented to the House of Commons, 10th August, 1891.—*Mr. Fraser*.....*Not printed.*
- 34c. Return to an address of the House of Commons to his excellency the Governor General, dated 20th July, 1891, for copies of all correspondence, petitions and memorials relating to the construction of a line of railway by the Inverness and Richmond Railway Company (Limited), in the county of Inverness, up to date. Presented to the House of Commons, 10th August, 1891. *Mr. Cameron* ('*Inverness*').....*Not printed.*

- 34d.** Return to an address of the House of Commons to his excellency the Governor General, dated 20th July, 1891, for copies of all petitions, letters or communications whatsoever received by the government from any of the municipalities of the county of Napierville, or from any person in the said county, and of any answers made by the government thereto, up to the 5th March last, in relation to the granting of a subsidy in aid of the construction of a railway between the village of Napierville and the village of St. Rémi. Presented to the House of Commons, 10th August, 1891.—*Mr. Monet*..... *Not printed.*
- 34e.** Return to an order of the House of Commons, dated the 18th June, 1891, for a return showing :
 1. The names of the several railways in the dominion to which dominion aid has been granted, except the Canadian Pacific main line 2. The province within which the said railway, in whole or in part, is located, and if located in two or more provinces, the number of miles in each. 3. The county or counties through which the said lines run in each province. 4. The amount of money paid to each up to the 1st January, 1891. 5. The railways built in the dominion by the dominion since confederation, excepting the main line of the Intercolonial and main line of the Canadian Pacific. 6. The province within which built. 7. The entire cost of each line built or assisted by the dominion, in each province, including equipment. 8. The entire sum spent up to 1st January last, on the construction of dominion roads in each province, excepting the Intercolonial main line and Canadian Pacific main line. Presented to the House of Commons, 14th September, 1891.—*Mr. McMullen*..... *Printed for sessional papers only.*
- 35.** Report of the Commissioner, Dominion Police, for the year 1890, under Revised Statutes of Canada, chapter 184, section 5. Presented to the House of Commons, 1st June, 1891, by Sir John Thompson..... *Not printed.*
- 36.** Return to an address of the House of Commons to his excellency the Governor General, dated 12th May, 1891, for copies of all orders in council, letters, correspondence, and documents of every nature respecting the resignation of James Thurber, Esq., lieutenant-colonel of the sedentary militia, in the county of Lotbinière; the appointment of his son, Mr. William Thurber, as lighthouse keeper in the parish of St. Croix; and the refusal of the government to grant to the said James Thurber, Esq., the amount claimed by him as his superannuation allowance. Presented to the House of Commons, 1st June, 1891.—*Mr. Rinfret*..... *Not printed.*
- 36a.** Return to an order of the House of Commons, dated 11th May, 1891, for all correspondence and papers relating to the resignations and re-appointments to office of the following parties: Samuel Genest, John Cosgrove and Charles Leduc. Presented to the House of Commons, 4th June, 1891.—*Mr. Devlin*..... *Not printed.*
- 36b.** Return to an order of the House of Commons, dated 18th June, 1891, for a return of all letters, correspondence and papers relating to the cause of the resignation and removal of William Laidlow, of Arthur, from the North-West Mounted Police, and all papers and correspondence relating to his application for compensation for the loss of his thumb while in the service; also the award of compensation paid him, if any. Presented to the House of Commons, 6th July, 1891.—*Mr. McMullen*..... *Not printed.*
- 37.** Return to an order of the House of Commons, dated 12th May, 1891, for a return showing how many yards of cotton sail duck have been imported at Halifax, Nova Scotia, from the 30th June, 1889, to 30th June, 1890, and from 30th June, 1890, to 30th December, 1890, and the value of such importation respectively. Presented to the House of Commons, 2nd June, 1891.—*Mr. White (Shelburne)*..... *Not printed.*

CONTENTS OF VOLUME No. 17.

- 38.** Papers relating to the extension and development of trade between the United States and the dominion of Canada, including the colony of Newfoundland. Presented to the House of Commons, 3rd June, 1891, by Sir John Thompson..... *Printed for both distribution and sessional papers.*
- 38a.** Further papers relating to the extension and development of trade between the United States and dominion of Canada, including the colony of Newfoundland. Presented to the House of Commons, 22nd June, 1891, by Sir John Thompson..... *Printed for both distribution and sessional papers.*
- 38b.** Copy of a report of the honourable the privy council of the 4th November, 1890, relative to the proposal made by the government of Canada to the governors of British West India Islands and of British Guiana for the extension of trade, together with correspondence, etc., referring to the same subject. Presented to the House of Commons, 29th July, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.

- 38c.** Correspondence and telegrams respecting the Spanish American Treaty. Presented to the House of Commons, 22nd September, 1891, by Hon. G. E. Foster. *Printed for sessional papers only.*
- 39.** Return to an order of the House of Commons, dated 27th May, 1891, for copies of the report of the enquiry held by J. B. Caouette, in 1890, respecting the abstraction, from the post office at Isle Verte, of a newspaper addressed to a resident of that parish ; of all letters from the post office department to the said Caouette, and replies thereto, and of any report made by the said Caouette ; also of all official correspondence in relation to the said enquiry. Presented to the House of Commons, 16th June, 1891.—*Mr. Amyot* *Not printed.*
- 39a.** Return to an order of the House of Commons, dated 18th May, 1891, for copies of all letters, petitions and memorials relating to and praying for the construction of a suitable post office in the town of Buckingham, county of Ottawa. Presented to the House of Commons, 16th June, 1891.—*Mr. Devlin* *Not printed.*
- 39b.** Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all petitions, memorials, reports and orders in council in reference to the establishment of a post office at Campbellton, in the county of Inverness, Nova Scotia. Presented to the House of Commons, 19th June, 1891.—*Mr. Laurier* *Not printed.*
- 39c.** Return to an order of the House of Commons, dated 5th May, 1891, for a return showing the contingent expenses of the several salaried postmasters of the dominion for the fiscal years 1888, 1889 and 1890. Presented to the House of Commons, 24th July, 1891.—*Mr. McMullen*—
Printed for sessional papers only.
- 39d.** Return to an order of the House of Commons, dated 15th May, 1891, for a return showing the amount deposited in each of the post office and dominion savings banks in the dominion on the 30th June, 1891. Presented to the House of Commons, 12th August, 1891.—*Mr. McMullen*—
Not printed.
- 39e.** Return to an order of the House of Commons, dated 20th July, 1891, for copies of correspondence between the proprietor or proprietors of the newspaper *Le Canada*, published at Ottawa, and any member of the government ; also of any correspondence between any member of the government and any other person in relation to the suspension of the publication in the said newspaper *Le Canada*, of the table showing the arrival and departure of mails at the Ottawa post office. Presented to the House of Commons, 12th August, 1891.—*Mr. Beauvoeil*. *Not printed.*
- 39f.** Return to an order of the House of Commons, dated 18th May, 1891, for copies of all letters, correspondence and petitions relating to the establishment of a post office in the township of Lowe, county of Ottawa ; also petitions, memorials and documents complaining of the mail service between Ste. Emile de Suffolk and St. André Avelin, in the county of Ottawa. Presented to the House of Commons, 17th August, 1891.—*Mr. Devlin* *Not printed.*
- 40.** Return to an order of the House of Commons, dated 5th May, 1891, for copies of the tenders asked for to construct a graving dock at Kingston ; the tenders received ; the reports and calculations made by the engineers of the department of public works made and based on these tenders ; the contract which has been entered into ; the reports of the engineers which may have been made on the carrying out of the works ; or the changes which may have been made in them ; and also a statement of the sums paid out to the contractors up to date. Presented to the House of Commons, 4th June, 1891.—*Mr. Guay* *Not printed.*
- 40a.** Return to an order of the House of Commons, dated 8th July, 1891, for copies of the tenders received and accepted for the construction of a caisson in connection with the Esquimalt graving dock ; the report of Mr. H. F. Perley in this connection ; and all other correspondence referring to this contract. Presented to the House of Commons, 4th August, 1891.—*Mr. Tarte* *Not printed.*
- 40b.** Papers respecting the Kingston graving dock. Presented to the House of Commons, 6th July, 1891, by Sir Hector Langevin *Not printed.*
- 40c.** Return to an address of the House of Commons to his excellency the Governor General, dated 1st July, 1891, for : 1. Copy of original plan and also of alteration made to Kingston dry dock, showing the additional excavations, crib work, extra masonry and additional iron works in caissons, together with the quantities of each class of extra work paid or undertaken to be paid for, and the rates of payment for the said extra work. 2. Copy of the order in council, dated 5th July, 1890, concerning the contract for the building of said dry dock. Presented to the House of Commons, 19th August, 1891.—*Mr. Amyot* *Not printed.*
- 40d.** Return to an order of the House of Commons, dated 3rd August, 1891, for copies of all petitions, correspondence, reports of surveys and any other documents relating to the construction of a dry

- dock at the town of Amherstburg. Presented to the House of Commons, 20th August, 1891.—*Mr. Allan* *Not printed.*
41. Return to an order of the House of Commons, dated 14th May, 1891, for a return giving the report of Mr. J. R. Arnoldi, engineer of the mechanical department of public works, to the special committee on ballot boxes last session. Presented to the House of Commons, 4th June, 1891.—*Mr. Landerkin* *Printed for sessional papers only.*
42. Return to an order of the House of Commons, dated 11th May, 1891, for a return of all papers, correspondence and other documents relating to the dredging on the bar of the Kaministiquia River, Thunder Bay, since July, 1890, including the advertisement, tenders received and contract for such dredging; also engineer's report to the department, showing what progress has been made in the work up to the 1st of December last; also statement showing the amounts paid on account of such work, to whom paid, dates and amounts of such payments. Presented to the House of Commons, 4th June, 1891.—*Mr. Campbell* *Not printed.*
43. Return to an order of the House of Commons, dated 5th May, 1891, for copy of the report of H. F. Perley, Esq., chief engineer of the public works department, respecting the causes of the flooding by the waters of the Richelieu River, of the lands of the riparian owners, in the counties of Iberville, St. John and Missisquoi. Presented to the House of Commons, 4th June, 1891.—*Mr. Béchard* *Not printed.*
- 43a. Return to an order of the House of Commons, dated 18th June, 1891, for copies of all correspondence, letters, reports and documents of every description, respecting the deepening of the river and the lifting and removal of boulders from the batture of St. Jean Deschaillons. Presented to the House of Commons, 22nd July, 1891.—*Mr. Rinfret* *Not printed.*
- 43b. Return to an order of the House of Commons, dated 13th July, 1891, for copies of reports of engineers as to improvements in the navigation of the Grand River. Presented to the House of Commons, 4th August, 1891.—*Mr. Montague* *Not printed.*
- 43c. Supplementary return to an address of the Senate to his excellency the Governor General, dated 21st January, 1890, for copies of all reports and other communications in reference to the deposit of sawdust, slabs and other offensive material in the Ottawa and other rivers of the dominion, together with a letter from the deputy minister of fisheries relative thereto. Presented to the Senate, 19th August, 1891.—*Hon. Mr. Clemow* *Printed for sessional papers only.*
- 43d. Return to an order of the House of Commons, dated 3rd August, 1891, for copies of petitions, correspondence, etc., relating to reconstruction, by private parties, of the Caledonia Dam, across the Grand River. Presented to the House of Commons, 14th September, 1891.—*Mr. Montague*—
Not printed.
44. Return to an order of the House of Commons, dated 15th May, 1891, for copies of all letters, communications, and reports in the possession of the government, relating to the fixing of a standard of time and the legalization thereof. Presented to the House of Commons, 4th June, 1891.—*Mr. Kirkpatrick* *Printed for both distribution and sessional papers.*
45. Return to an order of the House of Commons, dated 13th May, 1891, for copies of all letters and correspondence between the government or any member thereof, or any public department, and Mr. Solyme Forgues, of St. Michel de Bellechasse, returning officer, in relation to the last dominion election in the electoral district of Bellechasse. Presented to the House of Commons, 4th June, 1891.—*Mr. Amyot* *Not printed.*
46. Return to an order of the House of Commons, dated 18th May, 1891, for a return showing what amount of money was expended in repairing wharf at Big Bay, in the township of Keppel, North Grey, during the summer of 1890; whether the work was let by tender or private contract; who performed the work; who acted as inspector, and what compensation did the inspector receive. Presented to the House of Commons, 4th June, 1891.—*Mr. Somerville* *Not printed.*
47. Return to an order of the House of Commons, dated 27th May, 1891, for a return showing the number of bushels of potatoes exported from Canada from 1st October, 1890, to 1st May, 1891, and the place to which exported. Presented to the House of Commons, 6th June, 1891.—*Mr. McMullen*—
Printed for sessional papers only.
48. Return to an order of the House of Commons, dated 3rd June, 1891, for a return of all correspondence between all persons and the department of marine and fisheries, recommending or with reference to a reward given to Captain Peterson of the American schooner "Seigfried," for his services in rescuing the captain and crew of the schooner "Blizzard," of Lunenburg, in October last. Presented to the House of Commons, 16th June, 1891.—*Mr. Flint* *Not printed.*

49. Return to an order of the House of Commons, dated 3rd June, 1891, for correspondence with the department of marine respecting presentation of binocular glasses to the volunteers rescuing the crew of the barqué "Medmerly," lost on Ray's Island, Pictou County, in November last past. Presented to the House of Commons, 16th June, 1891.—*Mr. Fraser*..... *Not printed.*
50. Return to an order of the House of Commons, dated 18th May, 1891, for copy of all correspondence, papers and reports, in the possession of the government, relating to the locality for holding the camp of militia district No. 1, for the years 1890 and 1891. Presented to the House of Commons, 16th June, 1891.—*Mr. Hyman*..... *Not printed.*
51. Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of all correspondence, petitions, memorials and any other documents submitted to the privy council, in connection with the abolition of the official use of the French language in the province of Manitoba by the legislature of that province; also copies of reports to, or orders in council thereon; also copies of the act or acts relating thereto. Presented to the House of Commons, 18th June, 1891.—*Mr. LaRivière*..... *Printed for both distribution and sessional papers.*
52. Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of the order in council of date the 10th May, 1888, granting a subsidy of \$12,500 per annum to Mr. Julien Chabot, for the use of the steamboat "Admiral," between Dalhousie and Gaspé, in connection with the Intercolonial Railway; and also of all other orders in council which may have been passed afterwards in respect to the same steamboat. Presented to the House of Commons, 19th June, 1891.—*Mr. Guay*..... *Not printed.*
- 52a. Return to an order of the House of Commons, dated 5th May, 1891, for copies of the contract with the owners or owner, or the party in possession of the steamboat "Admiral," made by the government in consequence of an order in council bearing date the 10th May, 1888; also of the contracts, deeds or transfers which may have been executed or notified to the government, since the said date of the 10th of May, 1888; also a statement of the sums paid out for the use of the said steamboat; the names of the persons to whom these sums have been paid; and the date of the payments and of the receipts which have been given therefor. Presented to the House of Commons, 24th June, 1891.—*Mr. Guay*..... *Not printed.*
- 52b. Return to an address of the House of Commons to his excellency the Governor General, dated 13th July, 1891, for copies of any order or orders in council, adopted between the years 1883 and 1888, in relation to the steamer "Admiral" and the service performed by the said steamer between Dalhousie and Gaspé or other points, in connection with the Intercolonial Railway. Presented to the House of Commons, 10th August, 1891.—*Mr. Tarte*..... *Not printed.*
- 52c. Return to an address of the House of Commons to his excellency the Governor General, dated 13th July, 1891, for copies of the contract or contracts between the owners or owner or person in possession of the steamer "Admiral" and the government, between the years 1883 and 1888; also copies of all deeds of transfer, etc., filed with the government, in respect of the said steamer; also a statement of all sums paid during the said period of time for the service of the said steamer, with the names of the persons to whom the said sums were paid and the dates of said payments. Presented to the House of Commons, 10th August, 1891.—*Mr. Tarte*..... *Not printed.*
53. Return to an order of the House of Commons, dated 6th May, 1891, for a return showing the cost of construction of the several elevators built on the Intercolonial Railway and branches; showing where erected and the capacity of each; the date of erection, and the quantity of grain that passed through each of them, each year, since their completion. Presented to the House of Commons, 19th June, 1891.—*Mr. McMullen*..... *Not printed.*
- 53a. Return to an order of the House of Commons, dated 13th May, 1891, for copies of all letters, documents, etc., between the officials of the Intercolonial Railway at Moncton and the department of railways in relation to the accident at St. Joseph de Lévis, on the 18th December, 1890. Presented to the House of Commons, 19th June, 1891.—*Mr. Carroll*..... *Not printed.*
- 53b. Return to an order of the House of Commons, dated 1st July, 1891, for all correspondence, telegrams, letters, reports and other papers relating to the proposed "additional property accommodation" of Intercolonial Railway at St. John, N.B. Presented to the House of Commons, 12th August, 1891.—*Mr. Davies*..... *Not printed.*
- 53c. Return to an order of the House of Commons, dated 8th July, 1891, for copies of all paper writings, documents, depositions, etc., respecting or in connection with the enquiry held at St. Flavie, on the line of the Intercolonial Railway, into the conduct of Mr. Hormidas Ouillet, superintendent

of the workshops of the said Intercolonial Railway, as well as in relation to any other employees. Presented to the House of Commons, 26th September, 1891.—*Mr. Choquette*.....*Not printed.*

- 54.** Return to an order of the House of Commons, dated 11th May, 1891, for : 1. A statement of all fishing licenses granted in 1890, in the following counties : Berthier, Maskinongé, St. Maurice, Champlain, Nicolet, Yamaska and Richelieu, showing the names of those who obtained such licenses, the amount paid by each of them and the date of each payment. 2. A statement of the quantity and value of the several kinds of fish taken by the said license-holders, according to the reports of the fishery overseers for the said counties. 3. Copies of all instructions sent to the fishery overseers of the said several counties in 1890 and 1891, up to date. 4. Copies of all letters, petitions and complaints received in relation to this subject during the years 1890 and 1891, up to this date, and of all replies made thereto. 5. For a statement of the salaries of the fishery overseers of the said counties, and of all other costs and expenditure incurred by the government in connection with the fisheries of the counties aforesaid, during the year 1890. Presented to the House of Commons, 22nd June, 1891.....*Not printed.*
- 54a.** Return to an order of the House of Commons, dated 3rd June, 1891, for a return showing the names of all persons in the county of Queen's, Nova Scotia, to whom fishing bounties have been paid during the last five years, with the amount paid each, and the dates of payment ; the amount still unpaid, with the names of the persons to whom such bounties are still due. Presented to the House of Commons, 23rd June, 1891.—*Mr. Forbes*.....*Not printed.*
- 54b.** Return to an order of the House of Commons, dated 18th May, 1891, for a return of the names of all persons in the county of Guysboro' to whom fishing bounties have been paid during the last three years, with the amount paid each, the amount still unpaid with the names of the persons to whom such bounties are still due. Presented to the House of Commons, 23rd June, 1891.—*Mr. Fraser*—*Not printed.*
- 54c.** Return to an order of the House of Commons, dated 27th May, 1891, for a return showing the amount paid for the supplies required by the crews of the several government vessels engaged in the fishery protection service, in the province of Ontario, for the fiscal year ending 30th June, 1890, together with the names of parties from whom purchases were made, and the prices paid. Presented to the House of Commons, 24th June, 1891.—*Mr. Somerville*..... *Not printed.*
- 54d.** Return to an order of the House of Commons, dated 3rd June, 1891, for a return of papers, correspondence, reports and other documents in the possession of the government relating to the subject of the herring fisheries of the Bay of Fundy and its adjacent waters during the past year, including the report of the conference of fishery officers held at Ottawa on the subject. Presented to the House of Commons, 30th June, 1891.—*Mr. Bowers*..... *Not printed.*
- 54e.** Return to an order of the House of Commons, dated 13th May, 1891, for a return of the costs and expenses of adjusting the amounts claimed for fishery bounties and of preparing and distributing the fishery bounty cheques in each year since 1883, and also the names of the persons authorized to distribute the bounty cheques in the province of Nova Scotia during the years 1889, 1890 and 1891. Presented to the House of Commons, 16th July, 1891.—*Mr. Flint*—
Printed for sessional papers only.
- 54f.** Return to an order of the House of Commons, dated 13th May, 1891, for a return giving the names of all persons in the county of Guysboro' fined for violation of the fishery laws, since the 1st day of January, 1890 ; the amount of each fine and costs ; the sum collected of each ; the names of the parties whose fines have been remitted, with the reason for such remission ; the names of parties in said county against whom fines are still outstanding, with the amount of each and costs. Presented to the House of Commons, 22nd June, 1891.—*Mr. Fraser*.....*Not printed.*
- 54g.** Return to an address of the House of Commons to his excellency the Governor General, dated 15th May, 1891, for a return of all papers, letters and documents in any way whatever relating to the dispensing with the services of J. R. Graham, of Fenelon Falls, as fishery inspector or overseer within the county of Victoria, and of all communications with or representations to the government, or any member thereof, or any officer or clerk in the department of marine and fisheries, relating to the said J. R. Graham and the performance of his duties prior to dispensing with his services ; and of all new rules or regulations (if any) for the appointment of fishery inspectors in said county and the performance of their duties. Presented to the House of Commons, 3rd August, 1891.—*Mr. Barron*.....*Not printed.*
- 54h.** Return to an address of the Senate to his excellency the Governor General, dated 30th April, 1890, for copies of all departmental orders relating to the fisheries of the counties of Richelieu and Ber-

- thier, and a copy of all correspondence had since 1887 between the department of fisheries and the fishery officers of the said counties on this subject. Presented to the Senate, 14th July, 1891.—*Hon. Mr. Guévrenont*.....*Not printed.*
54. Return to an order of the House of Commons, dated 27th July, 1891, for copies of all correspondence connected with the appointment of George Boisvert as fishery officer over that portion of the River St. Lawrence along the front of the county of Nicolet. Also for copies of all correspondence connected with the issuing of fishing licenses for the county of Nicolet between Fabien Boisvert, at that time member of the House of Commons of Canada, or any other persons, and the government. Presented to the House of Commons, 21st August, 1891.—*Mr. Leduc*.....*Not printed.*
55. Return to an order of the House of Commons, dated 18th May, 1891, for a return for the years 1889 and 1890 of all reports from or correspondence with the superintendent of the Prince Edward Island Railway, with respect to the condition of the road-bed or the rails of such railway, together with any reports or representations made with respect to such road-bed or rails by any of the track masters or other officers of said road. 2. Showing what portion in mileage of such road-bed has been relaid with steel rails since the completion of such road. Presented to the House of Commons, 2nd July, 1891.—*Mr. Davies*.....*Not printed.*
56. Statement of the affairs of the British Canadian Loan and Investment Company, for the year ended 31st December, 1890; also a list of shareholders on 31st December, 1890. Presented to the Senate, 4th May, 1891, by the Hon. the Speaker.....*Not printed.*
57. Return to an order of the House of Commons, dated 5th May, 1891, for a return showing the quantities and kinds of timber and sawlogs cut annually in the lately disputed territory, in the province of Ontario, under the authority of timber licenses issued by the government of Canada; the names of such licensees; and showing also how the dues were imposed, and the amount per thousand feet, board measure, realized by the government of Canada from each person or firm so licensed in each year from 1875 to 1887, inclusive; or what royalty or other revenue was received by the government from licensees aforesaid on such quantities cut or sold. Presented to the House of Commons, 6th July, 1891.—*Mr. Barron*.....*Printed for sessional papers only.*
58. Return to an order of the House of Commons, dated 12th May, 1891, for a return giving the date at which the steamer "Stanley" commenced running between Prince Edward Island and the mainland in the fall of 1890, how many trips made, date of each trip, the number of passengers and the amount of freight taken to and from Prince Edward Island; the amount of money collected on account of passengers and the amount for freight; also the expenses of working said steamer during the winter of 1891, and the date at which said steamer stopped running from Prince Edward Island to the mainland; together with the report of the deputy minister, dated 5th March, 1891, touching this steamer, and all correspondence, telegrams and representations made to the marine and post office departments touching the mail and steamboat service between the island and the mainland. Presented to the House of Commons, 13th July, 1891.—*Mr. Perry*—*Not printed.*
59. Return to an address of the House of Commons to his excellency the Governor General, dated 8th July, 1891, for copies of all petitions, correspondence and documents whatsoever, respecting the grant of a subsidy to the Quebec Oriental Railway. Presented to the House of Commons, 20th July, 1891.—*Mr. Vaillancourt*.....*Not printed.*
60. Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence, letters or telegrams addressed to the auditor general with reference to the payment of accounts as rendered to the auditor general by the returning officer of the electoral district of the east riding of Elgin; also the names and post office addresses of the returning officer, deputy returning officers, poll clerks and constables for the electoral district of the east riding of Elgin; also the respective amounts as claimed by each; the amount actually paid to each up to date, including amount of balance, if any, as rendered by the returning officer in his original account to the auditor general. Presented to the House of Commons, 14th July, 1891.—*Mr. Ingram*—*Not printed.*
- 60a. Return to an address of the House of Commons, to his excellency the Governor General, dated 27th July, 1891, for copy of all correspondence between John A. Macdonald, M. P. (Victoria, N. S.), or any other parties in the county of Victoria, N. S., and the government, or any department or official of the government, previous to the late general elections, in reference to the appointment of a returning officer at said elections for said county. Presented to the House of Commons, 3rd August, 1891.—*Mr. Flint*.....*Not printed.*

- 61.** Return to an order of the House of Commons, dated 18th June, 1891, for copy of the report of Collingwood Schreiber, Esq., upon survey made by him of the river St. Lawrence immediately opposite and in the vicinity of the city of Quebec, for the purpose of ascertaining whether it was possible to build a railway bridge there. Presented to the House of Commons, 14th July, 1891.—*Mr. Laurier*. *Printed for both distribution and sessional papers.*
- 62.** Return to an address of the House of Commons to his excellency the Governor General, dated 11th May, 1891, for all correspondence between any department of the government and H. E. Hartley, late lockmaster on the Carillon and Grenville Canal, in reference to his retirement from the civil service, and any report to council or order in council upon the same subject, together with all papers connected with the dismissal of Mr. Hartley. Presented to the House of Commons, 26th June, 1891.—*Mr. Christie*. *Not printed.*
- 62a.** Return to an order of the House of Commons, dated 1st July, 1891, for a copy of the report of Thos. Monro, government engineer, upon the Manchester Ship Canal. Presented to the House of Commons, 21st July, 1891.—*Mr. Mulock*. *Printed for both distribution and sessional papers.*
- 62b.** Return to an order of the House of Commons, dated 18th May, 1891, for copies of all letters, correspondence, documents and papers showing the number of extra or additional men employed on the old and new Welland Canal, between the 10th day of February, 1891, and the 7th day of March, 1891; the names of such men, the work required to be done, and the amount of money paid to each man. Presented to the House of Commons, 28th July, 1891.—*Mr. German*. *Not printed.*
- 62c.** Return to an address of the Senate to his excellency the Governor General, dated 17th June, 1891, for a statement and account showing the amount of money received and taken in excess of what was just and proper by William Ellis, superintendent of the Welland Canal, if any, from the 29th day of December, 1879, until the 11th day of September, 1889; also a statement showing the amount of money paid back by Mr. Ellis, if any, and date of payments, if any. Further, a copy of the bond given as security by Mr. Ellis, if any, to secure the payment of the money taken in excess. Presented to the Senate, 29th July, 1891.—*Hon. Mr. McCallum*. *Not printed.*
- 62d.** Return to an address of the House of Commons to his excellency the Governor General, dated 17th June, 1891, for copies of all petitions, letters and communications from the city of St. Catharines, and other municipalities on the Welland Canal, or from any persons or corporations, for the privilege of using surplus water from said canal for manufacturing or other purposes; and of the reports of engineers of canals, thereon, and the replies of the government to all such applications. Presented to the House of Commons, 12th August, 1891.—*Mr. Gibson*. *Not printed.*
- 62e.** Return to order of the House of Commons, dated 13th July, 1891, for: 1. Copies of the specifications prepared by the government and which formed the basis of the call for tenders for the work of constructing a drain from Lachine to Cote St. Paul, along the Lachine Canal. 2. Copies of all tenders filed for the said work, and of the reports of the officers of the department of railways and canals thereupon. 3. Copies of the report awarding the contract for the said work, and of the said contract. Presented to the House of Commons, 12th August, 1891.—*Mr. Préfontaine*. *Not printed.*
- 62f.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all reports of engineers respecting the proposed Soulanges Canal, showing the number of sections into which the work is to be divided, the length of each section, the quantities of the several classes of work in each section, and detailed estimates of the cost of each section; the whole to be accompanied with a continuous tracing or plan and profile of the whole line showing the several sections and the structures of each section. Presented to the House of Commons, 12th August, 1891.—*Mr. Mousseau*. *Not printed.*
- 62g.** Return to an order of the House of Commons, dated 27th May, 1891, for a statement showing all expenditure, and a return of all reports and plans of government engineers, if any, in connection with the Soulanges Canal, from 1873 to 1889, exclusively, and from 1889, inclusively, to June, 1890; also a return of all plans and specifications made by engineers and completed by them, at the said date, June, 1890, in relation to the said Soulanges Canal. Presented to the House of Commons, 12th August, 1891.—*Mr. Mousseau*. *Printed for both distribution and sessional papers.*
- 62h.** Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all tenders, both first and second calls, for sections one, two and three respectively, of the enlargement of the Rapide Plat or Morrisburg Canal, a division of the St. Lawrence Canals, the return to comprise the quantities of the several items in the schedule of prices on which the tenders were computed, and the aggregate of each tender. Also copies of all correspondence, orders in council, reports of engineers relating to the tenders, or contracts, for

- works, or as to changes in location or of designs, and all estimates in detail of the cost of said works and the reason for rejecting the first batch of tenders. Presented to the House of Commons, 21st August, 1891.—*Mr. Murray*. *Not printed.*
- 62i.** Return to an order of the House of Commons, dated 3rd June, 1891, for a return of all letters and memorials complaining of the high water in the Rideau Canal between Kingston and Jones' Falls; copies of letters from Colonel By and others, showing the depth of water allowed for vessels navigating the canal; a statement showing the average depth of water in the canal for the first forty years after construction, and for the last ten years; also for copies of plans and reports of engineers engaged on the survey of the Kingston Mills Level, showing the estimate of cost of lowering the water and the quantity of land to be reclaimed if the water is lowered. Presented to the House of Commons, 26th September, 1891.—*Mr. Kirkpatrick*. *Not printed.*
- 63.** Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of all correspondence, petitions, memorials, briefs and factums, and of any other documents submitted to the privy council in connection with the abolition of separate schools in the province of Manitoba by the legislature of that province; also copies of reports to, and orders in council thereon; also copies of any act or acts of said legislature abolishing said separate schools or modifying in any way the system existing prior to 1890. Presented to the House of Commons, 20th July, 1891.—*Mr. La Rivière*. *Printed for both distribution and sessional papers.*
- 63a.** Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for a copy of all petitions presented to his excellency with reference to the school acts of Manitoba; and all memorials, reports, orders in council and correspondence in connection with the same. Presented to the House of Commons, 20th August, 1891.—*Mr. Devlin*. *Not printed.*
- 63b.** Supplementary return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of all correspondence, petitions, memorials, briefs and factums, and of any other documents submitted to the privy council in connection with the abolition of separate schools in the province of Manitoba by the legislature of that province; also copies of reports to, and orders in council thereon; also copies of any act or acts of said legislature abolishing said separate schools or modifying in any way the system existing prior to 1890. Presented to the House of Commons, 4th September, 1891.—*Mr. La Rivière*—
Printed for both distribution and sessional papers.
- 64.** Return to an order of the House of Commons, dated 13th July, 1891, for copies of the petition of right presented to the minister of justice for his *fiat* by Joseph Desmarteau for improvements alleged to have been made by him on a "piece of land forming part of the property heretofore known as Logan's Farm, and being a portion of the lot number eleven hundred and thirty-six (1136) of the official plan and book of reference of the St. Mary's Ward, in the city of Montreal, measuring one hundred and fifty-six feet in width by a depth of four hundred and fifty-two (452) feet on the south-west side, and four hundred and eighty-seven (487) feet on the north-east side, English measure, and more or less, and being bounded on the north-east side by the highway known as Papineau Road, on the south-west side by a portion of the said lot number eleven hundred and thirty-six (1136), on the south-east by the lot number eleven hundred (1100) of said plan and book of reference, and on the north-west by Sherbrooke Street, being another portion of the said lot eleven hundred and thirty-six;" of the decision of the minister of justice; and of all correspondence on the same. Presented to the House of Commons, 21st July, 1891.—*Mr. Laurier*. *Not printed.*
- 65.** Return to an address of the Senate to his excellency the Governor General, dated 12th May, 1890, for a statement showing the expenses incurred by the inspector of penitentiaries in his visits, ordinary or extraordinary, to St. Vincent de Paul Penitentiary during the last ten years, as well as his personal expenses for each day of such visits, as those occasioned on each day of such visits by his travelling from Montreal to St. Vincent de Paul, and *vice versa*, for horses, servants, and their keep and lodging. Presented to the Senate, 18th June, 1891.—*Hon. Mr. Bellerose*. *Not printed.*
- 65a.** Supplementary return *re* St. Vincent de Paul Penitentiary. Presented to the Senate, 19th June, 1891, by Hon. Mr. Abbott. *Not printed.*
- 65b.** Return to an address of the Senate to his excellency the Governor General, dated 30th July, 1891, for a detailed copy of accepted tender, giving estimated quantity, price per unit, and amount of all drugs and medicines to be supplied the British Columbia Penitentiary by McPherson & Thompson, of New Westminster, B.C., for the year ending 30th June, 1892. Presented to the Senate, 12th August, 1891.—*Hon. Mr. McInnes (Victoria, B.C.)*. *Not printed.*

- 66.** Return to an address of the Senate to his excellency the Governor General, dated 23rd June, 1891, for copies of all correspondence between the department of justice and the judges in Canada charged with judicial functions in criminal matters as well as the attorney general of each province, respecting the expediency of abolishing the functions of the grand jury in relation to the administration of criminal justice. Presented to the Senate, 8th July, 1891.—*Hon. Mr. Gowan*—
Printed for both distribution and sessional papers.
- 67.** Statement of amounts paid for claims for bounty on pig iron manufactured in the dominion; showing quantities claimed upon and names of claimants, as well as amount paid in each case. Presented to the House of Commons, 28th July, 1891, by Hon. Mr. Bowell—
Printed for both distribution and sessional papers.
- 68.** Return to an address of the House of Commons to his excellency the Governor General, dated 1st July, 1891, for a statement showing the amount of dominion notes in circulation on 31st May, 1891, and amount of gold and guaranteed debentures held in security on said date for redemption of said notes. Also statement showing the proportion of such gold reserve held by the minister of finance and receiver-general, and the proportion thereof held by any chartered banks for such redemption. Also statement showing the arrangements made with such banks, under which they hold such gold reserve. Presented to the House of Commons, 29th July, 1891.—*Mr. Mulock*—
Not printed.
- 69.** Departmental report on charges preferred against the Commissioner of the North-West Mounted Police. Presented to the House of Commons, 30th July, 1891, by Sir John Thompson—
Printed for sessional papers only.
- 70.** Return to an order of the House of Commons, dated 13th May, 1891, for copies of all correspondence since 1st July, 1890, from the New Glasgow board of trade and other boards or persons, respecting the through train from Sydney, C.B., to Oxford, Cumberland County, *via* the Short Line Railway. Also copies of all correspondence during said time from any person or persons, asking for better railway accommodation between Pictou and New Glasgow, to and from Halifax. Presented to the House of Commons, 31st July, 1891.—*Mr. Fraser*.....*Not printed.*
- 71.** Return to an order of the House of Commons, dated 27th May, 1891, for copies of all tenders for the construction of the Annapolis public buildings; a copy of the contract entered into with the Government for the construction of the same; a copy of the conveyance to the Queen of the land upon which the same are erected; a statement of all amounts paid to the contractor on account of the work, with dates of payment. Presented to the House of Commons, 4th August, 1891.—*Mr. Lister*—
Not printed.
- 72.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence and all documents, or other information in the possession of the Government, relating to entire horses stationed at the central experimental farm, or at any other of the experimental farms in the dominion of Canada. Presented to the House of Commons, 4th August, 1891.—*Mr. McMillan*—
Not printed.
- 73.** Return to an order of the House of Commons, dated 27th July, 1891, for copies of all correspondence and orders relative to the dismissal of William Saunders and William Muttart, section foremen of the Prince Edward Island Railway, in March or April last. Presented to the House of Commons, 10th August, 1891.—*Mr. Perry*.....*Not printed.*
- 73a.** Return to an order of the House of Commons, dated 27th July, 1891, for a return of all correspondence, letters or papers in any way connected with the dismissal, in June, 1884, of one Samuel Johnston, from his position as a preventive officer, in her majesty's customs, for the station from Clifton to Dunnville. Presented to the House of Commons, 23rd September, 1891.—*Mr. German*—
Not printed.
- 74.** Return to an order of the House of Commons, dated 27th May, 1891, for a return showing: 1. Copies of all reports and correspondence relating to the permit system, and the administration thereof; copies of all regulations under which liquor is brought into the North-West Territories and sold there; also copies of all memorials addressed to the government relating to the present system and the sale of liquors, and the replies to the same. 2. Copies of orders or regulations relating to the sale of liquor on passenger trains in the North-West Territories, and within the limits of Banff Park, and statement of kinds and quantities of liquor so sold. Presented to the House of Commons, 12th August, 1891.—*Mr. Watson*.....*Not printed.*
- 75.** Return to an order of the House of Commons, dated 18th June, 1891, for copies of the pay-roll of the last military camp at Sorel and St. John's, P.Q. Presented to the House of Commons, 18th August, 1891.—*Mr. Lépine*.....*Not printed.*

- 75a.** Statement showing names of tenderers, names of contractors and contract prices of military clothing for 1891-92. Presented to the House of Commons, 21st August, 1891, by Sir Adolphe Caron—
Printed for sessional papers only.
- 76.** Return to an order of the House of Commons, dated 17th June, 1891, for copies of all correspondence between the minister of customs and the collector of customs at Kootenay Lake, and between the minister of customs and any other person, relating to the admission of mining machinery into the Kootenay Lake district free of duty. Also a copy of instructions from the minister of customs to the collector of customs on Kootenay River, referring to the free admission of mining machinery. Presented to the House of Commons, 20th August, 1891.—*Mr. Mara. Not printed.*
- 77.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence, reports, paper writings and documents respecting the seizure and sale of the schooner "Marie Eliza," in 1887, by the collector of customs at Rimouski. Presented to the House of Commons, 20th August, 1891.—*Mr. Langelier. Not printed.*
- 78.** Return to an order of the House of Commons, dated 1st July, 1891, for a return showing:—1. The names of all permanent clerks in the department of public works, their duties and annual salaries. 2. Names of all extra clerks in the said department, their salaries, and the kind of work performed; also copies of their civil service examination certificates. 3. The names of all persons doing extra work outside of the building, and the nature of work, giving the names of ladies and gentlemen separately. 4. The names of mechanics or others employed in the government workshops at Ottawa. 5. The names of all messengers employed in the said department, either permanent or temporary. 6. The number and names of all labourers employed by the said department since January last, in and around the buildings under government control at Ottawa, including Rideau Hall, stating the kind of work performed and wages paid. Presented to the House of Commons, 21st August, 1891.—*Mr. McMullen. Not printed.*
- 79.** Return to an order of the House of Commons, dated 13th July, 1891, for: 1. Copies of all claims presented to the government since 1880, by Mr. Joseph Antoine Maurice, merchant, of the village of Chambly Basin, and Dame Julie Fournier, his wife, for losses suffered by them in reference to lands purchased by them from the government in 1875. 2. Copies of all correspondence and letters addressed to any department of the government by any person or persons, in relation to said matter. 3. Copies of all correspondence between any of the said departments, or between any Department and the claimants, or any persons acting for them or in their interests, in relation to such claims. 4. Copies of the order of reference made by government referring the said claims to Joseph Simard, Esq., then dominion arbitrator, and of his award. 5. Copies of correspondence following the said award. 6. Copies of the opinions given on the subject by the honourable the minister of public works, and of the opinion of the honourable the minister of justice. Presented to the House of Commons, 21st August, 1891.—*Mr. Préfontaine. Not printed.*
- 80.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th June, 1891, for copies of order in council, correspondence, reports, statement of claims, receipts or accounts with or made by Dr. Walker, or on his behalf, or with or by any other person respecting the Dundas and Waterloo macadamized road, since the close of the session of 1889. Presented to the House of Commons, 24th August, 1891.—*Mr. Bain. Not printed.*
- 81.** Return to an address of the House of Commons to his excellency the Governor General, dated 3rd June, 1891, for copies of all correspondence between the imperial government and the government of Canada, on the subject of the copyright laws of Canada, and all other papers relating thereto, not already brought down. Presented to the House of Commons, 24th August, 1891.—*Mr. Edgar—
Not printed.*
- 82.** Third census of Canada—statement of population—compared with preceding censuses, 1891. Presented to the House of Commons, 26th August, 1891, by Hon. J. Haggart—
Printed for distribution only.
- 82a.** Census of Canada, 1891—electoral divisions—statement of population by districts. Also census bulletin No. 1, and statements of population of cities, of towns and of villages. Presented to the House of Commons, 27th August, 1891, by Hon. J. Haggart.*Printed for distribution only.*
- 83.** Return to an order of the House of Commons, dated 3rd August, 1891, showing: 1. The names of all employees of the customs at Montreal; the date of their appointment; their respective duties; the salary of each; their nationality; their place of birth; and, in case of their not having been born in Canada, for what period they had been in this country at the time of their appointment; and upon whose recommendation they had been appointed. 2. Whether they have all

- passed the civil service examination, and the names of those, if any, who have not passed this examination, since the law requiring it has been in force. 3. The names of those, if any, who have received salaries or pay in addition to that attached to the offices to which they were appointed; the amounts received by such persons, and for what additional work given. 4. The names of the extra labourers for whose services there was paid in 1889-90 the sum of \$12,176.25, as recorded in the Auditor General's Report for the year 1889-90 at page C—254. 5. To whom was paid the sum of \$5,930.29 for cartage at the customs house at Montreal, as recorded in the said report of the Auditor General at page C—254. Presented to the House of Commons, 14th September, 1891.—*Mr. Lépine*.....*Not printed.*
- 84.** Return to an order of the House of Commons, dated 27th May, 1891, for copies of all correspondence, memoranda, documents, letters, petitions and all papers whatsoever in relation to the encouragement of the cultivation of the sugar beet and the protection of the manufacture and refining of beet-root sugar in the dominion of Canada, exchanged between the government or any of its members and any person or company. Presented to the House of Commons, 23rd September, 1891.—*Mr. Beausoleil*.....*Not printed.*
- 85.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence, papers and documents relating to the appointment of customs officers at Crystal Beach and Point Abino, in the township of Bertie, and Carroll's Landing, in the township of Humberstone, in the county of Welland. Presented to the House of Commons, 23rd September, 1891.—*Mr. German*—*Not printed.*
- 86.** Return to an address of the Senate to his excellency the Governor General, dated 14th September, 1891, for all correspondence between his excellency and the Lieutenant Governor of the province of Quebec, in connection with the Baie des Chaleurs Railway, and all other papers and correspondence in the possession of the government on that subject. Presented to the Senate, 16th September, 1891.—*Hon. Mr. Miller*.....*Not printed.*
- 86a.** Supplementary return to an address of the Senate to his excellency the Governor General, dated 14th September, 1891, for all correspondence between his excellency and the lieutenant governor of the province of Quebec, in connection with the Baie des Chaleurs Railway, and all other papers and correspondence in the possession of the government on that subject. Presented to the Senate, 23rd September, 1891.—*Hon. Mr. Miller*.....*Not printed.*
- 86b.** Return to an address of the Senate to his excellency the Governor General, dated 21st August, 1891, for an account showing all the moneys expended by subsidy or otherwise on the Baie des Chaleurs Railway, from the commencement of the works thereon to the present time; the names of those to whom paid, and the amount, if any, appropriated to said works and remaining unpaid by the government of Canada. Presented to the Senate, 24th September, 1891.—*Hon. Mr. McInnes (Victoria, B.C.)*.....*Not printed.*
- 87.** Return to an address of the Senate to his excellency the Governor General, dated 29th May, 1891, for copies of all orders in council, commissions and instructions for nominating a person or persons specially charged to examine the situation and resources of that part of the dominion known as the Great Basin of the Mackenzie; and also of the report or reports made by such persons, in order to put the government in a position to decide upon the measures necessary for the protection and development of the territory. Presented to the Senate, 23rd September, 1891.—*Hon. Mr. Girard*.....*Printed for sessional papers only.*
- 88.** General statements and returns of baptisms, marriages and burials in the district of Chicoutimi, Gaspé, Montmagny and Iberville.....*Not printed.*

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED 30th JUNE.

1890.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:
PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1891.

*To His Excellency the Right Honourable The Lord STANLEY of PRESTON, Governor
General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the Report of the
Canada Post Office for the Fiscal Year ended the 30th June, 1890.

All of which is respectfully submitted.

JOHN HAGGART,
Postmaster General.

OTTAWA, 11th March, 1891.

SCHEDULE.

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

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POST OFFICE DEPARTMENT,

OTTAWA, 27th February, 1891.

To the Honourable JOHN HAGGART,
Postmaster General.

SIR,—I have the honour to lay before you the annual statements showing in detail the business of the Post Office in Canada for the year ended 30th June, 1890.

The increase in the number of Post Offices has not been so large as usual, only 75 having been added to the number during the year. There were 7,838 Post Offices in operation in Canada on 1st November, 1889; on the 1st July, 1890, the number had increased to 7,913.

Assuming the population of Canada to be 5,000,000, the number of post offices (7,913) would be equal to one for every 631 persons; whilst in the United States, taking the population at 64,000,000, the number of post offices (62,401) only affords one office for every 1,025 persons.

One thousand three hundred and three miles of mail route have been added during the year, and the total annual travel is now 26,498,497 miles, being an addition to that of last year of 741,719 miles.

Conventions have been executed with Japan and Barbados for a Parcel Post. The Convention with Japan took effect from 1st October, 1890; that with Barbados will come into operation on the 1st April, 1891.

CHINA AND JAPAN MAIL SERVICE.

The development of the mail service between Canada, China and Japan, has been exceedingly satisfactory. From the returns which have been made to the Department, it is ascertained that during the past year 80,395 letters, 19,558 newspapers, and 15,590 books and packets were received at Vancouver from China and Japan; and 17,055 letters, 7,859 newspapers, and 1,417 books and packets were sent from Vancouver to China and Japan.

Whilst a large number of letters, newspapers, books, etc., are received in the mails from China and Japan for the United States, very little correspondence from the United States is sent to those countries *via* Vancouver.

In addition to the above, 114 bags of closed mails, weighing 3,224 lbs., were received at Vancouver for the United Kingdom, and 18 bags, weighing 595 lbs., for the United States and Honolulu.

TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., in the Dominion of Canada, for the Year ended 30th June, 1890.

Provinces and Territories.	Extent of Mail Service.		Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1890.							Number of Closed Parcels for the United Kingdom.		
	1st July, 1890.	Number of Miles of Post Route.	Number of Annual Rate of Mail Travel, in Miles.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Newspapers and Periodicals.	Number of Books, Circulars, Samples and Patterns and other Miscellaneous Articles.		Number of Packets of 5th Class Matter, Ordinary Merchandise, Open to Examination.	Number of Parcels by Parcel Post.
Ontario.....	2,987	18,688	12,206,263	50,500,000	12,700,000	1,880,000	2,853,000	5,630,000	10,730,000	350,000	185,000	8,400
Quebec.....	1,429	12,001	5,673,491	22,800,000	3,850,000	760,000	440,000	3,570,000	4,300,000	200,000	100,000	2,200
Nova Scotia.....	1,404	8,528	3,111,829	6,900,000	1,280,000	160,000	170,000	540,000	370,000	30,000	20,000	2,500
New Brunswick.....	1,089	5,293	2,378,218	5,200,000	840,000	133,000	147,000	470,000	280,000	25,000	15,000	700
Prince Edward Island..	320	1,307	516,591	1,100,000	145,000	32,000	28,000	120,000	60,000	5,000	3,000	500
British Columbia.....	151	5,668	872,643	2,200,000	135,000	70,000	75,000	180,000	170,000	15,000	6,000	1,000
Manitoba.....	359											
N. W. Territories.....	164	6,653	1,739,522	5,400,000	530,000	245,000	157,000	440,000	360,000	22,000	25,000	2,200
Total.....	7,913	58,138	26,498,497	94,100,000	19,480,000	3,280,000	3,870,000	10,950,000	16,250,000	647,000	354,000	17,500

RAILWAY MAIL SERVICE.

Since the Return of last year, for October, 1889, Mail Service has been put on 101 miles of additional Railway Lines, as follows:—

Name of Railway.	Places between which Railways have been opened since October, 1889.	Miles.	Total.
Joggins.....	Maccan and River Hebert.....		8
Quebec and Lake St. John.....	Chambord and Roberval.....		13
L'Assomption.....	L'Assomption and L'Epiphanie.....		3½
Kingston, Napanee and Western (late Napanee, Tamworth and Quebec).....	Tamworth and Tweed.....	20	
	Harrowsmith and Yarker Junction.....	7	
			27
Lake Erie, Essex and Detroit River.....	Walkerville and Leamington.....		38
Manitoba and North-Western.....	Binscarth and Russell.....		11½
			101

Last year mails were carried over 11,510½ miles of railway. This year the mileage is 11,848¾, showing an increase of 238⅞ miles.

Railway mail service has been established on the Lake Erie, Essex and Detroit River Railway, and on the extensions of the Napanee and Tamworth Railway (now known as the Kingston, Napanee and Western Railway) the Quebec and Lake St. John Railway, and the Manitoba and North-Western Railway.

Letter boxes have now been placed at all the principal stations on the leading railways in the Dominion, in which prepaid letters may be posted without additional charge. The letters posted in these letter boxes are, for the most part, collected by the railway mail clerks on duty in the post office cars upon the several railways; in a few places, where the trains do not stop long enough to admit of the clerks leaving the cars, the collection is made by couriers who hand the letters to the mail clerks in the travelling post offices. The accommodation thus afforded enables the public to post letters and post cards up to the last moment without extra charge, and is found to be a great convenience to persons travelling.

The amounts paid to railway mail clerks, over and above their ordinary salaries for night duty and mileage, during the past three years, have been as follows:—

1888.....	\$80,722.97
1889.....	83,429.19
1890.....	92,648.55

From which it appears that, whilst under the amendments to the Civil Service Act in 1889, the payments to the railway mail service for night duty and mileage have been more equitably apportioned, the total amount paid to the railway mail clerks has been considerably increased.

Considering the hazardous nature of the employment, and the difficulties under which the work has to be performed, the Department has every reason to be satisfied with the manner in which the railway mail service has been carried on.

STATEMENT of distance travelled daily with Mails, on each Railway in Canada in
September, 1890.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance Travelled in Miles.	Distance in Miles.
Intercolonial	922	11	3,233	577
Windsor and Annapolis	116	1	260	142
Western Counties	67	1	134	
Cumberland Railway and Coal Company	32			74
Joggins	8			16
Prince Edward Island	208½	1	234½	460½
New Brunswick and Prince Edward Island	36			72
Albert	48	1	96	
Elgin, Havelock and Petiteodiac	27			54
Shore Line	82½			165
St. John Bridge and Railway Extension Company	2	2	8	6
Kent Northern	27			54
Chatham Branch	9			54
Northern and Western	108			234
Caraquet	65			130
Quebec and Lake St. John	190	2	380	
Grand Trunk	2,915½	44	7,199	8,129½
Quebec Central	138	2	286	
L'Assomption	3½			14
Massawippi	38	1	76	70
Hereford	6,70			13½
Vermont Central (in Canada)	68	2	140	103½
Great Eastern	45			90
<i>Canadian Pacific</i> —				
In New Brunswick	306½	3	568	757
In Ontario and Quebec	2,764½	26	5,522½	2,772
In Manitoba and North-West	1,606½	9	2,971½	266½
In British Columbia	650½	4	1,284	100½
Great Northern	8			16
Canada Atlantic	132	1	156	420
Pontiac and Pacific Junction	59	1	118	
Thousand Islands	3½			28
Kingston and Pembroke	104	2	208	30
Kingston, Napanee and Western	57	2	182	30
Bay of Quinte	4			32
Central Ontario	104	2	208	30
Canada Southern	376½	3	630½	400
Erie and Huron	67	1	134	72
Lake Erie, Essex and Detroit River	38	1	76	
Manitoba and North-Western	217½	1	149½	81½
Alberta Railway and Coal Company	109			218
Esquimalt and Nanaimo	78	1	156	
Total	11,848½	125	24,410½	15,711½

COMPARATIVE STATEMENT of Railway Mail Service in September, 1890, and October, 1889.

Date.	Miles of Railway in Operation on which Mails are Carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways.	Distance Travelled. Miles.		Daily.	Yearly.
In September, 1890.....	11,848 $\frac{2}{3}$	125	24,410 $\frac{1}{2}$	15,711 $\frac{1}{8}$	40,122 $\frac{9}{10}$	12,558,326 $\frac{1}{10}$
In October, 1889.....	11,510 $\frac{1}{2}$	121	23,742 $\frac{3}{10}$	15,369	39,111 $\frac{4}{10}$	12,241,883 $\frac{1}{10}$
Increase.....	238 $\frac{1}{3}$	4	668 $\frac{1}{10}$	342 $\frac{1}{10}$	1,011	316,443

FREE DELIVERY BY LETTER CARRIERS.

The anticipation expressed in the report of last year, that the exceptional circumstances which then existed with respect to city or drop letters would soon disappear has been realized, and the following statement shows a large increase over the business of 1889.

ESTIMATE of the Weekly Averages of Letters, Post Cards and Newspapers Delivered by Letter Carriers under the Free Delivery System taken in October, 1890.

Office.	City Post Cards.	Other Post Cards.	City Letters.	Registered Letters.	Other Letters.	Total Letters and Post Cards.	Newspapers.	Total Letters, Post Cards and Newspapers.	No. of Carriers.	
									Actual Delivery.	Including Superintendents and Sorts.
Halifax..	1,410	728	5,286	154	12,160	19,738	9,415	29,153	15	17
Hamilton..	4,571	4,468	8,411	512	21,874	39,836	15,953	55,789	31	32
Kingston..	1,773	2,956	3,392	282	10,000	18,403	8,233	26,636	9	9
London..	1,914	3,823	4,697	550	17,753	28,737	10,955	39,692	21	25
Montreal, including Hochelega, Point St. Charles, St. Jean Bap- tiste and St. Gabriel..	7,930	5,731	38,564	2,683	60,910	115,818	43,405	159,223	73	84
Ottawa..	1,939	2,590	6,181	655	17,651	29,016	20,407	49,423	32	34
Quebec and St. Sauveur.	4,007	3,828	6,609	947	20,628	36,019	16,091	52,110	24	25
St. John..	1,128	1,965	2,983	132	13,355	19,563	10,419	29,982	13	15
Toronto..	20,082	18,324	83,345	6,623	152,957	281,331	69,059	350,390	89	103
Victoria..	249	166	1,824	41	4,418	6,698	4,357	11,055	5	7
Winnipeg..	961	677	3,523	234	9,239	14,634	8,932	23,566	15	16
Totals..	45,964	45,256	164,815	12,833	340,945	609,793	217,176	827,019	327	367

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

	Letters and Post Cards.	Newspapers.	Total Letters, Post Cards and Newspapers.
In 1890..	31,709,236	11,293,152	43,004,988
In 1889..	29,510,312	10,714,860	40,225,172
Increase in 1890..	2,198,924	578,292	2,779,816

REGISTERED LETTERS.

It is estimated that 3,280,000 registered letters passed through the mails in Canada during the year ended 30th June, 1890.

The estimated number for each year since 1882 is as follows:—

In 1883.....	2,659,000
1884.....	3,000,000
1885.....	3,000,000
1886.....	3,400,000
1887.....	3,560,000
1888.....	3,580,000
1889.....	3,649,000
1890.....	3,280,000

It was to be expected that the increase from 2c. to 5c. in the registration fee upon domestic correspondence, would naturally cause some falling off in the number of letters registered; but the actual diminution is considerably less than was expected.

The number of cases of abstraction of contents or portions of contents, or loss of registered letters containing money, sent through the mails of the Dominion during the year ended 30th June, 1890, has been much less than usual, the number of cases reported having been 149, whilst the number during the previous year was 243.

This great reduction would seem to shew that the special measures, taken last year under your immediate instructions, to increase the safety of registered correspondence whilst in transit through the mails, have been attended with success.

In 65 cases the contents (or portions thereof) were, after thorough investigation into the circumstances attending each case, made good by the officers who were held responsible for the loss. 24 letters were stolen from the post office, or from mails *en route*, the contents of which were not recovered.

There were 41 letters, the contents of which, (or a portion thereof), were stated to be missing, but no evidence was forthcoming to account for the alleged discrepancies. 10 letters were, it is alleged, contained in mails or mail packages which failed to reach the post offices for which they were intended.

POSTAGE STAMPS.

The complaints which were so prevalent some time since, of the want of adhesiveness in the postage stamps have almost entirely ceased. It is hoped, therefore, that the efforts of the manufacturer to remove the cause of complaint have been successful.

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

RECEIPTS.

Denominations.	Stamps on hand from last year.	Received from manufacturers.	Originally issued to Non-accounting Postmast. on credit, and subsequently charged for collection.	Surplus on transactions of the year.	Returned by Postmasters unfit for use.	Returned by Postmasters fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
								\$ cts.
½c. Stamp	75,300	525,000			1,185	100	601,585	3,007 92½
1c. do	5,340,300	35,850,000	157,600		32,456	81,200	41,461,556	414,615 56
2c. do	225,400	12,950,000	28,000		8,588	8,500	13,220,488	264,409 76
3c. do	4,028,400	82,475,000	258,300		29,602	92,500	86,883,802	2,606,514 06
5c. do	166,550	4,225,000	15,900		7,654	4,000	4,419,104	220,955 20
6c. do	560,850	200,000	2,850		559	250	764,509	45,870 54
10c. do	140,100	150,000			196		290,296	29,029 60
12½c. do	607,150				110		607,260	75,907 50
15c. do	37,400	150,000			4,973		192,373	28,855 95
2c. Registration Stamps	221,300	325,000	43,650		6,876	16,200	613,026	12,260 52
5c. do	194,200	2,262,500	4,000		13,021	1,200	2,474,921	123,746 05
Post Bands	29,800	546,500			965		577,265	7,215 81½
1c. Cards	786,640	18,682,000	70,300	100	5,547	9,000	19,553,587	195,535 87
2c. do P.U.	34,493	40,000			436	400	75,329	1,506 58
2c. Reply Cards	15,793	134,500			424		150,717	3,014 34
1c. Envelopes	47,122	35,000			550	400	83,072	1,079 93½
3c. No. 1 Envelopes ..	21,238	72,500			100	1,695	95,533	3,152 58½
3c. No. 2 do	38,752	110,000			200	250	149,202	4,998 26½
	12,570,788	158,733,000	580,600	100	113,442	215,695	172,213,625	4,041,676 05½

Cards and Stamped Envelopes, for the Year ended 30th June, 1890.

ISSUE.

Denominations.	Issued to Accounting Postmasters during the year.	Issued to Non-accounting Postmasters on credit during the year.	Stamps destroyed as unfit for use.	Stamps, &c., on hand 30th June, 1890.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.
						\$ cts.
½c. Stamps..	508,800	100	1,185	91,500	601,585	3,007 92½
1c. do	34,356,300	192,000	32,456	6,880,800	41,461,556	414,615 56
2c. do	9,625,800	25,500	8,588	3,560,600	13,220,488	264,409 76
3c. do	66,688,300	249,800	29,602	19,916,100	86,883,802	2,606,514 06
5c. do	2,776,450	14,550	7,654	1,620,450	4,419,104	220,955 20
6c. do	575,600	900	559	187,450	764,509	45,870 54
10c. do	190,150		196	99,950	290,296	29,029 60
12½c. do			110	607,150	607,260	75,907 50
15c. do	81,150		4,973	166,250	192,373	28,855 95
2c. Registration Stamps	601,750	4,200	6,876	200	613,026	12,260 52
5c. do	1,466,950	25,300	13,021	969,650	2,474,921	123,746 05
Post Bands...	497,200		965	79,100	577,265	7,215 81½
1c. Cards	18,591,000	62,000	5,547	895,040	19,553,587	195,535 87
2c. do P.U.	55,900		456	18,993	75,329	1,506 58
2c. Reply Cards	106,450		424	43,843	150,717	3,014 34
1c. Envelopes.	62,000		550	20,522	83,072	1,079 93¾
3c. No. 1 Envelopes.	90,500		100	4,933	95,533	3,152 58 ^⅓ _⅕
3c. No. 2 do	130,900		200	18,102	149,202	4,998 26 ^⅓ _⅕
	136,405,200	574,350	113,442	35,120,633	172,213,625	4,041,676 05½ ^⅓ _⅕

Value of the Issue during the year, to 30th June, 1890, \$3,045,425.15. The total Stamp Issue of the previous year was \$2,973,507, showing a comparative increase in Issue for the present year of \$71,918.15.

DEAD LETTERS.

922,541 letters, circulars, post cards, &c., passed through, and were dealt with in the Dead Letter Branch of the Canada Post Office during the year, as shown by the following classification :—

Dead letters originating in Canada, returned as undelivered by the British Post Office.....	10,443
Dead letters originating in Canada, returned as undelivered by the United States Post Office.....	98,281
Dead letters originating in Canada returned as undelivered by British Colonies and foreign countries..	1,572
	110,296
Less,—Registered letters included therein and transferred to registered class.....	2,840
	107,456
Dead letters, circulars, post cards, &c., returned from Canada Post Office.....	718,863
Dead letters registered being found to contain value.....	20,642
Dead letters, circulars, post cards, &c., sent to the Dead Letter Branch for special reason, such as insufficient address, non-payment of postage, &c.....	*75,580
	922,541

*NOTE.—Of this number 4,165 were registered or contained articles of value, the remainder, 71,415, being ordinary letters.

The work of the Dead Letter Office would be greatly facilitated if the writers of letters would be careful to give their addresses, and to sign their names in full, as it frequently happens that only the initials are given.

About eight per cent. of the letters which reach the Dead Letter Office fail to go forward to destination from insufficient prepayment of postage, or from want of proper address.

A letter bearing the following address :—

MR. G. MARBERETT,
at a farm,
1,700 miles beyond Montreal,
North-West Territory,
Canada.

reached the Dead Letter Office last year, which it is needless to say the Department was unable to deliver.

PRINTING AND SUPPLY.

Detailed statements giving the operations of this branch of the Post Office service will be found in the appendix.

The total cost of all classes of stores furnished to the Post Office Service through the Printing and Supply Branch for the year ended 30th June, 1890, was \$102,975.73. the cost for the year ended 30th June, 1889, was \$111,593.95, showing for the last year a decrease of \$8,618.22. This reduction in cost is largely due to exceptional circumstances, such as a revision of forms in use, and the concentration of the staff consequent on the removal of the Department to the Langevin Block, and cannot be expected to occur again.

REVENUE AND EXPENDITURE.

The Gross Postal Revenue for the year ended 30th June, 1890, was \$3,223,614.63, an increase of \$239,392.03.

The expenditure for the year amounted to \$3,940,695.59.

The difference between Revenue and Expenditure for the year ended 30th June, 1890, was \$717,080.96. The difference for the year 1889 was \$761,817.82.

From the above statements it will be observed that whilst the revenue has increased a little over 8 per cent., the expenditure has only increased a fraction above 5 per cent.

It may not be out of place to remark here that the annual loss of revenue, occasioned by the free transmission of newspapers throughout the Dominion, cannot be estimated at less than \$100,000 a year, even at the low rate of one cent per lb.

The sources of Revenue, and the items of Expenditure in the Post Office Service, are so clearly defined and are liable to so little variation, that beyond an expression of gratification when the statements are satisfactory; or a few words of explanation when the results have been unfavourable there is but little to be said.

The great bulk of the Expenditure is so carefully controlled by Statutory enactment, or Department regulation; that very little latitude is left to the officers of the Department, and if the service is to be efficiently maintained an annual increase in expenditure must be looked for.

MONEY ORDERS.

The Money Order Offices in operation on the 30th June, 1890, numbered 1,027, an increase of 34 during the year, the distribution being as follows:—

Ontario.....	536
Quebec.....	164
Nova Scotia.....	140
New Brunswick.....	95
Prince Edward Island.....	11
Manitoba.....	29
North-West Territories.....	22
British Columbia.....	30

1,027

The accompanying tables exhibit Money Order transactions, both domestic and foreign, up to the 30th June, 1890. It will be seen that the interchange of Money Orders with other countries was as follows:—

Country.	Issued in Canada.		Payable in Canada.	
	Number.	Amount.	Number.	Amount.
		\$		\$
*United Kingdom.....	78,191	1,000,460	23,193	383,263
United States.....	130,278	1,471,946	77,141	1,332,196
France.....	3,010	33,190	758	17,675
Germany.....	2,197	34,093	361	9,804
Italy.....	1,442	39,636	31	1,067
Switzerland and Roumania.....	293	4,247	135	3,523
Belgium.....	823	15,764	173	4,743
Newfoundland.....	1,522	26,942	2,802	73,555
Jamaica.....	69	1,712	324	10,450
†Japan.....	55	1,110	20	384
Australasian Colonies and New Zealand.....	390	9,327	592	14,398
Totals.....	218,270	2,638,427	105,530	1,851,058

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

† The Money Order exchange with Japan came into effect on 1st October, 1889.

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, 1890

Year ended 30th June.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY, DENMARK, SWEDEN AND NORWAY.		ITALY.		SWITZERLAND AND ROUMANIA.		BELGIUM.		NEW-FOUNDLAND.		JAMAICA.		JAPAN.		AUSTRALASIAN COLONIES, AND N. ZEALAND.	
	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.	Amount in Canada.	Amount of Money Orders payable in Canada.
1868	...	87,437	389,796	87,437	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1869	...	94,308	367,042	94,308	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870	...	110,885	415,803	110,885	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871	...	121,644	474,376	121,644	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872	...	142,301	577,443	142,301	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873	...	156,888	665,407	156,888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	...	171,487	661,501	171,487	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	...	174,160	572,246	174,160	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876	...	156,134	491,363	156,134	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877	...	207,889	409,474	188,116	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878	...	246,586	383,868	189,082	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1879	...	308,256	361,940	176,067	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1880	...	494,637	397,889	181,561	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1881	...	1,003,079	807,372	430,086	175,461	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1882	...	1,015,358	827,200	196,487	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1883	...	1,023,548	862,822	257,738	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1884	...	1,190,852	959,691	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1885	...	1,288,245	820,046	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1886	...	1,232,000	861,347	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887	...	1,096,363	783,743	304,115	20,409	12,717	40,318	9,700	48,000	1,331	3,069	1,661	3,726	6,686	11,997	42,114	1,527	15,509	6,069	7,477	8,829	
1888	...	1,291,734	958,001	328,674	27,077	13,656	39,797	9,782	31,478	1,517	3,920	2,007	7,305	3,812	22,177	51,482	1,035	18,462	7,318	13,525	14,121	
1889	...	1,261,743	1,033,331	324,657	31,719	13,633	30,929	10,518	32,044	1,664	3,255	2,460	15,876	4,937	20,055	63,814	1,101	19,847	9,448	14,121	14,121	
1890	...	1,471,946	1,000,460	383,263	33,190	17,675	34,093	9,804	39,636	1,067	4,247	3,523	15,764	4,743	26,942	73,656	1,712	10,430	\$1,110	\$384	9,357	14,398

* Nine months business only, from 1st October, 1883. † Eight months business only, from 1st November, 1884. ‡ Including Money Orders payable in several countries that have no direct exchange of Money Orders with Canada. § Nine months business only, from 1st October, 1889.

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, 1890.

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, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.
				In other Countries.					
				In Canada.	In other Countries.				
1868.	515	90,163	3,352,881 40	\$ 2,959,762 80	\$ 368,118 60	90,579 92	29,942 57	30,655 65	2,355 55
1869.	550	98,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99
1870.	558	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74
1871.	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,691 06	38,495 55	33,225 68	
1872.	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35
1873.	644	161,096	6,230,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,086 92
1874.	662	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	47,362 18	47,362 18	118 94
1875.	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64
1876.	736	228,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,289 21
1877.	754	253,962	6,856,821 13	6,164,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49
1878.	769	269,417	7,130,895 77	6,412,576 78	718,318 99	436,745 80	56,847 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	306,088	7,207,337 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20
1881.	786	338,238	7,725,212 69	6,679,547 44	1,045,665 25	1,002,734 96	60,835 25	47,722 80	161 26
1882.	806	372,248	8,354,153 57	7,018,326 56	1,335,827 53	1,194,028 92	65,392 04	52,449 62	110 78
1883.	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,236,247 95	66,465 20	77,035 92	58 86
1884.	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,871 31	67,870 31	77,499 12	882 61
1885.	885	491,245	10,384,210 99	8,254,003 87	2,130,207 87	1,185,590 92	73,592 86	683,211 35	4,245 59
1886.	910	529,458	10,231,189 39	8,146,005 12	2,085,093 52	1,154,957 32	71,731 83	76,216 09	25 39
1887.	933	574,899	10,328,984 51	8,063,886 92	2,235,097 59	1,485,679 38	79,325 86	76,845 15	1,179 14
1888.	944	630,968	10,916,617 83	8,520,775 78	2,395,842 05	1,726,011 43	81,077 39	83,309 21	
1889.	990	673,813	11,205,919 95	8,692,418 91	2,573,501 04	1,756,944 74	95,147 19		
1890.	1,027	780,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,058 76	100,283 15		

a. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order System, of the salaries of Clerks in City Post Offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional Countries, as stated in the Report for the year ended 30th June, 1883.

b. Including the amount of the "Void" Orders of all previous years. Henceforward the "Void" Orders are brought to account each year in this column.

* Under the recently introduced system of accounts, these items can no longer be given separately.

POST OFFICE SAVINGS BANK.

Thirty-one new Savings Bank Offices were established during the year, making 494 as the total number in operation on the 30th June, 1890.

The number of deposits was 154,678, and the amount \$6,599,896; the number of withdrawals was 90,151, and the amount \$8,575,041.98. The number of new accounts opened was 32,127, and the number of accounts closed 33,499. The average amount of each deposit was \$42.67, and the average amount of each withdrawal \$95.12. The total number of accounts remaining open at the close of the fiscal year was 112,321, and the total amount due to depositors, \$21,990,653.49; the average balance at the credit of each account being \$195.78.

The accompanying tabular statement shows, in progressive form, the business of the bank since its commencement in 1868.

In accordance with an Order in Council, passed under authority of the Act 51 Victoria, chap. 8, the rate of interest on deposits was changed on the 1st October, 1889, from 4 to $3\frac{1}{2}$ per cent. This change in the rate effected a saving of \$80,703.75 in the amount of interest credited to depositors during the nine months, from 1st October to 30th June.

The policy of transferring the Dominion Government Savings Banks to the control of the Post Office Savings Bank continues to be satisfactorily carried out. During the year two such banks—Baddeck, N.S., on the 1st November, 1889, and Richibucto, N. B., on the 1st December, 1889,—were assumed. The number of accounts then transferred was 570, and the amount \$167,501.53.

The second serious loss in the history of the bank occurred this year. It was caused by frauds committed at the Kingston Post Office. The guilty official was speedily brought to punishment, and the depositors' claims, so far as they could be ascertained and established, were promptly made good to them. These losses amounted to \$3,653.37. Additional precautions have been taken to safe-guard both depositors and the bank against such losses in the future.

The number of claims to deceased depositors' moneys which were examined and paid during the year was 927.

STATEMENT of the Business of the Post Office Savings Bank, Canada,

Fiscal year ended 30th June, (except 1867-8 which is for three months).	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits re- ceived during period.	Average amount of each de- posit received during pe- riod.	Amount of depositors' ac- counts transferred from Dominion Government Savings Bank during period.	Number of withdrawals dur- ing period.	Total amount withdrawn during period.	Average amount of each with- drawal during period.	Number of accounts opened during period.
			\$	\$	\$	*	\$	\$	
1868.	81	3,247	212,507	65.44		166	8,857.48	53.35	2,146
1869.	213	16,653	927,885	55.71		4,787	296,754.35	61.99	6,429
1870.	226	24,994	1,347,901	53.93		9,478	664,555.51	70.11	7,823
1871.	230	33,256	1,917,576	57.66		15,148	1,093,438.86	72.10	9,424
1872.	235	39,489	2,261,631	57.27		19,325 ⁸²⁹	1,571,665.19 ^{206,900.00}	81.33	10,846
1873.	239	44,413	2,306,918	51.94		22,159 ^{1,641}	1,925,999.32 ^{897,300.00}	86.91	11,995
1874.	266	45,329	2,340,284	51.63		24,248 ^{1,506}	2,086,243.42 ^{382,400.00}	86.04	12,048
1875.	268	42,508	1,942,346	45.69		24,637 ^{1,317}	2,041,879.04 ^{300,100.00}	82.88	10,516
1876.	279	38,647	1,726,204	44.66		23,127 ^{1,025}	1,783,257.97 ^{238,200.00}	77.11	10,218
1877.	287	36,126	1,521,000	42.10		21,643 ⁸⁴¹	1,525,682.98 ^{200,400.00}	70.49	8,971
1878.	295	40,097	1,724,371	43.00		21,065 ⁸⁷⁹	1,486,158.73 ^{227,500.00}	70.55	10,058
1879.	297	43,349	1,973,243	45.52		22,326 ⁹⁰⁰	1,475,048.79 ^{238,400.00}	66.07	10,755
1880.	297	56,031	2,720,216	48.55		26,043 ⁶⁷³	1,820,213.16 ^{195,000.00}	69.89	14,407
1881.	304	71,747	4,175,042	58.19		28,398 ¹¹²	2,072,289.15 ^{25,100.00}	73.56	18,731
1882.	308	97,380	6,435,989	66.09		35,859	3,461,619.31	96.53	25,778
1883.	330	109,489	6,826,266	62.35		45,253	4,730,995.39	104.54	27,127
1884.	343	109,388	6,441,439	58.88		56,026	5,649,611.13	100.84	26,562
1885.	355	116,576	7,098,459	60.89		59,714	5,793,031.84	97.01	27,591
1886.	892	126,322	7,645,227	60.52		62,205	6,183,470.60	99.40	29,103
1887.	415	143,076	8,272,041	57.81		65,853	6,626,067.51	100.62	31,874
1888.	433	155,978	7,722,330	49.51	217,385	78,229	7,514,071.78	96.05	37,515
1889.	463	166,235	7,926,634	47.67	1,085,979	84,572	7,532,145.56	89.06	38,049
1890.	494	154,678	6,599,896	42.67	167,501	90,151	8,575,041.98	95.12	32,127

year by year, from 1st April, 1868, to 30th June, 1890.

Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Cost of Maintaining the Post Office Savings Bank.					Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.	
			Total Expenses of Management, including Salaries, Compensation to Postmasters, Inspection, Printing, Stationery, &c.	Average cost of each Transaction, viz.: of each Deposit or Withdrawal.	Percentage of Cost of Management to Balance due to Depositors.	Losses sustained.	Interest allowed to Depositors.			
			£	£		£	£	£	£	
.....	44	2,102	8,389.43	.....	.....	.....	939.37	204,588.89	97.33
.....	1,319	7,212	5,808.14	0.23 $\frac{1}{10}$	0.67	.....	21,094.72	856,814.26	118.80
.....	2,857	12,178	8,128.12	0.20 $\frac{1}{10}$	0.51	.....	48,689.08	1,588,848.83	130.41
.....	4,449	17,153	11,108.40	0.20	0.44	.....	84,273.68	2,497,259.65	145.59
.....	6,940	21,059	12,242.34	0.20 $\frac{1}{10}$	0.39	.....	116,174.55	3,096,500.01	147.04
.....	9,528	23,526	15,093.78	0.22 $\frac{1}{10}$	0.47	.....	126,932.88	3,207,051.57	136.32
.....	10,606	24,968	14,442.71	0.20 $\frac{1}{10}$	0.45	.....	126,273.31	3,204,965.46	128.36
.....	11,190	24,294	12,539.59	0.18 $\frac{1}{10}$	0.42	.....	120,758.06	2,926,090.48	120.44
.....	10,097	24,415	14,662.14	0.23 $\frac{1}{10}$	0.53	.....	110,116.08	2,740,952.59	112.27
.....	9,312	24,074	15,149.13	0.26 $\frac{1}{10}$	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 $\frac{1}{10}$	0.51	.....	110,912.56	3,105,190.80	113.14
.....	10,487	31,365	19,134.14	0.23 $\frac{1}{10}$	0.49	.....	136,075.47	3,945,669.11	125.80
.....	10,491	39,605	23,223.99	0.23 $\frac{1}{10}$	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 $\frac{1}{10}$	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
.....	21,555	80,870	41,358.11	0.21 $\frac{1}{10}$	0.24	341.49	607,075.38	17,159,372.09	212.18	
.....	22,585	90,159	43,661.25	0.20 $\frac{1}{10}$	0.22	150.00	692,404.57	19,497,750.15	216.26	
.....	723	26,704	101,693	44,348.93	0.19	0.21	765,639.15	20,689,032.62	203.44
.....	2,962	29,581	113,123	51,954.46	0.20 $\frac{1}{10}$	0.22	841,921.79	23,011,422.57	203.41
.....	570	33,499	112,321	51,132.07	0.20 $\frac{1}{10}$	0.23	3,653.37	786,875.37	21,990,653.49	195.78

The Department has once more deplore the loss of one of its principal officers. Mr. Thomas Patrick French, Post Office Inspector of the Ottawa Division, died suddenly of heart disease on 7th November. Mr. French had been in the Post Office service since 15th September, 1873, when he was appointed Post Office Inspector of the Ottawa Division, a position which he occupied with credit to himself, and advantage to the Department, until his lamented decease. Energetic by nature and gifted with considerable ability, no amount of hard work ever daunted him, difficulties, conquered by courage and perseverance disappeared, and as a consequence he rarely failed to accomplish the object he had in view.

The direct exchange of Money Orders and the establishment of a Parcel Post with Japan, having been satisfactorily put in operation; negotiations are now in progress for similar arrangements with Hong Kong and the West Indies.

Under the provisions of the United States Lottery Act, which went into force in September, 1890, newspapers, pamphlets, and publications of all kinds, bearing date before or since the nineteenth day of September, 1890 (at which date the Act took effect), which contain the advertisement of any lottery, gift enterprise, or similar scheme, or the whole or part of the list of prizes awarded at the drawings of lotteries or similar schemes, are by the provisions of this Act, denied carriage in the mails, or delivery to subscribers, addressees, or to any other person, or as "sample copies." As this Act applies to foreign newspapers, pamphlets, and publications of all kinds, Canadian publishers will do well to bear its provisions in mind.

I have again to express to the officers of the inside and outside service, my hearty thanks for the readiness with which they have invariably lent their assistance in carrying on the business of the Department; a business which year by year draws more and more heavily upon the time and ability of those to whom its administration is entrusted.

WILLIAM WHITE,
Deputy Postmaster General.

CONVENTION between the Department of Communications of Japan and the Post Office Department of Canada, concerning the exchange of closed parcels by mail.

For the purpose of further extending the postal relations between the Empire of Japan and the Dominion of Canada, the undersigned, Count Go-to Shojiro, Minister of Communications of Japan, and John Graham Haggart, Postmaster General of Canada, by virtue of authority vested in them by law, have agreed upon the following articles :—

1. There shall be a regular exchange of closed parcels, by mail, between Japan and Canada.

2. Such parcels shall be forwarded by the steamers of the Canadian Pacific Railway and Steamship Company plying between Vancouver, Canada, and Yokohama, Japan.

3. The maximum weight of a single parcel shall be 5 lbs., and the maximum dimensions shall be two feet in length and one foot in width or depth.

4. The rate of postage shall be 25 cents per lb. or fraction thereof.

5. This postage rate shall be divided as follows : To credit of Japan, 8 cents per lb. for land transit, and to credit of Canada, 9 cents per lb. for sea transit, and 8 cents for land transit.

6. The Post Office of Canada shall provide for the sea conveyance of the parcels passing both ways between the two countries.

7. The parcels exchanged shall not contain any article, the transmission of which is prohibited under the regulations relating to other classes of matter passing by mail between the two countries.

8. Every parcel shall be accompanied by a Customs declaration, which shall be affixed to the parcel, showing the value of the contents ; and all parcels received in either country shall be subject to the Customs laws and regulations thereof.

9. The Post Office of Yokohama shall be the parcel post exchange office for Japan, and the Post Office of Vancouver, the exchange office for Canada.

10. Each parcel mail shall be accompanied by a parcel bill, in which shall be entered by the despatching office, the number of the parcel, the place of posting, the name of the addressee, the declared value of the contents, and the number of rates prepaid, and also, at the foot of the bill, the number of parcels despatched, and the gross and net weight of the mail.

11. Parcels must be securely and substantially packed and shall be despatched from one country to the other in strong wicker baskets, which the Post Office of Canada shall supply, but half the cost of which shall be paid by the Department of Communications of Japan.

12. Undelivered parcels may be re-directed to the senders in the country of origin, subject to the same postage rate to which they were severally originally liable, which may either be prepaid in the country from which the parcel is returned, or charged upon the bill for collection on delivery. Should such a parcel return without prepayment fail of delivery to the sender, the country of origin shall notify the country from which the parcel was returned of the fact, and claim credit for the amount of postage charged against it on such parcel.

13. Parcels which cannot be delivered to the persons addressed, and the senders of which cannot be found shall, unless otherwise determined in special cases, after correspondence between the two administrations, be returned to the administration of the country of origin for disposal as undelivered (dead) matter.

14. The accounts relating to the charges made upon parcels shall be prepared quarterly by the Post Office of Canada, and shall be transmitted in duplicate to the Department of Communications of Japan for verification and settlement.

15. This convention shall take effect on 1st October, 1890 (the 1st day of the 10th month of the 23rd year of Meiji) and shall remain in force until the expiration of a period of six months after the date upon which one of the two contracting administrations shall have notified the other of its intention to terminate it.

Done in duplicate and signed at Ottawa, Canada, the twenty-fourth day of June, one thousand eight hundred and ninety, and at Tokio, Japan, the 3rd day of the 9th month of the 23rd year of Meiji.

SEAL

(Signed) JOHN HAGGART,
Postmaster General of Canada.

SEAL

(Signed) GO-TO,
Minister of Communications of Japan.

**STATEMENT OF THE REVENUE AND EXPENDITURE OF THE POST
OFFICE DEPARTMENT OF THE DOMINION OF CANADA,
FOR THE YEAR ENDED 30TH JUNE, 1890.**

DOMINION OF CANADA.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889	32,788	84
Postage stamps, post cards, &c., sold	3,016,612	03
Postage paid in money, on letters	13,166	11
Postage paid in money, on newspapers	2,280	64
Postage collected by Letter Carriers	307	33
Rents of letter boxes and drawers	21,714	59
Transit postage from Great Britain from 1st January, 1888, to 31st December, 1889	17,510	86
Postage on parcels from Great Britain from 1st January, 1887, to 31st December, 1888	14,772	94
Transit postage from Newfoundland from 1st January, 1888, to 31st December, 1889	385	82
Other miscellaneous receipts	3,792	32
Commissions received on Money Orders	95,536	85
Profit in exchange on Money Order business with other Countries	2,169	83
Void Money Orders, that is Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890	2,576	47
Gross Revenue.	\$3,223,614	63
DEDUCTIONS.	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business	783,127	09
Discount to Stamp Vendors	15,182	79
Mis-sent and dead letters	2,465	92
Other miscellaneous disbursements	551	06
Amount paid for the redemption of postage stamps	2,097	28
Transit rates on mail matter passing through the United States for other Countries, from 1st January, to 31st December, 1889	28,736	54
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889	416	73
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889	4,592	33
Balance of commission paid to other Countries on Money Order business	4,137	40
Cost of remittances to the United States on Money Order business	78	35
Balances still due by Postmasters on old revenue account, on 30th June, 1890	24,840	19
Net Revenue.	\$866,225	68
Net Revenue.	\$3,357,388	95

DOMINION OF CANADA.

EXPENDITURE BY CHEQUE, FROM PARLIAMENTARY APPROPRIATION.

	\$	cts.
Conveyance of mails by land	757,334	08
do steamboats, &c.	79,547	16
do railways	987,392	24
Making and repairing mail bags and locks	19,803	32
Total Mail Service.	\$1,844,076	80
Salaries paid by cheque	1,028,210	24
Travelling expenses	19,106	86
Tradesmen's bills	82,072	51
Rents and taxes	1,685	00
Stationery, printing and advertising	54,251	61
Other miscellaneous disbursements paid by cheque	45,066	89
Total Expenditure by Cheque	\$3,074,469	91

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

**STATEMENT OF THE REVENUE AND EXPENDITURE OF THE POST
OFFICE DEPARTMENT OF CANADA, IN THE PROVINCE OF
ONTARIO, FOR THE YEAR ENDED 30TH JUNE, 1890.**

PROVINCE OF ONTARIO.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889.....	6,742	27
Postage stamps, post cards, &c., sold.....	1,657,257	65
Postage paid in money, on letters.....	7,064	77
Postage paid in money, on newspapers.....	1,303	57
Rents of letter boxes and drawers.....	5,206	14
Transit postage from Great Britain, from 1st January, 1888, to 31st December, 1889.....	9,696	44
Postage on parcels from Great Britain, from 1st January, 1887, to 31st December, 1888.....	8,179	13
Transit postage from Newfoundland, from 1st January, 1888, to 31st December, 1889.....	213	85
Other miscellaneous receipts.....	2,099	80
Commissions received on Money Orders.....	47,692	08
Profit in exchange on Money Order business with other Countries.....	1,198	25
Void Money Orders, that is, Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890.....	1,426	70
Gross Revenue.....	\$1,748,081	55
DEDUCTIONS.		
	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business.....	432,090	17
Discount to Stamp Vendors.....	7,979	03
Mis-sent and dead letters.....	1,158	44
Other miscellaneous disbursements.....	179	70
Amount paid for the redemption of postage stamps.....	1,160	95
Transit rates on mail matter passing through the United States for other Countries, from 1st January, to 31st December, 1889.....	15,910	95
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889.....	230	99
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889.....	2,542	80
Balance of commission paid to other Countries on Money Order business.....	2,291	20
Cost of remittances to the United States on Money Order business.....	43	77
Balances still due by Postmasters on old revenue account, on 30th June, 1890.....	5,890	54
Net Revenue.....	\$1,278,603	01

PROVINCE OF ONTARIO.

EXPENDITURE BY CHEQUE, FROM PARLIAMENTARY APPROPRIATION.

	\$	cts.
Conveyance of mails by land.....	279,606	51
do steamboats, &c.....	17,064	63
do railways.....	493,578	80
Making and repairing mail bags and locks.....	7,373	98
Total Mail Service.....	\$797,623	92
Salaries paid by cheque.....	490,120	85
Travelling expenses.....	7,946	65
Tradesmen's bills.....	45,063	38
Rents and taxes.....	415	00
Stationery, printing and advertising.....	29,227	91
Other miscellaneous disbursements paid by cheque.....	23,340	89
Total Expenditure by Cheque.....	\$1,393,738	60

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT OF THE REVENUE AND EXPENDITURE OF THE POST
OFFICE DEPARTMENT OF CANADA, IN THE PROVINCE OF
QUEBEC, FOR THE YEAR ENDED 30TH JUNE, 1890.

PROVINCE OF QUEBEC.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889		9,652 26
Postage stamps, post cards, &c., sold.....	649,417	04
Postage paid in money, on letters.....	3,570	69
Postage paid in money, on newspapers	749	83
Rents of letter boxes and drawers.....	6,819	15
Transit postage from Great Britain from 1st January, 1888, to 31st December, 1889.....	3,760	64
Postage on parcels from Great Britain from 1st January, 1887, to 31st December, 1888.....	3,173	48
Transit postage from Newfoundland from 1st January, 1888, to 31st December, 1889.....	82	96
Other miscellaneous receipts.....	814	84
Commissions received on Money Orders.....	12,124	70
Profit in exchange on Money Order business with other Countries.....	466	92
Void Money Orders, that is Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890.....	553	61
Gross Revenue.....	\$691,186	12
DEDUCTIONS.		
	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business	135,803	02
Discount to Stamp Vendors	3,888	20
Mis-sent and dead letters.....	622	09
Other miscellaneous disbursements.....	141	00
Amount paid for the redemption of postage stamps	450	92
Transit rates on mail matter passing through the United States for other Countries, from 1st January, to 31st December, 1889.....	6,171	92
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889.....	89	83
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889.....	986	24
Balance of commission paid to other Countries on Money Order business.....	887	32
Cost of remittances to the United States on Money Order business	16	64
Balances still due by Postmasters on old revenue account, on 30th June, 1890.....	6,671	09
Net Revenue..	\$535,457	85

PROVINCE OF QUEBEC.

EXPENDITURE BY CHEQUE, FROM PARLIAMENTARY APPROPRIATION.

	\$	cts.
Conveyance of mails by land.....	158,022	70
do steamboats, &c.....	15,315	18
do railways.....	190,984	12
Making and repairing mail bags and locks	9,202	46
Total Mail Service.....	\$373,524	46
Salaries paid by cheque	267,882	20
Travelling expenses.....	6,077	70
Tradesmen's bills.....	18,622	92
Rents and taxes.....	910	00
Stationery, printing and advertising.....	11,443	07
Other miscellaneous disbursements paid by cheque	12,566	41
Total Expenditure by Cheque.....	\$691,026	76

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

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, 1890.

PROVINCE OF NOVA SCOTIA.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889.....	7,926	31
Postage stamps, post cards, &c., sold.....	232,372	60
Postage paid in money, on letters.....	660	05
Postage paid in money, on newspapers.....	74	90
Rents of letter boxes and drawers.....	1,793	49
Transit postage from Great Britain from 1st January, 1888, to 31st December, 1889.....	1,340	82
Postage on parcels from Great Britain from 1st January, 1887, to 31st December, 1888.....	1,140	11
Transit postage from Newfoundland from 1st January, 1888, to 31st December, 1889.....	22	67
Other miscellaneous receipts.....	292	56
Commissions received on Money Orders.....	14,013	96
Profit in exchange on Money Order business with other Countries.....	167	75
Void Money Orders, that is Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890.....	198	72
Gross Revenue.....	\$260,000	94
DEDUCTIONS.	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business.....	82,671	24
Discount to Stamp Venders.....	815	91
Mis-sent and dead letters.....	176	94
Other miscellaneous disbursements.....	38	04
Amount paid for the redemption of postage stamps.....	161	69
Transit rates on mail matter passing through the United States for other Countries, from 1st January to 31st December, 1889.....	2,217	89
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889.....	31	97
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889.....	354	43
Balance of commission paid to other Countries on Money Order business.....	319	24
Cost of remittances to the United States on Money Order business.....	5	98
Balances still due by Postmasters on old revenue account, on 30th June, 1890.....	6,437	69
Net Revenue.....	\$166,769	92

PROVINCE OF NOVA SCOTIA.

EXPENDITURE BY CHEQUE, FROM PARLIAMENTARY APPROPRIATION.

	\$	cts.
Conveyance of mails by land.....	125,328	60
do steamboats, &c.....	10,662	78
do railways.....	43,857	18
Making and repairing mail bags and locks.....	797	66
Total Mail Service.....	\$180,646	22
Salaries paid by cheque.....	63,785	26
Travelling expenses.....	1,536	82
Tradesmen's bills.....	6,343	65
Stationery, printing and advertising.....	4,198	39
Other miscellaneous disbursements paid by cheque.....	2,213	88
Total Expenditure by Cheque.....	\$258,724	22

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

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, 1890.

PROVINCE OF NEW BRUNSWICK.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889.....	2,525	32
Postage stamps, post cards, &c., sold.....	163,203	92
Postage paid in money, on letters.....	366	27
Postage paid in money, on newspapers.....	47	25
Postage collected by Letter Carriers.....	231	53
Rents of letter boxes and drawers.....	1,734	56
Transit postage from Great Britain from 1st January, 1888, to 31st December, 1889.....	930	16
Postage on parcels from Great Britain from 1st January, 1887, to 31st December, 1888.....	793	12
Transit postage from Newfoundland from 1st January, 1888, to 31st December, 1889.....	20	64
Other miscellaneous receipts.....	203	52
Commissions received on Money Orders.....	7,404	27
Profit in exchange on Money Order business with other Countries.....	117	00
Void Money Orders, that is, Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890.....	138	24
Gross Revenue.....	\$177,715	80
DEDUCTIONS.		
	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business.....	52,065	04
Discount to Stamp Vendors.....	1,097	92
Mis-sent and dead letters.....	122	53
Other miscellaneous disbursements.....	38	07
Amount paid for redemption of postage stamps.....	112	48
Transit rates on mail matter passing through the United States for other Countries, from 1st January to 31st December, 1889.....	1,542	88
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889.....	22	24
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889.....	246	56
Balance of commission paid to other Countries on Money Order business.....	223	08
Cost of remittances to the United States on Money Order business.....	4	16
Balances still due by Postmasters on old revenue account, on 30th June, 1890.....	1,570	39
Net Revenue.....	\$120,670	45

PROVINCE OF NEW BRUNSWICK.

EXPENDITURE BY CHEQUE, FROM PARLIAMENTARY APPROPRIATION.

	\$	cts.
Conveyance of mails by land.....	54,087	96
do steamboats, &c.....	3,150	00
do railways.....	83,138	85
Making and repairing mail bags and locks.....	981	78
Total Mail Service.....	\$141,358	59
Salaries paid by cheque.....	77,299	99
Travelling expenses.....	963	85
Tradesmen's bills.....	4,306	65
Stationery, printing and advertising.....	3,475	08
Other miscellaneous disbursements paid by cheque.....	2,721	56
Total Expenditure by Cheque.....	\$230,125	72

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT OF THE REVENUE AND EXPENDITURE OF THE POST
OFFICE DEPARTMENT OF CANADA, IN THE PROVINCE OF
MANITOBA AND THE NORTH-WEST TERRITORIES,
FOR THE YEAR ENDED 30TH JUNE, 1890.

PROVINCE OF MANITOBA AND THE N.-W. TERRITORIES.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889.....	4,661	80
Postage stamps, post cards, &c., sold.....	196,549	91
Postage paid in money, on letters.....	975	65
Postage paid in money, on newspapers.....	73	11
Rents of letter boxes and drawers.....	2,215	00
Transit postage from Great Britain from 1st January, 1888, to 31st December, 1889.....	1,116	44
Postage on parcels from Great Britain from 1st January, 1887, to 31st December, 1888.....	941	83
Transit postage from Newfoundland from 1st January, 1888, to 31st December, 1889.....	24	51
Other miscellaneous receipts.....	241	68
Commissions received on Money Orders.....	6,449	39
Profit in exchange on Money Order business with other Countries.....	138	75
Void Money Orders, that is Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890.....	164	16
Gross Revenue.....	\$213,552	23
DEDUCTIONS.		
	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business.....	52,245	72
Discount to Stamp Vendors.....	685	60
Mis-sent and dead letters.....	223	00
Other miscellaneous disbursements.....	65	25
Amount paid for the redemption of postage stamps.....	133	57
Transit rates on mail matter passing through the United States for other Countries, from 1st January to 31st December, 1889.....	1,832	17
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889.....	26	41
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889.....	292	79
Balance of commission paid to other Countries on Money Order business.....	263	72
Cost of remittances to the United States on Money Order business.....	4	94
Balances still due by Postmasters on old revenue account, on 30th June, 1890.....	3,393	30
Net Revenue.....	\$154,385	76

PROVINCE OF MANITOBA AND THE N.-W. TERRITORIES.

EXPENDITURE BY CHEQUE, FROM PARLIAMENTARY APPROPRIATION.

	\$	cts.
Conveyance of mails by land.....	80,411	26
do do railways.....	101,515	98
Making and repairing mail bags and locks.....	626	05
Total Mail Service.....	\$182,553	29
Salaries paid by cheque.....	83,226	07
Travelling expenses.....	866	42
Tradesmen's bills.....	4,798	68
Stationery, printing and advertising.....	3,519	53
Other miscellaneous disbursements paid by cheque.....	1,073	46
Total Expenditure by Cheque.....	\$276,037	45

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

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, 1890.

PROVINCE OF BRITISH COLUMBIA.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889.....	794	29
Postage stamps, post cards, &c., sold.....	83,879	84
Postage paid in money, on letters.....	465	46
Postage paid in money, on newspapers.....	28	10
Postage collected by Letter Carriers.....	75	80
Rents of letter boxes and drawers.....	3,044	25
Transit postage from Great Britain from 1st January, 1888, to 31st December, 1889.....	490	08
Postage on parcels from Great Britain from 1st January, 1887, to 31st December, 1888.....	396	56
Transit postage from Newfoundland from 1st January, 1888, to 31st December, 1889.....	10	32
Other miscellaneous receipts.....	101	76
Commissions received on Money Orders.....	6,812	08
Profit in exchange on Money Order business with other Countries.....	58	41
Void Money Orders, that is Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890.....	69	12
Gross Revenue.....	\$96,226	07
DEDUCTIONS.		
	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business.....	17,797	18
Discount to Stamp Vendors.....	461	92
Mis-sent and dead letters.....	144	68
Other miscellaneous disbursements.....	89	00
Amount paid for the redemption of postage stamps.....	56	58
Transit rates on mail matter passing through the United States for other Countries, from 1st January to 31st December, 1889.....	771	44
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889.....	11	12
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889.....	123	28
Balance of commission paid to other Countries on Money Order business.....	111	20
Cost of remittances to the United States on Money Order business.....	2	08
Balances still due by Postmasters on old revenue account, on 30th June, 1890.....	542	07
Net Revenue.....	\$76,115	52

PROVINCE OF BRITISH COLUMBIA.

EXPENDITURE BY CHEQUE, FROM PARLIAMENTARY APPROPRIATION.

	\$	cls.
Conveyance of mails by land.....	46,776	90
do steamboats, &c.....	33,354	57
do railways.....	56,740	31
Making and repairing mail bags and locks.....	275	27
Total Mail Service.....	\$137,147	05
Salaries paid by cheque.....	32,305	22
Travelling expenses.....	1,314	12
Tradesmen's bills.....	2,059	86
Rents and taxes.....	360	00
Stationery, printing and advertising.....	1,689	82
Other miscellaneous disbursements paid by cheque.....	2,284	61
Total Expenditure by Cheque.....	\$177,160	68

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

**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, 1890.**

PROVINCE OF PRINCE EDWARD ISLAND.

REVENUE.

	\$	cts.
Balances due by Postmasters on old revenue account on 30th June, 1889		486 59
Postage stamps, post cards, &c., sold	33,931	07
Postage paid in money, on letters		73 22
Postage paid in money, on newspapers		3 88
Rents of letter boxes and drawers		902 00
Transit postage from Great Britain from 1st January, 1888, to 31st December, 1889		176 28
Postage on parcels from Great Britain from 1st January, 1887, to 31st December, 1888		148 71
Transit Postage from Newfoundland from 1st January, 1888, to 31st December, 1889		3 87
Other miscellaneous receipts		38 16
Commissions received on Money Orders		1,039 47
Profit in exchange on Money Order business with other Countries		22 75
Void Money Orders, that is, Money Orders issued between 1st July, 1888, and 30th June, 1889, payment of which had not been claimed up to 30th June, 1890		25 92
Gross Revenue		\$36,851 92
DEDUCTIONS.		
	\$	cts.
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order business	10,454	72
Discount to Stamp Vendors		254 21
Mis-sent and dead letters		18 24
Amount paid for the redemption of postage stamps		21 09
Transit rates on mail matter passing through the United States for other Countries, from 1st January to 31st December, 1889	289	29
Transit rates on mail matter for France by French packet sailing from New York, from 1st March, 1887, to 31st December, 1889		4 17
Transit rates on mail matter passing between Newfoundland and Canada, from 1st January, 1888, to 31st December, 1889		46 23
Balance of commission paid to other Countries on Money Order business		41 64
Cost of remittances to the United States on Money Order business		0 78
Balances still due by Postmasters on old revenue account, on 30th June, 1890	335	11
Net Revenue		\$25,386 44

PROVINCE OF PRINCE EDWARD ISLAND.

EXPENDITURE BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.

	\$	cts.
Conveyance of mails by land		13,100 15
do railways		17,577 00
Making and repairing mail bags and locks		546 12
Total Mail Service		\$31,223 27
Salaries paid by cheque		13,590 65
Travelling expenses		401 30
Tradesmen's bills		877 37
Stationery, printing and advertising		697 81
Other miscellaneous disbursements paid by cheque		866 08
Total Expenditure by Cheque		\$47,656 48

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

MEMORANDUM of Special Mail Subsidies and Steamship Subventions disbursed through the Post Office Department, Year ended 30th June, 1890.

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.	No. of Trips per Week.	Amount.
†Yearly subsidy to Montreal Ocean Steamship Co.— Halifax and Liverpool <i>via</i> Merville (winter).....	Andrew Allan...	2,530	1 1/2	\$ 126,533 33
Quebec and Liverpool <i>via</i> Merville (summer).....	do	2,650	1 1/2	
*Steam communication with the Magdalen Islands— Pictou, Magdalen Islands, Grand Entry, &c.....	J. Holliday.....	180	1	10,000 00
Steam communication between Halifax and St. John <i>via</i> Yarmouth— Halifax and St. John <i>via</i> Yarmouth and intermediate ports.....	Yarmouth SS. Co.....	292	1	5,000 00
*Steam communication between Port Mulgrave and East Bay, C. B.— Port Mulgrave and East Bay.....	Bras d'Or Steam Navigation Co.	75	6	6,500 00
*Steam communication between Cape Canso and Port Hood <i>via</i> Port Mulgrave— Port Mulgrave to Canso <i>via</i> Arichat.....	R. Macdonald...	95	2	4,000 00
Steam communication between Port Mulgrave or Pictou Railway Terminus and Cheticamp, &c. (the Local Government having granted a similar amount)— Pictou, Port Hood and Cheticamp, &c.....	F. W. Fraser...	117	1	2,000 00
*Steam communication between Grand Manan, N.B., and Mainland— Grand Manan, St. John and St. Stephen.....	E. Gaskill.....	75 & 50	1	3,500 00
Steam communication between United States and Victoria, B.C.— Victoria, B.C., and San Francisco, U.S.....	Goodall & Perkins.....	750	1	17,640 00
*Steam communication between St. John, Digby and Annapolis— St. John, Digby and Annapolis.....	Bay of Fundy SS. Co.....	45 & 16	3 & 5	11,500 00
Steam communication between New Westminster and Victoria— New Westminster, Victoria and Chilliwack.....	C. P. Navigation Co.....	75 & 60	3	6,923 08
Total.....				\$193,596 41

† To 31st March only.

* See water services, for an additional amount paid from Parliamentary Appropriation.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF ONTARIO.

DETAIL of all payments for Mail Transportation in Ontario made within the year ended 30th June, 1890.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					\$	cts.
Aberarder and Railway Station	D. N. Sinclair	1	6	12 months	40	00
Aberdeen and Durham	L. Eldridge	11	3	12 do	73	00
Aberdour and Railway Station	G. Christie	1	6	12 do	70	00
Abingdon and Canfield	W. Young	12	3	12 do	155	00
Abingdon and Winona	J. Williams	15	3	12 do	239	00
Aboyne and Elora	T. Godfrey	1	6	1 do 18 days (to May 18, 1889)	9	23
Acton and Knatchbull	T. Wilson	5	2	12 do	75	00
Acton and Speyside	do	5	2	12 do	75	00
Adare and Maguire	A. Tod	2	3	12 do	50	00
Addison and Bell's Station	H. S. Moffatt	8	6	12 do	200	00
Adelaide and Strathroy	J. Harris	8	6	12 do	240	00
Adolphustown and Bath	J. H. Roblin	14	6	12 do	425	00
Adolphustown and Napanee	E. Gallagher	25	6	12 do	585	00
Agincourt, Canadian Pacific Railway and Midland Railway	W. Lawton	7	12	12 do	125	00
Agincourt and Railway Station	do	6	6	12 do	30	00
Agincourt Station and L'Amaroux	R. H. Madill	4	3	2 do (to May 31, '89)	16	66
do do	A. Mason	4	3	10 do from do	83	33
Ahmie Harbor and Parry Sound	T. W. Quinn	32	3	12 do	614	00
Ahmie Harbor and Wharf	S. Paul	1	3	Season 1889	23	50
Ahmie Lake and Spence	J. McCartney	9	1	12 months	60	00
Ailsa Craig, Denfield and Ry. Station	J. Orr	6	6 & 12	12 do	250	00
Ailsa Craig and Railway Station	S. Hey	6	6	12 do	78	25
Air Line Junction and Ry. Station	M. Grisdale	1	6	3 do (to June 30, '89)	10	00
do do	M. Minnes	1	6	9 do from do	30	00
Albert and Marysville	P. Sullivan	10	3	12 do	180	00
Alberton and Lynden	H. Dunham	7	6	6 do (to Sept. 30, '89)	94	00
do do	B. Dunham	7	6	6 do from do	94	00
Albion, Castlederg and Mount Wolfe	S. J. Snell	6 & 5	6 & 3	12 do	260	00
Albion and Railway Station	Q. D. Elliott	1	24	12 do	60	00
Albuna and Cottam	E. S. Irwin	6	2	12 do	72	72
Alburo and Rednersville	G. Rose	4	3	12 do	75	00
Alburo and Rodney	N. Gray	6	6	12 do	144	00
Aldershot and Waterdown	J. Simmons	3	12	6 do (to Sept. 30, '89)	99	50
do do	W. Prudham	3	12	6 do from do	60	00
Alderville and Franklin's Corners	W. Stevenson	48 rds.	6	7 do (from Sept. 1, '89)	14	58
Alexandria and McCrimmon	D. McCrimmon	9	6	12 do	240	00
Alexandria and Railway Station	A. J. McDonald	1	24	12 do	112	68
Alexandria and St. Raphael West	J. McDougall	17	6	12 do	325	00
Alexandria and Vankleek Hill	A. Mercier	19	6	12 do	350	00
Alfred and Montebello	L. Larocque	9	6	12 do	200	00
Algoma Mills and Railway Station	H. F. McQuire	1	6 & 12	12 do	119	20
Allanburg and Railway Station	W. Livingstone	1	12	12 do	100	20
Allandale and Holly	W. Armstrong	3	6	12 do	115	00
Allandale and Painswick	W. Thompson	3	6	12 do	150	00
Allandale and Railway Station	M. J. Hamlin	1	36	12 do	150	00
Allan Park and Hampden	H. Byers	5	2	12 do	73	75
Allan Park and Lamdash	E. Earls	5	3	12 do	110	00
Allenford and Owen Sound	T. N. Williamson	13	6	12 do	120	00
Allenford and Railway Station	J. Dean	1	12	12 do	124	80
Allenford and Saugeen	W. Gilbert	11	6	12 do	245	00
Allenford and Skipness	J. Davidson	4	2	12 do	75	00
Allensville and Mail Catching Post	J. McNicol	1	6	12 do	78	25
Allensville and Utterson	do	4	3	12 do	54	60
Allenwood and Elmvale	J. G. Dickinson	6	3	6 do (to Sept. 30, '89)	55	00
Allenwood and Gibson	do	3	2	6 do (to Sept. 30, '89)	22	50
Allisonville and Consecon	G. Pine	8	3	12 do	150	00
Alliston and Beeton	H. E. Kinsay	1		Special trip	1	00
Alliston and Elm Grove	S. Berridge	14 r. t.	6	12 months	300	00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alliston and Rosemont.....	T. Langley.....	9	6	12 months.....	270 00
Alliston and Railway Station.....	do.....	$\frac{1}{2}$	12	12 do.....	49 00
Alloa and Edmonton.....	W. Goulding.....	6	3	12 do.....	90 00
Allsaw and Minden.....	D. Burke.....	10	2	9 do (to Dec. 31, '89).	105 00
do do.....	R. McKnight.....	10	2	3 do from do.....	30 00
Alma and Railway Station.....	J. H. Walker.....	$\frac{1}{2}$	12	12 do.....	110 00
Alma and Winfield.....	J. Hattin.....	8	3	12 do (less fine).....	127 00
Almonte and Clayton.....	A. Barnett.....	10 & 12	6	12 do.....	225 00
Almonte and Railway Station.....	E. Dowdall.....	$\frac{1}{4}$	24	12 do.....	164 63
Almonte and West Huntley.....	J. Manion.....	12	3	6 do (to Sept. 30, '89).	98 00
do do.....	B. Manion.....	12	3	6 do from do.....	98 00
Alport and Bracebridge.....	H. F. Bickmore.....	4	3	12 do.....	117 00
Alsfeld and Railway Station.....	H. Ziegler.....	$1\frac{1}{4}$	6	12 do.....	100 00
Althorpe and Maberly.....	J. Norris.....	9	2	12 do.....	84 48
Alton and Railway Station.....	A. Menzies.....	1	12	12 do.....	100 16
Alvinston and Railway Station.....	M. Temple.....	$\frac{1}{2}$	12	3 do (to June 30, '89).	21 25
do do.....	G. Temple.....	$\frac{1}{2}$	12	9 do from do.....	84 00
Amaranth Station and Ry. Station.....	J. Lacon.....	$\frac{1}{2}$	6	12 do.....	40 00
Amberley and Kincardine.....	J. Bayne.....	14	6	6 do (to Sept. 30, '89).	149 00
Amberley and Kintail.....	T. Elson.....	6	6	6 do do.....	99 74
Amberley and Lurgan.....	J. McCrindle.....	$4\frac{1}{2}$	3	12 do.....	80 00
Ameliasburg and Belleville.....	G. W. Tice.....	10	6	12 do.....	400 00
Amherstburg and Oxley.....	A. Elliott.....	19	6	5 do (to Aug. 31, '89).	197 92
do do.....	A. Fox.....	19	6	7 do from do.....	497 75
Amherstburg and Railway Station.....	do.....	1	12	12 do.....	219 13
Amherstburg and Windsor.....	do.....	18	6 & 3	12 do.....	460 00
Amiens and Lobo.....	R. Sharpe.....	$12\frac{1}{2}$	3	12 do.....	116 96
Amigari and Railway Station.....	A. B. Hurrell.....	$\frac{1}{2}$	12	12 do.....	65 00
Ancaster and Hamilton.....	W. M. Elliott.....	7	12	3 do (to June 30, '89).	56 00
do do.....	J. Phillips.....	7	12	9 do from do.....	178 50
Angus and Essa Centre.....	J. M. Coulson.....	6	2	12 do.....	90 00
Angus and Railway Station.....	W. J. Smith.....	$\frac{1}{2}$	12	12 do.....	60 00
Anson and Railway Station.....	A. McMullen.....	50 yds	6	12 do.....	25 00
Anten Mills and Railway Station.....	J. McLaughlin.....	$\frac{1}{2}$	6	12 do.....	110 00
Antioch and Grassmere.....	F. Widdess.....	10	1	12 do.....	52 00
Appin and Glen Willow.....	J. Reilly.....	$5\frac{1}{2}$	3	12 do.....	90 00
Appin and Mayfair.....	J. E. Campbell.....	$4\frac{1}{2}$	3	12 do.....	100 00
Appleby and Railway Station.....	J. Prescott.....	$\frac{1}{2}$	6	12 do.....	82 00
Appledore and Railway Station.....	O. B. Arnold.....	2 $\frac{1}{2}$	2	12 do.....	64 48
Appleton and Carleton Place.....	J. G. Munro.....	$4\frac{1}{2}$	12	6 do (to Sept. 30, '89).	157 50
do do.....	J. N. Eastwood.....	$4\frac{1}{2}$	12	6 do from do.....	97 50
Apsley and Cheddar.....	T. Eastland.....	21	1	3 do (to June 30, '89).	45 00
do do.....	A. Graham.....	21	1	9 do from do.....	131 25
Apsley and Lasswade.....	T. Eastland.....	11	1	12 do.....	52 00
Apsley and Peterboro'.....	do.....	40	3	3 do (to June 30, '89).	137 50
do do.....	P. Kennedy.....	40	3	9 do from do.....	375 00
Apto and Phepston Station.....	H. O'Neill.....	6	6	12 do.....	180 00
Archer and Bouck's Hill.....	T. Archer.....	9	3	3 do (to June 30, '89).	28 00
do do.....	J. Cramer.....	9	3	9 do from do.....	84 00
Archville and Ottawa.....	C. M. Garrow.....	$1\frac{1}{2}$	6	12 do.....	80 00
Arden and Railway Station.....	J. Babcock.....	1	6	12 do.....	75 00
Arden and Tamworth.....	do.....	20 $\frac{1}{2}$	3	12 do.....	190 00
Ardrea and Orillia.....	W. Blair.....	9	2	12 do.....	160 00
Arkona and Keyser.....	W. J. Evans.....	5 $\frac{1}{2}$	2	12 do.....	75 00
Arkona and Thedford.....	W. Hester.....	7 $\frac{1}{2}$	6	12 do.....	140 00
Arkona and Watford.....	F. Hooper.....	12	6	12 do.....	450 00
Arkwright and Mount Hope.....	W. F. Sithes.....	3 $\frac{1}{2}$	2	12 do.....	70 00
Armada and Unionville.....	M. R. Hemingway.....	$5\frac{1}{4}$	3	12 do.....	89 48
Armow and Kincardine.....	W. Shier.....	11	3	6 do (to Sept. 30, '89).	85 00
do do.....	G. Stirling.....	11	3	6 do from do.....	83 50
Armstrong's Mills and Guelph.....	G. Armstrong.....	8	2	3 do (to June 30, '89).	25 00
Arnott and Railway Station.....	W. G. Murray.....	$\frac{1}{2}$	12	12 do.....	60 00
Arnprior and Fitzroy Harbour.....	H. Somerville.....	12	6	12 do.....	274 00
Arnprior and Railway Station.....	H. Hatton.....	$\frac{1}{2}$	24	12 do.....	175 28

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Arnprior and White Lake	P. Doolan	20 & 32	3 & 6	12 months	435 00
Arthur and Fergus	J. Moriarty	12	6	12 do	223 00
Arthur and Metz	R. J. Williams	6	2	6 do (to Sept. 30, '89).	40 00
do do	J. A. Smellie	6	2	6 do from do	40 00
Arthur and Monck	W. Hamilton	13	2	12 do	170 00
Arthur and Railway Station	J. Buschlen	1	24	12 do	125 00
Arva and Ballymote	J. H. Shoebottom	3	2	12 do	65 00
Ash and Railway Station	W. H. Dorland	1 1/2	6	9 do (to Dec. 31, '89).	26 25
do do	J. Allan	1 1/2	6	3 do from do	11 00
Ashdad and Railway Station	S. Felletor	1 1/2	3	6 do (to Sept. 30, '89).	12 50
Ashdad Ry. Station and Sheedy	M. Sheedy	9 1/2	3	12 do	150 00
Ashdown and Bear Cave	H. Bishton	8	1	12 do	40 00
Ashdown and Edginton	W. Bond	14	1	12 do	100 00
Ashdown and West Grove	M. E. West	4	1	12 do	40 00
Ashgrove and Georgetown	E. Nixon	4	6	12 do	225 00
Ashley and Rockford Station	G. Follis	1 1/2	3	12 do	50 00
Ashton and Prospect	W. Burrows	11	3	12 do	235 00
Ashton and Railway Station	H. S. Conn	2	6	12 do	100 00
Athens and Charleston	J. Kavanagh	5 1/2	2	3 do (to June 30, '89).	17 50
Athens and Mallorytown	S. L. Hogeboom	13 1/2	6	12 do	480 00
Athens and Oak Leaf	W. S. Johnson	9	3	9 do (from July, 1, '89)	112 11
Athens and Plum Hollow	V. W. O. Sherman	6	2	12 do	58 00
Atherley and Railway Station	E. Lanigan	1	12	12 do	160 00
Atherton and Delhi	L. A. Wilson	3	2	12 do	45 00
Athlone and Tottenham	S. E. Turner	17 1/2	6	12 do	220 00
Attercliffe Station and Ry. Station	J. Sundy	1/2	12	12 do	83 68
Atwood and Mitchell	J. McKoy	17	6	12 do	432 00
Atwood and Railway Station	D. Gordon	1/2	6	12 do	52 00
Auburn and Blyth, &c.	W. J. Moore	6 & 12	6 & 3	9 do (to Dec. 31, '89).	296 79
do do	M. A. Moore	6 & 12	6 & 3	3 do from do	98 93
Aughrim and Bothwell	W. McAlpine	10	6	12 do	253 47
do do	N. Paterson			Special trip	1 00
Aughrim and Mosside	J. McCabe	4 1/2 & 5 1/2	3	12 months	103 06
Aughrim and Tancred	G. Hand	2	2	1 do (from Mar. 1, '90)	3 25
Auguston and Horning's Mills	W. August	3	2	12 do	23 00
Aultsville and Bush Glen	G. Bush	9	2	12 do	100 00
Aultsville and East Williamsburg	G. A. Summers	3	6	12 do	72 00
Aurora and Railway Station	D. W. Doan	1/2	24	12 do	120 00
Aurora and Schomberg	E. Ashberry	15	6	12 do	448 00
Aurora and White Rose	D. W. Doan	12 r. t.	3	12 do	150 00
Avening and Railway Station	J. Pingle	1/2	12	12 do	120 00
Avon, Putnam and Railway Station	J. A. Kinnee	6	6 & 12	12 do	350 00
Avonry and Wilkesport	J. Burden	2 1/2	2	12 do	40 00
Axe Lake and Charlinch	J. McPherson	7	1	12 do	40 00
Aylmer and Dorchester Station	R. Learn	20	6	12 do	400 00
Aylmer and Dunboyne	W. S. Pierce	31	6	12 do	500 00
Aylmer and Railway Station	do	1/2	24	12 do	313 00
Aylmer and Seville	R. C. Wright	4	2	12 do	48 00
Ayr and Railway Station	W. Hilborn	1 1/2	24	12 do	200 32
Ayton and Railway Station	H. Ringel	1/2	12	12 do	90 00
Baby's Point and Port Lambton	W. H. McDonald	1	3	12 do	50 00
Baden and Wellesley	C. Harefeld	9	6	12 do	350 00
Badenoch and Mildmay	A. Kleist	4 1/2	1	7 do (from Sept. 1, '89)	17 50
Badjeros and McIntyre	N. D. McKinnon	3 1/2	3	12 do	60 00
Baie des Péres and Haileyburg	C. C. Farr	14	1	1 do (from Mar. 1, '90)	4 17
Bainsville and Railway Station	D. McCuaig	1/2	6	12 do	51 20
Bala and Glen Orchard	J. White	8	2	9 do (to Dec. 31, '89).	55 25
Bala and Sahanatian	L. Sahanatian	9	1	12 do	50 00
Balaclava and Johnson	T. Johnstone	2	3	2 do (from Feb. 1, '90)	5 83
Baldwin and Railway Station	L. Grylls	1/2	6	12 do	52 00
Ballantæ and Railway station	R. Hill	1/2	12	12 do	60 00
Ballantyne's Station and Railway Station	J. Hysop	1/2	2	12 do	26 00
Ballinafad and Georgetown	J. W. McKee	6	6	12 do	250 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ballinville and South March.....	P. Orchard.....	4	2	12 months.....	40 00
Balsam Grove and Fenelon Falls...	J. Copp.....	6	2	12 do.....	85 00
Balsam Lake and Victoria Road...	J. Cunningham.....	4	2	12 do.....	72 00
Bamburg and St. Agatha.....	F. Walter.....	5½	2	12 do.....	72 00
Banbury and Sprucedale.....	J. Barry.....	7	1	12 do.....	45 00
Bancroft and Cheddar.....	B. H. Sweet.....	21	1	12 do.....	125 00
Bancroft and Wood.....	J. McLellan.....	11	1	12 do.....	50 00
Banda and Glencairn.....	J. D. Carveth.....	2½	6	12 do.....	170 00
Banda and Scarlet Hill.....	E. Lennox.....	3½	2	9 do (to Dec. 31, '89).....	56 25
Banks and Collingwood.....	W. Johnson.....	8	2	12 do.....	130 00
Bannockburn and Railway Station.	S. McEwen.....		12	12 do.....	60 00
Bardsville and Falkenburg.....	C. Bard.....	6½	2	9 do (to Dec. 31, '89).....	50 00
Barkerton and Commanda.....	R. Barrett.....	16	3	12 do.....	395 00
Barkerton and Railway Station.....	M. Corkery.....	½	6	12 do.....	50 00
Barkway and Germania.....	S. McCord.....	2½	2	12 do.....	75 00
Bark Lake and Burdenell.....	M & J. Billings.....	22	1 & 2	12 do.....	190 00
Bark Lake and Murchison.....	B. Reynolds.....	17	1	12 do.....	120 00
Barrie and Hawkstone.....	W. J. Deacon.....			Special trip.....	4 00
Barrie and Hillsdale.....	C. C. Davis.....	16	6	12 months.....	275 00
Barrie and Midhurst.....	G. E. Smith.....	5	3	12 do.....	93 00
Barrie and Railway Station.....	W. H. Crosby.....	¾	66	12 do.....	206 58
Barrie and Street Letter Boxes...	M. Murphy.....	5	18	12 do.....	250 00
Barriefield and Kingston.....	J. Ryan.....	1½	6	12 do.....	75 00
Barrie Island and Gore Bay.....	W. N. Runnalls.....	12	1	12 do.....	100 00
Bar River and Garden River.....	J. Evoy.....	15	1	12 do.....	75 00
Barryvale and Railway Station.....	P. Barry.....	150 yd	6	12 do.....	15 00
Basin Depot and Eganville.....	R. Reeves.....	49	1 & 2	9 do (to Dec. 31, '89).....	243 75
do do do do do do do do do do	do do do do do do do do do do	49	2	3 do from do.....	131 25
Bath and Railway Station.....	W. Aylesworth.....	3½	12	3 do (to June 30, '89).....	37 00
do do do do do do do do do do	D. Wemp.....	3½	12	3 do (to Sept. 30, '89).....	37 00
do do do do do do do do do do	C. Mills.....	3½	12	6 do from do.....	70 00
Bath and Stella.....	A. Stevenson.....	6½	6	12 do.....	348 34
Batteau and Railway Station.....	W. Bouchier.....	¾	12	12 do.....	46 96
Battersea and Kingston.....	A. Ferguson.....	16	3	12 do.....	139 48
Battle Hall and Cooper's Falls.....	A. Cooper.....	10	1	12 do.....	50 00
Bayfield and Clinton.....	R. Beattie.....	12½	6	12 do.....	270 00
Bayham and Ingersoll.....	W. H. Cook.....	20	6	12 do.....	395 00
Bayside and Belleville.....	A. Aselstine.....	7	3	12 do.....	50 00
Baysville and Bracebridge.....	F. Sander.....	16	6	12 do.....	300 00
Baysville and Dorset.....	G. F. Marsh.....	16	1	12 do.....	100 00
Baysville and Maple Ridge.....	J. Garrison.....	8	1	Season 1889.....	31 00
Baysville and Menomonee.....	F. M. Williams.....	5	1	6 months (to Sept. 30, '89).....	25 00
do do do do do do do do do do	G. Utting.....	5	1	6 do from do.....	22 50
Bayview and Morley.....	J. Lennon.....	11	2	12 do.....	140 00
Beachburg and Gower Point.....	T. M. Carswell, jr.....	9	2	12 do.....	110 00
Beachburg and Westmeath.....	H. A. O'Brien.....	7	6	12 do.....	180 00
Beachville and Embro.....	J. B. Johnson.....	6	6	12 do.....	140 00
Beamsville and Campden.....	J. B. Groble.....	5	6	5 do (to Aug. 31, '89).....	93 75
Beamsville and Rosedene.....	C. McKay.....	11	6	7 do (from Sept. 1, '89).....	207 08
Bearbrook and Canaan.....	R. Bowden.....	19 r.t.	3	12 do.....	200 00
Bearbrook and Railway Crossing.....	do.....	3	6	12 do.....	100 00
Beatrice and Falkenburg.....	M. Moore.....	4	3	Part of seasons 1888-89 and 1889-90.....	41 30
Beaverton and Railway Station.....	A. Hamilton.....	½	24	12 months.....	160 00
Becher and Wallaceburg.....	J. R. McDonald.....	5	3	12 do.....	70 00
Beckstead and Dunbar.....	A. J. Colquhoun.....	13	3	12 do.....	116 00
Bedford Mills and Newboro'.....	J. Woodman.....	6	3	12 do.....	70 00
Beech Lane and Tilsonburg.....	E. Gale.....	20	6	10 do (from June 1, '89) (less fine).....	330 50
Beechwood and Seaforth.....	G. K. Holland.....	6½	2	12 do.....	85 00
Beeton and Railway Station.....	H. E. Kinsay.....	¾	12	12 do.....	95 89
Belfast and Lanes.....	J. Mullin.....	4	2	12 do.....	80 00
Belfast and St. Helens.....	do.....	2½	6	12 do.....	150 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Belfountain and Railway Station	W. G. Byam	1½	6	9months (to Dec. 31, '89)	56 25
do do	N. Herring	1½	6	3 do from do	18 75
Belgrave and Bushfield	J. Newcomb	6½	2	12 do	75 00
Belgrave and Marnoch	P. Porterfield	3½	3	12 do	60 00
Belgrave and Railway Station	S. Morley	1½	12	12 do	132 00
Belle River and Byrnedale	W. Byrne	5½	1	12 do	55 00
Belleville and Albert College	H. W. Cronk	1½	6	12 do	25 00
Belleville and Belleville Station	do	1½	12	12 do	75 00
Belleville and Bridgewater	J. Campbell, jun	30	6	4 do (to July 31, '89)..	266 66
Belleville and Madoc	W. Wooley	27	6	12 do	460 00
Belleville and Railway Station	H. W. Cronk	14	24	12 do (less fine).....	308 00
Belleville and Sidney Crossing	W. Vandervoort	6½	2	12 do	80 00
Belleville and Street Letter Boxes	H. W. Cronk	5	12	12 do	250 00
Belleville and Tweed	J. Campbell, jun	25	6	8 do (from Aug. 1, '89)	444 45
Belleville and Wallbridge	F. B. Prior	9	3	12 do	110 00
Bell Ewart and Lefroy Station	F. McKay	1	12	12 do	80 00
Bell Ewart and Roach's Point	T. Ellis	2	6	Season 1889.	47 00
Bellrock and Verona	F. Clark	4	6	5 mos. (from Nov. 1, '89)	50 00
Belmont and London	C. W. Barrows	13	6	12 do	145 00
Belmont and Railway Station	J. Evans	½	12	12 do	69 00
Belmore and Wroxeter	A. Orr	6½	6	10 do (from June 1, '89)	155 50
Belton and Railway Station	J. Gibson	4	12	12 do	40 00
Belton and St. Ives	H. Powell	9½	2	12 do	117 76
Belwood and Craigsholme	J. Hanna	3	3	12 do	60 00
Belwood and Dracon	do	7½	2	12 do	71 00
Belwood and Railway Station	do	2	12	12 do	65 00
Bendale and Woburn	J. Yeoman	2	6	12 do	80 00
Benmiller and Goderich	J. Miller	6	3	12 do	150 00
Benoit's Mills and Nosbonsing	E. Benoit	6	3	12 do	50 00
Bensfort and South Monaghan	E. Stirton	5	3	12 do	75 00
Bentpath and Dresden	J. McLachlin	7	2	12 do	89 00
Berkeley and Glascott	R. English	6	2	12 do	84 00
Berkeley and Railway Station	J. Lund	½	6	12 do	80 00
Berlin and Crosshill	J. T. Wilford	16½	6	12 do	390 00
Berlin and Street Letter Boxes	H. Bachmann	4	18	12 do	200 00
Berlin and West Montrose	H. Witcher	14½	6	12 do	437 50
Berlin and Yatton	T. Hunt	19	6	12 do	315 00
Berriedale and Denville	J. A. Crawford	5	3	12 do	117 00
Berriedale and Hartfell	J. B. Duke	8	2	12 do	149 00
Berriedale and Railway Station	J. A. Crawford	1½	3	12 do	39 00
Bethany and Railway Station	N. M. Kelly	1½	12	12 do	90 00
Bethel and The Corners	R. H. Robinson	1½	6	12 do	40 00
Bewdley and Millbrook	H. Atkins	11	6	12 do	350 00
Bickford and Railway Station	F. M. Johnson	300 ft.	12	12 do	30 00
Big Point and Dover South	A. Cheff	7½	2	12 do	60 00
Billings' Bridge and Ottawa	S. Davidson	3	6	3 do (to June 30, '89).	37 50
Binbrook and Glanford Station	A. Wickett	5	6	3 do do	44 50
do do	J. Henderson	5	6	9 do from do	127 50
Binkham and Erin	W. Wansbrough	4½	2	12 do	70 00
Bird's Creek and Hybla	A. Sutherland	5	1	9 do (to Dec. 31, '89)..	26 25
Bird's Creek and New Carlow	J. Carmichael	15	1	3 do (from Jan. 1, '90)	25 00
Birdsalls and Railway Station	J. Lancaster	1	6	12 do	4 00
Birr and Devizes, &c.	J. Lambourn	5 & 7	6 & 2	12 do	220 00
Biscotaing and Railway Station	P. J. Finlan	50 ft.	12	12 do	15 65
Bishop's Mills and Prescott	C. W. Knapp	16	3	12 do	255 00
Bissett's Creek and Railway Station	C. Carmichael	20 yds	12	12 do	10 00
Black Bank and Lisle	N. Duffin	10	3	12 do	200 00
Blackburn and Orleans	R. Dagg	3	2	12 do	50 00
Black Creek and Railway Station	I. H. Allen	½	12	12 do	62 60
Black's Corners and Laurel	J. Graham	4	1	12 do	44 00
Black River Bridge and Picton	G. McGuire	7½	-3	12 do	98 00
Blackstock and Cadmus	T. W. Robertson	2½	6	12 do	100 00
Blackstock and Purple Hill	W. Bartley	4	2	12 do	55 00
Blackwell Station and Ry. Station	P. Wellington, jun	½	2	12 do	26 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Blackwater and Railway Station...	J. Ruddy.....	10	24	12 months	62 60
Blackwater Station and Layton.....	C. Ferguson.....	4	2	2 do (from Feb. 1, '90)	10 83
Blair and Railway Station.....	J. Renshaw.....	7	6	12 do	20 00
Blairhampton and Minden.....	W. Blair.....	10	1	12 do	52 00
Blairton and Havelock.....	M. J. Peters.....	8	3	12 do	141 68
Blairton and Wariston.....	J. A. Allen.....	9	2	12 do	100 00
Blandford Station and Ry. Station.....	A. Church.....	10	12	12 do	28 00
Blenheim and Leamington.....	J. J. Minnis.....	38½	6	12 do	1,195 00
Blenheim and Morpeth.....	M. C. Dexter.....	10	6	12 do	275 00
Blenheim and Railway Station.....	G. A. Breeze.....	10	12	12 do	50 08
Blenheim and Rondeau, &c.....	J. M. Burk.....	5	3 & 6	12 do	136 00
Blessington and Shannonville.....	P. McKenny.....	5	2	3 do (to June 30, '89)	11 25
Blind River and Railway Station.....	G. A. Rutherford.....	1	6	1 do 5 days to May 5, 1889.....	6 00
do do.....	W. R. Lawton.....	1	6	10 do 26 days from do	56 60
Blind River and Thompson.....	W. E. Bateman.....	13	1	7 do 4 days to Nov. 4, 1889.....	62 00
do do.....	R. Tyner.....	13	1	26 days (to November 30, 1889).....	7 33
Bloomfield and Railway Station.....	A. B. Saylor.....	1	12	12 months	75 12
Bloomfield and Sand Banks.....	J. Hicks.....	7½	3 & 6	3 do (to Nov. 19, '89)	23 87
Blount and Glen Cross.....	W. Woods.....	21½	3	12 do	39 00
Bluevale and Railway Station.....	J. Gardner.....	12	12	12 do	139 00
Blyth and Railway Station.....	L. H. Shane.....	10	24	12 do	175 00
Blytheswood and Goldsmith.....	W. Ogle.....	5	3	3 do (from Jan. 1, '90)	20 00
Blytheswood and Railway Station.....	H. P. Jeffrey.....	5	6	3 do do	27 72
Bobcaygeon and Lindsay.....	H. Workman.....	22	6	12 do	900 00
Bobcaygeon and Peterboro.....	W. H. Bottum.....	22	6	12 do	700 00
Bogart and Chapman.....	T. Meraw.....	7	3	9 do (to Dec. 31, '89)	58 50
Bognor and Woodford.....	W. D. Rorke.....	6	3	3 do (to June 30, '89)	20 00
do do.....	H. Acheson.....	6	3	9 do from do	66 00
Bornholm and Broadhagen.....	G. Leonhardt.....	4	3	12 do	135 00
Bornish and Sable.....	A. McDonald.....	3	2	12 do	45 00
Borromee and Orleans.....	A. Chartrand.....	4	1	12 do	25 00
Bosking and Minden.....	J. Beatty.....	14	1	12 do	65 00
Bosworth and Riverbank.....	J. G. Hollis.....	3	2	12 do	50 00
Botany and Thamesville.....	P. M. McBrayne.....	5½	2	12 do	84 00
Bothwell and Clachan.....	A. McArthur.....	6	3	12 do	100 00
Bothwell and Florence.....	J. G. Armstrong.....	9	6	12 do	260 00
Bothwell and Moravian Town.....	W. Gooding.....	4	2	12 do	65 00
Boucks Hill and Froatsburn.....	W. Lapoint.....	4	2	9 do (from July 1, '89)	30 00
Boulter and Combermere.....	J. Lynch.....	18	3	12 do	300 00
Boulter and L'Amable.....	E. T. Lumb.....	22½	3	12 do	302 00
Bourdeau and Sprucedale.....	W. H. Rhamey.....	6	2	7 do 16 dys. (to Nov. 16, 1889).....	31 38
do do.....	do.....	4½	2	1 do from Mar. 1, '90	4 17
Bourdeau and Whitehall.....	do.....	4½	2	3 do 14 days (to Feb. 28, 1890).....	14 45
Bowesville and Railway Station.....	P. Nelligan.....	2	3	12 do	49 49
Bowling Green and Laurel Railway Station.....	R. Banks.....	5	6	12 do	159 00
Bowmanville and Caesarea.....	J. H. McCrea.....	19	6	12 do	500 00
Bowmanville and Courtice.....	C. W. Lent.....	4½	3	12 do	80 00
Bowmanville and Tyrone.....	J. Moore.....	7	6	12 do	143 00
Bracebridge and Fraserburg.....	J. Clark.....	12	1	12 do	77 00
Bracebridge and Muskoka Falls.....	A. R. Cameron.....	3	3	12 do	85 80
Bracebridge and Point Kaye.....	C. Kaye.....	20	2	Part of seasons 1888-89 and 1889-90.....	80 00
Bracebridge and Railway Station.....	F. Sander.....	1	12	12 months	75 00
do do.....	R. P. Perry.....	1	12	12 do	75 00
Bracebridge and Wharf.....	F. Sander.....	1	12	Season 1889.....	44 62
Bracebridge and Ziska.....	J. Killen.....	6	2	do	40 97
Brackenrig and Port Carling.....	F. J. Davidson.....	4	2	do	32 47
Bradford and Newton Robinson.....	J. McDermott.....	9	6	12 months	400 00
Bradford and Railway Station.....	do.....	1	24	12 do	75 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bradshaw and Bridgen	W. Bradshaw	5	2	12 months	65 00
Braeside and Railway Station	J. Gillies	1	12	do	50 00
Brae Lake and Uplands	W. J. Taylor	8 $\frac{1}{2}$	1	12 do	56 00
Bramley and Mail Catching Post	J. Gordon	1 $\frac{1}{2}$	12	do	50 00
Brampton and Huttonsville	C. Brooks	1 $\frac{1}{2}$	3	11 do (to Feb. 28, '90)	80 66
do do	J. Hyatt	4	6	1 do from do	9 16
Brampton and Nortonville	J. Norton	3	3	12 do	50 00
Brampton and Railway Station	A. J. Hood	1	12	12 do	100 00
Brandy Creek and Railway Station	J. Wintermute	1	6	12 do	40 00
Brantford and Harley	R. Cavin	14	6	12 do	364 00
Brantford and Langford	W. Reed	8	6	12 do	234 00
Brantford and Mohawk, &c.	A. S. Beecham	12 & 5	3 & 6	12 do	270 00
Brantford and Railway Station	Hunt & Colter	1	54	12 do	366 21
Brantford and Simcoe	W. P. Croome	24	6	9 do (to Dec. 31, '89)	636 75
do do	A. Hiller	24	6	3 do from do	210 00
Brantford and Street Letter Boxes	A. D. Clement	3 $\frac{1}{2}$	12	3 do (to June 30, '89)	78 00
do do	Hunt & Colter	6	12	9 do from do	210 00
Bray's Crossing and Ry. Crossing	C. Bray	20 yds	2	12 do	10 00
Breadalbane and Vankleek Hill	C. Campbell	5	3	12 do	60 00
Brechin and Dalrymple	E. Vickers	9	3	12 do	170 00
Brechin and Evansvale	S. Luck	5 $\frac{1}{2}$	3	12 do	100 00
do do	do	1	12	3 do (to June 30, '89)	22 50
do do	M. O'Neil	1	12	9 do from do	75 00
Brentwood and Railway Station	J. O'Connell	1	12	12 do	53 50
Breslau and Weissenburg	A. Hoch	8	6	12 do	250 00
Brewster and Parkhill	S. Gratton	16	3	12 do	149 00
Bridgewater and Flinton	R. E. Jones	11	6	8 do (from Aug. 1, '89)	209 33
Bridgen and Railway Station	J. Armstrong	1	12	12 do	86 00
Bright and Washington, &c.	A. Gatzka	6 & 1	6 & 12	12 do	255 00
Brighton and Campbellford	P. Richards	20	6	9 do (to Dec. 31, '89)	298 00
do do	J. A. Robinson	20	6	3 do from do	120 00
Brighton and Lovett	W. Bate	6 $\frac{1}{2}$	6	3 do (to June 30, '89)	48 75
Brighton and Smithfield	O. Davies	5 $\frac{1}{2}$	6	9 do (from July 1, '89)	131 25
Brisbane and Coningsby	J. W. Burt	4	2	12 do	40 00
Britannia Bay and Railway Station	C. Hand	1	12	7 do 20 days (from Aug. 12, '89)	25 43
Briton and Hammond	M. A. Alexander	1 $\frac{1}{2}$	3	12 do	45 00
Briton and Railway Station	do	1	6	12 do	60 00
Brockville and Morristown, U.S.	D. H. Lyon	2	6	12 do	325 00
Brockville and Railway Station	J. Cavanagh	1	14	12 do	91 25
do do	W. Curry	1	18	12 do	211 29
Brockville and Sherwood Springs	W. Kilmury	8	1	12 do	40 00
Brockville and Street Letter Boxes	J. McKenny	3 $\frac{1}{2}$	as req.	12 do	100 00
Brockville and Westport	R. W. & J. Cope-land	44	6	12 do	2,000 00
Brockville—C.P. Ry. and G.T. Ry.	J. Cavanagh	20 yds	as req.	12 do	370 00
Bronté and Railway Station	J. S. McDonald	1 $\frac{1}{2}$	12	12 do	125 20
Bronté Station and Palermo	A. Coffee	3	6	12 do	190 00
Brooke and Wemyss	B. McKeracher	2 $\frac{1}{2}$	2	12 do	50 00
Brookfield Station and Ry. Station	M. Topp	2	6	12 do	50 00
Brookholm and Owen Sound	J. Mills	2	3	12 do	75 00
Brookholm and Shouldice	T. Skinner	7	1	3 do (to June 30, '89)	12 50
do do	W. Doherty	7	1	9 do from do	41 25
Brooklin and Railway Station	R. D. Hay	1	12	12 do	70 00
Brotherston and Newbridge	M. Brothers	2	2	3 do (to June 30, '89)	11 25
do do	W. Chapman	2	2	9 do from do	31 29
Brougham and Markham	S. G. Reeser	13	6	12 do	400 00
Brougham and Whitby	J. Scott	12	6	12 do	400 00
Brown Hill and Ravenshoe Station	J. Brown	80 rods	12	12 do	30 00
Brucefield and Railway Station	W. Dixon	1	12	12 do	137 72
Bruce Mines and Cloudslee	N. McEwan	5	1	6 do (to Sept. 30, '89)	20 00
do do	R. S. McEwan	5	1	6 do from do	20 00
Bruce Mines and Cockburn Island	C. Hendrickson	42	1	Part of seasons '88-89) and 1889-90	216 00
Bruce Mines and Desert	R. E. Miller	16	1	12 months	124 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount..
					\$ cts.
Bruce Mines and MacLennan.....	C. Hendrickson.	24 $\frac{1}{2}$	2	4 months 16 days (from Nov. 15, '89)...	180 00
Bruce Mines and Port Finlay.....	do	22	2	1 do 6 days (to May 6, 1889).....	44 00
Bruce Mines and Railway Station..	J. Hicks.....	2	6	1 do 5 days (to May 5, 1889).....	15 00
do do	W. Fleming.....	2	12	10 do 26 days from do	283 00
Bruce Mines and Rydal Bank.....	W. R. Smyth.....	6	1	12 do	52 00
Brudenell and Castile.....	E. Bennett.....	9	1	12 do	80 00
Brudenell and Emmett.....	E. Ring.....	13 $\frac{1}{2}$	2	12 do	127 40
Brunner and Railway Station.....	J. Attridge.....	3	6	12 do	30 00
Brunswick and Railway Station....	L. C. Patterson.....	1 $\frac{1}{2}$	6	12 do	60 00
Brussels and Cranbrook.....	L. McNeil.....	5	6	12 do	162 00
Brussels and Railway Station.....	R. & S. Beattie.....	5	12	12 do	150 00
Bulger and Bulger's Corners.....	T. Gorman.....	2	3	6 do 16 days (to Oct. 16, 1889).....	6 52
Burford and Cathcart, &c.....	R. French.....	8 & $\frac{1}{2}$	3 & 6	3 do (to June 30, '89).....	43 50
do do	R. Cavin.....	5 & $\frac{3}{4}$	3 & 6	9 do from do	126 00
Burgess Corners and Douglas.....	W. Whitelaw.....	5	6	9 do (to Dec. 31, '89).....	110 25
do do	J. Billedo.....	5	6	3 do from do	35 00
Burgessville and Newark.....	J. Heath.....	5	6	12 do	180 00
Burgessville and Oriel.....	W. B. Somerville.....	8	3	12 do	130 00
Burgessville and Railway Station..	E. W. Burgess.....	12	12	12 do	50 08
Burk's Falls and Chetwynd.....	J. A. Rumohr.....	5	1	12 do	55 00
Burk's Falls and Dunchurch.....	D. McMillan.....	29	3	Part of seasons '88-89 and 1889-90.....	125 00
Burk's Falls and Railway Station..	R. H. Menzies.....	1	12	4 months (to July 31, '89).....	52 50
do do	H. Varcoe.....	1	12	8 do from do	104 00
Burlington and Port Nelson.....	W. Bamford.....	1 $\frac{1}{2}$	6	12 do	90 00
Burlington and Railway Station...	do	1 $\frac{1}{2}$	6	12 do	90 00
Burlington Beach and Ry. Station..	J. Hughes.....	1	12	Part of seasons '88-89 and 1889-90.....	38 55
Burlington Station and Zimmerman	C. F. Cartwright.....	9	6	12 months	280 00
Burnaby and Railway Station.....	W. A. Kinnard.....	2	3	12 do	50 00
Burnbrae and Railway Station.....	A. T. Donald.....	5	6	12 do	159 00
Burnbrae and Stanwood.....	A. E. Loucks.....	11 $\frac{1}{2}$	2	12 do	98 00
Burnley and Castleton.....	E. Richardson.....	8	3	12 do	108 00
Burnstown and Springtown.....	A. Wilson.....	5	3	12 do	80 00
Burnt River and Rettie's Station....	R. Moore.....	3	16	12 do	80 00
Burritts Rapids & North Montague	J. A. Ormrod.....	7	1	12 do	52 00
Burys Green and Fell's Station.....	J. Fell.....	2 $\frac{1}{2}$	2	12 do	46 80
Byng Inlet and French River.....	J. Lamondin.....	25	1 & ftly	Part of seasons 1888-89 & 1889-90.....	81 00
Byng Inlet North and Parry Sound.	do	65	2	do do	435 00
Byron and London.....	J. Charles.....	6	6	12 months	152 50
Cache Bay and Railway Station.....	J. Jessup.....	1 $\frac{1}{2}$	12	6 do (from Oct. 1, '89)	12 50
Cahore and Crysler.....	G. S. Johnstone.....	4	3	12 do	62 00
Calabogie and High Falls.....	T. Dillon.....	7	1	12 do	43 08
Calabogie and Railway Station.....	D. Dillon.....	1	6	12 do	58 00
Calder and Railw y Station.....	H. G. Jones.....	2 $\frac{1}{2}$	2	12 do	50 50
Calderwood and Railway Station...	A. Calder.....	3	3	12 do	80 00
Caldwell and Caledon.....	N. Patterson.....	4	6	12 do	185 00
Caldwell's Mills and Ry. Station....	W. Reid.....	3	6	12 do	40 00
Caledon and Railway Station.....	N. Patterson.....	3	18	12 do	81 00
Caledonia and Cayuga.....	E. Wigg.....	11	6	12 do	410 00
Caledonia and Conboyville.....	S. Arrell.....	6	2	12 do	70 00
Caledonia and North Seneca.....	F. Dawson.....	3	6	12 do	112 00
Caledonia and Railway Stations....	P. McMullen.....	1	36	12 do	159 63
Caledonia and Six Nations.....	J. A. Beaver.....	4	2	12 do	60 00
Caledonia Springs and L'Orignal....	I. Lalonde.....	9	3	12 do	155 00
do do	J. Lacombe.....	9	3	Season 1889.....	52 00
Callander and Railway Station.....	T. Steele.....	1 $\frac{1}{2}$	6	12 months	33 21
Callander and Wisawasa.....	R. Graham.....	2 $\frac{1}{2}$	3	12 do	78 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Cambay and Lindsay.....	W. Jackson.....	9	6	12 months.....	270 00
Cameron and Railway Station.....	J. Bryson.....	12	12	do.....	120 00
Camerontown and Railway Station.....	E. Cameron.....	200 yds	12	do.....	50 08
Camerontown and Summerstown.....	A. Cameron.....	3	6	do.....	96 00
Camilla and Granger.....	W. Dynes.....	6½	2	do.....	78 00
Camilla and Whittington.....	T. Sanderson.....	4½	3	do.....	75 00
Camilachie and Hillsborough.....	R. Blair.....	9	2	6 do (to Sept. 30, '89).	78 00
do do.....	C. L. Hill.....	9	2	6 do from do.....	70 00
Campbellcroft and Railway Station.....	A. Smith.....	70 ft.	6	do.....	35 00
Campbell's Cross, Cheltenham and Railway Station.....	A. S. Campbell.....	½ & 21 rt	12 & 6	do.....	339 00
Campbellford and Godolphin.....	C. Aggett.....	5	2	do.....	68 00
Campbellford and Railway Station.....	Mulharn & Logan.....	½	12	do.....	93 90
Campbellville and Railway Station.....	S. R. Lister.....	¾	6	do.....	50 00
Campbellville Station and Nassagaweya.....	J. Easterbrook.....	5½	6	do.....	200 00
Campbellton and West Lorne.....	J. Martin.....	6½	3	do.....	190 00
Campden and Rosedene.....	J. B. Grobb.....	6	3	5 do (to Aug. 31, '89).	54 16
Camperdown and Changing Post.....	J. Barclay.....	4 rods	12	do.....	10 00
Canfield and Railway Station.....	J. Switzer.....	1½	12	do.....	62 60
Canboro, Canfield and Warner.....	I. Swayze.....	6 & 2½	6 & 3	do.....	197 16
Canning and Paris Station.....	H. Oliver.....	4½	6	do.....	199 00
Cannington and Pefferlaw.....	G. Newton.....	10	6	do.....	300 00
Cannington and Railway Station.....	W. Cassidy.....	½	24	do.....	60 00
Cape Croker and Colpoys's Bay.....	E. Cross.....	15	2	do.....	200 00
Cape Rich and Meaford.....	R. Cox.....	10	2	do.....	120 00
Garden and Horncastle.....	G. Sharp.....	4	2	do.....	50 00
Cardinal and Hyndman.....	J. Hyndman.....	13	3	do.....	200 00
Cardinal and Railway Station.....	W. Stitt.....	1	14	do.....	73 00
Cargill and Railway Station.....	C. W. Keeling.....	12	12	do.....	96 00
Carleton Place and Railway Station.....	P. P. Salter.....	36 & 42	12	do.....	401 50
Carleton Place and Scotch Corners.....	D. Sinclair.....	7	1	5 do (from Nov. 1, '89)	16 67
Carleton West and Railway Station.....	J. Hayes.....	½	12	do.....	50 00
Carlingford and Sebringville.....	R. Crawford.....	8½	3	do.....	148 16
Carluke and Hamilton.....	W. Young.....	13½	6	do.....	400 00
Carlsruhe and Railway Crossing.....	C. Lobsinger.....	1½	12	do.....	110 00
Carmuncock and Monkton.....	A. Campbell.....	4	2	do.....	60 00
Carp and Elm.....	J. Gilchrist.....	3	3	3 do (to June 30, '89).	18 75
do do.....	W. Falls.....	3	3	9 do from do.....	56 25
Carrville and Sherwood.....	J. Coombs.....	2	6	do.....	80 00
Carsonby and North Gower.....	A. Eastman.....	3½	3	do.....	75 00
Carswell and Railway Station.....	D. Carswell.....	3	2	do.....	53 00
Carthage and Tralee.....	B. Donegan.....	2	3	do.....	40 00
Cartier and Railway Station.....	C. Landers.....	20 ft.	12	do.....	10 00
Cashion's Glen and Cornwall.....	J. J. Cashion.....	13	3	6 do (to Sept. 30, '89).	125 00
do do.....	do.....	15	3	6 do from do.....	145 00
Cashtown and Creemore.....	W. Cotton.....	3	6	do.....	100 00
Casselman and Crysler.....	B. Coriar.....	11	6	do.....	197 00
Casselman and Railway Station.....	R. A. Castleman.....	½	12	3 do (to June 30, '89).	6 25
do do.....	R. McLeod.....	½	12	9 do from do.....	25 50
Cassels and Railway Station.....	J. McDonald.....	8½	3	do.....	150 72
Castleford and Railway Station.....	J. Warnock.....	2	6	1 do (to April 30, '89.)	16 67
do do.....	J. B. Dickson.....	200 yds	12	11 do from do.....	9 17
Castlemore and Kleinburg Station.....	J. Hughill, jr.....	14 r. t.	6	do.....	250 00
Cataract and Railway Station.....	J. Howard.....	½	12	do.....	65 00
Cayuga, Deans and Railway Station.....	J. Shipway.....	2½	6 & 12	do.....	230 00
Cayuga and Deans Station.....	E. Wigg.....	1½	6	do.....	87 64
Cayuga and Gypsum Mines.....	M. Thompson.....	3½	6	do.....	115 00
Cayuga and Kohler.....	J. Booker.....	4½	3	do.....	80 00
Cayuga and Upper.....	J. Everets.....	12	3	do.....	145 00
Cecabe and Steamer.....	W. A. Cowan.....	½	3	Season 1889.....	23 50
Cedar Dale and Railway Station.....	W. Coleman.....	25	12	months.....	125 00
Cedar Hill and Pakenham.....	S. Connery.....	5½	2	do.....	80 00
Centreton and Grafton.....	W. Roberts.....	13½	3	do.....	163 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Centralia, Crediton and Railway Station	J. Clark	6 $\frac{1}{2}$	12	12 months	200 00
Centralia and Mooresville	R. Handfield	3 $\frac{3}{4}$	6	12 do	200 00
Centreville and Tanworth	S. Fleming	8 $\frac{1}{2}$	6	12 do	206 33
Chaffey Locks and Elgin	M. Doyle	6	2	12 do	85 00
Chalk River and Railway Station	T. Field	2 $\frac{1}{2}$	12	12 do	100 00
Chandos and Coe Hill Mines	R. H. Waddington	17	1	12 do	100 00
Chantry and Philipeville	A. Elliott	5 $\frac{1}{2}$	6	9 do (to Dec. 31, '89)	112 50
do do	W. Elliott	5 $\frac{1}{2}$	6	3 do from do	37 50
Chapleau and Railway Station	T. A. Austin	3	12	12 do	75 00
Chapman and Lost Channel	A. Fluke	2	3	12 do	52 00
Chapman and Stoco	A. Chapman	3	3	9 do (to Dec. 31, '89)	59 00
Chard and Pendleton	W. J. Brown	4	2	12 do	56 00
Charing Cross and Doyles	M. Doyle	4 $\frac{1}{2}$	2	12 do	70 00
Charing Cross and Railway Station	J. Hunter	1 $\frac{1}{2}$	12	12 do	72 00
Charing Cross and Tilbury Centre	H. W. Howell	25	3	12 do	594 00
Charlinch and Novar	L. Robinson	9 $\frac{1}{2}$	2	12 do	100 00
Chatham and Dover South	G. W. Bourdeau	6	6	12 do	199 00
Chatham and Irwin	T. Irwin	5	2	12 do	50 00
Chatham and Louisville	H. J. Merritt	6	3	12 do	120 00
Chatham and Railway Station	J. R. Reid	3	36	12 do	328 65
Chatham and Street Letter Boxes	P. O. Flynn	6 $\frac{1}{2}$	18	12 do	415 24
Chatham and Van Horn	J. Zink	6	2	12 do	70 00
Chatham and Williams	R. Williams	9	2	12 do	80 00
Chatsworth and Chesley	J. Edgar, jr.	23 $\frac{3}{4}$	3	12 do (and extra trips)	391 52
Chatsworth and Durham	N. McIntyre	20	6	12 do	435 00
Chatsworth and Railway Station	D. Rae	1	24	12 do	125 20
Chatsworth and Strathavon	A. F. D. Lee	8	3	1 do (to April 30, '89)	22 66
Chatsworth and Walter's Falls	E. Wickham	12 $\frac{1}{2}$	3	11 do (to May 1, '89)	183 33
Chatterton and Foxboro	S. P. Morden	3 $\frac{1}{2}$	2	6 do (to Sept. 30, '89)	25 00
do do	E. Mott	3 $\frac{1}{2}$	2	6 do from do	30 00
Cheapside, Jarvis and Railway Station	W. Atkinson	16	6 & 12	12 do	449 00
Cheddar and Gooderham	W. M. Patterson	19	1	12 do	150 00
Chelmsford and Railway Station	E. Belanger	1 $\frac{1}{2}$	3	12 do	26 25
Cheney and Kearney	L. Perron	5	1	12 do	25 00
Chepstowe and Dunkeld Station	C. Mullin	2 $\frac{1}{2}$	6	6 do (to Sept. 30, '89)	65 00
do do	J. T. Lacey	2 $\frac{1}{2}$	6	6 do from do	57 50
Cherry Valley and Point Petre	A. Gibson	6	1	12 do	37 00
Cherry Valley and Salmon Point	J. M. Bentley	6	2	12 do	44 48
Cherrywood and Whitevale	M. R. Summerfeldt	3 $\frac{1}{2}$	3	12 do	95 00
Chesley and Railway Station	T. R. Reed	12	12	12 do	80 00
Chesley and Scone	W. Graham	1 $\frac{1}{2}$	3	9 do (to Dec. 31, '89)	30 00
do do	D. M. Halliday	1 $\frac{1}{2}$	3	3 do from do	10 00
Chesterville and Connaught	P. Jordan	5	2	12 do	80 00
Chesterville and Morewood	H. Dillabough	8	6	12 do	142 00
Chesterville and Morrisburg	J. S. Marselis	18 $\frac{1}{2}$	6	12 do	550 00
Chesterville and Railway Station	T. Johnston	1	12	3 do (to June 30, '89)	18 75
do do	H. S. Dunlop	1	12	9 do from do	90 00
Chevalier and Stony Point	O. Marion	1	12	12 do	100 00
Cheviot and Riversdale	A. McLean	3	2	12 do	65 00
Chippewa and Niagara Falls	W. J. Sheppard	6	12	9 do (to Dec. 31, '89)	375 00
do do	J. C. Hull	6	12	3 do from do	125 00
Chiselhurst and Hensall	T. Murdock	4	2	3 do (to June 30, '89)	23 33
Christian Island and Lafontaine	A. McCue	7	1	6 do (from Oct. 1, '89)	37 50
Christina and Mount Brydges	T. Pearce	4	12	12 do	45 00
Churchill and Lefroy Station	J. Sloan	2 $\frac{1}{2}$	12	12 do	220 00
Churchville and Railway Station	T. A. Fogarty	1	6	12 do	80 00
Clairview and Erinsville	R. T. McDonnell	4	2	12 do	60 00
Clanbrassil and Railway Station	J. Cosar	2	6	12 do	60 00
Clandeboye and West McGillivray	W. McRann	7 $\frac{1}{2}$	6	12 do	189 00
Claremont and Railway Station	E. Derusha	19	12	12 do	109 55
Claremont and Stouffville	J. Sellers	19 r. t.	6	12 do	313 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Clarence Creek and Thurso Railway Station	R. A. Roe	8	6	3 months (to June 30, '89)	60 00
do do do	F. Laflamme	8	6	9 do from do	168 75
Clarence Creek and The Lake	S. Ouellette	5	2	12 do	50 00
Clarke and Kendal	S. J. Morgan	6½	6	12 do	181 52
Clarke and Railway Station	J. Pethick	5½	12	12 do	278 57
Clarksburg and Heathcote	S. C. Rowe	5	6	12 do	188 00
Clarksburg and Thornbury Station	S. C. Rowe	1½	24	6 do (to Sept. 30, '89)	62 00
do do do	W. T. Muller	1½	24	6 do from do	97 50
Clarksburg and Redwing	J. L. G. Conklin	13½	3	12 do	217 00
Clarkson and Railway Station	W. W. Clarkson	1½	6	12 do	25 00
Clavering and Railway Station	A. Bennett	1½	12	12 do	60 00
Clayton and Halpenny	I. Halpenny	5	1	7 do (from Sept. 1, '89)	17 50
Clayton and Rosetta	G. McFarlane	6	2	12 do	100 00
Clayton and Tatlock	P. Guthrie	14	3	12 do	168 00
Clear Creek and Cultus	E. Tansley	5	2	12 do	65 00
Cley and Juddhaven	R. Fullerton	1	7	Season 1889	7 60
Cley and Pemnan's Island	do	1	2	do	11 80
Cley and Ullswater	do	4	1	Season 1889-90	13 60
Clifford and Huntingfield	J. Gordon	7	2	12 months	75 00
Clifford and Lakelet	W. J. Halladay	6	6	12 do	156 00
Clifford and Railway Station	K. M. Walton	1	12	12 do	100 00
Clinton and Railway Station	J. Cunningham	4	48	12 do	375 60
Clinton and Summerhill	G. M. Kelty	4½	2	12 do	50 00
Clontarf and Foymount	H. R. McDonald	8	3	12 do	156 00
Clover Hill and Cookstown	H. Coleman	2½	6	12 do	126 12
Cloverport and Port Carling	M. Collins	4	3	Season 1889	34 00
Cloyne and Denbigh	J. Flake	28	2	12 months	410 00
Cloyne and Harlowe	B. Clark	12	2	2 do (to May 31, '89, and arrears).	35 41
do do	A. M. Campbell	13	2	10 do from do	104 16
Cloyne and Railway Station	G. Deline	13½	6	9 do (from July 1, '89)	352 50
Cloyne and Scouten	D. A. Spencer	13	6	1 do (to April 30, '89)	36 66
do do	G. Deline	13	6	2 do (to June 30, '89)	73 33
Cloyne and Snyder Depot	E. Babcock	3	2	2 do (to May 31, '89)	5 83
Clyde and Railway Station	E. McNichol	½	6	9 do (from July 1, '89)	60 00
Cobble Hill and Evelyn	M. Barber, jr.	5½	2	9 do (to Dec. 31, '89)	37 11
do do	A. J. Kernohan	5½	2	3 do from do	12 37
Cobden and Railway Station	J. Ross	½	12	12 do	50 00
Cobden Station and Eganville	C. W. Boland	18	12	6 do (to Sept. 30, '89)	152 00
do do	N. O'Shaughnessy	18	12	6 do from do	0 50
Coboconk and Fenelon Falls	C. Bowin	16	3	12 do	234 00
Coboconk and Lorneville	A. Hume	28	6	12 do (less fine)	973 00
Coboconk and Minden	T. Leary	24	6	3 do (to June 30, '89)	143 75
do do	W. Leary	24	6	9 do from do	525 00
Cobourg and Harwood	W. Welland	16	6	3 do (to June 30, '89)	112 00
do do	T. O'Neill	16	6	9 do from do	300 00
Cobourg and Roseneath	T. McCutcheon	20	6	12 do	595 00
Cobourg and Street Letter Boxes	W. Sykes	3	12	12 do	200 00
Coe Hill Mines and Faraday	G. Orr	8	1	12 do	40 00
Coe Hill Mines and Glen Alda	I. A. Rosebush	7½	1	7 do (to Oct. 31, '89)	35 00
Coe Hill Mines and Railway Station	R. H. Waddington	½	12	12 do	50 00
Coe Hill Mines and The Ridge	J. McGregor	7	1	7 do (to Oct. 31, '89)	23 33
do do do	R. H. Waddington	27½ r. t.	1	5 do from do	41 66
Colborne and Dundonald	G. Goodrich	7	6	12 do	135 00
Colborne and Lakeport	E. Redfearn	2½	12	12 do	175 00
Colborne and Warkworth	J. S. Yeomans	16	6	3 do (to June 30, '89)	100 00
do do	C. Richards	16	6	9 do from do	300 00
Coldwater and Eady	J. F. Moffit	3	3	6 do (to Sept. 30, '89)	37 50
Coldwater and Lovering	S. Eplett	6	2	12 do	100 00
Coldwater and Moonstone	J. Craig	6	3	6 do (from Oct. 1, '89)	55 00
Coldwater and Railway Station	S. Eplett	1	24	12 do	200 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Coleman and Railway Station	S. A. Coleman	1	6	3 months (to June 30, '89)	15 00
do do do	T. Gibson	1	6	3 do 13 dys. (to Oct. 13, '89)	17 11
do do do	do	1	12	5 do 18 dys. from do	55 76
Collingwood and Gibraltar	J. Glenn	10	1	12 do	52 00
Collingwood and Railway Station	D. Darroch	36	12	do	250 00
Collingwood & Street Letter Boxes	J. Ferguson	18	12	do	200 00
Collin's Bay and Railway Station	J. J. Losee	12	12	do	42 00
Collin's Inlet and Killarney	D. DeLamorandière	18	1	12 do	153 40
Colpoys Bay and Warton	L. Hyatt	3	6	12 do	115 00
Colwell and Railway Station	J. Campbell	12	12	do	62 60
Comber and Railway Station	J. Kaufman	12	12	do	150 24
Comber and Windfall	T. Strang	9	2	9 do (to Dec. 31, '89)	75 00
do do	W. Owens	9	2	3 do from do	25 00
Combermere and Eganville	M. Furlong	35	6	12 do	300 00
Combermere and Maynooth	Mrs. C. Grun	25	1	9 do (to Dec. 31, '89)	187 50
do do	J. Poff	25	1	3 do from do	47 50
Comet and Vereker	D. Graveline	4	2	12 do	80 00
Commanda and Loring	R. W. Brooks	26	1	12 do	200 00
Commanda and Restoule	A. O. Smith	9	1	12 do	75 00
Connor and Palgrave Station	J. Fleming	7	6	12 do	219 00
Conroy and St. Paul's Station	J. Grady	2	2	12 do	60 00
Consecon and Railway Station	C. Weeks	12	9	do (to Dec. 31, '89)	70 80
do do	J. G. Germain	12	3	do from do	17 00
Cookstown and Railway Station	H. Coleman	12	12	do	75 00
Cook's Mills and Railway Station	G. McDonald	4	6	1 do 5 days (to May 5, '89)	9 00
do do	C. E. Smith	1	12	10 do 26 days (from do)	113 20
Cooksville and Railway Station	C. R. Colwell	1	12	12 do	150 00
Cooksville Station and Sheridan	W. H. Falconer	8	6	12 do	274 00
Cooksville Station and Summerville	P. McLaughlin	6	6	12 do	225 00
Cooper and Madoc	J. Best	11	3	12 do	195 00
Cooper and The Flats	W. Golway	5	2	12 do	70 00
Cooper's Falls and Lewisham	W. J. Tryon	12	2	12 do	120 00
Copetown and Orkney	D. Barnard	3	6	12 do	180 00
Copleston and Petrolea	N. Henriod	5	6	12 do	170 00
Copper Cliff and Sudbury	W. Gilfooy	5	6	3 do (from Jan. 1, '90)	31 25
Corbett and Railway Station	J. Corbett	30rods	6	12 do	35 00
Corinth and Railway Station	R. Evans	25rods	12	12 do	78 00
Cornwall and Railway Station	A. Lalonde	1	1	3 do (to June 30, '89)	3 25
do do	J. McFarlane	1	1	9 do from do	9 75
Cornwall and St. Andrews West	J. Rivier	7	3	12 do	195 00
Cornwall and Street Letter Boxes	D. McCracken	1	12	12 do	281 70
do do	D. McGillis	1	12	12 do	281 70
Cornwall and Tayside	D. D. McKera-cher	24	3	6 do (to Sept. 30, '89)	202 25
do do	D. J. Rivier	24	3	6 do from do	180 00
Cornwall Centre and Milleroches	D. McKay	2	3	1 do (to April 30, '89)	5 67
do do	W. M. Myers	2	3	11 do from do	62 33
Corson's Siding and Head Lake	W. Maxwell	12	3	12 do	175 00
Corunna and Railway Station	H. J. Miller	4	12	12 do	76 00
Corwin and Nassagaweya	P. McLaren	2	6	12 do	96 00
Cotswold and Elora	J. McEachern	23	6	12 do	420 00
Cottesloe and Norwood	C. Griffin	8	2	12 do	71 25
Coulson and Orillia	J. O'Connor	16	6	9 do (to Dec. 31, '89, less fines)	293 00
do do	W. Edgerton	16	6	3 do from do	112 50
Courtland and Port Rowan	W. Smith	19	6	12 do	575 00
Courtland and Railway Station	do	4	12	12 do	80 00
Courtright and St. Clair Branch Station	W. A. Cathcart	1	12	12 do	78 25
Courtright and Erie and Huron Railway Station	do	1	12	12 do	76 00

DETAILS of all Payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Cowal and Iona Station.....	G. McCallum....	6	2	12 months	\$ 79 00
Craigie Lea and Gregory	J. C. Walls.....	5	2s, 1w	Part of Seasons 1888-89 & 1889-90.	65 00
do do	G. Croucher.....	5	2s, 1w	Bal. of Season 1889-90.	43 75
Craigleith and Railway Station.....	A. Fleming.....	4 ¹ / ₂	6	12 months	48 00
Cranbrook and Moncreiff.....	C. Dahms.....	4	1	12 do	27 00
Cranston and Railway Station.....	J. King.....	4 ¹ / ₂	6	12 do	140 00
Cranworth and Portland.....	R. Hart.....	5 ¹ / ₂	1	12 do	25 00
Crawford and Elmwood.....	D. McRae.....	9	3	12 do	150 00
Credit Forks and Railway Station.....	G. G. Smith.....	4	12	12 do	74 10
Creemore and Lavender.....	R. W. Lackie.....	7	3	12 do	135 00
Creemore and Railway Station.....	A. Gillespie.....	4	12	12 do	96 00
Cressy and Picton.....	C. Storms.....	19	3	12 do	300 00
Cresswell and Railway Station.....	T. Pearn.....	1 ¹ / ₂	12	12 do	30 00
Crew and Dungannon.....	M. Shackleton.....	5 ¹ / ₂	1	12 do	26 00
Crieff and Puslinch.....	J. McDonald.....	3	6	9 do (from July 1, '89)	75 00
Crinan and West Lorne.....	A. McIntyre.....	4 ¹ / ₂	2	12 do	75 00
Crofton and Rossmore.....	J. Martin.....	9	6	3 do (to June 30, '89).	69 75
do do	J. Belnap.....	9	6	9 do from do	206 25
Crossland and Phepston.....	J. Mahoney.....	5	2	9 do (to Dec. 31, '89).	56 25
do do	do	15	3	3 do from do	68 75
Croton and Dawn Mills.....	L. Philips.....	8	3	12 do	87 00
Crowland and Welland.....	J. McQueen.....	4	3	4 do (from Dec. 1, '89)	36 40
Cruikshank and Owen Sound.....	W. T. Barfoot.....	6	3	12 do	100 00
Crysler and Wales.....	S. E. Ouderkirk.....	23	6	12 do	499 00
Cumberland and Railway Station.....	J. Winsor.....	2 ¹ / ₄	12	12 do	150 00
Currie's Crossing and Railway Station.....	W. D. Smith.....	3	6	12 do	60 00
Curry Hill and River Beaudette.....	M. C. Curry.....	5	3	12 do	100 00
Cushing and Little Rideau.....	J. Little.....	4 ¹ / ₂	6	12 do	170 00
Cypress and Novar Station.....	G. Poucher.....	2	3	4 do (to July 31, '89).	20 66
Dacre and Esmonde.....	P. Curry.....	6	2	12 do	60 00
Dacre and Griffith.....	T. Holmes.....	20	2	12 do	200 00
Dacre and Kenfrew.....	C. Jamieson.....	22	3	9 do (to Dec. 31, '89)..	281 25
do do	D. Brownlee.....	22	3	3 do from do	93 75
Dale and Ross Mount.....	J. Lill.....	4	2	7 do (to Oct. 31, '89)..	29 16
Dalkeith and Glen Robertson.....	M. Robison.....	8	6	12 do	196 00
Dalston and Orillia.....	J. Harvie.....	40 r. t.	6	12 do	548 00
D'Arcy and Howe Island.....	C. Sughrue.....	6	2	12 do	60 00
Darrell and Railway Station.....	S. Duncan.....	20 rods	6	12 do	10 00
Dartmouth and Sebright.....	A. Dunn.....	4	3	12 do	69 00
Dashwood and Exeter.....	W. Reynolds.....	8 ¹ / ₂	6	7 do (from Sept. 1, '89)	93 33
Dashwood and Parkhill.....	J. S. Witzel.....	16 ¹ / ₂	6	12 do	439 00
Davenport and Fairbank.....	D. McComb.....	2 ¹ / ₂	6	12 do	71 40
Davenport and Railway Station.....	W. Rowntree.....	50 yds	12	12 do	20 00
Davenport—C. P. Railway & N. & N. W. Railway.....	G. T. Railway Co	50 yds	12	3 do (28 days, to July 28, '89)	26 08
Davis' Mills and Pembroke.....	R. Davis.....	8	1	12 do	45 00
Dawn Mills and Dresden.....	L. Philips.....	4	6	12 do	148 00
Day Mills and Thessalon.....	W. J. Harris, jun	15	2	11 do (to Feb. 28, '90)..	106 33
Dayton Station and Sowerby.....	G. Hendry.....	6	2	2 do (from Feb. 1, '90)	15 16
Decewsville and Railway Station.....	J. Heaton.....	300 yd	12	12 do	60 00
Deemerton and Mildmay.....	A. Knenemann.....	2 ¹ / ₂	6	12 do	90 00
Deerhurst and Gilford.....	R. Baynes.....	4 ¹ / ₂	3	12 do	100 00
Delaware and London.....	J. Charles.....	12	6	3 do (to June 30, '89).	62 50
do do	F. Blasdale.....	12	6	9 do from do	108 00
Delhi and Lynedoch, &c.....	J. Powell.....	5	6 & 12	12 do	149 00
Delora and Railway Station.....	M. O'Connor.....	1 ¹ / ₂	6	12 do	96 00
Delmer and Tilsonburg.....	J. H. Young.....	4 ¹ / ₂	3	12 do	115 00
Demorestville and Fish Lake.....	W. Robinson.....	4	2	3 do (to June 30, '89).	11 60
do do	W. Baker.....	4	2	9 do from do	37 11
Denbigh and Griffith.....	W. H. Blakley.....	12	1	12 do	62 00
Denbigh and Plevna.....	G. & P. Stein (legal rep.).....	23	2	12 do	250 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Denfield and Duncriff	J. Hodgins	6 $\frac{1}{2}$	3	12 months	125 00
Denfield and Railway Station	J. Edwards	6 rods	12	12 do	38 00
Dereham Centre and Mount Elgin	W. Short	3	2	12 do	58 00
Derrynane and Kenilworth	J. Hayes	5 $\frac{1}{2}$	2	12 do	60 00
Desboro' and Marmion	R. M. Clements	4	3	12 do	60 00
Desert Lake and Sydenham	W. Snook	11	1	12 do	69 00
Deux Rivières and Railway Station	T. Legge	4	12	12 do	100 00
Dewe and Parry Sound	J. Wright	11	1	Season 1889.	37 50
Dexter and Sparta	C. M. Pettit	4 $\frac{1}{2}$	3	12 months	85 00
Diamond and Kinburn	D. McMillan	4	3	12 do	80 00
Dickinson and Railway Crossing	L. E. Wood	3	3	12 do	70 00
Dirleton and Fitzroy Harbour	J. Drummond	7 $\frac{1}{2}$	2	12 do	60 00
Dixon's Corners and Dundela	J. E. Tuttle	4	3	12 do	75 00
Dixon's Corners and Pleasant Valley	G. Gilmer	10 $\frac{1}{2}$	3	12 do	134 00
Dobbinton and Railway Station	J. Douglas	1 $\frac{1}{2}$	9	12 do	95 00
Dobbinton Railway Station and Williscroft	B. Talbot	4 $\frac{1}{2}$	3 & 2	12 do	130 00
Doe Lake and Spence	M. Gilmour	14	2	12 do	100 00
Doe Lake and Utterson	N. Hanes	32	3	12 do	800 00
Dolsen and Railway Station	B. Daly	3	1	12 do	25 00
Dominionville and Morrisonville	R. Morrison	2 $\frac{1}{2}$	2	12 do	45 00
Don and Toronto	A. Hogg	8	6	12 do	360 00
Donegal and Atwood Ry. Station	A. Buchanan	4 $\frac{1}{2}$	6	12 do	127 50
Doon and Railway Station	J. H. Thompson	1 $\frac{1}{2}$	6	12 do	20 00
Dorking and Newton	B. Donegan	13	6	12 do	300 00
Douglas and Grattan	M. B. McFarlane	7	2	12 do	70 00
Dovercourt and Yorkville	T. Handcock	4 $\frac{1}{2}$	6	12 do	125 00
Downeyville and Omeme	B. Downey	5 $\frac{1}{2}$	6	12 do	160 00
Downview and Railway Station	J. E. Clarke	2 $\frac{1}{2}$	6	12 do	75 00
Drayton and Glen Allan	W. Stubbs	10	6	12 do	290 00
Drayton and Railway Station	H. Gordon	1 $\frac{1}{2}$	24	12 do	144 00
Dresden and Railway Station	D. Turnbull	1 $\frac{1}{2}$	24	12 do	137 00
Drew and Railway Station	W. Cardwell	2	6	12 do	70 00
Dromore and Greenside	R. Legate	2 $\frac{1}{2}$	2	12 do	40 00
Dromore and Holstein	J. Henderson	9	6	12 do	215 00
Drumbo and Railway Station	H. W. Burgess	1 $\frac{1}{2}$ & 3 $\frac{1}{2}$	12	12 do	160 00
Drumquin and Milton	J. McIntosh	18 r. t.	6	12 do	300 00
Drysdale and Kippen	W. J. Howard	10	3	12 do	121 00
Duat and Palmyra, &c	W. M. Curtis	8 $\frac{1}{2}$	6 & 12	12 do	345 00
Dublin and Farquhar	J. Kay	11	6	12 do	238 00
Dublin and Railway Station	J. Myers	1 $\frac{1}{2}$	24	12 do	106 42
Dufferin and Kingston Mills	S. Donaldson	3 $\frac{1}{2}$	3	12 do	40 00
Dufferin Bridge and Emsdale	W. Brooks	26	3	12 do	589 00
Dufferin Bridge and Waubamick	T. W. Quinn	26	1	3 do (to June 30, '89)	48 50
do do	W. Brooks	26	1	9 do from do	163 50
Dumblane and Paisley	J. McNeill	5 $\frac{1}{2}$	3	12 do	85 00
Dunbar and Grantley	J. C. Munro	5	3	12 do	70 00
Dunbarton and Frenchman's Bay Station	W. Pizer	3 $\frac{1}{2}$	13	12 do	125 00
Dunbarton and Liverpool Market	do	1	6	12 do	76 00
Duncan and Heathcote	A. McKeown	5	1	12 do	44 00
Dunchurch and Glenila	W. McAmmond	7 $\frac{1}{2}$	2	12 do	90 00
Dundalk and Hopeville	R. Scott	9	3	12 do	124 03
Dundalk and Kingscote	J. Phelan	12	2	12 do	129 76
Dundalk and McIntyre	N. D. McKinnon	13 $\frac{1}{2}$	3	12 do	200 00
Dundalk and Maple Valley	J. McKenzie	12 $\frac{1}{2}$	3	12 do	170 00
Dundalk and Railway Station	G. W. Parsons	1 $\frac{1}{2}$	24	12 do	90 00
Dundas and Hamilton	J. Herriman	5	6	12 do	125 00
Dundas and Sheffield	P. Humphrey	14	6	6 do (to Sept. 30, '89)	224 50
do do	J. Moore	14 $\frac{1}{2}$	6	6 do from do	224 50
Dunkeld and Railway Station	J. B. Tschirhart	6 $\frac{1}{2}$	6	12 do	90 00
Dunmore and Spence's Corners	L. McIntomny	3	3	12 do	60 00
Dunnville and Railway Station	M. Culleton	1 $\frac{1}{2}$	18	12 do	100 00
Dunnville and Selkirk	A. Hedden	18	6	12 do	540 00
Dunnville and Wellandport	L. Durham	12	6	12 do	312 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dunrobin and South March.....	P. Orchard.....	18 r. t.	3	12 months.....	150 00
Dunrobin and Woodlawn.....	W. H. Wilson.....	4	3	12 do.....	80 00
Dunroon and Maxwell.....	D. K. Preston.....	14	6	12 do.....	390 00
Dunroon and Railway Station.....	J. Russell.....	12	12	do.....	156 48
Durham and Flesherton Station.....	T. A. Harris.....	14	6	9 do (to Dec. 31, '89)..	220 50
do do.....	J. H. Stuart.....	14	6	3 do from do.....	90 00
Durham and Railway Station.....	B. F. Warner.....	12	9	do (to Dec. 31, '89)..	45 00
do do.....	H. J. Middaugh.....	12	3	do from do.....	15 00
Durham and Walkerton.....	G. Crittenden.....	16 1/2	6	12 do.....	297 00
Dwight and Huntsville.....	G. F. Marsh.....	13 1/2	2	12 do.....	195 00
Dyer's Bay and Lion's Head.....	W. Channon.....	16	2	12 do.....	273 00
Eagle and West Lorne.....	J. Martin.....	4 1/2	12	12 do.....	199 53
Ealing and The Gore.....	P. Ackland.....	3	3	12 do.....	60 00
Eastman's Springs and Hawthorne.....	S. Minions.....	7 1/2	3	6 do 10 days (to Oct. 10, '89).....	84 35
Eastman's Springs and Ry. Station.....	R. J. Kyle.....	1/2	12	12 do.....	40 56
Eauclaire and Railway Station.....	W. Mackey.....	1/2	6	12 do.....	40 00
Eberts and Railway Station.....	A. Robertson.....	10 yds	12	12 do.....	21 00
Edgar's Mills and Railway Station.....	E. Roadhouse.....	1/2	6	12 do.....	40 00
Eden Mills and Guelph.....	R. Middleton.....	16	6	12 do.....	288 00
Eden Valley and Main Post Road.....	E. Sanderson.....	2	3	12 do.....	50 00
Edgeley and Thornhill Station.....	A. Winger.....	2	6	12 do.....	125 20
Edmonton and Railway Station.....	W. Goulding.....	1/2	6	12 do.....	30 00
Egan Creek and L'Amable.....	J. A. Smith.....	6	2	12 do.....	52 00
Eganville and Golden Lake.....	S. Sunstrum, sen. do.....	12	2	6 do (to Sept. 30, '89).....	72 00
do do.....	do.....	15	2	6 do from do.....	87 00
Eganville and Pembroke.....	M. J. McCann.....	26	3	12 do.....	329 00
Egbert and Changing Post.....	E. A. Gibson.....	3	6	12 do.....	75 00
Egerton and Mount Forest.....	J. Hunter.....	16 1/2	3	12 do.....	300 00
Eglington and Toronto.....	J. Hendry.....	4 1/2	6	12 do.....	270 00
Egmondville and Seaforth.....	D. Hay.....	1	6	12 do.....	80 00
Elcho and Smithville.....	H. Hunsburger.....	8	2	9 do (to Dec. 31, '89)..	78 00
do do.....	E. Evans.....	8	2	3 do from do.....	17 37
Elder and Rosemont.....	C. Conn.....	7 1/2	2	12 do.....	88 00
Elder's Mills and Railway Station.....	A. McKinnon.....	1/2	6	8 do (to Nov. 30, '89).....	33 33
do do.....	D. Elder.....	1/2	6	4 do from do.....	20 00
Eldorado and Empey.....	L. Empey.....	3	1	12 do.....	30 00
Elford and Essex Centre.....	I. Elford.....	4 1/2	1	12 do.....	50 00
Elia and Railway Station.....	S. T. Brooks.....	1/2	6	12 do.....	75 00
Elizabethville and Port Hope.....	T. Roberts.....	32 r. t.	6	12 do.....	490 00
Elliott and Manion.....	J. DeWitt.....	7	2	12 do.....	50 00
Ellisville and Seeley's Bay.....	J. MacMillan, jr.....	5	2	12 do.....	55 00
Elmbank and Malton.....	J. Sanders.....	25 r. t.	6	12 do.....	367 00
Elmvale and Gibson.....	J. P. Dean.....	9	3	6 do (from Oct. 1, '89).....	74 00
Elmvale and Railway Station.....	G. Hart.....	1/2	6	3 do 12 days (from Dec 20, '89).....	8 70
Elmwood and Malcolm.....	A. B. Kerr.....	2 1/2	3	12 do.....	59 00
Elmwood and Railway Station.....	F. Haller.....	1/2	12	12 do.....	50 00
Elora and Inverhaugh.....	R. Ariss.....	4 1/2	2	12 do.....	60 00
Elora and Pentland.....	D. S. Frey.....	5	2	12 do.....	60 00
Elora and C. V. Railway Station.....	T. Biggar.....	1/2	12	12 do.....	75 00
Elora and W. G. & B. Ry. Station.....	M. Salvidge.....	1	36	12 do.....	137 48
Elora and Salem.....	J. R. Wissler.....	1	6	12 do.....	40 00
Elsinore and French Bay.....	H. Shannon.....	5	1	12 do.....	40 00
Emberson and Port Sydney.....	H. Farnsworth.....	12	1	12 do.....	90 00
Embro and Harrington, &c.....	W. Vannatter.....	20 & 30	3 & 6	12 do.....	342 84
Emery and Railway Station.....	J. Watson.....	1/2	6	12 do.....	50 00
Emmett and Wilno.....	J. T. O'Grady.....	5	1	12 do.....	50 00
Emedale and Fern Glen.....	C. H. Elliott.....	6	2	12 do.....	80 00
Emedale and Railway Station.....	J. W. McDonald.....	1/2	12	12 do.....	62 48
Enfield and Oshawa.....	W. J. Fisher.....	14	3	12 do.....	124 80
Ennis and Loretto.....	J. O'Leary.....	3 1/2	2	12 do.....	50 00
Ennismore and Frankhill.....	C. Lowes.....	6	1	12 do.....	60 00
Ennismore and King's Wharf.....	J. C. Leary.....	9	2	12 do.....	100 00
Enterprise and Trafford.....	M. Whelan.....	9	1	12 do.....	45 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Enterprise and Verona.....	N., T. & Q. Ry. Co	10	6	7 months (to Oct. 31, '89)	118 06
Enterprise and Wilkinson.....	C. Lockwood	8	2	12 do	80 00
Epping and Flesherton.....	G. Mathewson	15½	6	12 do	399 00
Epping and Meaford.....	W. J. Cann	14	6	12 do (less fine)	319 00
Erbsville and Waterloo.....	J. Simmermach'r	5	1	12 do	45 00
Erie and Jarvis.....	A. Finch	5	2	12 do	72 00
Erin and Guelph.....	W. Moore	20	6	12 do	450 00
Erin and Railway Station.....	R. Wood	1	12	12 do	50 00
Erinsville and Napanee.....	J. Grange	21	6	12 do	475 00
Erskine and Markdale.....	J. Loughheed	6	2	6 do (to Sept. 30, '89).	25 00
do do	J. E. Guy	6	2	6 do from do	39 00
Eskdale and Tiverton.....	E. G. Greer	5	3	9 do (to Dec. 31, '89).	67 50
do do	G. H. Ord	5	3	3 do from do	22 50
Essex Centre and Gesto.....	R. Hamilton	6½	6	12 do	139 00
Essex Centre and Leamington.....	C. Wigle	22	12	12 do	700 00
Essex Centre and Railway Station.....	T. Rush	1	18	12 do	117 39
Ethel and Railway Station.....	W. Spence	6 & ½	6	12 do	80 00
Ettrick, Ilderton and Ry. Station.....	J. H. McRae	6 & ½	3 & 12	6 do (to Sept 30, '89).	87 50
do do	J. Little	6 & ½	3 & 12	6 do from do	72 00
Evelyn and London.....	M. Barber, jun.	13	6	9 do (to Dec. 31, '89).	251 25
do do	A. J. Kernohan	13	6	3 do from do	83 75
Everett and Railway Station.....	W. M. Lockhart	17	12	12 do	60 00
Exeter and Kirkton.....	W. Carley	12	6	3 do (to June 30, '89).	93 75
Exeter and Railway Station.....	C. Snell	1	24	12 do	187 80
Exeter and St. Mary's.....	D. Spicer	24½	6	9 do (from July 1, '89)	543 00
Exeter and Sarepta.....	W. Reynolds	7	3	6 do (to Sept. 30, '89).	39 00
Fairfield East and Railway Station.....	A. C. Johns	17	3	12 do	31 20
Fair Valley and Warminster.....	R. C. Hipwell	4	3	12 do	72 00
Fairview and Stratford.....	W. Bell	9	3	12 do	156 00
Falkenburg and Mail Catching Post.....	M. Moore	½	6	12 do	31 30
Falkenburg and Port Carling.....	F. Foreman	16	3	Part of Season 1889-90	77 48
Falkenburg and Ullswater.....	M. Moore	12½	3	Season 1889	171 50
Falkland and Paris.....	W. T. Walker	3	2	12 months	50 00
Farewell and Kenilworth.....	W. L. Morrison	6	6	12 do	156 00
Farewell and Wagram.....	R. Irwin	3	2	12 do	34 00
Fargo and Lundy.....	A. W. Palmer	3	2	9 do 16 days (to Jan. 16, '90)	50 84
Fargo and Railway Station.....	H. B. Lowe	300 yds	24	12 do	53 00
Farquhar and Lunley.....	J. Pollen	4½	2	12 do	65 00
Farran's Point, Osnabrick Centre and Railway Station.....	D. Taro	½ & 6	12 & 6	2 do (to May 31, '89).	53 00
do do	G. Kerr	½ & 6	12 & 6	10 do from do	260 00
Fawkham and Mail Catching Post.....	W. Carrick	2	6	12 do	125 00
Fawn and Mail Catching Post.....	A. Gaudaur	½	3	12 do	34 00
Felton and Russell.....	C. York	4	2	12 do	50 00
Fenaghvale and St. Amour.....	M. Poirier	2½	2	12 do	27 49
Fenelon Falls and Railway Station.....	E. Lansfield	1½	12	12 do	80 00
Fergus and Living Springs.....	F. J. Armstrong	6	2	12 do	75 00
Fergus and Railway Stations.....	J. C. Morrow	¾	12 & 36	12 do	250 00
Fergus Shiloh.....	T. Hamilton	13	2	3 do (to June 30, '89).	50 00
Ferguson's Falls and Perth.....	T. Haley	18	6	12 do	390 00
Fernhill and Poplar Hill.....	D. R. Owen	4½	3	12 do	100 00
Fesserton and Railway Station.....	R. Jancowski	¾	12	12 do	65 00
Feversham and Flesherton.....	G. Park	14	6	3 do (to June 30, '89).	93 75
do do	R. Meldrum	14	6	9 do from do	224 25
Feversham and Lady Bank.....	J. Poole	5	1	12 do	40 00
Fingal and Port Talbot.....	J. Brown	7	3	12 do	125 00
Fingal and St. Thomas.....	G. Penwarden	7	6	12 do	149 00
Fingal, Shedden and Ry. Station.....	J. Church	3½	6 & 12	12 do	190 00
Fingerboard and Sonya.....	T. Moase	2½	3	12 do	80 00
Fish Creek and Granton.....	W. Blatchford	5	2	12 do	60 00
Fisherville and Nelles Corners, &c.....	J. Orth	4 & ½	6 & 12	12 do	137 00
Fleetwood and Franklin.....	W. Stacy	2	4	12 do	70 00
Flesherton and Railway Station.....	P. Munshaw	1¾	24	12 do	156 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Flesherton and Vandeleur	J. Warling	6½	3	12 months	90 00
Flesherton Ry. Stn. and Priceville	J. Watson	4	6	6 do (to Sept. 30, '89).	50 00
do do	J. Cairns	4	6	6 do from do	60 00
Fletcher and Railway Station	A. G. Robertson	4	12	12 do	45 00
Flint and Madoc	R. E. Jones	19	6	4 do (to July 31, '89).	175 00
Florence and Oakdale	A. Lourie	6	2	12 do	55 00
Florence and Rutherford	J. Conbrough	6	3	3 do (to June 30, '89).	25 00
do do	S. Hubbard	6	3	9 do from do	71 25
Flower Station and Railway Station	S. M. Lyon	1½	12	12 do	15 00
Fonthill and North Pelham	J. A. McQueen	10	3	12 do	220 00
Fordwich and Newbridge	W. Chapman	4½ & 8	2 & 6	12 do	159 72
Fordwich and Railway Station	R. Mahood	½	12	12 do	112 00
Forest and Ravenswood	P. McCallum	9	3	12 do	100 00
Forest and Railway Station	P. Smith	400yds	16	12 do	43 82
Forester's Falls and Ry. Crossing	G. Pettigrew	17	6	11 do (from May 1, '89)	534 58
Forestville and Railway Station	H. C. Gifford	4	12	9 do (from July 1, '89)	93 75
Formosa and Walkerton	A. F. Schumacher	8	6	1 do (to June 30, '89).	24 00
Fort Erie and Railway Stations	G. Lewis	1½	48	12 do	360 00
Fort William and Railway Station	C. McVicar	4	12	3 do (to June 30, '89).	62 50
do do	J. Livingstone	4	12	9 do from do	183 75
Fort William West and Railway Station	A. McLaren	1	12	12 do	120 00
Fournier and Routhier	J. O. Poirier	6	6	12 do	189 00
Fowlers Corners and Peterboro'	A. Reid	7½	2	12 do	90 00
Foxmead and Railway Station	J. Hadden	4	6	12 do	37 50
Franconia and Perry Station	A. Clark	7	6	12 do	137 00
Frankford and Railway Station	J. Chapman	200yds	12	12 do	78 00
Frankford and Stockdale	H. S. Bowerman	2	3	6 do (to Sept. 30, '89).	18 00
do do	J. Chapman	2	3	6 do from do	22 50
Franklin and Railway Station	J. Hadden	100 ft.	12	12 do	70 00
Frank's Bay, North Bay and Sturgeon Falls	J. McA. Smith	15 w. 20 s.	2	12 do	70 00
Franktown and Railway Station	W. Lightbody	1½	12	12 do	150 00
Frankville and Railway Station	W. Dowsley	11	6	12 do	239 00
Freeborn and Peffers Crossing	J. Freeborn	60 rds.	6	12 do	30 00
Freeland and Webster's Corners	J. W. Preston	1	3	2 do (to May 31, '89).	3 33
Freelon and Mountsberg	B. B. Johnson	3½	3	12 do	100 00
Freeman and Railway Stations	E. B. Freeman	1½	30	12 do	93 90
Frome and Railway Station	J. Arnold	1½	6	12 do	78 25
Fullarton and Gourie	W. H. Woodley	3	3	12 do	57 00
Fuller and Thomasburg	M. Mitts	4½	2	12 do	48 00
Fyfield and Teeswater	A. Gibson	5	2	12 do	60 00
Galbraith and Middleville	R. J. Penman	6½	2	12 do	52 00
Galt and Glen Morris	W. Colvin	7	6	9 do (to Dec. 31, '89).	167 25
do do	T. Scott	7	6	3 do from do	60 00
Galt and Pushlinch	J. McLean	15	3	3 do (to June 30, '89).	53 75
Galt and Railway Stations	G. Hancock	4 & 1½	24 & 6	12 do	225 00
Gamebridge and Railway Station	S. McDougall	1½	12	3 do (to June 30, '89).	28 75
do do	W. M. Stewart	1½	12	9 do from do	73 50
Gananoque and Brigade Camp	F. Birch	1	1	Special service	6 00
Gananoque and Seeley's Bay	W. Kenny	14	2	12 months	145 00
Gananoque and Stave Island	B. Barber	1	1	Special service	13 00
Gananoque and Street Letter Boxes	E. Keating	1	12	12 months	156 50
Gananoque Station and G. T. Railway Station	P. Reid	3½	26	6 do (to Sept. 30, '89).	12 50
do do	B. Barber	3½	26	6 do from do	12 50
Gananoque and Wilstead	N. Gardner	4	3	12 do	94 00
Gananoque Station and Marble Rock	B. S. Bradley	4½	2	12 do	60 00
Gananoque Station and Willets-holme	J. B. Greenizan	4	2	8 do (to Nov. 30, '89).	40 00
Garden River and Railway Station	W. R. Cunningham	1	3	12 do	78 50

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Garnet and Railway Station	T. Sullivan	1	12	12 months	40 00
Garrison Road and Stevensville	J. D. Gilmour	10	2	12 do	120 00
Garry Owen, Johnson and Owen Sound	H. Lemon	10 & 13	3	12 do	369 00
Gelert and Railway Station	W. F. Ritchie	7 1/2	12	12 do	50 00
Gelert Station and Minden	D. J. Hartle	7 1/2	12	12 do	300 48
Georgetown and Railway Station	McCollum & Watson	1/2	18	12 do	125 00
Georgetown and Salmonville	J. H. Kerr	6	6	12 do	172 00
Georgina Island and Sutton West	C. Bigcanoe	8	2	12 do	50 00
Germania and Uffington Road	W. Stamp	2 1/2	3	12 do	75 00
Gilberts Mills and Picton	A. J. Ryckman	10 1/2	3	12 do	120 00
Gilford and Railway Station	J. A. Blain	1/2	24	12 do	60 00
Gilmour and Railway Station	J. Caverly	20 ft.	12	12 do	20 00
Gladstone and Harrietsville	L. McMurray	3	6	12 do	88 00
Glamms and Pinkerton Station	J. McKeeman	9	6	12 do	268 00
Glanmis and Willow Creek	G. Kidd	4 1/2	2	5 do (from Nov. 1, '89)	18 75
Glamorgan and Millbrook	K. Kennedy	6	2	12 do	83 50
Glamding and Railway Station	E. Pogue	2	3	12 do	70 00
Glanford Station and Railway Station	H. Clark	1/2	6	12 do	50 08
Glanford Station and Sinclairville	J. R. Wilson	13	3	12 do	196 32
Glanmire and Millbridge	J. Summiss, jun.	8	1	12 do	52 00
Glanworth and Railway Station	J. Turnbull	1/2	6	12 do	62 60
Glastonbury and Kaladar	A. A. Dunham	4 1/2	2	12 do	39 00
Glen Annan and Railway Station	A. Anderson	1/2	12	12 do	48 00
Glenarm and Woodville	J. H. Pethick	22	6	12 do	350 00
Glenburnie and The Corners	W. Shurtleff	1/2	6	12 do	60 00
Glencairn and Railway Station	W. Grieve	1/2	12	12 do	100 00
Glencoe and Kilmartin	D. B. McIntyre	4 1/2	3	12 do	85 00
Glencoe and Strathburne	J. Smith	2 1/2	6	12 do	120 00
Glencolin and Springfield	S. T. Young	3	3	12 do	80 00
Glendale and White Oak	C. Flawn	2 1/2	3	12 do	50 00
Glen Eden and Mount Forest	C. Hunt	5	6	12 do	150 00
Glen Farrow and Wingham	W. Mackerisie	6	2	12 do	75 00
Glen Huron and Railway Station	J. Hamilton	1 1/2	6	12 do	115 00
Glen Major and Myrtle	W. R. Derby	7	6	12 do	224 00
Glenmeyer and Kinglake	E. Gale	10 1/2	2	2 do (to May 31, '89)	19 56
do do	H. Walmsley	3	3	10 do from do	66 67
Glenmeyer and Tilsonburg	E. Gale	10	3	2 do (to May 31, '89)	24 50
Glen Millar and Trenton	O. Weston	3 1/2	6	12 do	118 75
Glenmore and Maitland	W. Covill	9	3	12 do	145 00
Glenoak and Longwood	L. J. Hixon	8	2	12 do	69 00
Glen Orchard and Redwood	J. Nixon	3	1	Season 1889-90	9 50
Glenrae and Railway Station	A. Sutherland	50 yds	12	12 months	20 00
Glen Robertson and North Lancaster	M. Besner	25	6	12 do	300 00
Glen Robertson and Railway Station	M. Robinson	1/2	24	12 do	60 00
Glen Robertson and Ste. Anne de Prescott	A. Pilon	7	6	12 do	115 00
Glen Ross and Railway Station	G. T. Iveson	20 yds	3	12 do	30 00
Glen Roy and Munro's Mills	M. Munroe	4	3	12 do	88 60
Glenshee and Lynedoch	O. Jones	11 1/2	6	12 do	300 00
Glen Smail and Spencerville	E. Ellis, jun.	3	2	12 do	50 00
Glenvale and Sharpton	G. D. Hann	3	2	12 do	60 00
Goderich and Kintail	H. Toombs	14	6	6 do 22 days (to Oct. 22, '89)	195 36
do do	M. Whitty	16 1/2	6	5 do 9 dys. (from do)	198 09
Goderich and Lucknow	J. Mullin	23	6	12 do	398 00
Goderich and Railway Station	do	1	24	12 do	150 24
Goldfield and South Finch	M. McLean	2 1/2	3	12 do	55 00
Goldsmith and Leamington	G. B. Reid	10	3	3 do (to June 30, '89)	31 25
do do	N. Kimball	10	3	6 do (to Dec. 21, '89)	72 50
Goldstone and Railway Station	M. Waind	1 1/2	6	12 do	100 16
Gooderham and Kinmount	F. Train	21	2	12 do	225 00
Gooderham and Ursa	S. Kettle	6	1	12 do	30 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Goodstown and Richmond	T. H. Mills	3	2	12 months	40 00
Goodwood and Railway Station	M. Chapman	12	12	do	60 00
Gordon and Railway Station	J. C. Duff	12	12	do	50 00
Gore Bay and Kagawong	W. H. Baxter	12	1	do 13 days (to Dec. 31, '89)	40 00
Gore Bay and Little Current	H. May	50 & 35	2	Part of season 1888-'89	100 00
Gore Bay and Long Bay	G. W. Hodgkinson	10	1	4 months (to July 31, '89)	25 00
Gore Bay and Meldrum Bay	R. T. Hall	58	1	12 do	365 00
Gore Bay and Perivale	do	17	1	8 do (from Aug. 1, '89)	80 00
Gore Bay and Spanish River Station	W. H. Baxter	24 & 33	2	1 do 12 days (to Dec. 31, '89)	380 00
Goring and Rocklyn	J. Sparling	4	2	12 do	50 00
Gormley and Unionville	J. Lunan	25 r.t.	6	12 do	380 00
Gorrie and Railway Station	H. J. Besanson	14	12	12 do	160 00
Gorrie and Seaforth	S. Walsh	28½	6	12 do	520 00
Goulais Bay and Sault Ste. Marie	A. McAuley	26	1	12 do	234 00
Gowanstown and Kurtzville	M. Mennear	5	3	12 do	100 00
Gowanstown and Railway Station	H. Markle	4	6	12 do	58 00
Gowanstown and Wallace	do	3½	6	12 do	100 00
Grafton and Railway Station	G. Lumley	1	7	12 do	89 72
Grand Valley and Monticello	H. Hills	11	2	12 do	110 00
Grand Valley and Peepabun	J. Loree	3½	2	12 do	37 00
Grand Valley and Railway Station	S. McDonald	1	12	12 do	39 00
Granton and Whalen	F. Millson	15	2	3 do (to June 30, '89)	57 50
do do	J. H. Millson	5	2	9 do from do	52 50
Grassett Station and Michipicoten River	W. Spence	55	ftnly.	12 do	288 00
Grassy's Corners and Smithville Road	R. H. Walker	2	2	12 do	35 00
Gravenhurst and Leg Lake	J. Paterson	11	1	12 do	52 00
Gravenhurst and Port Carling	W. K. Foreman	30	2	Season 1889-'90	156 00
Gravenhurst and Railway Station	N. Ferran	3	24	9 months (to Dec. 31, '89, less fine)	127 00
do do	do	3	12	5 do 21 days (to Dec. 31, '89)	20 20
do do	do	3	36	3 do from do	53 12
Gravenhurst and Uffington	T. Fielding	11	3	12 do	194 00
Gravenhurst and Walker's Point	W. Walker	14	1	Season 1889	57 00
Gravenhurst and West Gravenhurst	W. McDivitt	2	6	12 months	140 00
Greenbank and Blackwater Junction	E. Dusty	6½	6	12 do	165 00
Green Bay and Little Current	C. Skippen	12	1	12 do	70 00
Greenfield and Railway Station	A. McDougall	1	24	12 do	125 00
Green Point and Picton	C. Reynolds	12	2	Season 1889	67 00
Green River and Railway Station	F. Burgess	1½	12	12 months	100 00
Greenview and Monteagle Valley	J. Poff	6	1	9 do (to Dec. 31, '89)	37 50
Grenfel and Railway Station	H. Parr	2½	2	12 do	60 00
Gresham and Paisley	R. Cruickshank	20	2	9 do (to Dec. 31, '89)	120 00
do do	Treeford & Flack	20	2	3 do from do	37 12
Griffith and Matawathan	J. McGregor	10	1	12 do	54 08
Grimsby and Smithville	J. H. McCollom	8	12	12 do	399 00
Grimsby Park and Railway Station	N. Phelps	4	24	Special trips	32 50
Grimsthorpe and Providence Bay	S. Grimes	5	1	4 months (from Dec. 1, '89)	8 66
Grimston and Keady	R. Keys	4	2	12 do	50 00
Groveton and Spencerville	J. McAuley	3	2	12 do	48 00
Guelph and Hamilton	J. Herriman	31½	6	12 do	1,000 00
Guelph and Ponsobny	J. L. Halley	12	3	12 do	250 00
Guelph and Shiloh	T. Hamilton	15½	2	9 do (from July 1, '89)	145 50
Guelph and Street Letter Boxes	J. D. Johnstone	5	3	12 do	250 00
Gunter and Railway Station	J. H. Gunter	6	2	12 do	80 00
Guthrie and Oro Station	D. Livingstone	3	2	12 do	48 00
Hagersville and Railway Station	J. Fleming	4	36	12 do	140 00
Hagersville and Springvale	J. Holbrook	4	6	12 do	120 00
Hagersville, Selkirk and Ry. Stn.	M. Hess	14	6	12 do	313 00
Haliburton and Kennaway	J. E. Holmes	38	1	12 do	285 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Haliburton and Railway Station	J. F. Young	1	12	4 months (to July 31, '89)	16 66
do do	J. Dover	1	12	8 do from do	33 34
Haliburton and Wicksteed	D. H. Anderson	10	1	12 do	40 00
Hallville and Kemptville	J. Dickinson	13	3	12 do	235 00
Hamilton and Lowville	T. Langton	19	6	12 do	403 00
Hamilton and North Barton	A. W. Swazie	2 $\frac{1}{2}$	6	12 do	50 00
Hamilton and Railway Stations	G. Armstrong	1 & 1 $\frac{1}{4}$	6 12 30	12 do	1,160 75
Hamilton and Stony Creek	G. Gibbons	7	6	12 do	250 00
Hamilton and Street Letter Boxes	J. Brundle		asrq.	12 do	825 00
Hampton and Solina	E. B. Crydennan	2 $\frac{1}{2}$	3	12 do	50 00
Hanover and Railway Station	W. Reid	1	12	3 do (to June 30, '89)	22 43
do do	R. Pace	1	12	9 do from do	67 29
Harkaway and Markdale	J. Logan	7	1	12 do	52 00
Harley and Hatchley Station	B. Powell	4	2	12 do	75 00
Harley and New Durham	R. Cavin	5	6	12 do	132 00
Harlock and Seaforth	T. Neilans	13	3	12 do	280 00
Harrisburg and Troy	M. O'Riley	4	6	12 do	200 00
Harrisburg and Weir	W. O. Williamson	2 $\frac{1}{2}$	3	12 do	45 00
Harrison and Railway Stations	C. H. Ward	$\frac{1}{4}$ & $\frac{1}{2}$	12 & 36	12 do	113 22
Hartford and Waterford	D. Kitchen	10	6	12 do	200 00
Hartsmere and Hermon	J. Bremner	8 $\frac{1}{2}$	2	12 do	90 00
Harwich and Railway Station	J. O'Brien	7	6	12 do	217 00
Havelock and Railway Station	A. V. Fuller	50	8	12 do	56 34
Havelock and Tilton	M. J. Peters	5	3	12 do	138 00
Hawkesville and Macton	J. McCormick, jr	7	6	12 do	156 00
Hawkestone and Railway Station	W. Hodges	4	12	12 do	38 00
Hawtreay and Northfield Centre, &c.	J. W. Hainer	12	6 & 12	12 do	394 00
Hawtreay and Railway Station	C. J. Treffry	1	12	12 do	27 50
Hay and Railway Station	A. Walper	1	12	5 do (to Aug. 31, '89)	41 67
Hay Bay and Napanee	B. N. Woodcock	19	2	6 do (to Sept. 30, '89)	81 50
do do	N. Woodcock	19	2	6 do from do	81 50
Hayburn and Parma	E. Loyst	2	3	12 do	50 00
Hayesland and Mill Grove	E. Young	3 $\frac{1}{2}$	6	12 do	116 00
Haysville and New Hamburg	R. Blatchford	3 $\frac{1}{2}$	6	12 do	148 00
Hazeldean and Stittsville	A. Abbott	3 $\frac{1}{2}$	3	12 do	75 00
Heather and Walkers	D. McIntyre	3	2	12 do	40 00
Hendrick and Mount Brydges	T. Pearce	6	1	2 do (from Feb. 1, '90)	6 50
Hendrick and Strathroy	P. Riley	4	1	7 do (to Nov. 30, '89)	22 75
Henfryn and Railway Station	J. H. Thomson	1	6	12 do	40 00
Henry and L'Original	J. Tessier	4 $\frac{1}{2}$	3	3 do (to June 30, '89)	16 25
do do	S. Buchan	4 $\frac{1}{2}$	3	9 do from do	57 00
Hensall and Railway Station	J. Sutherland	4	12	12 do	100 16
Hensall and Rodgerville	H. Doan	1	6	3 do (to June 30, '89)	30 00
do do	do	9 $\frac{1}{2}$	6	9 do from do	150 00
Hensall, Zurich and Railway Station	T. Murdock	6 $\frac{1}{2}$	12	12 do	320 00
Hepworth and Railway Station	T. Kemp	12	12	12 do	160 00
Hereward and Railway Station	D. Brown	4 $\frac{1}{2}$	6	3 do (to June 30, '89)	32 00
do do	J. Hanna	4 $\frac{1}{2}$	6	9 do from do	97 50
Hewitt and Marshville Station	J. B. Hewitt	4	6	12 do	45 00
Hiawatha and Peterboro	O. A. Cragg	11	2	12 do	145 00
Hickson and Railway Station	L. Elsley	12	12	12 do	20 00
Highgate and Railway Station	D. Teetzel	1	12	12 do	144 00
Highgate and Turin	do	2	3	12 do	92 50
Hillier and Railway Station	H. Palmer	1	12	12 do	93 90
Hillier and Rosehall	R. McCartney	2 $\frac{1}{2}$	3	12 do	106 00
Hillman and Leamington	R. Manery	6	2	12 do	75 00
Hillsburgh and Railway Station	J. Carmichael	1	6	12 do	80 00
Hillsburgh Station and Marsville	J. Hanna	7 $\frac{1}{2}$	6	12 do	325 00
Hillsdale and Hobart	K. Kennedy	8	3	3 do (to June 30, '89)	46 00
do do	do	8	3	3 do (from Jan. 1, '90)	46 00
Hillsdale and Moonstone	C. Waugh	13	3	6 do (to Sept. 30, '89)	120 00
Hinch and Newburgh	B. Lewis	6	2	12 do	70 00
Hintonburg and Mechanicsville	H. Lapointe	1	3	18 days (to April 18, '89.)	1 24
do do	N. Sariolo	1	3	1 month 12 dys (to May 31, '89)	2 95

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hintonburg and Mechanicsville....	W. J. White....	1	3	10 months (from June 1, 1889).....	29 17
Hoath Head and Owen Sound.....	M. Dealy.....	7	1	12 do	60 00
Hockley and Mono Centre.....	R. Colwell.....	11	6	12 do	370 00
Holland Centre and Lily Oak.....	J. Bruce.....	44	1	3 do (to June 30, '89).....	10 00
do do.....	J. T. Kelly.....	44	1	9 do from do	37 50
Holland Centre and Ry. Station.....	C. Price.....	15	24	12 do	110 00
Holland Landing and Ry. Station.....	W. Luck.....	15	24	12 do	75 12
Holmesville and Porter's Hill.....	A. Knox.....	4	3	12 do	75 00
Holmesville and Railway Station.....	do.....	4	12	12 do	50 00
Holstein and Murdock.....	G. Pollock.....	4	3	12 do	74 72
Holstein and Nenagh.....	T. Stephenson.....	84	6	12 do	234 00
Holstein and Railway Station.....	S. Seaman.....	12	12	12 do	53 00
Holt and Mount Albert.....	J. Roseman.....	3	6	12 do	125 00
Honeywood and Horning's Mills.....	J. Ostic.....	6	6	12 do	198 00
Hoodstown and Huntsville.....	G. A. Hutchins.....	9	2	12 do	120 00
Hopetown and Lanark.....	W. Maguay.....	7	3	12 do	75 00
Hopetown and White.....	R. Jordan.....	12	1	12 do	55 00
Hopeville and Swinton Park.....	J. Martin.....	4	2	12 do	50 00
Horning's Mills and Shelburne Stn.....	J. Ostic.....	6	6	12 do	170 00
Housey's Rapids and Washago.....	S. C. Tyler.....	16	2	12 do	125 00
Howe Island and Kingston.....	J. O'Brien.....	14½	3	6 do (to Sept. 30, '89).....	126 72
do do.....	do.....	14	3	2 do (to Nov. 30, '89).....	70 00
Howe Island and Pitt's Ferry.....	do.....	4	3	4 do (from Dec. 1, '89).....	50 00
Humber and Weston.....	C. R. Dade.....	8	6	12 do	300 00
Humber Bay and Railway Station.....	W. T. Duck.....	150 yds	24	12 do	78 45
Humberstone and Railway Station.....	D. Stapp.....	24	9	do (to Dec. 31, '89).....	131 25
do do.....	J. O. Rose.....	24	3	do from do	43 75
Huntsville and Railway Station.....	D. Kernaghan.....	12	12	do	125 20
Hurtbise and Railway Station.....	E. N. Hurtbise.....	2½	12	2 do (from Feb. 1, '90).....	5 00
Huston and Moorefield Ry. Station.....	R. Shera.....	1	12	12 do	60 00
Huston and Treacastle.....	D. Callaway.....	4	3	12 do	96 00
Hyde Park Corners and Ry. Station.....	L. McNames.....	1	3	12 do	40 00
Indian River and Railway Station.....	M. Guerin.....	2	3	12 do	80 00
Indian River Station and Railway Station.....	J. Duff.....	16	6	8 do (from Aug. 1, '89).....	16 66
Ingersoll and Lakeside.....	W. Brock.....	16	6	6 do (to June 30, '89).....	237 50
do do.....	J. Judge.....	16	6	6 do from do	219 50
Ingersoll and Peebles.....	G. Corey.....	6½	2	12 do	75 00
Ingersoll and Port Burwell.....	E. Gray.....	32	6	12 do	855 00
Ingersoll and Railway Station.....	J. Shannon.....	4	12	12 do	112 68
Ingersoll and Street Letter Boxes.....	W. McKim.....	4	18	3 do (to June 30, '89).....	41 00
do do.....	J. Moon.....	4	18	9 do from do	168 75
Inglewood and Railway Station.....	J. Graham.....	1	12	12 do	52 00
Inkerman and Iroquois.....	A. Serviss.....	23 & 17	6	12 do	356 92
Innerkip and Railway Station.....	G. Hotson.....	1	12	12 do	108 00
Innisfil and Stroud.....	E. Taylor.....	3	6	3 do (to June 30, '89).....	28 75
do do.....	G. Barclay.....	3	6	9 do from do	93 75
International Bridge and Railway Station.....	G. Graham.....	1	24	12 do	150 00
Inverhuron and Tiverton.....	H. Cameron.....	3	3	3 do (to June 30, '89).....	17 50
do do.....	D. McKenzie.....	3	3	9 do from do	45 00
Invermay and Railway Station.....	A. Neelands.....	12	12	do	156 50
Inwood and Railway Station.....	J. M. Courtright.....	25 yds	12	12 do	30 00
Iona and Railway Station.....	W. Fletcher.....	2	12	12 do	125 00
Irena and Rowena.....	T. S. Carter.....	3	3	12 do	80 00
Irish Creek Railway Station and Merrickville.....	D. Crozier.....	9	6	12 do	300 00
Ironbridge and Thompson.....	F. Baker.....	8	2	4 do (from Dec. 1, '89).....	50 00
Islington and Railway Station.....	T. Musson.....	1	6	12 do	93 90
Ivy and Thornton.....	T. Brown.....	4½	6	12 do	119 00
Ivy Lea and Lansdown.....	J. Ivey.....	4	2	12 do	55 00
Jackfish Bay and Railway Station.....	S. A. Eakins.....	1	12	12 do	93 88

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Jaffa and Orwell	W. Faunt	3	2	12 months	45 00
Janetville and Pontypool	R. Gillis	29 r. t.	6	6 do (to Sept. 30, '89).	237 50
do do	J. Chambers	29 r. t.	6	6 do from do	220 00
Jarvis and Railway Stations	E. A. Lea	1 & 3/4	6 & 24	12 do	230 85
Jefferson and King Station	G. Harper	94	6	8 do (to Nov. 30, '89).	213 33
do do	do	10 1/2	6	4 do from do	117 89
Jelleyby and Railway Station	A. Wing	300 yds	3	12 do	25 00
Jermyn and Lang	G. English	4	3	12 do	70 00
Jocelyn and Marksville	C. Young	12 1/2	1	12 do	90 00
Jockvale and Manotick	J. Fermoyle	5 1/2	3	6 do (to Sept. 30, '89).	53 15
Jockvale and Ottawa	J. Clothier	15	3	6 do from do	100 00
Johnson's Mills and Zurich	D. Spencer	4	2	12 do	49 00
Jones' Falls and Morton	A. Scott	3	3	12 do	63 00
Jordan and Pelham Union	H. N. Cosby	4	2	12 do	60 00
Juddhaven and Port Carling	F. E. Judd	14	1	Part of seasons '88-'89 and '89-'90.	50 00
Jura and Theford	J. McCordie	7 1/2	3	12 months	111 40
Kagawong and Perivale	T. N. Pierce	13	1	4 do (to July 31, '89).	24 00
Katrine and Mall Catching Post	J. Mawhinney	1 1/2	6	12 do	125 20
Katrine and Orange Valley	R. White	6	1	10 do (to Jan. 31, '90).	33 33
Katrine and Sand Lake	J. Hunter	14	1	2 do (from Feb. 1, '90).	13 33
Kearney and Emsdale Station	A. J. O'Neil	6	3	12 do	110 00
Kearney and Ravensworth	J. C. Harvey	7	1	6 do (to Sept. 30, '89).	20 00
do do	T. Switzel	7	1	6 do from do	20 00
Kearney and Sand Lake	J. Hunter	8	1	10 do (to Jan. 31, '90).	37 50
Keene and Railway Station	J. Frost	1 1/2	12	3 do (to June 30, '89).	29 75
do do	R. McIntyre	1 1/2	6	9 do from do	89 25
Keith and Tupperville	R. Killins	14	2	12 months	45 00
Keldon and Shelburne	W. Brown	9 1/2	2	12 do	100 00
Kells and Powassan Station	H. Anderson	8 1/2	1	12 do	60 00
Kelso and Christie's Crossing	D. Smith	4 1/2	6	12 do	42 50
Kemble and Wolsley	J. Hearn	5	1	12 do	40 00
Kemptville and Merrickville	C. W. Putnam	18	6	12 do	550 00
Kemptville and Railway Station	W. Dickinson	1	18	12 do	272 31
Kemptville and South Gower	A. W. Tomkins	11	3	12 do	173 00
Kenilworth and Petherton	M. Enright	3	6	12 do	125 00
Kenilworth and Railway Station	C. J. Gordon	1/2	12	12 do	80 00
Kenmore and North Branch	P. A. Harrison	4	6	12 do	75 00
Kenneyville and Mitchell Road	J. Kenney	2 1/2	2	12 do	80 00
Kent Bridge and Thorncliffe	G. B. Shaw	3	2	12 do	50 00
Keswick and Roach's Point	J. Cake	3	6	12 do	115 00
Khiva and Shipka	W. Holt, jun	2	2	12 do	39 48
Kilgorie and Whitfield	J. Gallagher	4 1/2	2	12 do	50 00
Killaloe and Ruby	J. Rankin	7	2	12 do	90 00
Killarney, Little Current and Mani- towaning	Riddell & Mc- Laughlin	25 & 24	2	5 do 21 days (broken period).	519 06
Killean and Leslie Station	A. Wilkinson	1 1/2	6	9 do (from July 1, '89)	56 25
Killyleagh and Thornton	J. Hicks	3	2	12 do	39 76
Kilmanagh and Mono Road Station	H. McTaggart	3	3	12 do	90 00
Kilmarnock and Smith's Falls	W. G. Halliday	8 1/2	2	12 do	105 00
Kilworthy and Changing Post	G. A. Lehman	100 ft.	6	12 do	30 00
Kilworthy and Sparrow Lake	A. Wiancko	4 1/2	2	12 do	60 00
Kimball and Railway Station	J. V. Shaw	1 1/2	6	9 do (to Dec. 31, '89).	18 75
do do	B. Gerow	1 1/2	6	3 do from do	6 25
Kimball and Seckerton	T. Johnston	3	2	10 do (to Jan. 31, '90).	50 00
do do	W. Gray	3	3	2 do from do	10 40
Kimball and Wabuno	T. Capes	3 1/2	6	6 do (to Sept. 30, '89).	75 00
do do	S. Stephens	3 1/2	6	4 do (to Jan. 31, '90).	39 83
Kincardine and Kintail	Bayne & Macin- tyre	17	6	6 do (from Oct. 1, '89)	248 74
Kincardine and Port Elgin	A. McDougall	24	6	5 do (to Aug. 31, '89).	257 08
do do	J. Gentle	24	6	7 do from do	359 92

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kincardine and Railway Station.	J. Harkin	1	30	12 months	300 00
Kincardine and Walkerton.	P. McColl	28	6	12 do	579 00
King, Holly Park and Nobleton	D. O. Crossley	10 & 4/3	6 & 3	12 do	368 00
King and Railway Station.	T. Harker	3	6	12 do	50 00
Kingarf and Kinloss	B. Moulton	4	2	12 do	60 00
Kinghurst and Mooresburg.	J. A. King	5 1/2	2	12 do	52 00
Kingscourt and Railway Station.	J. Pelkey	1 1/4	3	8 do (to Nov. 30, '89).	26 00
do do	R. H. Nelson.	1 1/4	3	4 do from do	13 00
Kingsmill and Mapleton.	L. Johnson.	4	6	12 do	163 00
Kingsmill and Railway Station.	C. Hazen.	40 rods	12	3 do (to June 30, '89).	10 96
do do	J. O. Robertson.	40 rods	12	9 do from do	32 88
Kingston and Kingston Station.	T. C. Wilson.	2	6	12 do	31 30
Kingston and Newboro.	R. W. Copeland.	41	6	12 do	1,094 00
Kingston and Newburgh.	C. H. Finkle	27	6	12 do	600 00
Kingston and Perth Road.	J. Stoness	18	6	1 do (to April 30, '89).	36 41
do do	J. Miller	18	6	11 do from do	402 86
Kingston and Portsmouth.	T. C. Wilson.	2 1/2	12	12 do	225 00
Kingston and Street Letter Boxes.	B. McConville.		25	12 do	376 00
Kingston and Wharf.	J. Morrisey			Special trip.	0 25
Kingston and Willetsholme.	N. F. Darling.	16	3	4 months (from Dec., 1, '89)	75 00
Kingston Station and G. T. Railway Station.	T. Hanley	2	26	3 do (to June 30, '89).	6 00
do do	J. Summerby.	2	26	3 do (to Sept. 30, '89).	6 00
do do	T. Hanley	2	26	6 do from do	17 00
Kingsville and Oxley.	A. Elliott.	10	3	12 do	120 00
Kingsville and Pelee Island.	H. T. Lidwill.	20	1	6 do (less fine. See Water Service).	241 16
Kinkora and Sebringville	J. Fletcher.	12	3	12 do	160 00
Kinloss and Lucknow.	J. Brownscomb.	10	6	12 do	200 00
Kinlough and Westford.	A. W. Haldenby	3 1/2	2	12 do	55 00
Kinmount and Mount Irwin	T. Peacock.	7	1	12 do	35 00
Kinmount and Railway Station.	J. Wilson.	1 1/2	12	12 do	40 00
Kippen and Railway Station.	R. Mellis.	1 1/2	12	12 do	100 16
Kirkfield and Rohallion.	T. Strachan.	6	1	6 do (from Oct. 1, '89)	25 00
Kirkwall, Rockton and Valens.	J. Harper	15 rt. 3	6 & 2	12 do	195 00
Kleinburg and Railway Station.	J. Cairns.	1 1/2	12	12 do	150 00
Klock's Mills and Railway Station.	J. B. Klock.	1 1/2	12	12 do	10 00
Knapdale and Newbury.	J. McDonald.	6	1	12 do	40 00
Kolapore and Ravenna	G. Wilson	5	3	12 do	65 00
Kossuth and Preston.	H. Sohr.	5 1/2	2	12 do	70 48
Lafontaine and Penetanguishene.	P. Brasseur.	10 1/2	3	6 do (to Sept. 30, '89).	55 24
do do	do	8	3	6 do from do	57 50
Lake Charles and Oxenden.	J. Davidson	5	1	12 do	40 00
Lakefield and Lakehurst.	A. Johnston	19	3	12 do	289 00
Lakefield and Railway Station.	J. Cooper	1 1/2	12	12 do (and extra trips)	107 10
Lake Opinicon and Perth Road.	L. Johnson.	10	3	12 do	136 00
Lake Tallon and Railway Station.	F. McDonald.	100 yds	6	12 do	20 00
Lalonde and Plantagenet	W. H. McKay.	5	1	12 do	25 00
Lambeth and Raper.	J. Howlett.	4	2	12 do	48 00
Lambton Mills and Railway Station	J. Lynn	1 1/2	18	12 do	162 00
Lammermoor and Watson's Corners	W. Gibson, jun.	7	1	12 do	45 00
Lanark and Middleville.	C. G. Jackson.	7	6	12 do	170 00
Lanark and Perth.	R. Hogan.	12	6	12 do	64 00
Lanark and Watson's Corners.	J. McFarlane	7	3	12 do	90 00
Lancaster and Martintown.	J. Baggally.	12	6	11 do 16 days (to Mar. 16, 1890)	316 25
do do	D. R. McPherson	12	6	15 days from do	13 00
Lancaster and South Lancaster	W. Gillespie.	1	12	12 months.	125 00
Lang and Railway Station.	A. Colville.	1	12	12 do	90 00
Langside and Lucknow	F. Greer.	6 1/2	2	12 do	90 00
Langstaff and Thornhill.	H. Horne.	1 1/2	6	12 do	60 00
Langton and Marston.	E. Long.	5	2	12 do	44 12
Lansdown and Sand Bay	W. H. Fodey.	8 1/2	3	12 do	109 20
Lansdown and Tilley.	H. Bradley.	3 1/2	1	12 do	30 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Larkin and Stoco.....	D. G. Larkin.....	6	1	9 months (to Dec. 31, '89)	37 50
La Salette and Railway Station.....	J. Gibbons.....	1 ¹ / ₂	24	12 do	60 00
Latimer and Wolf's Corners.....	B. S. Wartman.....	1	3	12 do	70 00
Lavant and Plevna.....	W. P. Plotz.....	23	3	12 do	390 00
Lavant and Watson's Corners.....	A. Browning.....	13	2	12 do	100 00
Lawrence Station and Ry. Station.....	A. Widdifield.....	5	6	12 do	154 93
Leamington and Railway Station.....	L. Wigle.....	24	12	do	50 00
Leaskdale and Sunderland Station.....	A. St. John.....	13	6	12 do	340 00
Lebanon and Moorefield.....	J. Sinclair.....	8	3	12 do	150 00
Lefroy and Railway Station.....	J. G. Douse.....	1 ¹ / ₂	12	6 do (from Oct. 1, '89)	15 64
Leinster and Roblin.....	F. Paul.....	2	2	12 do	67 00
Leitrim and Railway Station.....	H. Cowan.....	9	3	3 do (to June 30, '89)	49 58
Lemieux and Riceville.....	A. Chesser.....	6 ¹ / ₂	1	5 do (to Aug. 31, '89)	15 83
Lemieux and South Casselman.....	do	6 ¹ / ₂	3	7 do from do	58 33
Lemonville and Stouffville.....	J. McConnochie.....	5 ¹ / ₂	6	12 do	190 00
Leskard and Newcastle.....	J. M. Jackson.....	10	6	12 do	300 00
Leskard and New Park.....	R. Fuller.....	4	2	12 do	52 48
Lettrr Kenny and Rockingham.....	J. Gallagher.....	6	1	12 do	46 00
Lidcote and Railway Station.....	S. Duncan.....	1	2	12 do	30 00
Lily Lake and Manitowaning.....	H. McLaughlin.....	7	1	12 do	70 00
Lime Bank and Manotick Station.....	F. Hardy.....	3 ¹ / ₂	3	12 do	60 00
Lime Lake and Marlbank.....	J. Henderson.....	4	3	12 do	78 00
Lindenwood and Presqu'Isle.....	G. Shaw.....	5	1	12 do	40 00
Lindsay and Midland Ry. Station.....	B. Gunigle.....	1	36	6 do (to Sept. 30, '89).	160 00
Lindsay and Victoria Ry. Station.....	H. Workman.....	1	12	6 do do	35 00
Lindsay and Railway Station.....	do	1	48	6 do from do (less fine).....	148 00
Lindsay and Street Letter Boxes.....	S. Byrne.....	5	18	12 do	250 00
Lindsay and Sturgeon Point.....	G. Crandell.....	4	1	6 do (see water service)	75 00
Linton and Loyd town.....	W. Rolling.....	3 ¹ / ₂	6	12 do	150 00
Linwood and St. Jacobs.....	F. A. Baker.....	12	6	6 do (to Sept. 30, '89)	199 00
do do	P. Toole.....	12	6	6 do from do	182 50
Lion's Head and Wiarton.....	C. Williams.....	55	3	12 do	350 00
Lisbon and Wellesley.....	P. Glebe.....	2	2	12 do	60 00
Lisburn and Ripley.....	D. Teskey.....	2 ¹ / ₂	2	12 do	25 00
Lisgar and Trafalgar Station.....	W. J. Marshall.....	1	6	12 do	81 36
Lisle and Railway Station.....	R. Wade.....	1	12	12 do	50 00
Listowel and Molesworth.....	E. Terry.....	11	6	12 do	248 00
Listowel and G. B. and L. E. Railway Station.....	C. Hacking.....	1	8	12 do	110 00
Listowel, W., G. & B. Ry. Station.....	do	1	12	3 do (to June 30, '89).	30 00
do do	J. Shank.....	1	12	9 do from do	75 00
Little Britain and Railway Station.....	H. Wills.....	2	12	12 do	100 00
Little Britain and Valentia.....	J. Moffatt.....	5 ¹ / ₂	3	12 do	77 00
Little Current and Massey Station.....	W. Peters.....	26	3	5 do 21 days (broken period).....	730 00
Little Current and Sheguindah.....	W. Coughill.....	8	2	Season 1889.....	50 00
Little Rapids and Thessalon.....	J. B. Dobie.....	3	1	12 months.....	26 00
Littlewood and Tempo.....	W. H. May.....	3 ¹ / ₂	2	12 do	40 00
Lochalsh and Ripley.....	J. McRitchie.....	8 ¹ / ₂	3	12 do	144 00
Loch Garry, Maxville and Ry. St'n.....	A. J. Kennedy.....	11 & 1	6	12 do	494 00
Loch Winnoch and Ry. Station.....	R. Storie.....	1	6	12 do	60 00
Lockton and Centreville Station.....	D. Horan, jun.....	13	6	12 do	95 00
Londesborough and Railway Station.....	J. Bell.....	1	12	12 do	156 50
London and London East.....	H. Keyes.....	1	24	12 do	140 00
London and London West.....	J. R. Gurd.....	1 ¹ / ₂	12	12 do	80 00
London and Lucan.....	J. Judge (Execu- trix).....	16 ¹ / ₂	6	9 do (to Dec. 31, '89).	299 25
do do	J. W. Orme.....	16 ¹ / ₂	6	3 do from do	99 75
London and Nairn.....	D. Sells.....	21 ¹ / ₂	3	12 do	375 00
London and Odell.....	T. Tomlinson.....	2 ¹ / ₂	3	12 do	55 00
London and C. P. Railway Station.....	T. R. Parker.....	1	6	12 do	78 25
London and L. H. & B. Ry. Station.....	Hendrie & Co.....	1	24	12 do	200 00
London and M. C. Railway Station.....	The Shedden Co. (Limited).....	1	12	10 do 19 days (from May 13, 1889.)	176 92

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
London and Street Letter Boxes...	M. O'Meara	1	12	12 months	78 25
Longford Mills and Railway Station	W. Thomson	24	12	do	40 00
Longford Station and Rama...	J. McPherson	6	12	do	80 00
Long Lake and Mountain Grove...	J. Bender	2	12	do	84 00
Lonsdale and Marysville...	J. Whiteman	4	3	12 do	100 00
L'Original and Calumet Station...	Lee & Seguin	3	6	12 do	313 00
Lorimer Lake and McKellar	F. B. Ferris	8	1	12 do	60 00
Lorneville and Railway Station	C. Morison	1	12	12 do	60 00
Lowbanks and Boulton Ditch Crossing	I. Michener	1	6	12 do	80 00
Lowville and Milton	W. Griffith	7	6	12 do	200 00
Lucan, McGillivray and Ry. Station	J. Hodgins	3	18	12 do	468 00
Lucan and Railway Station	W. Porte	1	6	12 do	46 95
Lucknow and Railway Station...	W. Mellis	1	30	12 do	313 00
Lyn and Railway Station...	J. Baird	1	6	12 do	62 60
Lynchhurst and Seeley's Bay	W. D. Witherell	8	6	12 do	168 00
Lynn Valley and Railway Station	E. Edmunds	1	12	12 do	25 00
Lynnville and Railway Station	W. Axford	2	6	12 do	99 00
McDonald's Corners and McLaren's Depot	S. Burns	11	6	12 do	239 00
McCready and Newbury	D. Ross	5	2	12 do	60 00
McGregor and Railway Station	F. A. Reaume	1	12	12 do	50 08
McKenzie Lake and Maynooth	J. Cannon	13	1	12 do	88 00
McLean and Mountain Grove	D. C. McLean	8	1	12 do	52 00
Maberly and Railway Station	J. Morrow	1	6	6 do (to Sept. 30, '89)	20 00
do do	do	13	6	6 do from do	40 00
Mackie's Station and Ry. Station	J. Dunlap	1	12	12 do	25 04
Mackie's Station and Rapides des Joachims	do	8	3	12 do	180 00
McLennan and Richards' Landing	M. MacLannan	4	2	Part Season 1889	17 50
Macville and Railway Station	J. Archdekin	1	6	12 months	55 00
Madoc and Railway Station	R. S. Allt	7	12	12 do	313 00
Madoc and Railway Station	S. Barnum	1	12	12 do	62 60
Madoc and Queensboro'	W. Wiggins	8	6	12 do	200 00
Madoc and Tweed	W. Hulin	13	6	8 do (from Aug. 1, '89)	208 00
Magnetawan and Nipissing	A. H. McLachlan	34	3	12 do	749 00
Magetawan and Seguin Falls	H. Irwin	21	3	12 do	288 00
Maidstone and Railway Station	T. Moran	1	12	8 do (to Nov. 30, '89, less fine)	83 00
do do	I. Halford	1	12	4 do from do	41 20
Malakoff and North Gower	A. Johnston	4	3	3 do (to June 30, '89)	22 50
do do	do	4	3	9 do from do	56 25
Mallorytown and Poole's Resort	G. E. Andress	5	6 & 3	12 do	90 00
Mallorytown and Rockfield	J. Herbison	5	2	12 do	80 00
Mallorytown and Rockport	J. Dickey	12	3 & 6	9 do (to Dec. 31, '89)	129 75
do do	do	12	6	3 do from do	62 00
Mallorytown and Yonge's Mills	B. Burnham	4	2	12 do	60 00
Malone and Railway Station	C. Thompson	3	3	12 do	39 00
Malta and Severn Bridge	T. White	4	2	12 do	75 00
Malton and Sandhill	S. Scales	12	6	12 do	321 00
Malvern and Scarboro' Junction	R. Bell	23 r. t.	6	12 do	410 00
Manchester and Railway Station	J. Ansbarry	1	12	3 do (to June 30, '89)	27 00
do do	J. Tennyson	1	12	9 do from do	71 25
Mandamin and Vyner	T. Carrick	5	3	12 do	150 00
Manilla and Junction	S. Harper	1	12	12 do	144 00
Manitowaning and Providence Bay	H. McLaughlin	34	2	6 do (to Sept. 30, '89)	189 50
do do	J. Robinson	34	2	6 do from do	204 00
Manotick and Railway Station	T. McCorkill	3	6	12 do	62 60
Mansewood and Railway Station	I. Wooding	1	6	12 do	50 00
Manvers Station and Ry. Station	H. McCullough	4	6	12 do	39 11
Maple and Purpleville	J. Rupert	14 r. t.	6	12 do	219 00
Maple and Railway Station	J. Hood	3	12	12 do	136 00
Maple Island and Whitestone	G. Montgomery, sen.	5	1	12 do	50 00
Maple Lake and Minden	C. E. Melville	20	1	12 do	80 00
Maple Lodge and Railway Station	G. Windsor	1	3	12 do	60 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mar and Red Bay	J. McFarlane	7	2	12 months	77 00
Markdale and Railway Station	U. J. Manley	24	12	do	89 00
Markdale and Traverston	T. Edward	8 & 9	2 & 3	12 do	127 00
Markham and Railway Station	F. G. Percy	24	12	do	156 50
Marksville and Tenby Bay	B. P. Fuller	13	1	12 do	65 00
Marlbank and Tamworth	W. Burley	8	6	9 do (to Dec. 31, '89).	146 25
Marmora and Railway Station	N. McWilliams	24	12	12 do	125 00
Marmora and Stirling	do	16	6	12 do	400 00
Marshville and Railway Station	W. McOuet	34	6	1 do (to Apr. 30, '89).	10 83
do do	do	33	12	11 do from do	183 33
Massey Station and Railway Station	D. G. McDonald	20 rods	6	5 do (from Nov. 1, '89)	25 80
Mattawa and Railway Station	E. J. Smith	1	12	12 do	133 33
Maxville and Railway Station	D. A. McArthur	1	18	12 do	75 00
Maxville and Riceville	W. H. Metcalfe	17 1/2	6	12 do	447 00
Maynooth and Ormsby	W. H. Jarman	31	6	12 do	1,100 00
Meadowdale and Railway Station	C. W. Switzer	1	12	12 do	118 94
Meaford and Owen Sound	Leavens & Barry	20	12	3 do (to June 30, '89).	62 50
do do	M. Leavens	20	12	9 do from do	187 50
Meaford and Railway Station	M. Paul	1	24	12 do	100 00
Meaford and Walter's Falls	E. L. Campbell	22 r. t.	2	12 do	200 00
Mecunoma and South River	W. Adams	15	3	12 do	288 00
Mecunoma and Wattenwyl	A. Egger	3	2	12 do	40 00
Melancthon and Railway Station	J. Brown	1	6	12 do	68 64
Melbourne and Middlemiss	J. Greaves	4	6	12 do	150 00
Melbourne and Railway Station	I. M. Cady	1	12	12 do	50 00
Melissa and Mail Catching Post	H. Mason	1	12	12 do	24 00
Melrose and Read	I. Ray	24 r. t.	6	3 do (from Jan. 1, '90)	62 45
Melville Cross and Railway Station	H. Scott	1	6	12 do	30 00
Merville and Ottawa	J. A. Hopper	8	3	6 do (to Sept. 30, '89).	60 00
Merrickville and Railway Station	M. Fitzgerald	1	12	12 do	85 00
Merritt and Varney	J. Wilson	5	2	12 do	75 00
Metcalfe and Ottawa	R. L. Hornidge	21	6	10 do 12 days (to May 12, 1890).	333 75
Midland and Penitanguishene St'n	J. Smith	5	6	12 do	119 48
Midland and Railway Station	T. B. J. Gladstone	1	24	12 do	120 00
Mildmay and Railway Station	G. Herring	1	12	12 do	100 00
Milford and Picton	E. H. Thibault	10	6	12 do	140 00
Milford and Point Traverse	J. J. Vandusen	10 1/2	2	12 do	75 00
Millbank Station and Morningdale Mills	J. R. Ferguson	5	12	6 do (to Sept. 30, '89).	137 50
Millbank Station and Morningdale Mills	J. Lintick	5	12	6 do from do	137 50
Millbridge and Railway Station	D. Hogan	1 1/2	6	12 do	100 00
Millbrook and Street Letter Box	W. Williams	1 1/2	6	12 do	50 00
Millbrook and Mount Pleasant	J. McLean	8	6	12 do	263 00
Millbrook and Railway Station	W. Vance	1 1/2	30	12 do	281 70
Milleroches Station and Moulinette	S. Forsyth	1	12	12 do	120 00
Millington and Uptergrove Station	A. P. McDonald	3 1/2	3	12 do	74 00
Milton and Railway Stations	J. McIntosh	1 1/2	12	12 do	130 00
Milverton and Railway Station	W. H. Dorland	1	12	12 do	124 80
Mimosa and Orton	I. Cawthra	4 1/2	3	12 do	72 00
Mindemoya and Tehkummah	H. Cowan	27	1	12 do	140 00
Minesing and Russellton	W. H. Sissons	6	3	12 do	115 00
Minesing and Railway Station	J. Young	2	6	12 do	84 51
Mitchell and Railway Station	W. W. Hicks	3 1/2	24	12 do	150 24
Mitchell and Russeldale	J. Cole	8	6	12 do	193 75
Mitchell's Bay and Ungah	A. P. Akins	8 1/2	2	12 do	120 00
Moira and Plainfield	W. H. Dean	8	3	12 do	125 00
Moltke and Neustadt	R. Lang	2 1/2	3	12 do	60 00
Monymore and Roslin	J. Thompson	6 1/2	1	12 do	30 00
Monckland and Strathmore	D. McIntosh	3	3	12 do	40 00
Mono Centre and Orangeville	T. Sanderson	25 r. t.	6	12 do	568 52
Mono Mills and Mono Road Station	I. N. Sharpe	9	6	9 do (to Dec. 31, '89).	257 25
do do	J. R. Arlow, jun.	9	6	3 do from do	85 75

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Mono Road Station and Ry. Station	J. Judge.....	$\frac{1}{2}$	6	12 months	14 50
Montrose and Port Robinson	A. Weistead.....	5	3	12 do	120 00
Moore and Railway Station	J. Morrison.....	12	12	do	50 00
Moorefield and Railway Station	R. Spera.....	$\frac{1}{2}$	12	do	48 00
Moose Creek and Moulinette	T. D. Stark.....	20	6	12 do	493 00
Moose Creek and Railway Station	T. Dorey.....	$\frac{1}{2}$	12	do	50 00
Morewood and Railway Station	J. Cochrane.....	18	6	12 do	398 00
Morpeth and Thamesville	R. S. Walters.....	15	6	12 do	239 00
Morrisburg and Waddington, U.S.	W. J. Murphy.....	3	6	12 do	50 00
Morrisburg and West Winchester	J. S. Ross.....	17	6	12 do	450 00
Mortimer's Point and Port Carling	W. Mortimer.....	6	1	Part of seasons '88-89 and 1889-90.	20 00
Mossborough and Railway Station	J. I. Hobson.....	$\frac{1}{2}$	12	12 months	60 00
Motherwell and St. Mary's	J. R. Pettapiece.....	10	3	12 do	150 00
Mountain and Vancamp	R. Shaver.....	3	6	12 do	109 20
Mountain Grove and Ry. Station	A. McDonald.....	100 yds	12	do	20 00
Mount Albert and Railway Station	J. Roseman.....	$\frac{1}{2}$	12	do	74 00
Mount Albion and Rymal Station	H. H. Davis.....	$\frac{1}{2}$	3	12 do	96 00
Mount Forest and Railway Station	J. H. Coyne.....	$\frac{1}{2}$ & $\frac{1}{2}$	12 & 24	do	164 31
Mount Horeb and Reaboro'	W. Elliott.....	$\frac{1}{2}$	3	12 do	100 00
Mount Sherwood and Ottawa	A. Ardley.....	3	6	12 do (and arrears)	325 00
Mulgrave and Ridgeway	A. Learn.....	4	3	9 do (from July 1, '89)	58 50
Mull and Railway Station	N. Watson.....	$\frac{1}{2}$	6	12 do	50 00
Muncey and Railway Station	A. McGregor.....	15 rds	12	do	35 00
Murilla Station and Railway Station	J. McLean.....	$\frac{1}{2}$	12	do	175 00
Murilla Station and Silver Mountain	McKenzie Bros.....	24	3	12 do	400 00
Murray and Railway Station	C. N. Sherriff.....	1	12	9 do (to Dec. 31, '89)	80 24
do do	S. Homan.....	1	12	3 do from do	22 50
Murvale Station and Railton	J. O'Reilly.....	4 $\frac{1}{2}$	6	6 do (to Sept. 30, '89)	60 00
do do	do	4 $\frac{1}{2}$	6	6 do from do	78 00
Muskoka Mills & Penetanguishene	A. H. Campbell.....	20 jun	1	12 do	208 00
Musselburg and Poole	W. Burgmann.....	$\frac{1}{2}$	6	12 do	30 00
Myrtle and Midland Station	W. R. Derby.....	$\frac{1}{2}$	12	do	60 00
Nantye and Mail Catching Post	S. Spillett.....	$\frac{3}{4}$	6	12 do	40 00
Napanee and Street Letter Boxes	G. Bogart.....	1 $\frac{1}{2}$	18	do	75 00
Napanee and Switzerville	P. E. R. Miller.....	6	3	12 do	90 00
Naphan and Plainfield	J. D. Naphan.....	13	1	12 do	49 12
Napier and Strathroy	J. Wrinkle.....	11	6	9 do (to Dec. 31, '89)	262 50
do do	W. W. Bowlby.....	11	6	3 do from do	87 50
Nepigon and Railway Station	N. Flanagan.....	$\frac{1}{2}$	6	12 do	78 25
Netherby and Railway Station	A. House.....	$\frac{1}{2}$	6	4 do (from Dec. 1, '89)	15 00
Netherby and Welland	J. McQueen.....	9	3	5 do (to Nov. 30, '89)	65 00
Neustadt and Railway Station	L. P. Siegmann.....	$\frac{1}{2}$	12	9 do (to Dec. 31, '89)	75 00
do do	W. T. Glendinning.....	$\frac{1}{2}$	12	3 do from do	25 00
Newboro' and Smith's Falls	J. W. Preston.....	24	6	2 do (to May 31, '89)	95 50
do do	do	27 & 29	6	10 do from do	494 16
Newbury and Wardsville	J. Wilson.....	3	12	do	149 00
New Castle and Orono	J. M. Jackson.....	5	6	12 do	155 00
New Dublin and Railway Station	N. E. Brown.....	3 $\frac{1}{2}$	3	12 do	65 00
New Edinburgh, Ottawa and Street Letter Boxes	J. W. Proctor.....	1 $\frac{1}{2}$ & $\frac{1}{2}$	18	12 do	160 00
New Flos and Phelpston	D. Gallagher.....	7	3	9 do (to Dec. 31, '89)	105 00
New Flos and Vanlack	J. Harvey.....	6	3	6 do (to Dec. 31, '89)	42 50
Newholm and Port Sydney	D. Ferguson.....	6	1	12 do	35 00
New Lowell and Railway Station	R. Paton.....	$\frac{1}{2}$	12	do	24 00
Newmarket and Pine Orchard	C. Ganton.....	4 $\frac{1}{2}$	3	12 do	100 00
Newmarket and Railway Station	J. Bogart.....	$\frac{1}{2}$	24	9 do (to Dec. 31, '89)	89 25
do do	T. Somerville.....	$\frac{1}{2}$	24	3 do from do	28 50
Newmarket and Sutton West	C. Newburn.....	22	6	12 do	892 00
New Sarum and Railway Station	G. W. Cloes.....	$\frac{1}{2}$	12	do	156 50
Niagara and Niagara Falls	W. J. Sheppard.....	15	6	12 do	525 00
Niagara and Railway Station	R. Warren.....	$\frac{1}{2}$	12	do	60 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Niagara and Railway Station	R. Warren	$\frac{1}{4}$	12	Season 1889	20 00
Niagara and St. Catharines	J. Bishop	12	6	3 months (to June 30, '89)	112 50
do do	J. Abbott	12	6	9 do from do	336 00
Niagara Falls and Railway Station	W. W. Woodruff	$\frac{1}{4}$	12	12 do	52 00
do do	do	$\frac{1}{4}$	12	Season 1889	8 67
Niagara Falls and Suspension Bridge, U.S.	do	$\frac{1}{2}$	6	12 months	84 00
Nipissing and Powassan Station	H. A. Steele	12	3	12 do	230 00
Nipissing Junction and Railway Stations	M. H. Ritchie	$1\frac{1}{2}$ & $\frac{1}{10}$	6 & 12	12 do	125 04
Nithburg and Stratford	H. Kumpf	16	6	12 do	400 00
Nixon and Railway Station	J. Bannister	300 yds	12	12 do	62 60
Nober and Railway Station	J. Lemon	100 yds	12	12 do	25 00
Normandale and Vittoria	S. Ottley	4	3	12 do	68 00
North Augusta and Railway Station	S. J. B. Whaley	$4\frac{1}{2}$	6	12 do	200 00
North Bay and Railway Station	W. McDonald	$4\frac{1}{2}$	3 & 12	12 do (and arrears)	276 67
North Bruce and Queen Hill	D. McKinnon	$2\frac{1}{2}$	3	12 do	80 00
North Buxton and Railway Station	G. B. Shreve	$1\frac{1}{2}$	12	12 do	40 00
Northcote and Renfrew	J. Vaughan	14	2	12 do	130 00
North Gower and Osgoode Railway Station	A. Haggins	8	6	12 do	198 00
North Gower and Reeve Craig	T. Salter	3	1	10 do (from June 1, '89)	20 83
North Keppel and Owen Sound	J. J. Barnes	21	3	12 do	340 00
North Valley and Osnabruck Centre	W. N. Dunbar	4	3	12 do	60 00
North Williamsburg and Strader's Hill	W. C. Strader	5	1	12 do	26 00
Norval and Railway Station	T. Hewson	$1\frac{1}{2}$	6	12 do	100 00
Norwich and Railway Station	J. Lawrason	$1\frac{1}{2}$	24	12 do	85 00
Norwood and Railway Station	E. Gould	$\frac{1}{2}$	20	12 do	156 45
Norwood and Round Lake	H. Gerow	15	1	12 do	80 00
Norwood, Warkworth and Hastings Railway Station	E. Gould	$16\frac{1}{2}$ & 6	6	12 do	500 00
Nosbonsing and Railway Station	M. Cahill	1	6	12 do	100 00
Nottawa and Pretty River Valley	M. Gillies	6	2	12 do	60 00
Nottawa and Railway Station	G. Gemmell	$1\frac{1}{2}$	12	12 do	88 00
Novar and Railway Station	R. W. Nicholls	$\frac{1}{4}$	12	12 do	78 25
Novar and Swindon	J. Large	5	2	12 do	52 00
Oakland and Windham Centre, &c.	G. Taylor	13	6 & 12	12 do	372 00
Oak Leaf and Soperton	C. W. Murphy	$2\frac{1}{2}$	2	3 do (to June 30, '89)	12 50
Oakville and Trafalgar	E. Hillman	4	6	12 do	225 00
Oakwood and Railway Station	W. H. McLaughlin	$1\frac{1}{2}$	12	12 do	93 60
Odessa and Railway Station	A. Wycott	5	12	12 do	220 00
Odessa and Violet	D. Shea	6	6	12 do	116 00
Ohsweken and Tuscarora	J. Porter	$3\frac{1}{2}$	3	12 do	100 00
Oil City and Railway Station	R. S. Grant	$1\frac{1}{2}$	12	12 do	93 90
Oil City and Wheeler	J. Galloway	6	2	12 do	100 00
Oil Springs and Railway Station	J. W. Cates	200 yds	12	3 do (to June 30, '89)	23 40
do do	T. Smith	200 yds	12	9 do from do	47 00
Oldcastle and Railway Station	M. McCarthy	4	3	12 do	140 00
Olinda and Rutheven	J. Hill	$2\frac{1}{2}$	6	3 do (to June 30, '89)	15 00
do do	F. A. Wigle	$2\frac{1}{2}$	6	9 do from do	112 50
Oliver and Thorndale	J. G. McLeod	6	2	12 do	100 00
Oliver's Ferry and Railway Station	W. McCue	$5\frac{1}{2}$	6	12 do	240 00
Oliver's Ferry and Rideau Centre	A. Smith	$1\frac{1}{2}$	1	4 do (from Dec. 1, '89)	11 67
Olivet and Rothsay	J. Tremain	$4\frac{1}{2}$	2	12 do	60 00
Omeme and Railway Station	R. Grandy	$1\frac{1}{2}$	24	12 do	250 00
Ompah Station and Ry. Station	A. Wright	20 yds	3	12 do	12 00
Oneida and Railway Station	J. A. Munny	$\frac{1}{4}$	6	12 do	125 00
Onondaga and Railway Station	L. Buckwell	$\frac{1}{4}$	6	12 do	109 55
Orangeville and Railway Station	R. Mann	$\frac{1}{4}$	42	12 do	230 06
Orangeville and Vanatter	W. J. Glover	5	2	12 do	88 00
Oranmore and Spence	H. Nelson	5	2	12 do	80 00
Orillia and Grand Trunk Railway Station	W. Jackson	$\frac{1}{2}$	24	12 do	184 67

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Orillia and Northern Ry. Station	A. Fraser	1	24	12 months (less fines)	121 20
Orillia and Sebright	R. R. Young	16	6	12 do	374 00
Orleans and Ottawa	H. Dupuis	12	6	12 do	280 00
Ormsby and Railway Station	G. Jarman	1	12	do	50 00
Ormsby and Thanet	M. Murphy	5	2	12 do	70 00
Oro Station and Railway Station	A. Douglas	5	6	12 do	55 00
Orton and Railway Station	W. Mooney	1	12	do	50 00
Orwell and Railway Station	W. J. Gegan	3	12	do	117 00
Osecola and Stafford	D. Gilderhose	8	3	12 do	140 00
Osgoode Station and Ry. Station	J. Buckels	40 yds	6	12 do	15 00
Osgoode Ry. Station and Russell	P. Levia	21	6	12 do	480 00
Osgoode Railway Station and West Winchester	A. Campbell	22	6	12 do	625 00
Oshawa and Raglan	W. H. Thomas	9	6	3 do (to June 30, '89).	90 00
do do	J. S. Yeomans	9	6	9 do from do	183 75
Oshawa and Street Letter Box	W. H. Thomas	3	12	do	65 00
Ossian and Sarnia	F. B. Rudd	15	3	3 do (to June 30, '89).	86 00
do do	M. Nesbitt	15	3	7 do (to Jan. 31, '90).	174 42
do do	do	16	3	2 do from do	51 44
Oso Station and Zealand	W. Armstrong	3	2	12 do	45 00
Ottawa and Post Office Department	E. Batterton	1	18	12 do (to May 31, '90).	575 20
Ottawa and Railway Stations	B. D. Arpentigny	1	as req.	5 do (to Oct. 31, '89).	300 75
do do	P. McKenna	1	as req.	12 do (to May 31, '90).	3,294 72
Ottawa and Exhibition Grounds	W. Goodwin	1		Special trips	13 50
Ottawa and Ramsay's Corners	R. Ramsay	7	3	5 do 20 days (from Oct. 11, '89)	82 74
Ottawa and Richmond	H. Rielly	20	6	12 do	725 00
Otterville and Railway Station	P. Mitchell	1	12	do	100 16
Oungah and Wallaceburg	D. McLean	11	6	12 do	300 00
Overton and Roblin	W. M. Paul	3	2	12 do	60 00
Owen Sound and Railway Station	W. Bridget	1	24	12 do (less fine)	196 00
Owen Sound and Street Letter Boxes	E. Miller	2	18	9 do (to Dec. 31, '89).	176 25
do do	W. Bridget	2	18	3 do from do	37 00
Owen Sound and Tara	J. Morden	20	6	3 do (to June 30, '89).	137 00
do do	J. Hamilton, jr.	20	6	9 do from do (less fine)	455 50
Oxenden and Warton	J. Crandon	3	6	12 do	120 00
Oxford Station and Ry. Station	G. L. Cook	1	3	12 do	32 00
Paisley and Railway Station	R. Cruickshank	1	24	9 do (to Dec. 31, '89).	98 55
do do	Treeford & Flack	1	24	3 do from do	32 85
Paisley and Vesta	R. Cruickshank	16	6	12 do	390 00
Pakenham and Panmure	G. McClinton	20	6	12 do	279 00
Pakenham and Railway Station	R. Clark	1	18	9 do (to Dec. 31, '89).	129 80
do do	D. Shaw	1	18	3 do from do	46 20
Palmer Rapids and Rockingham	W. Mahon	8	1	12 do	50 00
Palmer Rapids and Wingle	J. Wingle	6	1	12 do	45 00
Palmerston and Railway Station	T. W. Johnston	1	36	12 do	170 00
Paris and Railway Station	H. Oliver	1	36	12 do	375 60
Paris and Street Letter Boxes	G. Stanton	2	12	12 do	96 00
Parkdale, G. T. Ry. and C. P. Ry.	W. Gray	1	6	3 do 28 days (to July 28, '89).	16 30
do do	T. W. Todd	1	6	8 do 3 days (from July 29, '89).	67 39
Parkersville and Changing Post	T. H. Osborne	1	6	12 do	25 00
Parkhead and Railway Station	F. Pattison	1	12	do	75 00
Parkhill and Railway Station	G. Simpson	1	12	do	85 00
Parkhill and Strathroy	W. Fletcher	18	3	6 do (to Sept. 30, '89).	175 00
do do	C. Fairbanks	18	3	6 do from do	132 50
Parry Sound and Rosseau	T. W. Quinn	24	6	12 do	490 00
Parry Sound and Shebashekong	W. R. Hamilton	14	1	12 do	80 00
Patillo and Railway Station	D. Coutts	1	6	12 do	25 00
Pearceley and Sundridge	T. G. Pearce	8	1	12 do	65 00
Pelee Island and Pelee Island East	L. S. Brown	11	1	5 do (to Aug. 31, '89).	41 67
do do	G. Gow	11	1	7 do from do	40 83

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Pembroke and Railway Station	M. Belaire	4	24	12 months (less fine)	399 50
Pendleton and Railway Station	H. Roy	17	6	12 do	500 00
Penetanguishene and Railway Station	C. Charlebois	4	12	12 do	59 00
Peninsula Harbour and Railway Station	H. Wilson	4	6	12 do	75 00
Penville and Tottenham	W. Armstrong	19 r. t.	6	12 do	269 00
Perch Station and Railway Station	T. Irwin	6	2	12 do	50 00
Perm and Rosemont	J. J. Morrow	7 1/2	6	6 do (to Sept. 30, '89)	142 50
do do	W. Arnold	8	6	6 do from do	130 00
Perth and Playfair	G. C. Mills	14	6	12 do	400 00
Perth and Railway Station	J. Allan	4	29	12 do	272 25
Perth and Stanleyville	P. McParland	9 1/2	4	12 do	170 00
Perth and Tenyson	W. Devlin	10	1	12 do	84 00
Perth and Westport	A. P. Palmer	23	2	12 do	175 00
Perth Road and Wilmur	J. S. Roberts	2	3	6 do (from Oct. 1, '89)	24 24
Petawawa and Railway Station	S. Devine	1 1/2	3	12 do	80 00
Peterboro' and Railway Stations	J. Buller	4 & 1/2	31 & 60	12 do	593 37
Peterboro' and Street Letter Boxes	H. C. Rogers		12	12 do	200 00
Peterboro' and Warsaw	D. McIntosh	16	6	12 do	276 00
Petersburg and Roseville	F. Krael	10 & 14	6 & 3	12 do	398 00
Petersburg and St. Agatha	J. Raiser	2	6	12 do	125 00
Petrolia and Railway Station	P. Barclay	4	24	12 do	100 00
Petrolia and Wilson Croft	J. L. Wilson	4 1/2	2	12 do	75 00
Phelpston and Railway Station	D. Gallagher	7 1/2	6	12 do	46 95
Phelpston and Vigo	do	5	3	3 do (to June 30, '89)	25 00
Pictou and Railway Station	J. B. Sherriff	2	18	12 do	125 00
Pictou and Solmesville	H. Goodwin	17	6	12 do	349 00
Pictou and Street Letter Boxes	T. Shannon	1	12	12 do	78 25
Pictou and West Lake	J. 1 ticks	8	2 & 3	4 do 16 days (to Aug. 16, '89)	35 69
Pike Creek and Tecumseh	G. A. Bedell	2	3	12 do	60 00
Pinedale and Wick	C. Ferguson	4	2	10 do (to Jan. 31, '90)	54 17
Pine Grove and Woodbridge	F. Earls	1 1/2	6	12 do	42 00
Pinkerton and Railway Station	J. Connor	2	6	12 do	95 00
Point Alexander and Railway Station	J. Mireau	6	3	12 do	100 00
Pointe aux Pins and Sault Ste. Marie	H. Wood	9	1	12 do	55 00
Point Edward and Sarnia	T. Symington	2	6	12 do	156 50
Pomona and Priceville	D. Black	5	2	12 do	86 66
Pond Mills and Railway Station	J. Gilmore	3	3	12 do	75 00
Pontypool and Railway Station	T. Stanton	7 1/2	12	12 do	70 00
Poplar Grove and Rydal Bank	W. R. Smyth	13	1	12 do	104 00
Portage du Fort and Ross	D. McLaren	3	3	12 do	70 00
Port Arthur and Railway Station	F. S. Wiley	3	12	12 do	250 00
Port Burwell and Port Rowan	J. Thompson	22	6	12 do	470 00
Port Carling and Falkenburg Station	C. McCully	15	3	8 trips	16 00
Port Cockburn and Trout Lake	H. Fraser	4	2	Part of Seasons 1888-89 & 1889-90	25 00
Port Colborne and Railway Stations	W. Lewis	4	24 & 12	1 month 9 days (to May 9, '89)	15 96
do do	A. Boyer	4	24 & 12	10 do 22 days (from do)	104 46
Port Coldwell and Railway Station	R. Jackson	50 ft.	12	12 do	10 00
Port Credit and Railway Station	J. Hamilton	3	6	12 do	46 95
Port Dalhousie and Railway Station	F. W. Smith	4	30	12 do	200 00
Port Dover and Railway Stations	B. Evans	1/2 & 1/4	6 & 12	12 do	89 00
Port Dover and Victor	W. R. Reid	4 1/2	3	12 do	75 00
Port Elgin and Railway Station	J. Bowes	4	18 & 24	12 do	111 63
Port Elgin and Tara	T. Johnston	16	6	6 do (to Sept. 30, '89)	186 00
do do	F. Monkman	16	6	6 do from do	160 00
Port Finlay and Richard's Landing	M. McLennan	2	2	Season 1889	33 00
Port Franks and Thedford	G. Kipp	6	3	12 months	115 00
Port Hope and Railway Station	C. R. Adamson	3	36	12 do	200 00
Port Hope and Ross Mount	J. Lill	7	2	5 do (from Nov. 1, '89)	29 16
Port Hope and Street Letter Boxes	J. Caldwell	4 1/2	12	12 do	200 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Lambton and Railway Station	W. H. McDonald	1	12	12 months	50 00
Port Maitland and Stromness	H. Siddall	2	3	12 do	70 00
Port Perry and Railway Station	W. M. Jamieson	1	18	12 do	74 00
Port Perry and Scugog	J. Burke	7	2	12 do	100 00
Port Perry and Shirley	T. Espin	5	2	12 do	80 00
Port Perry and Uxbridge	J. Twohy	12	6	12 do	380 00
Port Robinson and Railway Station	J. McCoppen	1	24	12 do	140 00
Port Rowan and Railway Station	W. Meadows	1	12	9 do (from July 1, '89)	75 00
Port Rowan and Simcoe	J. Thompson	21	6	3 do (to June 30, '89)	156 50
Port Ryerse and Simcoe	P. McCoy	6	6	3 do to do	34 75
do do		6	6	9 do from do	126 75
Port Severn and Waubashene	J. Hanly	5	3	12 do	156 00
Port Stanley and Railway Station	M. Payne	1	24	12 do	160 00
Port Sydney and Utterson	H. G. Ladell	2	6	12 do	156 48
Powassan Station and Railway Station	J. G. Duncan	1	6	12 do	46 95
Prescott and Ogdensburg, U. S.	C. Plumb	2	18	12 do	578 24
Prescott and Railway Station	E. Leslie	1	18	12 do	140 85
Prescott and Street Letter Boxes	J. Dowseley	2	18	12 do	144 00
Prescott and Throptown	P. Bulger	16	2	12 do	99 48
Preston and Strasburg	F. C. Cornell	8	6	12 do	330 00
Preston and Waterloo	J. S. Bechtel	10	12	12 do	469 00
Primrose and Whitfield	P. D. Henry	4	6	12 do	156 00
Prince Albert and Railway Station	C. Fallis	1	12	12 do	80 00
Proton Station and Railway Station	F. Freeman	1	6	12 do	50 00
Proton Station and Wareham	J. M. Burk	7	3	12 do	140 00
Purbrook and Uffington	J. Crockford	6	2	12 do	50 00
Purple Grove and Ripley	J. N. Logan	5	1	12 do	45 00
Puslinch and Railway Station	H. Leslie	1	12	12 do	35 00
Ratho and Railway Station	G. Steedsman	1	6	12 do	52 00
Ravenshoe and Railway Station	W. D. Smith	4	6	12 do	150 00
Reaboro' and Railway Station	G. Laing	1	12	6 do (to Sept. 30, '89)	35 00
do do	J. Greer	1	12	6 do from do	35 00
Read and Shannonville	P. McKenny	10	6	3 do (to June 30, '89)	56 25
do do	I. Ray	12	6	6 do from do	114 50
Redickville and Singhampton	J. Richards	10	3	12 do	195 00
Renfrew and C. P. Ry. Station	D. Brownlee	1	24	12 do	313 00
Renfrew and K. & P. Ry. Station	J. Roussele	1	12	12 do	62 60
Renton and Railway Station	W. Renton	1	12	12 do	78 00
Renton and Tyrrell	W. Blanchard	1	3	12 do	52 00
Richards' Landing and Sea Gull	W. Young	6	1	12 do	55 00
Richmond Hill and Railway Station	W. R. Proctor	3	12	12 do	237 88
Richmond Hill and Toronto	J. Palmer	16	6	12 do	1 00
Richmond West and Stapledon	T. H. Stapledon	3	3	12 do	40 00
Richwood and Railway Station	W. Taylor	1	6	12 do	78 25
Ridgetown and Railway Station	L. S. Hancock	1	18	12 do	150 24
Ridgeway and Railway Station	P. W. Anthony	1	12	12 do	75 12
Ridgeway and Welland	L. House	19	3	3 do (to June 30, '89)	62 00
Ripley and Railway Station	P. D. McInnes	1	12	12 do	84 00
Riverside and Toronto	H. Parry	1	6	1 do (to April 30, '89)	10 41
Riverview and Toronto	H. Jordan	3	2	12 do	58 80
Robin and West Plain	A. Sedore	3	2	12 do	20 00
Rob Roy and Singhampton	R. Shields	6	2	12 do	84 00
Rockford and Railway Station	R. Russell	4	6	12 do	150 00
Rockland and Railway Station	A. Campbell	2	6	12 do	187 90
Rockliffe and Railway Station	W. H. McIntyre	300 yds	12	12 do	32 00
Rockside and Salmonville	I. Harber	3	2	12 do	69 00
Rodney and Railway Station	A. Humphrey	30 rods	18	1 do 16 days (to May 16, '89)	12 00
do do	do	30 rods	12	10 do 15 dys. (from do)	54 60
Rosemont and Shelburne	G. Barber	12	6	12 do	520 00
Rosseau and Rosseau Falls	P. Mutchener				
	backer	4	3	Part of seasons 1888-89 and 1889-90	35 50
Rosseau and Shannonhall	W. Fletcher	12	1	12 months	78 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Rosseau and Utterson	J. Cook	22	6	Part of seasons 1888-89 and 1889-90 (less fine)	170 75
Rosspoint and Railway Station	P. A. Leitch	50yds.	12	9 months (to Dec. 31, '89)	11 25
do do	J. J. Morrow	50yds.	12	3 do from do	3 75
Rouge Hill and Toronto	R. H. Crew	17	6	12 do	399 00
Round Plains and Waterford	B. H. Rammage	4	3	12 do	95 00
Rowan Mills and Walsingham Centre	S. Bressau	7	3	12 do	114 00
Ruscom Station and Railway Station	J. D. Mathers	50yds.	12	12 do	10 00
Russell and South Indian Railway Station	R. Young	10	6	12 do	225 00
St. Catharines and Street Letter Boxes	J. J. Richardson	1	15	do (to June 30, '90)	391 25
St. Catharines and Welland Station	M. Ireson	1	24	12 do	250 40
St. Eugene and Vankleek Hill	X. Proulx	10	6	12 do	290 00
St. George and Railway Station	M. Brockbank	1	24	6 do (to Sept. 30, '89)	81 64
do do	W. O. Vanatter	1	24	6 do from do	124 80
St. Joachim, River Ruscom and Railway Station	J. Bacon	3	6	12 do	135 00
St. Lawrence and Wolfe Island	S. D. Woodman	12	1	3 do (to June 30, '89)	18 75
do do	do	12	1	9 do from do	75 00
St. Ola and Railway Station	P. P. Clark	2	6	12 do	50 00
St. Patrick and Changing Post	J. Langdon	1/2	3	12 do (less fine)	37 50
St. Paul's Station and Railway Station	A. Thom	1/2	12	12 do	62 60
St. Thomas and Railway Station	M. A. Boughner	1	72	12 do (less fine)	543 62
St. Thomas and Sparta	W. Gregory	11	6	12 do	185 00
St. Thomas and Street Letter Boxes	F. E. Ermatinger	3	12	12 do	175 00
St. Thomas and Talbotville Royal	J. Wait	3 1/2	6	12 do	120 00
St. Williams and Railway Station	J. H. Cope	3	12	9 do (from July 1, '89)	75 00
Sadowa and Sebright	J. H. Vanvlack	5 1/2	1	12 do	31 20
Sand Banks and Bloomfield Station	J. Hicks	7	3w, 6s	4 do 11 days (from Nov. 20, '89)	41 56
Sand Point and Railway Station	E. DeRenzy	1/2	24	12 do	156 50
Sandwich and Windsor	S. Page	2 1/2	6	12 do	180 00
Sarnia and Port Huron, U.S.	J. P. Dawson	2	12	12 do	150 00
Sarnia and Railway Station	J. J. Ross	100 yds	12	12 do	93 90
Sarnia and Street Letter Boxes	J. P. Dawson	2	12	12 do	114 00
Sauble Falls and Wiarton	H. Crandon	7 & 12	2 & 1	12 do	109 37
Saugeen and Railway Station	T. Lee	3	18 & 24	12 do	139 85
Sault Ste. Marie and Sault Ste. Marie, U.S.	R. T. Pim	1 1/2	6	Part of Season 1889	105 71
do do	M. C. Pim	1 1/2	6	do	75 00
do do	W. Turner	1 1/2	12	do	32 50
Sault Ste. Marie and Railway Station	M. C. Pim	1 1/2	6	12 months	178 80
Saurin and Railway Station	D. A. Cooper	12	12	do	20 00
Schreiber and Railway Station	D. R. Bruce	100 yds	12	3 do (to June 30, '89)	6 25
do do	J. E. Walker	200 yds	12	9 do (to Dec. 31, '89)	56 25
Scotch Block and Railway Station	J. McKenzie	1	6	12 do	78 00
Scotia and Mail Catching Post	A. L. Dafoe	1 1/2	6	12 do	62 60
Scouten and Railway Station	D. A. Spencer	12	1	do (to Apr. 30, '89)	2 50
do do	G. Deline	12	2	do (to June 30, '89)	5 00
Seaforth and Railway Station	S. Dickson	24	12	do	187 80
Seagrave and Railway Station	E. Wanes	6	12	do	69 88
Sebringville and Railway Station	J. R. Paton	12	12	do	90 00
Seyn Bridge and Railway Station	J. H. Jackson	24	12	do	120 00
Shamrock and Whelan	S. Whelan	7	2	12 do	50 00
Shanty Bay and Railway Station	J. Graham	12	12	do	60 00
Sharbot Lake and Railway Station	M. Avery	14	12	do	146 00
Shelburne and Railway Station	E. Berwick	24	12	do	125 20
Sherkston and Railway Station	B. F. Sherk	6	12	do	52 08
Shetland and Sutherland's Corners	J. W. McKeown	5	3	12 do	90 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Shrubmount and Vivian.....	F. Stevens.....	23	3	9 months (to Dec. 31, '89)	48 75
do do.....	do.....	23	3	2 do (from Feb. 1, '90)	10 83
Siloam and Uxbridge.....	J. Smith.....	16 r. t.	3	12 do	146 00
Simcoe and Port Dover.....	H. Mulkins.....			Special trip.....	2 00
Simcoe and Railway Station (Air Line).....	H. W. Pursell.....	1	12	12 months.....	146 00
Simcoe and Railway Station (Pt. D. & L. H.).....	do.....	1	12	12 do.....	75 12
Simcoe and Railway Station (South Norfolk).....	do.....	1	12	9 do (from July 1, '89)	60 00
Skye and Greenfield Railway Station.....	H. McLean.....	8	6	12 do.....	245 00
Smithdale and Railway Station.....	C. Smith.....	1	12	12 do.....	30 00
Smith's Falls and Railway Station.....	H. Carley.....	1	24	12 do.....	175 00
do do.....	D. F. Wood.....	1	12	1 do 5 days (to May 5, '89)	21 63
do do.....	J. M. McLaren.....	1	12	4 do 26 days (to Sept. 30, '89)	90 87
do do.....	H. Carley.....	1	12	6 do from Sept. 30, '89	112 50
Smithville and Wellandport.....	J. Wilson.....	9	6	12 do.....	269 00
Snake River and Railway Station.....	G. Douglas.....	34	3	12 do.....	96 24
Snyder and Railway Station.....	T. Snyder.....	1	6	12 do.....	125 00
Solway and Walkerton.....	J. McCallum.....	6	3	12 do.....	144 00
Sombra and Marine City, U. S.....	P. Cattanaach.....	2	3	2 do (to May 31, '89)	6 00
do do.....	do.....	1	12	3 do (to June 30, '89)	12 50
do do.....	J. Mullins.....	1	12	9 do from do.....	37 50
Sombra and Thornyhurst.....	H. G. Waybrant.....	6	2	12 do.....	60 00
Sombra and Wilkesport.....	N. Cornwall.....	8	6	6 do (to Sept. 30, '89)	92 50
do do.....	W. Micks.....	8	6	6 do from do.....	90 00
Sonya and Railway Station.....	A. Black.....	3	6	12 do.....	40 00
South Casselman and Railway Station.....	J. St. Denis.....	1	6	12 do.....	25 00
South Indian and Railway Station.....	J. K. Meredith.....	1	12	12 do.....	50 00
South Indian Railway Station and The Brook.....	A. Lefebvre.....	10	6	12 do.....	200 00
South March and Railway Station.....	P. Orchard.....	15	6	12 do.....	400 00
South River and Railway Station.....	W. Holditch.....	1	12	12 do.....	156 50
Spanish River and Railway Station.....	P. J. Loughrin.....	6	3	1 do 5 days (to May 5, '89)	14 00
Spanish River Station and Railway Station.....	do.....	1	6	10 do 26 days, (from do)..	54 23
Spencerville and Railway Station.....	A. Carmichael.....	1	6	12 do.....	75 00
Springfield and Railway Station.....	J. Dennis.....	1	12	12 do.....	88 00
Springford and Railway Station.....	T. McMehan.....	3	6 & 12	3 do (to June 30, '89)..	50 00
do do.....	A. M. Oatman.....	3	6 & 12	9 do from do.....	130 50
Springville and Railway Station.....	W. Bidgood.....	3	6	12 do.....	138 00
Spry and Stokes Bay.....	S. Myles.....	6	3	3 do (to June 30, '89)..	32 50
do do.....	J. Shute.....	6	3	9 do from do.....	69 00
Stanleydale and Yearleys.....	J. Boulter.....	2	3	12 do.....	39 00
Staples and Railway Station.....	R. F. Staples.....	30 rods	6	9 do (from July 1, '89)	18 75
Stayner and Railway Station.....	E. R. Sanders.....	1	24	12 do.....	96 00
Stayner and Sunnidale.....	J. Sherrick.....	7	3	12 do.....	132 60
Stayner and Vanvack.....	J. D. Laidlaw.....	13	1	3 do (to June 30, '89)..	18 50
Stevensville and Railway Station.....	C. Tytherleigh.....	1	12	12 do.....	80 00
Stirling and Railway Station.....	W. Gould.....	1	12	12 do (less fine).....	60 60
Stittsville and Railway Station.....	S. Mann.....	120 yds	6	12 do.....	21 91
Stokes Bay and Tobermory.....	M. Belrose.....	26	1	6 do (to Sept. 30, '89)	112 00
do do.....	D. Butchart.....	26	1	6 do from do.....	96 00
Stony Creek and Woodburn.....	J. Cowan.....	15 r. t.	3	12 do.....	132 74
Stony Lake and Warsaw.....	H. Bell.....	12	1	12 do.....	75 00
Stouffville and Railway Station.....	M. Yake.....	1	30	12 do.....	76 25
Stratford and Railway Station.....	A. Hirst.....	1	48	12 do.....	364 42
Stratford and Street Letter Boxes.....	T. Stoney.....	1	12	12 do (to June 30, '90)	403 71
Strathallan and Woodstock.....	R. Langdon.....	14	6	12 do.....	385 00
Strathroy and Street Letter Boxes.....	H. McColl.....	1	18	12 do.....	50 00
Streetsville and Railway Station.....	J. Johnson, sen.....	1	30	12 do.....	125 00

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Stromness and Railway Station...	H. Siddall.....	2	12	12 months.....	120 00
Stroud and Craigvale Station.....	R. G. McCraw.....	1	12	12 do.....	120 00
Sturgeon Bay and Railway Station...	J. Playfair.....	12	12	do.....	80 00
Sturgeon Falls and Railway Station...	J. Stillar.....	12	12	do.....	75 00
Sudbury and Railway Station.....	S. Fournier.....	12	12	do.....	272 70
Sunderland and Railway Station.....	N. Steffins.....	24	12	do.....	59 48
Sundridge and Railway Station.....	J. Carter.....	12	12	do.....	93 90
Sundridge and Vavasour.....	M. Colville.....	10	1	do.....	64 00
Sutton West and Railway Station.....	W. D. Townley.....	12	12	do.....	100 00
Sutton West and Vachell.....	W. D. Townley.....	14 r. t.	2	do.....	120 00
Swansea and Railway Station.....	J. Worthington.....	100 yds	24	7 do (from Sept. 1, '89)	45 50
Sweaburg and Woodstock.....	H. McCully.....	6	3	12 do.....	95 00
Sydenham and Wilmur.....	W. D. Waters.....	7	2	6 do (to Sept. 30, '89)	50 00
Sylvan and Widder.....	W. Randall.....	3	6	12 do.....	140 00
Talbotville Royal and Tempo.....	J. Wait.....	2 1/2	2	12 do.....	50 00
Tara and Railway Station.....	J. Hamilton, jun.....	12	12	do.....	118 92
Tavistock and Railway Station.....	G. Matheson.....	12	12	do.....	50 00
Tehkummah and The Slash.....	J. I. Young.....	4	1	12 do.....	50 00
Teeswater and Railway Station.....	W. Zinger.....	18	12	do (less fine).....	148 00
Teeswater and Walkerton.....	L. Zettel.....	16	6	9 do (from July 1, '89)	344 70
Thedford and Railway Station.....	J. G. Brown.....	300 yds	6	12 do.....	50 00
The Grove and Railway Station.....	T. A. Robinson.....	1 1/2	12	do.....	50 00
Thessalon and Railway Station.....	J. Rowan.....	3	6	1 do 5 days (to May 5, '89)	18 00
do do.....	Moore & McCrea.....	3	12	10 do 26 dys. from do	339 60
Thessalon and Wharncliffe.....	W. Taggart.....	17	1	12 do.....	112 50
Thompsonville and Railway Station...	J. T. Schmiendorf.....	1 1/2	12	12 do.....	110 00
Thompson and Railway Station.....	R. Tyner.....	30 ft.	6	4 do (from Dec. 1, '89)	8 33
Thornhill and Railway Station.....	W. T. Brown.....	3	6	11 do (to Feb. 28, '90)	172 20
do do.....	J. T. Lindsay.....	3	12	1 do from do.....	18 20
Thornhill and Toronto.....	J. Thompson.....	12	6	12 do.....	250 00
Thornton and Railway Station.....	R. Power.....	12	12	do.....	59 48
Thorold and Railway Station.....	J. Dale.....	12	12	do.....	187 80
Thwaites and Railway Station.....	D. W. Thwaites.....	3	1	12 do.....	20 00
Tilbury Centre and Railway Station...	J. Bartley.....	1/2	12	do.....	125 20
Tilsonburg and Railway Stations.....	W. Parker.....	2 & 1	12	do.....	259 79
Tiogo and Railway Station.....	G. Fitzsimmons.....	1 1/2	12	do.....	45 00
Topping and Railway Station.....	E. Taylor.....	6	6	12 do.....	225 00
Toronto and Railway Station.....	F. Middleton.....	1	24 & 30	12 do.....	863 56
do do.....	J. R. Hendry.....	1	26 & 48	12 do (less fine)	943 70
Toronto and Branch Post Offices.....	R. Bond.....			12 do and special service	2,480 00
Tottenham and Railway Station.....	M. J. Casserly.....	1 1/2	12	12 do.....	69 00
Townsend Centre and Waterford.....	D. Kitchen.....	3 1/2	3	12 do.....	75 00
Toye's Hill and Winchester Springs...	J. B. McQuigg.....	3	3	12 do.....	60 00
Trenton and Railway Station.....	J. S. Dyer.....	1 1/2	30	12 do.....	195 00
Trenton and Wooler.....	H. Sharp.....	9	6	12 do.....	175 00
Trenton Junction—C. O. Ry. and G. T. Ry.....	G. Dench.....	1 1/2	5	11 do 12 days (from April 19, '89)	148 50
Tuftsville and North Hastings Junction.....	S. Tufts.....	1/2	3	12 do.....	20 00
Tupperville and Railway Station.....	J. J. Suter.....	30 yds	6	12 do.....	25 04
Turnerville and Railway Station.....	W. Turner.....	1 1/2	6	12 do.....	25 00
Tuscarora and Railway Station.....	S. J. McKelvey.....	1 1/2	6	12 do.....	109 55
Tweed and Railway Station.....	W. J. Bowell.....	1 1/2	20	12 do.....	156 45
Tyrconnell and Wallacetown.....	W. Hall.....	4	6	12 do.....	105 00
Uffington and Vankoughnet.....	J. Meyers.....	9	2	12 do.....	40 00
Uthoff and Railway Station.....	J. Lynes.....	1 1/2	12	do.....	80 00
Underwood and Willow Creek.....	J. Hyde.....	6 1/2	1	7 do (to Oct. 31, '89)	30 00
Unionville and Railway Station.....	M. R. Hemingway.....	1 1/2	24	12 do.....	81 12

DETAIL of all payments for Mail Transportation in Ontario, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					\$ cts.
Uphill and Victoria Road.	G. Sharp.	12	3	12 months	160 00
Uptergrove and Railway Station.	T. Mulvihill.	24	12	do	180 00
Utopia and Railway Station.	P. Connor.	12	12	do	50 00
Uttoxeter and Wanstead.	N. K. Nesbitt.	6	3	12 do	100 00
Utterson and Railway Station.	E. Hanes.	12	12	do	125 20
Utterson and Windermere.	N. Hanes.	15	2	12 do	200 00
Uxbridge and Railway Station.	J. Kimmerly.	24	12	do	90 00
Uxbridge and Victoria Corners.	J. Wagg.	19 r.t.	3	12 do	145 00
Vandecar and Woodstock.	N. Schooley.	9	3	12 do	115 00
Vankleek Hill and Railway Station.	W. Lawlor.	12	6	12 do	626 00
Varney and Railway Station.	F. Eden.	12	12	do	64 00
Vars and Railway Crossing.	S. T. Cheney.	12	12	do	30 00
Vasey and Waverley.	J. Loney.	4	3	12 do	89 00
Ventnor and Railway Station.	G. Henderson.	5½	6	3 do (to June 30, '89).	32 50
do do	E. J. Gilroy.	5½	6	9 do from do	97 50
Verner and Railway Station.	J. L. Michaud.	12	12	do	20 00
Victoria Harbor and Ry. Station.	M. Vasey.	24	12	do	125 00
Villa Nova and Railway Station.	M. McAlpine.	6	12	do	50 00
Villiers and Railway Station.	W. Weir.	2	3	12 do	74 88
Vine and Railway Station.	V. P. Kelcey.	12	12	do	56 00
Vittoria and Railway Station.	F. A. Finch.	12	9	do (from July, 1, '89)	60 00
Vittoria and Walsh.	S. Ottley.	4	6	12 do	126 00
Vivian and Railway Station.	N. L. McCormack.	12	12	do	60 00
Wabuno and Railway Station.	B. D. Varnum.	4	6	2 do (from Feb. 1, '90)	24 67
Wahnapitae and Railway Station.	D. McLaren.	12	12	do	37 56
Waldemar and Railway Station.	D. Jenkins.	12	12	do	64 00
Wales and Railway Station.	J. W. Baker.	12	3	do (to June 30, '89).	25 00
do do	W. Alguire.	12	9	do from do	60 00
Walford Station and Ry. Station.	A. G. Walford.	6	12	do	46 95
Walkerton and Railway Station.	A. McLean.	12	24	12 do	313 00
Walkerton and Wroxeter.	F. X. Messuer.	22	6	2 do (to May 31, '89).	80 50
Walker's and Railway Station.	J. Greaves.	12	12	do	30 00
Walkerville and Railway Station.	G. W. Busch.	100 yds	24	1 do 13 days (from Feb. 16, '90)	14 67
Walkerville and Windsor.	J. Egan.	2	12	10 do 15 days (to Feb. 15, '90).	105 33
Wallaceburg and Railway Station.	J. B. McDougall.	24	12	do	75 00
Wallacetown and Railway Station.	C. McGregor.	24	12	do	156 50
Waller and Harney's Crossing.	P. Harney.	12	2	12 do	30 00
Walnut and Watford.	P. E. Willoughby.	6	2	12 do	100 00
Warnock and Railway Station.	J. Warnock.	2	6	11 do (from May 1, '89)	183 33
Warwick and Railway Station.	J. Smith.	8	6	12 do	195 00
Washago and Railway Station.	J. C. Marshall.	24	12	do	156 00
Waterford and Railway Station.	H. Dochstader.	12	12	do	93 88
Waterloo and Railway Station.	F. Sass.	2	30	12 do	387 50
Waubashene and Railway Station.	J. Scott.	24	3	do (to June 30, '89).	15 00
do do	W. H. Russell.	24	9	do from do	45 00
Waverley and Railway Station.	T. French.	9	6	12 do	275 00
Webbwood and Railway Station.	J. McLandress, sr.	6	6	12 do	78 25
Weidman and Railway Station.	O. Jansohn.	50 ft.	12	12 do	15 00
Weldon and Railway Station.	J. E. Weldon.	6	12	do	40 00
Welland and Railway Station.	J. McQueen.	12	12	do	100 16
Welland and Street Letter Box.	G. H. Burgar.	500 yds	18	12 do	80 00
Welland and Wellandport.	L. Durham.	15	6	12 do	395 00
Welland and Welland Station.	O. H. Garner.	24	12	do	175 28
Wellington and Railway Station.	M. Pettet.	12	12	do	65 00
Wellman's Corners and Railway Station.	P. Hubble.	2	3	12 do	75 00
Wemyss and Railway Station.	R. Ritchie.	6	6	12 do	15 00
Wendover and Railway Station.	J. B. Mallette, sr.	3	6	12 do	170 00
Wesleyville and Railway Station.	J. Barrowclough.	12	6	12 do	93 90

DETAIL of all payments for Mail Transportation in Ontario, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
West Toronto Junction and Railway Station.....	J. Kirkwood.....	1	12	3 months (to June 30, '89)	18 75
do do do do	do do	1	12	9 do from do ..	75 00
West Winchester and Railway Station.....	A. Kendrick.....	1	12	12 do	75 00
Westport and Railway Station.....	J. H. Whelan.....	20	6	12 do	492 00
Westwood and Railway Station.....	J. S. Comstock.....	24	6	12 do	125 00
Whitby and Railway Station.....	J. Scott.....	18	12	do	103 28
Whitechurch and Railway Station.....	H. D. Henderson.....	12	12	do	80 00
Whitefish and Railway Station.....	H. Smith.....	6	6	6 do (to Sept. 30, '89).	15 70
do do	F. Summuby.....	6	6	6 do from do ..	15 64
White River and Railway Station.....	W. E. McLaughlin.....	12	12	do	30 00
Warton and Railway Station.....	I. Post.....	12	12	do	125 00
Wilbur Station and Railway Station.....	T. B. Caldwell.....	6	12	do	25 00
Wilton Grove and Railway Station.....	P. Murray.....	6	12	do	30 00
Windsor and Detroit, U. S.....	S. D. Huff.....	2	24	12 do	500 00
Windsor and Railway Station.....	do	1	24	12 do	220 00
Windsor and Street Letter Boxes.....	W. H. Offett.....		12	do (to June 30, '90, broken period).	287 10
Wingham and C. P. R'y Station.....	W. Black.....	6 & 12	6	do (to Sept. 30, '89).	55 00
do do	T. Black.....	12	12	do	45 00
Wingham and G. T. R'y Station.....	D. Campbell.....	12	12	do	200 32
Wolverton and Railway Station.....	S. Claus.....	1	12	do	114 00
Woodbridge and Railway Station.....	F. Earls.....	1	24	12 do	72 00
Woodslee and Railway Station.....	J. P. Henry.....	1	12	12 do	156 50
Woodstock and Railway Stations.....	J. A. McKenzie.....	1 & 3	12 & 24	12 do	315 20
Woodstock and Street Letter Boxes.....	A. McCleneghan.....		18	12 do	230 00
Woodville and Railway Station.....	H. Ferguson.....	24	12	do	100 00
Wroxeter and Railway Station.....	A. Paulin.....	1	12	12 do	80 00
Wyebridge and Wyevale Station.....	N. McRae.....	5	6	12 do	134 00
Wylie and Railway Station.....	J. Lyons.....	2	3	12 do	62 00
Wyton Station and Railway Station.....	G. Scatcherd.....	1	12	12 do	20 00
Wyevale and Railway Station.....	W. T. Stewart.....	1	6	12 do	30 00
Yarmouth Centre and Railway Station.....	G. A. Parlee.....	1	6	12 do	100 00
Zephyr and Railway Station.....	J. N. Dafoe.....	3	6	12 do	159 25
Suspension Bridge Tolls.....	W. G. Swan, Superintendent.....		12	do	40 00
				Total	\$279,606 51

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1890.
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Mail Service on the Muskoka Lakes	Muskoka and Nipissing Navigation Co.	429	2	Season 1889	\$ 4,365 50
Collingwood and Sault Ste. Marie	G. N. Transit Co.	17	12	do	2,000 00
Deseronto and Picton	Deseronto Navigation Co.	12	6	12 months (to March 31, 1890)	2,317 74
Gananoque and Clayton, U. S.	Thousand Islands Railway Co.	18	6 & 12	Season 1889	1,200 00
Kingston and Cape Vincent, U. S.	M. H. Folger	24	6	12 months	200 00
Kingston and Thousand Island Park, U. S.	do	20	1	Season 1889	200 00
Kingsville and Pelee Island	H. T. Lidwell	8 & 4	6 s. 1 w.	6 months (see land service)	285 00
Lindsay and Sturgeon Point	G. Crandell	36	6 & 12	6 do do	75 00
Niagara and Toronto	Niagara Navigation Co.	270	2	Season 1889	790 00
Outer Duck Island and Windsor	C. W. Gaunther	390	2	do	75 00
Owen Sound and Sault Ste. Marie	Smith & Keighley	180	62 trips	do	2,000 00
Port Arthur and Duluth, U. S.	Wiley & Co.	60	6	do	446 40
Port Hope and Charlotté, U. S.	C. F. Gildersleeve			do	509 99
Sea rate upon parcels transmitted between Canada and the United Kingdom, not covered by the Allan contract	Andrew Allan	2,650 s. & 2,530 w.	1	Paid on account of period between July 1, 1888, and Dec. 31, 1889	2,600 00
				Total	\$17,064 63

N. B.—For Special Mail Subsidies and Steamship Subventions, see page 9.

WILLIAM WHITE,
 Deputy Postmaster-General.

W. H. SMITHSON,
 Accountant.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1890.

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, 1890)	\$ 730 00
Canada Atlantic Railway (within Ontario)	79	12	11 do (to 30th April, 1890)	7,230 08
Canada Southern Railway	347 ³ / ₄	6 and 12	12 do (to 31st March, 1890)	34,162 43
*Canadian Pacific Railway (within Ontario)	1,856 ¹ / ₂	With varying frequency over different sections of the line.	12 do (and arrears)	170,681 04
Central Ontario Railway	104	6	do	5,490 02
Erie and Huron Railway	67	6	do	4,256 80
Grand Trunk Railway (within Ontario)	2,445	With varying frequency over different sections of the line.	do	259,247 06
Kingston and Pembroke Railway	104	6 and 12	do	7,210 11
Napanee, Tamworth and Quebec Railway	28 ¹ / ₂	12	do	3,841 26
Thousand Islands Railway	2	24	do	730 00
			Total	\$493,578 80

*This does not include the service between St. Polycarpe and Smith's Falls. See Quebec.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c.,
in Ontario made within the Year ended 30th June, 1890.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department...	4,232 93
R. S. Montgomery	Mail bags, rivet seals, &c., for do	731 74
E. Chanteloup	Mail bag locks for do	485 50
Pritchard & Andrews	Mail bag labels for do	4 50
G. Bailey	Repairing brass mail locks for do	154 25
L. W. Shannon	Stencilling mail bags for Post Office Inspector, Kingston...	9 02
Tackaberry & Loughrey	Repairing mail bags for do London...	95 10
T. Thompson	Mail bag labels for do Toronto...	198 50
do	Repairing mail bags for Postmaster, Toronto	1,407 44
D. Johnson	Mail bag locks for do	55 00
	Total	\$7,373 98

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

DETAIL of all payments for Mail Transportation in Quebec made within the year ended 30th June, 1890.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Pauline.....	A. Lasnier.....	3	3	12 months.....	60 00
Abbotsford and Railway Station...	D. Sharkey.....	12	12	do	60 00
Abercorn and Railway Station.....	E. R. Shepard.....	12	12	do	75 00
Acton Vale and Railway Station.....	C. P. Ry. Co.....	12	12	do	40 00
Acton Vale & St. Théodore d'Acton	A. Laplante.....	4	6	3 do (to June 30, '89).	25 00
do do	A. Fortier.....	4	6	9 do from do	75 00
Adamsville and Railway Station...	D. Larivé.....	12	12	do	80 00
Adderley and St Pierre Baptiste...	P. A. Drolet.....	3	3	12 do	52 50
Adstock and Robertson Station.....	H. Bolduc.....	9	2	6 do (to Nov. 30, '89)	60 00
do do	R. Bolduc.....	9	2	4 do from do	35 00
Adstock and St. Ephrem de Tring.	J. Roy.....	9	1	2 do (to May 31, '89).	6 62
Agnes and Nadeau's Crossing.....	P. Roy.....	4½	1	12 do	25 00
Agnes and Railway Station.....	J. S. Wilson.....	12	12	do	36 00
Agnes and Ste. Cécile de Whittou.	A. Loubier.....	9	3	12 do	96 00
Agnes and Three Lakes.....	H. W. Albro.....	10	1	12 do	49 00
Aird, Clarenceville and Miranda...	M. J. Burwort.....	6 & 4	3	12 do	96 00
Allan's Corners and Cairnside.....	J. Bryson.....	4	2	12 do	52 00
Allan's Corners and Railway Station	do	1	6	12 do	40 00
Allard Settlement and Nouvelle...	T. Keays.....	3	1	12 do	20 00
Allumette Island and Pembroke...	J. J. McGuire.....	7	2	12 do	85 00
Amqui and Railway Station.....	T. Rose.....	60 yds	12	12 do	48 00
Ancienne Lorette and Champigny...	G. Dufresne.....	2	6	6 do (to Sept. 30, '89).	30 00
do do	N. Alain.....	2	6	6 do from do	30 00
Anderson's Corners and Dewittville	J. Anderson.....	4	2	12 do	75 00
Ange Gardien and Railway Station...	P. Lajoie.....	12	12	do	50 00
Angeline & St. Alphonse de Granby	O. Boisvert.....	4	3	12 do	78 00
Angers and Railway Station.....	L. Moncion.....	6	12	do	60 00
Annesley and North Onslow.....	P. Killoran.....	4	1	12 do	35 00
Antoinette and Lost River.....	C. Boon.....	22	2	12 do	150 00
Antoinette and St. Jovite.....	do	7	2	12 do	56 00
Armagh and St. Raphaël.....	T. Roy.....	15	3	12 do (& extra service).	145 00
Arthabaskaville and Chester.....	J. Côté.....	8	6	6 do (to Sept. 30, '89).	78 00
Arthabaskaville and North Ham...	do	21	6	6 do (from Oct. 1, '89)	198 00
Arthabaskaville and Victoriaville	P. Bergeron.....	2½	12	12 do	90 00
Arthabaskaville, Victoriaville and	do	1½ & 2½	6 & 12	12 do	58 00
Railway Station.....	T. Perreault.....	5	1	12 do	30 00
Arundel and Rockaway Valley.....	C. Sinclair.....	12	12	do	50 00
Ascot Corner and Railway Station...	A. Stacey.....	4	3	12 do	50 00
Ascot Corner and Westbury.....	J. P. Woodrow.....	120 yds	6	12 do	20 00
Aston Station and Railway Station...	A. Ouellette.....	9	6	12 do	250 00
Aston St'n and St. Leonard d'Aston.	N. Doucette.....	5½	3	12 do	80 00
Aston Station and St. Sylvere.....	J. Taillon.....	2	3	12 do	50 00
Athelstan and Powerscourt.....	A. Montgomey.....	2	6	12 do	35 00
Aubert Gallion & St. George Beauce	W. M. Poyer.....	7	6	12 do	164 00
Avignon and Matapedia.....	L. Bloquire.....	7	3	12 do	108 00
Avoca and Point au Chene.....	J. McCallum.....	6	2	12 do	74 00
Ayer's Flat and Kingscroft.....	C. E. Cartier.....	7	12	do	40 00
Ayer's Flat and Railway Station...	H. G. Ayer.....	4	24	12 do	208 64
Aylmer and Railway Station.....	A. M. Holt.....	3	1	12 months.....	30 00
Bagotville and Chicoutimi.....	E. Leveque.....	10	As req	Season 1889.....	45 00
Bagotville and Grande Baie.....	J. Savard.....	3	do	do	61 50
Bagotville and Wharf.....	E. Leveque.....	1	do	do	20 00
Baie des Peres and Lake Temiscam-	do	3	1	12 months.....	30 00
ingue.....	C. C. Farr.....	3	3	12 do	40 00
Baillargeon and Railway Station...	B. Huot.....	5	3	12 do	84 00
Baldwin's Mills and Barnston.....	W. K. Baldwin.....	4	As req	Season 1889.....	78 00
Barachois de Malbaie and Wharf...	T. S. Vardon.....	1	6	12 months.....	66 00
Basin du Lièvre and Ry. Station...	F. X. Nanaville.....	1½	12	do	100 00
Batiscan and Railway Station.....	T. Laguerre.....	1½	12	do	100 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Batiscan and St. Pierre les Becquets	F. Maguy	3	6	12 months	150 00
Beauce Junction and Jersey Mills.	A. Lessard	26½	6	12 do	678 00
Beauce Junction and Ry. Station.	V. Bilodeau	60 yds	12	do	25 00
Beauce Junction and Saints Anges.	C. Drouin	8	3	10 do (from June 1, '89)	100 00
Beaudet and Railway Station	F. Petitoler	¾	6	do (from Oct. 1, '89)	10 00
Beauharnois and Laberge	C. Primeau	5	2	do	50 00
Beauharnois and Melocheville	E. Rapin	3	6	9 do (to Dec. 31, '89)	67 50
do do	J. B. Lebrœuf	3	6	3 do from do	22 50
Beauharnois and Railway Station	O. Duquette	¾	24	12 do	125 00
Beauharnois and St. Etienne de Beauharnois	do	5	6	12 do	162 00
Beaupré and St. Féréol	F. Michel	7	3	12 do	100 00
Beaurivage and Parkhurst	J. Machell	3	6	12 do	58 00
Beauvoir and St. Marthe	J. E. Poirier	3½	3	12 do	50 00
Bécancour and Ste. Gertrude	M. Deshaies	10½	6	12 do	249 00
Bécancour and St. Grégoire	N. Vignault	9	6	12 do	197 17
Bécancour Station and Inverness.	W. Johnston	11	7	3 do (to June 30, '89)	78 00
Bedford and Perceton	J. Briggs	8½	6	12 do	210 00
Beebe Plain and Railway Station	C. H. McClintock	¾	12	12 do	75 00
Beechgrove and Quyon	S. Mohr	5½	3	12 do	100 00
Bell Mount and Otter Lake.	G. Palmer	6	2	12 do	52 92
Belœil Village & St. Hilaire Station	P. Authier	1	12	12 do	150 00
Bennett and Maple Grove	J. Bennett	3	3	12 do	50 00
Beranger and Dunham	S. Cook	4	2	12 do	50 00
Bergerville and Quebec	J. Drolet	3	6	12 do	90 00
Bersimis and Moisie	R. H. Montgomery	280		Season 1889-90	715 00
Bersimis and Sault au Cochon	S. Miller	26	2	12 months	550 00
Berthier (en bas) and Ry. Station.	V. Guilmet	2½	12	do	78 00
Berthier (en haut) and Isle Dupas.	P. Moreau	2½	3	12 do	60 00
Berthier (en haut) and Ry. Station.	F. Plante	2½	13	do	162 50
Berthier and Sorel	S. Valois	5	14 & 7	do	444 00
Bic and Railway Station	J. R. Colclough	10 yds	12	do	24 20
Bic and St. Valérien de Rimouski.	J. Moisan	3½	6	12 do	100 00
Billerica and Railway Station	J. M. Pritchard.	¾	6	6 do (to Sept. 30, '89)	10 00
do do	E. A. Pritchard.	¾	6	6 do from do	10 00
Birchton and Railway Station	R. Bridgette	10	12	12 do	26 00
Birchton and Sand Hill	D. M. Caswell	4	3	9 do (to Dec. 31, '89)	40 50
do do	C. F. Caswell	4	3	3 do from do	13 50
Birchton and Sawyerville	L. Munn	6	6	4 do 5 days (to Aug. 5, '89)	104 34
Bishop's Crossing & East Dudswell.	H. R. Bishop	3	2	12 do	40 00
Bisson and Railway Station	F. Hamanne	50 yds	12	3 do (to June 30, '89)	10 00
Bisson and Saints Anges.	C. Drouin	6	3	2 do (to May 31, '89)	15 00
Black Cape and Querry	A. Querry	4½	3	12 do	60 00
Blanche and Thurso	M. McAndrew	16	3	12 do	180 00
Blanchet and St. Lambert	J. Paquet	¾	6	12 do	23 75
Blandfold and Stanfold	N. Brull	9	4	12 do	116 75
Blue Bonnets and Railway Station.	A. Doré	¾	6	12 do	52 00
Bois de Filion and Ste. Thérèse.	O. Chapleau	4	2	12 do	40 00
Bois Franc and Mattawa	C. Rankin	40	1	12 do	400 00
Bolton Centre, Knowlton and Knowlton Landing	G. Bice	9	6	12 do	475 00
Bolton Forest and Eastman	C. J. Fortin	2	3	12 do	50 00
Bonaventure Island and Percé.	P. Bossy	3	3	12 do	60 00
Bonaventure River and Paspebiac.	F. Arseneau		2	do (to May 31, '89, and arrears)	100 00
Booth and Dumoine	J. Lafrenière	46	1	12 do	300 00
Bordeaux and Railway Station	G. Picard	1	12	do	10 00
Bordeaux and Sault au Récollet.	Z. Berard	2½	6	3 do (to June 30, '89)	30 00
do do	J. B. Prevost	2½	6	9 do from do	90 00
Boscobel and Roxton Falls.	J. Hackwell	8	1	12 do	30 00
Botreaux and Ormstown.	O. Bergevin	4½	2	12 do	42 00
Boulogne and St. Eugène de Gran- tham	G. Tanguay	4½	3	12 do	72 00

DETAIL of all Payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bourg Louis and Railway Station..	P. Russell.....	3	6	12 months.....	75 00
Boynton and Fairfax.....	R. Towle.....	4½	3	12 do.....	75 00
Boynton and Railway Station.....	J. Crosbie.....	4	12	12 do.....	31 25
Brigham and Farnham Centre.....	P. E. O'Connor.	2	6	12 do.....	84 50
Brigham and Railway Station.....	J. Harrison.....	2½	12	12 do.....	48 00
Bristol and Railway Station.....	G. Morrison.....	3½	6	9 do (to Dec. 31, '89)..	93 75
Bristol and Glengyle.....	do.....	10	6	3 do from do.....	50 00
Bristol Mines and Elmside.....	R. Campbell.....	3	3	12 do.....	75 00
Britannia Mills and Railway Station	H. Guilbert.....	60 yds	12	12 do.....	20 00
Britonville and St. Sauvaux.....	J. Hamilton.....	8	3	12 do.....	100 00
Brome and Railway Station.....	E. S. Chapman..	½	6	12 do.....	60 00
Brompton and Brompton Falls.....	H. Addison.....	4	3	12 do.....	80 00
Brookbury and Robinson.....	R. Rowe.....	5	2	12 do.....	48 00
Brosseau Station and Ry. Station..	A. Lefebvre.....	¾	12	12 do.....	26 00
Broughton Station and East Broughton	L. Beaudoin.....	5½	6	12 do.....	150 00
Broughton Station and Ry. Station	J. McGee.....	50 yds	12	12 do.....	24 00
Broughton Station and West Broughton	M. Rousseau.....	6½	6	12 do.....	140 00
Brownsburg and Mount Maple.....	J. Warwick.....	3½	1	12 do.....	24 00
Bryson and Portage du Fort.....	J. Murtagh.....	8	6	12 do.....	200 00
Bryson and Railway Station.....	do.....	5	12	12 do.....	195 00
Buckingham and High Rock.....	C. W. Pearson..	23½	6s 3w	12 do.....	600 00
Buckingham and Railway Station..	do.....	4	12	12 do.....	97 00
Buckland and St. Lazare.....	L. Kenner.....	15	3	12 do.....	195 00
Buckland and St. Magloire.....	P. Tanguay.....	18	3	12 do.....	177 00
Bulwer and Railway Station.....	A. Sanborn.....	7½	12	12 do.....	20 00
Cacouna and Railway Station (via St. Arsène)	J. B. Beaulieu..	5	12	12 do.....	250 00
Cacouna and Railway Station.....	do.....	2½	12	Season 1889.....	35 96
Caldwell and Glengyle.....	R. Horner.....	1	6	12 months.....	50 00
Calumet and Railway Station.....	H. Burch.....	100 yds	12	12 do.....	26 00
Calumet and St. Rémi de Amherst.	L. Champagne..	39	1	12 do.....	280 00
Calumet Island and Campbell's Bay.	J. Cahill.....	1½	13	12 do.....	93 32
Calumet Island and Dunraven.....	C. Barsalou.....	5	3	12 do.....	78 00
Campbell's Bay and Ry. Station....	P. McNally.....	40 yds	6	12 do.....	10 00
Campbellton and Paspébiac.....	A. Cyr.....	88	6	12 do (and extra service)	3,955 00
Castleberry and Scotstown.....	R. Groom.....	4	2	12 do.....	42 00
Cantley and Kirk's Ferry.....	M. Reid.....	3	3	12 do.....	86 25
Cantley and Lucerne.....	R. Blackburn..	19	1	12 do.....	125 00
Cap à L'Aigle and Murray Bay.....	P. Savard.....	3	as req.	Season 1889.....	53 50
Cape Cove and Wharf.....	E. Bourget.....	½	do	do.....	61 00
Capelton and Eustis.....	J. Blue.....	1	12	1 month, (from Mar. 1, '90)	4 33
Capelton and Railway Station.....	S. L. Spafford..	½	12	12 do.....	40 00
Cap Magdeleine and Ry. Station....	O. Toupin.....	5	12	12 do.....	180 00
Cap Rouge and Quebec.....	J. Drolet.....	9	6	12 do.....	199 00
Cap St. Ignace and Ry. Station.....	H. C. Larue.....	1½	12	12 do.....	90 00
Cap Santé and Les Ecureuils.....	P. Page.....	4½	6	12 do.....	150 00
Cap Santé and Portneuf.....	E. Marcotte..	5	5	12 do.....	150 00
Carillon and Lachute.....	M. Campeau..	10½	6	12 do.....	320 00
Carillon and Point Fortune.....	J. Larocque.....	1	12	4 do 9 days, (to Oct. 5, 1889,) broken period.....	36 90
Carillon and Vaudreuil Station....	D. Rochon.....	25½	6	6 do 23 days, (broken period).....	712 50
Carmel and Drummondville.....	F. Dionne.....	9	6	5 do (from Nov. 1, '89)	83 33
Casault and Railway Station.....	J. Ouellet.....	3	3	12 do.....	40 00
Castlebar and Danville.....	J. Jarvis.....	5	6	12 do.....	150 00
Castor and Hamilton Cove.....	R. Pincombe..	3½	3	6 do (to Sept. 30, '89).	35 00
do do.....	L. F. Aubé.....	3½	3	6 do from do.....	35 00
Caughnawaga Railway Station and Chateauguay.....	A. Desparois..	7½	6	12 do.....	200 00
Causapsal and Railway Station....	R. A. Blais.....	200 yds	12	12 do.....	50 00
Cawood and Danford Lake.....	G. Tanner.....	9	1	12 do.....	52 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Cedar Hall and Railway Station...	J. Smith.....	60 yds	6	12 months.....	12 00
Cedars and Railway Station.....	E. Bissonnette..	3	12	12 do.....	180 00
Chambly Basin and Railway Station	G. E. Mayrand..	4	12	12 do.....	80 00
Chambly Canton and Ry. Station...	M. Hackett.....	4	12	12 do.....	80 00
Chambord and Metabechouan.....	C. Gagnon.....	9	6	12 do.....	350 00
Chambord and Roberval.....	A. G. Matte.....	11	7	12 do.....	302 72
Chambord and Railway Station.....	J. Bilodeau.....	1	12	12 do.....	125 20
Champigny and Railway Station.....	H. Robitaille... J. Abel.....	1 2	12 6	12 do (to Sept. 30, '89).	80 00 45 00
Champlain and Railway Station.....	N. Abel.....	2	12	6 do from do	45 00
Channay and Piopolis.....	P. B. Keens.....	9	1	12 do.....	60 00
Channell and Millington.....	J. Thompson.....	3½	3	2 do (from Feb. 1, '90)	10 00
Chantelle and Rawdon.....	A. Morin.....	17	3	9 do (to Dec. 31, '89).	205 00
do do.....	M. Crépeault... J. G. Poupore..	17 21	3 3	3 do from do 12 do	50 00 345 00
Chapeau and Fort Coulonge.....	J. G. Poupore..	21	3	12 do	345 00
Chapleau, Pembroke and Fort William.....	A. S. Maloney.. J. Belhumeur..	22 9	6 & 3 6	12 do 12 do	499 00 250 00
Charlemange and L'Assomption...	J. Belhumeur..	9	6	12 do	250 00
Charlemange and Montreal.....	M. Archambault	16½	6	12 do	500 00
Charlesbourg and Charlesbourg West.....	E. Lefebvre.....	2½	2	12 do	25 00
Charlesbourg and Quebec.....	do.....	5	2	12 do	91 25
Charteris and North Clarendon...	J. Ralph.....	3	3	12 do	40 00
Charterville and La Patrie.....	A. Labbé.....	9	2	12 do	75 00
Chatboro and St. Philippe d'Argenteuil.....	W. Douglas.....	2½	3	12 do	39 00
Chatillon and St. Zéphirin.....	C. Castonguay..	5½	3	12 do	64 00
Chaudière Curve and Ry. Station	A. Lemieux.....	30 yds	12	12 do	20 00
Chaudière Mills and Ry. Station...	A. Lemieux.....	3½	6	12 do	100 00
Chaudière Station and Ry. Station	A. McTeer.....	300 yds	6	12 do	35 00
Chamout and St. Agapit.....	T. Paquet.....	3	3	12 do	40 00
Chelsea and Old Chelsea.....	G. Edmonds.....	1½	6	12 do	60 00
Chelsea and Ottawa.....	R. Hasty.....	9	6	12 do	200 00
Chemin Taché and St. Cyprien.....	G. Dallaire.....	6	1	12 do	35 00
Chemin Taché and St. François Xavier de Viger.....	F. April.....	6	2	12 do	80 00
Cheneville and Namur.....	F. Farant.....	9	3	12 do	130 00
Cheneville and Papineauville Station	H. N. Raby.....	23	6	12 do	230 00
Cherry River and Magog.....	R. A. Buzzell..	4	3	12 do	100 00
Chester and North Ham.....	D. Coté.....	13	3	6 do (to Sept. 30, '89).	60 00
Chicoutimi and Grande Baie.....	U. Gobeil.....	13	6	12 do	312 00
Chicoutimi and Hebertville.....	E. Girard.....	40	6	9 do (to Dec. 31, '89)..	573 00
do do.....	J. B. Bouchard..	40	6	3 do from do	218 75
Chicoutimi and Laterriere.....	D. Simard.....	10	6	12 do	284 96
Chicoutimi and Tremblay.....	N. Laforge.....	2	6	12 do	80 00
Chicoutimi and Wharf.....	F. Simard.....			as req. Part of season 1889	48 00
do do.....	A. Guimond.....			as req. Balance of do	13 50
Chute aux Iroquis and L'Annonciation do do.....	J. Demers..... P. Marinier.....	16 16	1 1	9 months (to Dec. 31, '89) 3 do from do	56 25 18 75
Chute aux Iroquis and St. Jovite ..	do.....	20	2	12 do	180 00
Clairvaux and St. Paul's Bay.....	E. Gauthier.....	7½	2	12 do	72 00
Clapham and Inverness.....	J. Forbes.....	13½	3	12 do	156 00
Clarenceville and Lacolle Ry. Station	M. J. Burwort..	4	6	12 do	240 00
Clarenceville and Wolfe Ridge.....	do.....	4	3	12 do	40 00
Coaticook and Canaan, U. S.....	M. Trihey.....	19	2	12 do	200 00
Coaticook and North Coaticook.....	J. Meade.....	1½	12	12 do	79 72
Coaticook and Rock Island.....	H. A. Channelle	20	6	12 do	450 00
Coaticook and St. Malo.....	C. Breault.....	30	2	12 do	380 00
Coaticook, Compton and St. Edwidge.....	G. Boulay.....	10 & 9	3	12 do	300 00
Coleraine Station and Ry. Station..	J. Roberge.....	67 yds	12	12 do	40 00
Coleraine Station and Sanborn.....	F. Hagerty.....	14	3	12 do	196 00
Coleraine Station and Wolfstown..	N. Roy.....	9	3	12 do	123 00
Collfield and Railway Station.....	M. Hughes.....	1	6	12 do	50 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Como and Oka.....	C. Chaurette.....	1	6	6 months 23 days (broken period).....	64 55
Compton and Martinville.....	F. Pierce.....	6	6	9 do (to Dec. 31, '89)..	150 00
do do.....	J. Parsons.....	6	6	3 do from do.....	45 00
Contrecoeur and Varennes.....	X. Handfield.....	18	6	12 do.....	560 00
Cocococache and La Tuque.....	T. Reynolds.....	48	mtly.	12 do.....	50 00
Cookshire and Island Brook.....	J. Miller.....	10	6	12 do.....	225 00
Cookshire and Railway Station.....	S. J. Osgood.....	4	12	12 do.....	52 00
Cooper's Corners and Laguerre.....	T. Cooper.....	14	12	12 do.....	96 66
Corbin and Frontier.....	A. Roberts.....	2	6	5 do (to Aug. 31, '89).	25 00
do do.....	E. A. Roberts.....	2	6	7 do from do.....	35 00
Coteau du Lac, Coteau Landing and Railway Station.....	N. Deguire.....	3 & 2	6 & 12	12 do.....	130 00
Coteau Landing and Ry. Station.....	G. Gauthier.....	2	19	12 do.....	200 00
Coteau Landing and St. Zotique.....	O. D. Prieur.....	24	6	12 do.....	60 00
Coteau Station and St. Clet.....	J. Lalonde.....	6	6	12 do.....	200 00
Cote St. Paul and Railway Station.....	E. Latour.....	1	12	12 do.....	96 00
Covey Hill and Vicars.....	W. Orr.....	2	6	12 do.....	52 00
Cowansville and Railway Station.....	J. E. O'Halloran.....	4	12	12 do.....	72 00
Craig's Road Station and Frechette.....	N. Frechette.....	2	3	12 do.....	50 00
Craig's Road Station and Ry. Station.....	N. Fournier.....	10 yds	12	12 do.....	20 00
Craig's Road Station and St. Sylvester East.....	L. Demers.....	24	6	9 do (to Dec. 31, '89)..	442 50
do do.....	M. Vaillancourt.....	24	6	3 do from do.....	123 00
Cranbourne and Cudaff.....	W. Wilson.....	5	3	12 do.....	67 48
Cranbourne and Frampton.....	V. Lacroix.....	8	3	12 do.....	120 00
Crossbury and Robinson.....	W. Ross.....	3	2	4 do (from Dec. 1, '89)	10 00
Cross Point and St. Anne de Restigouche.....	C. Guay.....	2	6	12 do.....	100 00
Cross Point and Sellarville.....	J. Hume.....	10 1/2	2	12 do.....	76 00
Cumberland Mills and River Gilbert.....	T. J. Taylor.....	8	1	12 do.....	50 00
Dablon and Railway Station.....	G. Larouche.....	1/2	3	12 do.....	25 00
Dalesville and Edina.....	J. Tomalty.....	6	1	12 do.....	30 00
Dalesville and Lachute.....	P. McArthur.....	6	6	12 do.....	180 00
Dalesville and Louisa.....	W. Watchorn.....	5	2	12 do.....	44 00
Dalesville and St. Michel de Wentworth.....	M. Meilleur.....	9	1	12 do.....	42 00
Dalhousie Mills and Peveril.....	A. Morrison.....	2	6	12 do.....	60 00
Danby and Railway Station.....	S. D. McGee.....	50 yds	12	12 do.....	12 00
Danford Lake and Kazubazua.....	H. Heney.....	9	2	6 do (to Sept. 30, '89).	45 00
do do.....	do.....	9	3	6 do from do.....	67 50
Danford Lake and Otter Lake.....	do.....	19	1	12 do.....	127 00
Danville and Railway Station.....	R. M. Gibson.....	1/2	6	8 do 17 days (to Nov. 17, '89).....	21 38
do do.....	do.....	1/2	5	3 do 13 days (from do)	10 41
Danville and St. Camille.....	M. Painchaud.....	17	3	12 do.....	250 00
Danville and St. George de Windsor.....	J. Godbout.....	10	3	12 do.....	120 00
Danville and South Ham.....	L. A. Turcotte.....	24	3	12 do.....	370 00
D'Auteuil and Kingsey Falls.....	J. D. Morin.....	6 1/2	2	12 do.....	80 00
Delisle and St. Joseph d'Alma.....	T. Maltais.....	8	2	12 do.....	104 00
Dell and Scotstown.....	M. J. McDonald.....	5 1/2	1	12 do.....	50 00
Denison's Mills and Richmond East.....	J. R. Denison.....	7	2	12 do.....	125 00
Dequen and Railway Station.....	O. Couture.....	2	3	12 do.....	50 00
Derby Line, Rock Island, Stanstead and Railway Station.....	H. A. Channelle.....	1 & 1 1/2	6 & 18	12 do.....	180 00
Deschambault and Railway Station.....	O. Perreault.....	2 1/2	12	12 do.....	99 00
Desjardins and Railway Station.....	A. Blondeau.....	100 yds	12	12 do.....	20 00
Dewittville and Railway Station.....	J. Holiday.....	3 1/2	12	12 do.....	75 00
Dillonton and Eastman.....	F. P. Dufresne.....	3	3	12 do.....	63 00
D'Israeli and Railway Station.....	J. E. Rheault.....	100 yds	12	12 do.....	32 00
Dixville and Railway Station.....	B. R. Baldwin.....	1/2	12	12 do.....	60 00
Domaine de Gentilly and Gentilly.....	D. Beauchesne.....	9	2	9 do (to Dec. 31, '89).	33 75
Dorval and Railway Station.....	D. Descary.....	3 1/2	12	12 do.....	100 00
Douglasburg and Napierville.....	P. Paré.....	2	3	12 do.....	40 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Douglstown and Wharf.....	C. Kennedy.....	1	As req	Season 1889.....	59 50
Doyle and Sheenboro'.....	J. Bush.....	12	1	12 months.....	70 00
Drummondville and Melbourne.....	P. Duguay.....	24	6	12 do.....	500 00
Drummondville and Railway Station.....	J. F. Picoten.....	3	12	12 do.....	48 00
Drummondville and St. Cyrille de Wendover.....	S. Guevremont.....	5	6	7 do (to Oct. 31, '89)..	86 33
Duclos and Wakefield.....	S. T. Gatignol.....	15	2	12 do.....	95 00
Dudswell Centre and Railway Station.....	C. Lothrop.....	2½	12	12 do.....	200 00
Dufresne Mills and Ste. Christine.....	X. Legrand.....	2½	3	12 do.....	40 00
Dufresne Mills and South Durham.....	J. O. J. Dufresne.....	4	6	12 do.....	50 00
Dunboro', Scotsmore and Railway Station.....	F. E. Scott.....	2½ & 2	3 & 6	12 do.....	125 00
Dundee and Railway Station.....	J. Tyo.....	3½	12	12 do.....	100 00
Dunham and East Dunham.....	J. Call.....	3½	6	12 do.....	115 00
Dunham, Stanbridge East and Stanbridge Station.....	J. H. Martin.....	13 & 7	6	12 do.....	368 00
Earley and Railway Station.....	W. H. Maclean.....	3	6	12 do.....	60 00
East Angus and Linda.....	D. B. Hall.....	1½	3	12 do.....	50 00
East Angus and Railway Station.....	F. P. Buck.....	100 yds	12	12 do.....	16 00
East Angus and South Dudswell.....	E. F. Orr.....	4½	3	12 do.....	60 00
East Arthabaska and Larochelle.....	L. D. Boulanger.....	4	3	12 do.....	60 00
East Arthabaska and St. Fortunat.....	P. Juneau.....	17	3	12 do.....	214 00
East Arthabaska and Stanfold.....	T. Roux.....	5	6	3 do (to June 30, '89).	24 64
do do.....	B. Poisson.....	5	6	9 do from do.....	93 75
East Clifton, Sawyerville and Canaan, U. S.....	W. W. Sawyer.....	28 & 6	2 & 1	12 do.....	250 00
East Farnham and Railway Station.....	C. H. Mansfield.....	1	6	9 do (to Dec. 31, '89).	75 00
do do.....	do.....	1	12	3 do from do.....	37 50
East Magdala and Lyster.....	A. Rousseau.....	4	1	12 do.....	26 00
Eastman and Railway Station.....	S. Daignault.....	1	12	12 do.....	95 00
East Templeton and Perkins.....	C. Robitaille.....	9	2	12 do.....	100 00
East Templeton and Railway Station.....	P. Devost.....	1	12	12 do.....	110 00
Eaton and Railway Station.....	A. Taylor.....	¾	12	7 do 27 days (from Aug. 5, '89)..	65 48
Echo Vale and Railway Station.....	J. P. Jones.....	33 yds	12	12 do.....	18 00
Echo Vale Railway Station and Piopolis.....	J. Franceour, jun.....	8½	6	6 do (to Sept. 30, '89).	120 00
do do.....	H. Ryan.....	8½	6	6 do from do.....	147 50
Egypte and St. Ephrem d'Upton.....	E. Chaput.....	8½	6	12 do.....	162 00
Elgin Road and Railway Station.....	F. Belanger.....	1	3	12 do.....	35 00
Elmside and Railway Station.....	R. Campbell.....	3½	6	12 do.....	125 00
Emileville and St. Pie.....	L. N. Belisle.....	1	6	3 do (to June 30, '89).	13 00
do do.....	M. Drolet.....	1	6	3 do (to Sept. 30, '89).	13 00
do do.....	M. Gauthier.....	1	6	6 do from do.....	26 00
Escuminac and Fleurant.....	J. Doherty.....	8	1	12 do.....	37 00
Esquimaux Point and Moisis.....	W. Langlais.....	125		Season 1889-90.....	420 00
Etchemin and Lévis.....	E. Leclerc.....	6	12	6 months (to Sept. 30, '89)	122 50
do do.....	F. Joncas.....	6	12	6 do from do.....	200 00
Etchemin and St. Jean Chrysostôme.....	A. Pichet.....	3	6	12 do.....	112 00
Etchemin and St. Nicholas.....	M. Carrier.....	9	6	9 do (from July 1, '89)	281 25
Etchemin and South Quebec.....	P. E. Bourassa.....	4	6	12 do.....	100 00
Farnboro' and West Shefford.....	J. Enright.....	2½	3	12 do.....	52 00
Farnford and Railway Station.....	S. Paquette.....	14 rods	6	12 do.....	25 00
Farnham and Magenta.....	J. Fournier.....	5	2	12 do.....	50 00
Farnham and Railway Station.....	L. E. S. Choquette.....	½	36	9 do (to Dec. 31, '89).	97 50
do do.....	do.....	½	30	3 do from do.....	28 75
Farnham and St. Sabine.....	C. Lague.....	6	3	12 do.....	75 00
Farnham and Stanbury.....	P. Beattie.....	8	2	7 do (to Oct. 31, '89)..	46 66
do do.....	M. J. Beattie.....	8	2	5 do from do.....	41 66
Farrellton and Stagsburn.....	A. McDonald.....	6	1	12 do.....	40 00
Father Point and Railway Station.....	J. Heppel.....	2	12	3 do (from Jan. 1, '90)	29 75
Father Point and Rimouski.....	P. Beaulieu.....	6½	6	9 do (to Dec. 31, '89).	105 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Fleurian and St. Luce Station.....	A. Caron	18	3	12 months	180 00
Fontenelle and Gaspé Basin.....	J. Stanley	8	1	12 do	32 00
Fonteny and Melbourne	S. Fraser	6	2	12 do	48 00
Fort Coulonge and Railway Station	J. G. Bryson....	3	6	12 do	70 00
Fortville and St. Jean d'Eschail- lons	J. B. Fortier....	9½	3	3 do (to June 30, '89).	18 75
do do	do	11	3	9 do from do ..	97 50
Fortin and Matane	N. Fortin	6	1	12 do	30 00
Foster and Railway Station.....	C. B. Inglis....	¾	24	12 do	40 00
Fox River and Grand Grève.....	E. Tapp	20	3	12 do	285 00
Fox River and St. Anne des Mouts	J. Philibert....	107	2	12 do	1,174 78
Frampton and Ste. Henedine.....	J. Audette	13	6	12 do	250 00
Frampton and Springbrook	J. Clark	4	3	12 do	60 00
Franklin Centre and Hemmingford.	C. McGinnis....	16	6	12 do	410 00
Franklin Centre and Huntingdon..	F. W. Bates	16	6	10 do	
do do	W. D. McCallum	16	6	1 do	
Franklin Centre and Starnesboro'	S. Huët	2	6	12 do	40 84
Frelighsburg and North Pinnacle.	G. C. Chadburn.	6½	3	12 do	64 00
Frelighsburg and St. Armand St'n.	A. Shelters	10	6	12 do	89 48
Frelighsburg and Sweetsburg	F. Pickel	13½	6	12 do	397 00
French Village and Richmond East	Z. Houle	15	6	3 do (from Jan. 1, '90)	339 00
Frost Village and Waterloo.....	G. Moynan	2½	6	12 do	75 00
Fulford and Waterloo.....	L. Bourgeois....	4	2	13 do (to April 30, '90).	94 00
					65 00
Galson and Gould	M. L. McIver	5½	2	12 do	42 00
Garland and St. Chrysostôme.....	F. Z. Delisle....	4	3	12 do	48 00
Garthby Station and Ry. Station ..	T. Jacques	¾	12	12 do	73 32
Gasparine and Holton	F. Delage	3½	2	12 do	34 00
Gaspé Basin and Gaspé Bay South.	J. H. Eden	4½	3	12 do	60 00
Gaspé Basin and Grand Grève.....	A. G. Annett....	15	3	12 do	230 00
Gaspé Basin and Percé	D. Grant	36	6	12 do (less fines) ..	1,909 00
Gaspé Basin and Wharf	J. Davis	¾	as req.	Season 1889.	68 00
Genoa and St. Hermas	J. Gordon	¾	2	12 months	48 00
Gentilly and Leclercville	N. Beauchesne.	25	6	9 do (from July 1, '89)	427 50
Gentilly and Three Rivers	L. Brunelle	16	6	8 do (to Feb. 28, '90)..	238 33
do do	N. Beauchesne.	16	6	1 do from do ..	32 66
Georgeville and Knowlton Landing	D. A. Bullock ..	2	3	12 do	78 00
Georgeville and Magog	C. A. Rexford ..	10	6	12 do	260 00
Georgeville and Magoons Point ..	A. Magoon	5½	2	12 do	52 00
Georgeville and Stanstead Junction	W. H. Rediker ..	13	6	12 do	335 00
Geraldine and Stockwell	C. Newman	3½	2	12 do	26 00
Girard and Railway Station.....	T. Girard	24 yds	12	3 do (from Jan. 1, '90)	6 00
Glengyle and Railway Station.....	G. Morrison	50 yds	6	12 do	10 00
Glen Iver and Sherbrooke	J. McIver	7½	2	12 do	64 00
Gould and North Hill	D. W. McDonald	4½	2	12 do	42 00
Gould and Red Mountain	C. Smith	5	2	12 do	40 00
Gould and Scotstown.....	S. Labonne	7½	6	1 do (to April 30, '89).	18 33
do do	D. Morrison	7½	6	11 do from do ..	305 25
Gould Station and Railway Station.	R. Cowan	¾	12	12 do	40 00
Granboro' and Granby	G. Vittie	6	3	12 do	114 00
Granby and Milton	E. Caroline	9	6	3 do (to June 30, '89).	74 75
do do	A. Clow	9	6	9 do from do ..	167 25
Granby and Railway Station	S. Page	¾	12	12 do	75 00
Granby and Shefford Mountain.....	E. Deslauriers ..	8	3	6 do (to Sept. 30, '89).	75 00
do do	W. Barr	8	3	6 do from do ..	48 50
Grande Baie and L'Anse St. Jean.	R. Gagnon	54	2	12 do	230 00
Grande Baie and St. Urbain	A. Fortin	63	3	12 do	538 00
Grand Cascapedia and New Rich- mond	W. Robertson....	4½	2	12 do	80 00
Grandes Coudees and Jersey Mills..	M. Cahill	14	3	12 do	180 00
Grand Métis and Métis Point.....	W. E. Page	6	6	3 do (to Sept. 15, '89, and arrears) ..	60 00
Grand Métis and Railway Station..	do	3	12	12 do	150 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Grand Mère and Lac à la Tortue...	A. Scott.....	2½	6	12 months.....	60 00
Grand Mère and Ste. Flore.....	J. Deziel.....	4	6	12 do.....	138 00
Grandes Piles and LaTuque.....	P. Chandonnet.....	72	1	12 do.....	237 00
Grandes Piles and Ste. Flore.....	J. Deziel.....			Special trips, snow block-	
				ade on railway.....	8 00
Grandes Piles and Shawenegan.....	H. Therien.....			do do.....	3 00
Grand Pabos and Ste. Adélaïde de Pabos.....	T. Soucy.....	4	4	Season 1889.....	52 00
Grand River and Wharf.....	T. A. Boudin.....	4	as req.	do.....	60 00
Grand St. Esprit and St. Monique de Nicolet.....	J. A. Pinard.....	28	3	12 months.....	50 00
Green River and St. Antonin.....	C. April.....	3½	6	12 do.....	60 00
Green River and St. Modeste.....	C. Chouinard.....	5	6	12 do.....	115 00
Greenshields and St. Cyr.....	R. E. Dyson.....	4½	1	12 do.....	25 00
Green Mount and Thorne Centre.....	G. McDowell.....	6	3	12 do.....	78 00
Grenville and Lost River.....	A. McPhee.....	19	2	12 do.....	200 00
Grenville and Railway Station.....	J. A. Williamson.....	1½	6	9 do (to Dec. 31, '89).	36 00
do do.....	T. Cummings.....	1½	6	3 do from do.....	12 00
Grindstone Island and House Harbor, &c.....	J. Patton.....	6	1	6 do (to Sept. 30, '89).	24 00
Grondines and Railway Station.....	L. Côté.....	3½	12	12 do.....	192 00
Hadlow Cove Road and St. David de Lévis.....	J. Halle.....	1	6	12 do.....	50 00
Hallerton and Hemmingford.....	T. Kenney.....	4½	3	12 do.....	75 00
Halverson and Martin's Lake.....	J. C. Martin.....	5	1	5 do 19 days (from Oct 12, '90).....	18 80
Halverson and Masham Mills.....	J. Moore.....	11	2	12 do.....	100 00
Hardwood Flat and Robinson.....	W. R. Todd.....	3½	2	12 do.....	26 00
Harvey Hill Mines and West Broughton.....	J. McGee.....	3	6	12 do.....	80 00
Hathaway and Railway Station.....	W. Cosgrove.....	1½	6	12 do.....	50 00
Hatley and Railway Station.....	B. Martin.....	3½	6	12 do.....	125 00
Heathton and South Barnston.....	W. W. Heath.....	6	6	12 do.....	40 00
Hebertville and Metabecheouan.....	E. Girard.....	12	6	12 do.....	390 00
Hebertville and St. Joseph d'Alma.....	C. Hebert.....	12	6	12 do.....	400 00
Hedleyville and St. Roch de Quebec.....	J. DeBlois.....	3	12	12 do.....	62 60
Helena and White's Station.....	T. Salen.....	4	6	12 do.....	147 00
Hemison and St. Malachie.....	T. Smith.....	3	1	12 do.....	25 00
Hemmingford and Roxham.....	W. C. Kingsbury.....	6	2	12 do.....	35 00
Henrysburg and Lacolle.....	G. Giroux.....	8½	3	12 do.....	120 00
Henryville and Stanbridge Station.....	P. Girard.....	8	6	12 do.....	189 00
Heyworth and Railway Station.....	H. McVeigh.....	2	6	12 do.....	76 10
High Rock and Notre Dame du Laus.....	D. Vincent.....	31½	1	12 do.....	271 56
High Rock and Poltimore.....	J. H. Bonsall.....	6	3w 2s	12 do.....	75 00
Hochelega and Longue Pointe.....	N. Richard.....	3½	6	12 do.....	250 00
Hochelega and Montreal.....	J. H. Brown.....	2½	18	3 do (to June 30, '89)..	117 37
do do.....	N. Racine.....	2½	18	9 do from do.....	337 50
Holland's Mills and Challifoux Point.....	G. Gowan.....	2½	3	12 do.....	60 00
Holton and Ste. Clothilde de Chateauguay.....	C. B. Bergevin.....	2	3	12 do.....	34 00
Howick and Railway Station.....	L. Parent.....	½	12	7 do 15 dys. (to Oct. 15, '89)..	30 70
do do.....	do.....	½	18	4 do 16 days (from do).....	27 44
Howick and St. Chrysostôme.....	T. Hebert.....	9	6	12 do.....	240 00
Hull and Ottawa.....	B. D'Arpentigny.....	2	12	7 do (to Oct. 31, '89)..	58 33
do do.....	M. LeBlanc.....	2	6	5 do 29 dys. (to Oct. 31, '89)..	32 21
Hull and Street Letter Boxes.....	do.....	3½	12	12 do.....	144 49
Hull, Ottawa and Railway Station.....	B. D'Arpentigny.....	1 & 2	8	7 do (to May 31, '90)..	291 67
Hunterstown and Louiseville.....	G. Blais.....	17	6	12 do.....	370 00
Huntingdon and Railway Station.....	J. Paulman.....	½	12	6 do 15 dys. (to Oct. 15, '89)..	43 86

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Huntingdon and Railway Station..	J. Paulman.....	3	18	5 months 16 days (from Oct. 16, '89).	39 21
Inverness and Kinnear's Mills.....	J. Quan.....	9½	3	12 do	115 00
Inverness and Leeds.....	J. McKeage.....	12	6	12 do	355 00
Inverness and New Ireland.....	J. Jamieson.....	17	3	12 do	178 00
Inverness and Ste. Julie Station.....	W. Johnston.....	11	7	9 do (from July 1, '89)	234 00
Iron Hill and Sweetsburg.....	W. Moffatt.....	8	3	12 do	120 00
Island Brook and New Mexico.....	W. H. Taylor.....	4	3	12 do	52 00
Isle aux Coudres and St. Paul's Bay	J. Dufour.....	9	2	12 do	340 00
Isle aux Coudres and Wharf.....	E. Dufour.....	6	2	Season 1889.	85 50
Isle aux Grues and Montmagny.....	N. Lebel.....	6	2	12 months	237 50
Isle Bizard and St. Geneviève.....	E. Roussin.....	½	6	12 do	50 00
Isle Perrot and Ste. Anne de Bellevue.....	J. Monpetit.....	5½	6	12 do	156 00
Isle Verte and Notre Dame de l'Isle Verte.....	T. Fraser.....	6	1	6 do (to Sept. 30, '89).	25 00
do do	P. T. Fraser.....	6	1	6 do from do	40 00
Isle Verte and Railway Station.....	L. A. Bertrand.....	1	12	12 do	80 00
Isle Verte and St. Paul de la Croix.	A. Boucher.....	10	2	12 do	100 00
Jersey Mills and Marlow.....	M. Cahill.....	13	3	12 do	230 00
Johnville and Railway Station.....	E. P. Smith.....	½	6	12 do	28 00
Joliette and Railway Station.....	J. Mireault.....	8	12	12 do	544 00
Joliette and St. Liguori.....	M. Riopelle.....	9	6	12 do	225 00
Joliette and Ste. Melanie.....	L. Belleville.....	14	6	12 do	285 00
Joliette and St. Paul d'Industrie.	F. Perreault.....	4	6	12 do	72 00
Joynt and North Wakefield.....	R. Joynt.....	9	2 & 3	3 do (to June 30, '89).	27 14
do do	do	12½	2 & 3	9 do from do	173 98
Kamouraska and Railway Station.	J. B. Pelletier..	5	12	12 do	368 75
do do	N. Pelletier.....	5	12	1 do (to April 30, '89)	12 50
Katevale and North Hatley.....	J. O. Paradis.....	4½	3	9 do (to Dec. 31, '89).	52 50
do do	H. B. Ayers.....	4½	3	3 do from do	17 50
Kazubazua and Lake St. Mary.....	X. B. Leveille.....	5	2	12 do	100 00
Kazubazua and Venosta.....	J. McCaffrey.....	7	1	12 do	50 00
Keith and Robinson.....	J. McLennan.....	8½	3	12 do	96 00
Kelso and Trout River Railway Station	D. McFarlane..	3½	6	12 do	144 00
Kildare and St. Alphonse.....	G. E. Trudeau..	12	3	12 do	156 00
Kingsey Falls and Lorne.....	M. Morin.....	4	12	12 do	230 00
Kingsey Falls and Robson.....	H. Gagnon.....	7	2	12 do	60 00
Kinnear's Mills and Leeds.....	H. F. Goff.....	9	3	12 do	160 00
Kiskisink and Railway Station.....	J. Bernier.....	½	6	6 do (from Oct. 1, '89)	10 00
Knowlton and Railway Station.....	S. N. Courtney..	½	24	9 do (to Dec. 31, '89).	54 00
do do	A. E. Kimball..	½	24	3 do from do	25 00
Knowlton and St. Etienne de Bolton	L. Paulin.....	9	3	12 do	135 00
La Baie and Nicolet.....	T. Vigneau.....	9	6	12 do	249 00
La Baie and St. Zéphirin.....	do	8	6	12 do	220 00
La Baie and Yamaska.....	do	24½	6	12 do	750 00
La Beauce and Railway Station.....	J. B. Grégoire..	½	12	12 do	50 00
La Beauce and St. Elzéar.....	I. Racine.....	3	6	12 do	80 00
L'Acadie and Railway Station.....	G. Tremblay.....	½	12	9 do (to Dec. 31, '89).	39 00
do do	N. Piladeau.....	½	12	3 do from do	13 00
L'Acadie and St. Jacques le Mineur	E. F. Poirier.....	5	6	12 do	160 00
Lachenaie and Terrebonne.....	A. Lapierre.....	4½	6	3 do (to June 30, '89).	36 00
do do	C. Fauze.....	4½	6	9 do from do	92 25
Lachevrotière and Railway Station	V. Portelance..	½	6	12 do	12 00
Lachine Locks and Railway Station	F. X. Gariépy..	½	12	12 do	60 00
Lachine Rapids and Railway Station	D. Dunberry.....	2	6	12 do	100 00
Lachine Station and Letter Box.....	J. O'Flaherty..	2	12	12 do	30 00
Lachute and Lachute Mills.....	J. Fish.....	1	12	12 do	62 00
Lachute and Lakefield.....	F. Rogers.....	9	3	12 do	111 00
Lachute and Railway Station.....	G. L. Meikle.....	½	12	12 do	36 00
Lachute and Shrewsbury.....	J. Chambers.....	13½	3	12 do	155 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lac Masson and St. Jérôme	M. Piche	22	3	12 months	250 00
Lac Masson and St. Lucie de Doncaster	N. Forget	10	2	12 do	156 00
Lacolle and Odeltown	J. H. Clarkson	3	3	12 do	48 00
Lacolle and St. Bernard, Sud	J. B. Bedard	2	3	12 do	30 00
Lac Rond and Namur	B. Corbeil	7	1	12 do	40 00
Lac St. Joseph and Railway Station	R. Sissons	†	12	12 do	24 00
La Décharge and La Fourche des Chemins	J. Sheehy	6	1	9 do (to Dec. 31, '89)	27 00
La Décharge and Tremblay	B. Bouchard	21	1	3 do (from Jan. 1, '90)	18 75
Lake Aylmer and Lake Weedon	A. Gagnon	12	6	9 do (to Dec. 31, '89)	134 25
do do	L. A. Boisvert	12	6	3 do from do	34 94
Lake Beauport and Quebec	P. Brown	13	2	12 do	150 00
Lake Edward and Railway Station	D. F. Johnston	15 yds	12	5 do (from Nov. 1, '89)	8 33
Lake Etchemin and Langevin	L. Mercier	12	6	12 do	290 00
Lake Etchemin and Ste. Rose de Watford	A. Chabot	12	1	12 do	50 00
Lake Etchemin and Standon	J. Fortin	12	6	12 do	270 00
Lake Mégantic and Railway Station	L. N. Thibodeau	275 yds	12	6 do (from Oct. 1, '89)	18 00
Lake Témiscamingue and Mattawa	E. J. Smith	140	1	12 do	1,363 64
Lake Témiscamingue and North Témiscamingue	A. McBride	26	1	12 do	200 00
Lake Weedon and Railway Station	F. Brière	60 yds	6	12 do	24 00
Lamartine and Railway Station	P. Cloutier	3	4	12 do	50 00
Lambton and Railway Station	L. Langlois	14	6	12 do	375 00
Lambton and Stornoway	E. Belanger	9	6	12 do	212 00
Lambton and Valletort	A. Boutin	8	6	12 do	194 48
Landreville and Ormstown	V. Breault	4	2	12 do	50 00
Land Villa and Railway Station	C. Lavallée	2	6	12 do	48 00
L'Annonciation and Nominique	V. Martineau	12	1	12 do	80 00
Lanoraie and Railway Station	N. Delisle	6	6	12 do	89 50
L'Anse à Giles and Railway Station	J. F. Giasson	2	6	12 do	80 00
L'Anse au Foin and Tremblay	F. Tremblay	8	4	12 do	156 00
La Patrie, Scotstown & West Ditton	S. Rolin	9 & 3	6	12 do	225 00
La Petite Rivière Que., & Ry. Stat'n	A. Roy	†	6	12 do	35 00
La Petite Rivière St. François and St. Cassien des Caps	P. Bouchard	7	6	12 do	216 66
La Plaine and Railway Station	C. Gauthier	1½	12	12 do	14 00
Laprairie and Railway Station	A. Lamarre	½	12	12 do	70 00
La Présentation and St. Hyacinthe	H. Auger	6	6	12 do	200 00
L'Assomption and St. Sulpice	J. Royal	5	6	12 do	175 00
Laurentides and Railway Station	J. M. V. Latour	½	12	12 do	75 00
Laurentides & St. Calixte de Kilkenny	P. Chartrand	10	3	12 do	120 00
Laurentides and Ste. Thérèse de Bainville	R. C. Laurier			Special trips, snow blockade on railway	15 00
Laurel and Lost River	M. McCluskey	6	1	12 months	36 00
Lauzon and Lévis	H. Martin	2	12	12 do	100 00
Lauzon and St. Joseph de Lévis	E. Ruel	1½	12	12 do	140 00
Laval and Quebec	T. Keough	17	2	12 do	100 00
Lavaltrie and Railway Station	A. Laviolette	8	6	12 do	192 00
Lawrenceville and North Stukely	C. Colin	4	3	12 do	100 00
Lazy Bogan and New Richmond	R. Brash	45	6	1 do 18 days (to July 20, 1889)	273 00
Leclercville and St. Croix	L. Langlois	18	6	9 do (from July 1, '89)	450 00
Leeds and St. Sylvester	J. Craigie	9	3	6 do (to Sept. 30, '89)	60 00
Leeds and Wilson's Mills	H. McCutcheon	2	6	6 do (from Oct. 1, '89)	50 00
Lennoxville and Milby	A. Aldrich	5	6	12 do	124 00
Lennoxville and Railway Station	E. W. Abbott	1	24	12 do	109 33
Leopold and Shrewsbury	J. Thompson	6	2	12 do	60 00
L'Épiphanie and Railway Station	E. Leblanc	7	12	12 do	100 00
L'Épiphanie and St. Jacques	G. Forest	12½	6	12 do	325 00
L'Épiphanie and Ste. Julienne	T. Belle	18	6	12 do	480 00
Les Eboulements and Quai des Eboulements	J. Dufour	3	3	72 trips	36 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Les Eboulements and Settrington..	T. Audet.	8	3	12 months	82 48
Les Eboulements and Wharf.	F. Tremblay.	3	as req.	Season 1889.	270 75
Les Escoumains & Sault au Cochon	J. Boissonneault	35	3	12 months	675 00
Les Escoumains and Tadousac.	E. Brisson	27	4	12 do	480 00
Lévis and Notre Dame de Lévis.	E. Bedard	1	12 & 18	5 do (from Nov. 1, '89)	85 83
Lévis and Quebec.	H. Martin	1	18	12 do	387 50
do do	do			Special service	18 00
Lévis and Railway Station (I.C.R.)	do	$\frac{1}{4}$	24	12 months	90 00
do do (Q.C.)	F. Bégin.	$\frac{1}{4}$	12	12 do & special service	65 30
Lévis and St. Michel.	M. Guay	15	6	12 do	245 00
Lévis and Street Letter Boxes	M. Gagnon	4	18	12 do	344 28
Lévis and Sub Office.	E. Bedard	$\frac{1}{3}$	12	7 do (to Oct. 31, '89).	116 66
Lévis and Three Rivers	P. Genest	92	6	3 do (to June 30, '89).	645 00
Lineboro' and Railway Station.	J. Wood	$\frac{1}{4}$	12	12 do	21 00
Linière and Metgermette	J. Morin	13 $\frac{3}{4}$	2	12 do	97 00
L'Islet and Railway Station	M. E. Ballantyne	2 $\frac{1}{4}$	12	12 do	140 00
Longueuil and Railway Station.	G. Briquette	3	12	12 do	74 00
Lorette and Railway Station.	L. Richard	2	12	6 do (to Sept. 30, '89).	100 00
do do	C. Elbeuf.	2	12	6 do from do	84 00
Lorne and Railway Station.	E. D. Adams	200 yds	12	12 do	40 00
Lotbinière and Rivière Boisclair.	J. N. F. Lemay.	6	3	9 do (to Dec. 31, '89)..	56 25
do do	F. X. Beaudet.	6	3	3 do from do	19 50
Louiseville and Nancy	R. Caron	6	2	12 do	60 00
Louiseville and Railway Station.	P. Lefebvre	$\frac{1}{2}$	12	12 do	99 00
Louiseville and Ste. Ursule.	P. Picotte	5 $\frac{1}{2}$	6	6 do (to Sept. 30, '89).	110 00
do do	A. Sévignie.	5 $\frac{1}{2}$	6	6 do from do	49 50
Lourdes and Somerset.	J. B. G. Nadeau	8	1	12 do	50 00
Low and Maniwaki	W. Brooks	54	3	12 do	1,700 00
Low, Maniwaki and North Wakefield	do	54 & 11	3 & 6	12 do	1,900 00
Luskville and Railway Station.	F. Desbiens.	2	6	12 do	50 00
Maddington Falls and Ry. Station.	M. Crochetière	4 $\frac{1}{2}$	6	12 do	80 00
Magog and Railway Station.	L. N. Allard	4 $\frac{1}{2}$	12	12 do	100 00
Malmaison and Notre Dame de Stanbridge.	I. Hebert.	3	6	12 do	120 00
Maniwaki and Montcerf.	P. Paradis	15	1	12 do	95 00
Maniwaki and River Joseph.	T. White	8	1	12 do	54 00
Maniwaki and St. Boniface	C. Gauthier	7	1	5 do (from Nov. 1, '89)	25 00
Mansonville and Railway Station.	W. B. Manson.	2 $\frac{1}{2}$	6	12 do	125 00
Mansonville and Vale Perkins.	J. M. Alex	5 $\frac{1}{2}$	3	12 do	60 00
Mansonville Railway Station and West Potton	M. L. Elkins	3	3	12 do	60 00
Maple Grove and Richardville.	J. Neagle	7	3	12 do	96 00
Maple Grove and Wolfstown	F. Boulanger.	6 $\frac{1}{2}$	2	12 do	75 00
Maple Leaf and Sawyerville.	J. W. Planche.	4 $\frac{1}{2}$	6	12 do	125 00
Maple Ridge and Railway Station.	G. Morrison	1	12	9 do (to Dec. 31, '89)..	56 25
Marbleton and Railway Station.	O. Côté	3 $\frac{1}{2}$	12	12 do	250 00
Maria and Maria East.	J. Beijold	5	3	12 do	75 00
Marlow and U. S. Boundary Line.	G. W. Thompson	14 $\frac{1}{2}$	3	6 do (to Sept. 30, '89).	60 00
do do	J. Farley	14 $\frac{1}{2}$	3	6 do from do	60 00
Marsden and Notre Dame des Bois.	C. Demers	14	3	12 do	225 00
Marsden and Railway Station.	J. D. Morrison.	$\frac{1}{8}$	12	12 do	24 00
Marsden and Whitwick	J. R. McDonald	3	2	12 do	36 00
Maryland and Railway Station.	J. G. Bell.	40 ft.	6	6 do (to Sept. 30, '89).	5 00
do do	M. J. Bell	40 ft.	6	6 do from do	5 00
Mascouche and Mascouche Rapids.	G. Alexander	3 $\frac{1}{2}$	3	12 do	75 00
Mascouche and Railway Station.	P. Robert	1 $\frac{1}{4}$	6	12 do	79 00
Masham Mills and Wakefield	P. Bertrand	7	1	12 do	50 00
Mastigoche and St. Gabriel de Brandon.	J. O. Heinault.	9	1	12 do	36 00
Matane and Railway Station	W. Pelletier.	32	6	3 do (to June 30, '89).	123 50
do do	L. Belanger	32	6	9 do from do	356 25
Matane and St. Anne des Monts.	J. Labrie	57	3	12 do	790 00
Matapedia and Railway Station.	E. Doiron	200 yds	12	12 do	45 00
Matapedia and Runnymede.	J. Lawlor	12	1	12 do	70 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Melbourne and New Rockland....	M. Delaney.....	7½	6	12 months.....	240 00
Melbourne and Richmond Station..	J. Largie.....	13	12	12 do.....	100 00
Melbourne and Upper Melbourne..	N. Coburn.....	13	12	do.....	100 00
Melbourne and Waterloo.....	S. Jamieson.....	33	3	12 do.....	500 00
Metabetchouan and St. Gédeon.....	T. Duchaine.....	8	6	12 do.....	300 00
Methot's Mills and Ste. Agathe....	L. L. Ratté.....	8	6	12 do.....	180 00
Methot's Mills and St. Flavien....	do.....	4	6	12 do.....	125 00
Mille Isles and St. Jérôme.....	T. Taylor.....	12	3	12 do.....	122 00
Miletta and Railway Station.....	M. A. Murray.....	143 yds	6	12 do.....	10 00
Minton and North Hatley.....	A. E. Fish.....	2½	3	12 do.....	52 00
Mirabel and St. Hermas.....	L. Lacroix.....	1½	6	12 do.....	56 00
Mongenais, Ste. Justine de Newton and Railway Station.....	J. Marleau.....	3 & 1½	6 & 12	8 do (to Nov. 30, '89).	125 33
do do.....	A. Labelle.....	3 & 1½	6 & 12	4 do from do.....	73 33
Mont Carmel and Railway Station..	R. Lavoie.....	3	4	12 do.....	65 00
Montebello and Railway Station... do do.....	C. Major.....	½	6	9 do (to Dec. 31, '89).	30 00
do do.....	F. X. Major.....	½	6	3 do from do.....	10 00
Montfort and Morin Flats.....	M. Boulaire.....	6	2	12 do.....	52 00
Montmagny and Railway Station... do do.....	L. P. Gendreau.....	1	12	12 do.....	120 00
do do.....	C. Larcher.....	1	12	12 do (less fine).....	99 00
Montmorency Falls and Quebec....	L. Laplante.....	8	6	12 do.....	280 00
Montpellier and Ripon.....	L. Montpellier.....	7	1	10 do (from June 1, '89)	41 67
Montreal and Mount Royal Vale... Montreal and Outremont.....	O. F. Lilly.....	4½	12	12 do.....	240 00
do do.....	B. T. Cooke.....	3½	6	12 do.....	40 00
Montreal and Ry. Stations (C.P.R.) Montreal, C. P. R. and G. T. R. Stations (Transfer).....	C. A. Dumaine..	450 yds	60 & 48	12 do (and extra trips).	2,416 05
do do.....	do.....	450 yds	5	8 do 18dys. (from July 14, '89).....	46 25
do do.....	A. Labelle.....			Special trip.....	1 00
Montreal, Receiving Houses and Street Letter Boxes.....	P. Kennedy.....		49	12 months.....	4,016 99
Montreal and St. Eustache.....	H. Munier.....	21	6	12 do.....	1,000 00
Montreal and St. Gabriel de Montreal Montreal and St. Leonard de Port Maurice.....	P. Doyle.....	2	18	12 do.....	250 00
do do.....	J. Gervais.....	8	6	11 do (to Feb. 28, '90).	256 66
do do.....	do.....	8½	6	1 do from do.....	25 50
Montreal and Sault au Récollect... Montreal and Varennes.....	F. St. Vincent..	7	6	12 do.....	150 00
do do.....	H. Dubois.....	15	6	12 do.....	600 00
Montreal and Wharf.....	A. Dumaine.....	½	12	Season 1889.....	122 50
Mont St. Nicholas and Ry. Station Moore's Station & Railway Station.. Morehead and Railway Station.....	T. Girard.....	24 yds	12	9 months (to Dec. 31, '89)	18 00
do do.....	P. C. Moore.....	½	12	do.....	15 00
do do.....	W. Clarke.....	1	6	12 do.....	10 00
Morin Flats and St. Adolphe de Howard.....	H. Paquet.....	9	1	12 do.....	45 00
Mount Johnson and Versailles.... do do.....	T. Moquin.....	4	6	3 do (to June 30, '89).	37 50
do do.....	A. T. Moquin..	4	6	9 do from do.....	112 50
Murray Bay and St. Agnes.....	J. Savard.....	9	3	3 do (to June 30, '89).	17 43
do do.....	T. Lapointe.....	9	3	9 do from do.....	51 00
Murray Bay and St. Paul's Bay... Murray Bay and St. Simeon.....	A. Bouchard.....	30	6	12 do.....	1,170 00
do do.....	H. Savard.....	20	4 & 3	6 do (from Oct. 1, '89)	136 00
Murray Bay and Tadoussac.....	J. Gaudrault.....	42	4	6 do (to Sept. 30, '89).	330 00
Murray Bay and Wharf.....	F. Tremblay.....	3	as req.	Season 1889.....	168 00
Napierville and Stottville.....	F. Hetier.....	7	6	12 months.....	140 00
Neigette and St. Flavie Station... New Armagh and St. Sylvester.....	N. Beaulieu.....	8	3	12 do.....	80 00
do do.....	J. Orr.....	4½	2	12 do.....	50 00
Newbois and Scott Junction.....	C. Genest.....	9	6	12 do.....	300 00
New Carlisle and Wharf.....	T. Caldwell.....	½	as req.	Season 1889.....	58 00
New Glasgow and Railway Station.. New Glasgow and St. Jérôme.....	F. Langlois.....	½	12	12 months.....	52 00
do do.....	do.....			Special trips, snow block- ade on railway.....	10 00
Newport and Paspébiac.....	W. P. Ramier..	32	6	12 months.....	1,080 00
Newport and Percé.....	N. G. Tremblay.	35	6	12 do (less fine).....	1,288 21
Newport and Wharf.....	J. Jessop.....	½	as req.	Season 1889.....	64 00
Newport Point and Wharf.....	do.....	½	as req.	do.....	64 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
New Richmond and Stanley House	R. Brash	1½	as req.	Season 1889	57 00
Nicolet and St. Grégoire	J. Page	8	12	12 months	374 00
Nicolet and St. Monique de Nicolet	H. Beaudry	8	6	12 do	150 00
Normandin and St. Félicien	N. Picard	20	3	12 do	195 00
North Georgetown and Ry. Station	L. Turcot	1	6	12 do	40 00
North Hatley and Railway Station	B. Le Baron	1	6	12 do	30 00
North Nation Mills and Ry. Station	D. Landriau	3½	6	12 do	100 00
North Onslow and O'Connell	J. Murphy	7	2	12 do	80 00
North Onslow and Quyon	W. Richardson	7	3	12 do	100 00
North Sutton and West Brome	O. Sweet	2	3	12 do	50 00
North Wakefield and Ottawa	R. Hasty	26½	6	12 do	509 61
North Wakefield and Rupert	R. Joynt	5	3	3 do (to June 30, '89)	21 10
Norton Creek and St. Rémi	J. B. Boyer	9½	6	12 do	298 00
Notre Dame de Rimouski and Railway Station	A. Parent	½	6	12 do	40 00
Notre Dame des Anges and St. Ubalde	X. Marcotte	11	3	12 do	94 00
Notre Dame des Laus and St. Gérard de Montarville	B. Grenier	37	1	12 do	240 00
Notre Dame du Portage and Railway Station	A. Nadeau	7	6	12 do	139 00
Old Lake Road & Railway Station	P. Caron	½	6	12 do	25 00
Ormstown and Railway Station	T. H. Paling	½	12 & 18	7 do 15 days (to Nov. 15, '89)	60 15
do do	do	½	18	4 do 15 dys. (from do)	53 77
Otter Lake and Shawville	C. R. Morrison	24	3	12 do	275 00
Otter Lake and Thornby	J. Hill	7	2	12 do	87 00
Painchaud and Somerset	J. O. Huard	4	3	12 do	75 00
Papineauville and St. Amédée	R. Robinson	7½	2	12 do	58 00
Paspébiac and Wharf	P. D. Loisel	½	as req.	Season 1889	62 00
Perce and Wharf	T. E. Flynn	½	as req.	do	60 50
Perthuis and Railway Station	E. L. Sewell	200 ft.	12	3 months (from Jan. 1, '90)	6 25
Pierreville and St. Elphège	J. Boivin	7	6	12 do	190 00
Philipsburg and St. Armand Railway Station	E. Best	2	12	6 do (to Sept. 30, '89)	122 50
do do	F. Cadorette	2	12	6 do from do	97 50
Pointe au Chêne and Ry. Station	T. Mathews	33 yds.	12	12 do	30 00
Pointe aux Orignaux and Rivière Quelle	J. B. Hudon	24	6 & 12	12 do	56 24
Pointe aux Trembles and Quebec	F. Voyer	22	6	12 do	598 00
Pointe aux Trembles and Rivière des Prairies	F. Roy	6	6	12 do	180 00
Pointe Bleue and Roberval	L. E. Otis	5	3	12 do	85 00
Pointe Claire and Railway Station	F. Lanthier	1	6	12 do	39 11
Pointe du Lac and Railway Station	A. Biron	½	12	12 do	80 00
Pointe Gatineau and Ry. Station	T. Gagnon	1½	12	12 do	120 00
Point St. Peter and Wharf	P. Bond	½	as req.	Season 1889	48 00
Pointe Séche and St. Paschal	A. Desjardins	11	3	12 months	120 00
Pont de Maskinongé and Railway Station	A. Lafrenière	½	12	12 do	50 00
Pont de Maskinongé and St. Justin	E. M. Chapdelaine	5	6	12 do	240 00
Pont Rouge and Railway Station	J. Denis	½	12	12 do	88 00
Pont Viau and Pont du Sault	T. Bélanger	½	6	12 do	48 00
Portage du Fort and Ry. Station	D. M. Rattray	7	18	12 do	312 00
Port Daniel Centre and Wharf	J. Lawrence	3	as req.	Season 1889	120 00
Port Lewis and St. Anicet	S. Dupuis	5	3	12 months	74 00
Portneuf and Railway Station	E. Marcotte	1	12	12 do	100 00
Quebec and Railway Stations	C. Hough	½	12	12 do	960 00
Quebec, St. François and St. Jean d'Orléans	A. Maranda	27	6	12 do	780 00
Quebec, Faubourg St. Jean and Street Letter Boxes	M. Martel	2½	30	12 do	340 49

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Quebec and St. Sauveur de Québec.	J. L. Saucier...	14	31	12 months	646 36
Quebec and St. Tite des Caps.	J. Tremblay...	33	6	6 do (to Sept. 30, '89)	570 00
do do	F. Clouthier...	33	6	6 do from do	500 00
Quebec and Spencer Cove.	A. Cullen...	5	12	12 do	220 00
Quebec and Stoneham.	J. Corrigan...	17	2	12 do	145 00
Quebec and Wharf.	C. Hough...	3	12 & 24	12 do	1,583 70
do do	J. Chanbesten...	3	12	Season 1889.	120 00
Quinnville and Templeton.	J. Gahagan...	6½	1	12 months	40 00
Quyion and Railway Station.	W. Richardson.	1	6	12 do	75 00
Radford and Shawville.	J. A. Armstrong	3	3	12 do	50 00
Rapides des Joachims and Rowanton	A. McDougall..	20	3	12 do	350 00
Rawdon and St. Liguori.	E. Rowan...	9	6	12 do	147 00
Reedham and Robertson Station.	J. Savage...	4	1	12 do	30 00
Repentigny and St. Paul L'Ermite.	A. Perreault...	2	6	12 do	80 00
Ricards and St. Herménégilde.	L. Létourneau...	1	2	12 do	30 00
Richmond Station and St. Cyr.	R. E. Dyson...	6½	1	12 do	50 00
Richmond East and Sydenham Place.	J. Grégoire...	15	6	9 do (to Dec. 31, '89).	281 25
Rigaud and St. Rédempteur.	B. Lalonde...	6½	3	12 do	84 00
Rimouski and Railway Station.	L. Lavoie...	3	12	12 do (less fine).	124 35
Rimouski and Ste. Blandine.	P. Proulx...	9	2	12 do	60 00
Rimouski and Wharf.	C. Gasse...	2	6	3 do (from Jan. 1, '90)	20 00
Ripon and Thurso Railway Station	G. Delaire...	18	6	12 do	400 00
Rivière à L'Ours and Tremblay.	J. B. Gaudin...	18	1	9 do (to Dec. 31, '89).	58 50
Rivière à L'Ours and La Fourche des Chemins.	do	4	1	3 do (from Jan. 1, '90)	10 00
Rivière à Pierre and Railway Station.	J. S. Murphy...	120 yds	12	12 do	20 00
Rivière aux Pins and St. Gabriel Station.	P. Hayes...	6½	2	12 do	52 00
River David and Railway Station.	O. Houde...	2	12	12 do	60 00
Rivière des Fèves and St. Urbain.	Z. Bergevin...	3	3	5 do (from Nov. 1, '89)	13 33
Rivière du Loup and Edmundston.	J. Turner...	79	6	12 do (and arrears)...	4,248 75
Rivière du Loup and Railway Station.	M. L. Marchand	1½	50	12 do	777 75
Rivière du Loup and Wharf.	L. T. Pinze...	2½	as	Season 1889.	61 80
Rivière Gilbert and Rivière Gilbert Gold Mines.	J. Quirion...	3½	6	12 months	140 00
Rivière Noire and Railway Station	A. E. Beauchemin	10 yds	12	12 do	20 00
Rivière Noire and St. Valère de Bulstrode.	do	4½	6	12 do	160 00
Rivière Ouelle and Railway Station	N. Anctil...	5	12	12 do	200 00
Rivière Ste. Marguerite and Tadoussac.	J. Brisson...	21	1	12 do	125 00
Rivière Trois Pistoles and Railway Station.	J. G. Seton...	4	12	12 do	60 00
Robertson Station and Railway Station.	A. Talbot...	60 yds	12	12 do	25 00
Robertson Station and Sacré Cœur de Marie.	J. Vallière...	6	6	12 do	134 00
Roberval and St. Prime.	J. Fradette...	10	6	12 do	320 00
Robinson and Railway Station.	L. Pope...	1	12	12 do	60 00
Rock Forest and Railway Station.	S. Simpson...	3	6	12 do	32 00
Rock Forest and Suffield.	do	13½	3	12 do	52 00
Rougemont and Railway Station.	J. Bachelder...	3	12	12 do	52 00
Roxton East and Roxton Falls.	E. Dalpé...	5	2	12 do	40 00
Roxton Pond and South Roxton.	A. Naiser...	3½	6	6 do (to Sept. 30, '89).	45 00
do do	L. Nadeau...	3½	6	6 do from do	43 50
Russelltown and St. Chrysostôme.	A. Beaudin...	3	6	10 do (from June 1, '89)	58 33
St. Adélaïde de Pabos and Wharf.	R. Manger...	½	as	Season 1889.	60 00
Ste. Adèle and Ste. Agathe des Monts.	R. Charbonneau	12	6	12 months	230 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Ste. Adèle and St. Jérôme.....	G. Valiquette....	17	6	12 months.....	\$ 450 00
St. Adrien and Wotten.....	F. X. Charland..	8	3	12 do.....	90 00
St. Agapit and Railway Station...	J. Paquet.....	3	12	12 do.....	75 00
St. Agathe and St. Jovite.....	E. St. Aubin....	19	3	12 do.....	450 00
Ste. Agnès de Dundee and Railway Station.....	T. Rowley.....	1	6	12 do.....	48 00
St. Aimé and St. Hyacinthe.....	A. Donais.....	23½	6	12 do.....	500 00
St. Aimé and Yamaska.....	H. Salvas.....	6½	6	6 do (to Sept. 30, '89).	67 50
do do.....	J. Parenteau....	6½	6	6 do from do.....	70 00
St. Alban and Railway Station...	A. Frenette.....	5	6	12 do.....	104 00
St. Alexandre and Railway Station	R. Fortin.....	400yds	12	12 do.....	40 00
St. Alexandre d'Iberville and Railway Station.....	L. Pouliot.....	1	12	12 do.....	72 00
St. Alexandre and St. Eleuthère..	A. Rousseau....	24	1	12 do.....	92 00
St. Alexis des Monts and St. Paulin	J. B. Drolet....	10	6	12 do.....	350 00
St. Alphonse and Ste. Béatrix.....	E. Riopel.....	4	3	12 do.....	75 00
St. Alphonse and St. Côme.....	A. Labine.....	12	2	12 do.....	112 00
St. Anaclet and Railway Station...	C. Rousseau....	2½	6	12 do (less fine).....	46 00
St. André and Railway Station.....	E. Michaud.....	4½	8	12 do.....	200 00
St. Angèle de Laval and Railway Station.....	M. B. Desilets..	1	12	12 do.....	24 00
St. Angèle de Monnoir and Railway Station.....	B. Loiselle.....	1	12	9 do (to Dec. 31, '89).	36 00
Ste. Angèle de Monnoir and Ste. Marie Railway Station.....	P. Bédard.....	5	6	3 do 2 dys. (from Dec. 30, '89).....	38 31
St. Anicet and White's Station....	E. Choquette....	10	6	10 do (to Jan. 31, '90).....	201 66
do do.....	S. Dupuis.....	10	6	2 do from do.....	50 00
Ste. Anne de Bellevue and Railway Station.....	A. St. Denis....	1	6	3 do (to Sept. 30, '89).....	7 80
Ste. Anne de la Pérade and Railway Station.....	J. U. Marcotte..	1	12	12 do.....	105 00
Ste. Anne de la Pérade and St. Prosper.....	I. Cossette.....	7	6	12 do.....	108 00
Ste. Anne la Pocatière and Railway Station.....	J. O. Ouellet....	1	12	12 do (less fine).....	229 00
Ste. Anne la Pocatière and St. Onésime.....	C. Ouellet.....	6	3	12 do.....	63 00
Ste. Anne des Plaines and Railway Station.....	D. D. Gaudette..	1	12	12 do.....	32 00
Ste. Anne de Sorel and Sorel.....	E. Latraverse..	3	6	12 do.....	75 00
St. Anselme and Railway Station...	F. Lanouague..	1	12	12 do.....	80 00
St. Anselme and Ste. Claire.....	do.....	7	6	12 do.....	175 00
St. Antoine and St. Apollinaire...	J. H. Lambert..	5	3	12 do.....	75 00
St. Antoine and St. Denis.....	A. Lacroix.....	1	6	12 do.....	70 00
St. Arsène and Viger.....	O. Gagnon.....	6	6	12 do.....	150 00
St. Athanase and Railway Station...	H. Malhiot.....	1	24	12 do.....	100 00
St. Aubert and Railway Station....	C. Dubé.....	1½	6	12 do.....	62 41
St. Aubert and St. Pamphile.....	A. Lavery.....	31	2	12 do.....	180 00
St. Augustin and Railway Station...	A. Filiatrault..	1½	6	12 do.....	56 00
St. Augustin Railway Station and Ste. Monique.....	D. Léonard.....	2	6	12 do.....	78 00
St. Barbe and St. Stanislas de Koetka.....	N. Lemieux....	4½	3	12 do.....	67 48
St. Barnabé and St. Elie.....	E. Lacerte.....	9	6	12 do.....	159 00
St. Barnabé and Yamachiche.....	F. Menançon....	12	6	12 do.....	193 00
St. Barthélemi and Railway Station	J. B. Joinville..	1½	12	12 do.....	90 00
St. Bazile and Railway Station.....	F. Paquet.....	2½	6	12 do.....	80 00
St. Bazile le Grand and Railway Station.....	E. Lalumière... 120yds		6	12 do.....	40 00
St. Bazile Station and Railway Station.....	C. O. Delage... 120yds		6	12 do.....	12 00
St. Bonaventure and St. Guillaume d'Upton.....	J. Lavallée....	7½	3	12 do.....	87 00
St. Brigide and Railway Station...	J. Donnelly.....	3	6	12 do.....	110 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ste. Brigitte des Saults and Ste. Monique de Nicolet.	H. St. Pierre....	13	3	12 months	150 00
St. Bruno and St. Julie de Verchères	A. Hébert.....	5	6	12 do	140 00
St. Bruno and St. Paschal	P. Côté.....	7	1	12 do	50 00
St. Camille and Sherbrooke	Z. Manseau.....	26	1	12 do	77 00
St. Casimir and Railway Station	L. Martin.....	4½	12	12 do	216 00
St. Casimir and St. Ubalde	J. Soulard.....	11	3	12 do	145 00
Ste. Catherine and Railway Station	P. Julien.....	1	6	12 do	70 00
St. Célestin and Railway Station	D. Arseneau.....	1½	6	12 do	60 00
St. Césaire and Railway Station	F. Garceau.....	½	12	12 do	50 00
St. Charles and Railway Station	E. Bilodeau.....	1	6	12 do	25 00
St. Charles and St. Marc	H. Dejourdin.....	1½	7	12 do	60 00
St. Claire and St. Malachie	P. Turgeon.....	10	6	12 do	190 00
St. Clément and St. Eloi	H. Aubert.....	12	3	3 do (to June 30, '89).	24 50
do do	A. Bouton.....	12	3	9 do from do ..	93 75
St. Clothilde and Victoriaville	P. Lavigne.....	18	6	12 do	214 00
St. Columbin and St. Scholastique	M. Phelan.....	14	6	12 do	380 00
St. Constant and Railway Station	O. Robert.....	14	12	12 do	24 48
St. Croix and St. Nicholas	F. Marlon.....	18	6	9 do (from July 1, '89)	378 75
St. Cunégonde and Railway Station	G. N. Ducharme	½	24	12 do	100 00
St. Cuthbert and Railway Station	D. Langevin.....	3	6	12 do	69 00
St. Cuthbert Station and Railway Station	J. Marchand.....	300 yds	12	12 do	12 00
St. Cyrille and Railway Station	J. B. Cloutier.....	7½	2	12 do	104 00
St. Cyrille and St. Marcel	T. Touchette.....	15		Special trip.....	1 00
St. Damase and St. Hyacinthe	J. Vigneaux.....	7½	6	3 months (to June 30, '89)	57 50
do do	J. B. Després.....	7½	6	9 do from do ..	176 25
St. Damase de Rimouski and Railway Station	A. Langlois.....	7	3	12 do (and special service)	95 00
St. Damien de Brandon and St. Gabriel de Brandon	L. Peltier.....	6	4	12 do	190 00
St. Denis and Railway Station	S. Dionne.....	4	12	3 do (to June 30, '89).	35 00
do do	F. Thibeault.....	4	12	9 do from do ..	93 75
St. Didace and St. Norbert	E. Lauzon.....	16½	6	9 do (to Dec. 31, '89)..	300 00
St. Didace and St. Gabriel de Brandon	E. Gernain.....	6	6	3 do (from Jan. 1, '90)	35 00
St. Dominique and St. Hyacinthe	J. Vigneau.....	7	6	3 do (to June 30, '89).	50 00
do do	J. B. Després.....	7	6	9 do from do ..	138 75
St. Dominique des Cèdres and Railway Station	S. Trottier.....	2	3	12 do	37 00
St. Donat de Montcalm and St. Théodore de Chertsey	W. Aubin.....	27	1	9 do (to Dec. 31, '89).	101 25
do do	W. Ritchie.....	29½	1	3 do from do ..	35 00
St. Edmond and Stoneham	J. Corrigan.....	5	2	10 do (from June 1, '89).....	41 67
St. Edouard and St. Michel	F. Coupal.....	4½	6	12 do	118 00
St. Eloi and Railway Station	P. Langelier.....	3	6	12 do	100 00
Ste. Emélie de l'Énergie and St. Jean de Matha	G. Clermont.....	12	2	12 do	190 00
Ste. Emélie de l'Énergie and St. Michel des Saints	A. Basinais.....	33	2	12 do	400 00
St. Ephrem d'Upton and St. Hélène de Bagot	N. Bilette.....	7	6	6 do (to Sept. 30, '89).	72 50
do do	A. Masse.....	7	6	6 do from do ..	62 00
St. Etienne du Saguenay and Tadoussac	H. P. Blair.....	10	3	12 do	234 00
Ste. Eulalie and Railway Station	E. Prince.....	4	6	12 do	110 00
St. Eustache and Railway Station	J. M. Goulet.....	360 yds	6	12 do	45 75
St. Eustache and St. Joseph du Lac	J. B. Laurin.....	11	3	12 do	150 00
St. Evariste de Forsyth and Railway Station	F. St. Pierre.....	26	6	12 do	524 72
St. Evariste de Forsyth and St. Honoré	J. Jobin.....	7	6	12 do	120 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Fabien and Railway Station...	J. D'Anjou.....	1	12	3 months (to June 30, '89)	12 00
do do	E. Jean.....	1	12	9 do from do	35 25
St. Famille and St. Pierre d'Orleans	A. Maranda.....	8	3	12 do	120 00
St. Félicien and St. Prime.....	P. Rousseau.....	9	3	12 do	118 00
St. Félicien and Ticonabé.....	O. Perreault.....	5	3	5 do 19 days (to Oct. 31, '89).....	42 12
St. Félix de Valois and Railway Station.....	S. Tessier.....	13	6	12 do	480 00
St. Félix de Valois and St. Jean de Matha.....	E. Lessard.....	8	6	12 do	200 00
St. Flavie and Railway Station.....	P. Chouinard.....	3	12	12 do	200 99
St. Flore and Shawenegan.....	J. B. Lapolice.....			Special trips; snow blockade on railway.....	12 00
St. François de Salles and Terrebonne	C. Gascon.....	3	6	12 months	40 00
St. François, Montmagny, and Railway Station.....	E. C. Boulet.....	1½	6	12 do	72 00
St. François Xavier de Brompton and Windsor Mills.....	J. Lévesque.....	4	3	12 do	90 00
St. François Xavier de Viger and Viger.....	P. Dionne.....	6	3	12 do	66 00
St. Frédéric and Railway Station.....	J. Baillargeon.....	2	6	12 do	100 00
St. Frédéric and St. Séverin de Beauvillage.....	F. X. Plante.....	6	3	12 do	100 00
St. Gabriel de Brandon and St. Norbert.....	D. Provost.....	10½	6	3 do (from Jan. 1, '90)	71 25
St. Gabriel Station and Railway Station.....	A. W. Landrigan.....	10	6	12 do	16 00
St. Geneviève and Railway Station.....	A. Legault.....	3	6	12 do	130 00
St. Geneviève de Batiscan and Railway Station.....	A. Lacourcière.....	4	12	12 do	149 00
St. Geneviève de Batiscan and St. Stanislas.....	A. Despins.....	8	6	12 do	145 00
do do	T. Gervais.....			Special trip.....	2 00
St. George East and St. Prosper de Dorchester.....	J. Parent.....	12½	1	12 months	55 68
St. Germain de Grantham and Railway Station.....	E. Paré.....	½	12	12 do	60 00
St. Gertrude and Ste. Marie de Blandford.....	D. Beauchesne.....	6	3	3 do (from Jan. 1, '90)	11 25
St. Gervais and Railway Station.....	F. Roy.....	5½	6	12 do	126 50
St. Gervais and St. Lazare.....	J. Bélanger.....	6	6	12 do	179 00
St. Gervais and St. Nérée.....	J. Goulet.....	9	3	12 do	75 00
St. Guillaume and Railway Station.....	A. Rene.....	½	12	12 do	100 00
St. Guillaume and St. Pie de Guire.....	G. Poirier.....	11½	3	12 do	140 00
St. Hélène and Railway Station.....	J. B. Bérubé.....	½	12	12 do	28 00
St. Hénédine and Railway Station.....	J. Mercier.....	½	12	12 do	50 00
St. Henri and Railway Station.....	T. Couet.....	½	12	12 do	70 00
St. Henri and St. Isidore.....	A. Samsen.....	10	6	12 do	152 00
St. Henri and St. Lambert.....	P. Lacasse.....	10	6	12 do	199 00
St. Henri de Montréal and Railway Station.....	A. J. Bissonnette.....	½	24	12 do	90 00
St. Henri Station and Railway Station.....	G. Demers.....	½	12	12 do	75 00
St. Hermas and Railway Station.....	P. E. Clairoux.....	4	6	12 do	160 00
St. Hilaire Station and Railway Station.....	F. Martin.....	100 yds	36	12 do	100 00
St. Hilaire Station and St. Jean Baptiste de Rouville.....	R. E. Meunier.....	5	6	12 do	156 00
St. Hilaire Station and Sorel.....	J. B. Faneuf.....	33	6	6 do (to Sept. 30, '89).	548 00
do do	S. & J. Valois.....	33	6	6 do from do	525 00
St. Hubert and Railway Station.....	F. Robert.....	½	7	12 do	70 00
St. Hugues and St. Hyacinthe.....	A. Guertin.....	14	6	12 do	495 00
St. Hugues and St. Marcel.....	T. Forcier.....	7	6	12 do	179 00
St. Isidore and Railway Station.....	J. Primeau.....	½	12	12 do	72 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Isidore Junction and Railway Station	F. Baillargeon	17 yds	12	12 months	16 00
St. Jacques and Ste. Marie Solomée	A. Mireault	4	2	12 do	50 00
St. Janvier and Railway Station	J. Jerome	4	12	12 do	40 00
St. Jean de Dieu and Trois Pistoles	E. Rousseau	17	3	3 do (to June 30, '89)	47 00
do do	M. D'Auteuil	17	3	9 do from do	156 00
St. Jean Port Joli and Railway Station	G. Poitras	1½	12	12 do	160 00
St. Jérôme and Railway Station	E. Marchand	7	12	12 do	52 00
St. Jérôme and Ste. Thérèse	E. Ouimet	14	6	12 do	300 00
St. Joachim and Warden	J. Bachand	7	6	12 do	168 00
St. John's and Railway Station	W. Moore	3	12	12 do	337 50
St. John's and St. Luc	M. Marsan	6	3	12 do	80 00
St. John's and Sabrevois	A. M. White	8½	3	12 do	108 00
St. Joseph de Sorel and Sorel	A. Bouvier	1½	6	12 do	48 00
St. Louis de Gonzague and Railway Station	H. Laberge	1	12	2 do (to May 31, '89)	12 50
St. Louis de Gonzague and St. Timothé Railway Station	C. Trépanier	4	6	10 do (from June 1, '89)	120 00
Ste. Louise and Railway Station	A. Anctil	1½	12	12 do	50 00
St. Louis Station and Railway Station	A. Lalonde	50 yds	12	10 do (from June 1, '89)	16 66
Ste. Luce and Railway Station	I. St. Laurent	2	12	12 do	112 72
Ste. Madeleine and Railway Station	J. D. Rainville	7	12	12 do	30 50
St. Malachie and Standon	N. Hébert	13	6	12 do	176 00
Ste. Marie de Monnoir and Railway Station	M. Bessette	½	12	12 do	49 00
Ste. Marthe and Vaudreuil	D. Rochon	15	6	5 do (to Aug. 31, '89)	225 00
do do	E. Gauthier	15	6	7 do from do	291 66
St. Martine and Railway Station	G. Marchand	3	12	12 do	70 00
St. Martine Station and Railway Station	J. Beaudreault	360 yds	12	8 do (from Aug. 1, '89)	16 66
St. Martine Railway Station and St. Urbain	Z. Bergevin	4½	6	12 do	130 00
St. Mathias and Village Richelieu	O. Darche	3½	6	12 do	140 00
St. Mathieu and St. Simon	A. D'Anjou	3	2	12 do	79 00
St. Moïse and Railway Station	J. Smith	2½	6	12 do	90 00
St. Moïse Station and Railway Station	J. Vaillancourt	60 yds	12	12 do	24 00
St. Narcisse and Trois Rivières	W. Morinville	19	6	6 do (to Sept. 30, '89)	176 50
do do	C. Hamelin	19	6	6 do from do	190 00
St. Norbert and Railway Station	S. Carpentier	9	6	12 do	290 00
St. Ours and St. Roch de Richelieu	J. B. Faquette	½	6	12 do	40 00
St. Pacôme and Railway Station	P. Hudon	1	12	12 do	112 00
St. Patrick and Railway Station	T. C. Picard	4	12	5 do (to Aug. 31, '89, including special service)	249 75
St. Paul du Buton and St. Pierre Montmagny	A. B. Cloutier	17	3	12 do	190 00
St. Paul's Bay and St. Tite des Caps	F. Bouchard	26	6	12 do	1,248 00
St. Paul's Bay and St. Urbain	T. Fortin	9	6	12 do	215 97
St. Paul's Bay and Wharf	C. Bouchard	3	as req	Season 1889	380 00
St. Philippe de Laprairie and Railway Station	F. C. Larose	360 yds	12	12 do	47 00
St. Philippe de Nery and Ry. Station	F. Dechene	3	12	12 do	40 00
St. Philippe Railway Station and Stonefield	R. Chambers	9	6	12 do	280 00
Ste. Philomène and Railway Station	J. B. D'Amour	2½	6	12 do	145 00
St. Pie and Railway Station	M. Drolet	4	12	12 do	38 00
St. Pierre les Becquets and Ste. Sophie de Lévrard	D. Fournier	12	3	12 do	125 00
St. Pierre Montmagny and Railway Station	N. Samson	2	12	12 do	100 00
St. Flacide and St. Scholastique	A. Graton	13½	6	12 do	300 00
St. Polycarpe and Railway Station	F. Lavergne	1½	12	12 do	52 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Polycarpe and St. Téléphore...	F. Lavergne....	5	6	12 months.....	180 00
St. Raphaël and Railway Station...	P. Gauthier.....	6	6	12 do.....	130 50
St. Raymond and Railway Station...	P. A. H. Pelletier	½	12	12 do.....	40 00
St. Régis and Cornwall.....	J. Angus.....	6	2	12 do.....	63 75
St. Rémi and Railway Station.....	J. B. Boyer.....	½	12	12 do.....	98 00
St. Rémi de Tingwick and Warwick	N. Champagne....	13½	6	12 do.....	396 00
St. Robert and Railway Station....	L. Poirier.....	2	6	12 do.....	100 00
Ste. Rose and Railway Station.....	A. E. Leonard....	½	12	12 do.....	72 00
St. Samuel de Gayhurst and Valletort	J. Dallaire.....	8	4	12 do.....	100 00
St. Sauveur de Québec and Street Letter Boxes.....	J. L. Saucier....	2	24	12 do.....	196 00
St. Scholastique and Ry. Station....	A. Graton.....	½	12	do do.....	40 00
St. Sébastien and Venice.....	A. T. Hunter....	3½	2	12 do.....	48 00
St. Simon and Tadousac.....	F. Boullanne....	22	4 & 3	6 do (from Oct. 1, '89)	230 00
St. Simon and Railway Station.....	J. B. Martin....	1	12	12 do.....	48 00
Ste. Sophie de Lacorne and Railway Station.....	M. Levesque....	½	12	12 do.....	48 00
Ste. Sophie de Megantic and Somerset, &c.....	T. Dubois.....	20	6	3 do (to June 30, '89).	62 50
do do do do do do	T. Caouette....	20	6	4 do (to Oct. 31, '89).	106 66
do do do do do do	S. Belleau.....	7 & 13	6 & 3	5 do from do ..	133 33
St. Stanislas de Champlain and St. Tite.....	F. N. Marchand..			Special trips, snow blockade on railway.....	9 00
St. Stanislas de Kostka and Valleyfield	E. Cardinal.....	9	6	12 months.....	222 50
Ste. Thècle and St. Tite.....	F. Boutet.....	9	6	12 do.....	140 00
Ste. Théodosie and Verchères.....	L. N. Handfield..	6	3	12 do.....	78 00
Ste. Thérèse and Railway Station...	N. Boismenu....	½	24	12 do.....	80 00
St. Timothée and Railway Station...	J. E. Daoust....	1½	12	12 do.....	49 00
St. Tite and Railway Station.....	G. Lahaie.....	6	6	12 do.....	139 00
St. Valentin and Stottville.....	F. Hetier.....	3	6	12 do.....	72 00
St. Valier and Railway Station.....	J. Corriveau....	3	6	12 do.....	80 00
Ste. Victorie and Sorel.....	H. Paulhus.....	9	3	12 do.....	140 00
St. Vincent de Paul and Ry. Station	C. E. Germain....	½	12	12 do.....	40 00
Savage's Mills and Railway Station	H. T. Tamlin....	½	6	12 do.....	48 00
Sawyer's Mills and Railway Station...	R. Cairns.....	½	12	7 do 27 days (from Aug. 5, 1889)..	32 74
Sayabec and Railway Station.....	H. Boulay.....	60 yds	12	12 do.....	18 00
Scott Junction and Railway Station	G. Garon.....	60 yds	12	12 do.....	50 00
Scotstown and Railway Station.....	R. B. Scott.....	½	12	12 do.....	40 00
Shawenegan and Trois Rivières....	J. B. H. Lapolice	21	6	12 do.....	390 00
Shawville and Railway Station.....	W. McGuire....	½	12	12 do.....	75 00
Sheffington and West Shefford Railway Station.....	J. Harris.....	2½	6	12 do.....	100 00
Sherbrooke and Railway Stations...	C. H. Foss.....	3	12	12 do.....	255 83
Sherbrooke, Sherbrooke East and Street Letter Boxes.....	R. A. Biron.....		18 & 7	12 do.....	350 00
Sherbrooke and Post Office, Exhibition Building.....	do.....	1	18	Special trips.....	4 00
Sherbrooke and Stoke Centre.....	M. Biron.....	9½	2	12 months.....	104 00
Sherrington and Railway Station...	B. Vautrin....	2½	6	12 do.....	115 00
Sillery Cove and Spencer Cove.....	M. A. McCormick..	1½	6	12 do.....	42 00
Smith's Mills and Railway Station...	W. T. Knight....	½	12	12 do.....	16 00
Sorel and Railway Station.....	B. Leclaire....	½	12	12 do.....	83 00
South Durham and Valcourt.....	T. A. Fee.....	15	3	12 do.....	187 20
South Ham and Railway Station....	L. P. A. Darche..	12	6	12 do.....	273 00
South Quebec and Railway Station...	J. Ritchie.....	200 yds	36	12 do.....	150 00
South Stukely and Railway Station...	L. H. Knowlton..	½	6	12 do.....	60 00
Spring Hill and Railway Station....	D. Morrison....	½	12	1 do (to April 30, '89).	5 00
do do do do do do	D. K. Macdonald	½	6	5 do (to Sept. 30, '89).	13 95
do do do do do do	do.....	½	12	6 do from do ..	20 00
Spring Hill and Stornoway.....	E. Belanger....	9	6	12 do.....	300 00

DETAIL of all payments for Mail Transportation in Quebec, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Stanford and Railway Station.....	P. Nadeau.....	↓	12	12 months.....	25 00
Stanstead Junction and Ry. Station	C. H. Gordon...	60 yds	12	12 do.....	30 00
Staynerville and Railway Station..	J. M. Dorion...	↓	12	12 do.....	12 00
Stoneham and Tewkesbury.....	X. Deschamps..	7½	2	12 do.....	50 00
Stornoway and Tolsta.....	A. Morrison.....	4	2	12 do.....	40 00
Sutton and Railway Station.....	R. A. Shepard..	↓	12	12 do.....	60 00
Sutton Junction and Ry. Station...	A. W. Westover.	↓	12	12 do.....	30 00
Sweetsburg and Railway Station...	G. T. Batchelder	↓	12	12 do.....	64 00
Tadoussac and Wharf.....	P. Marquis.....	1	as req.	Season 1889.....	49 20
Terrebonne and Railway Station...	E. Briere.....	↓	6	12 months.....	80 00
Thetford Mines and Ry. Station...	S. Blondeau...	150 yds	12	12 do.....	30 00
Three Rivers and Railway Station...	H. C. Godin.....	1½	31	12 do.....	403 00
Three Rivers and Street Letter Boxes	J. P. Marineau..	2	18	12 do.....	300 00
Three Rivers and Valmont.....	H. Sigman.....	15	3	12 do.....	160 00
Trahan's Mills and Weedon Station.	A. Trahan.....	1½	12	12 do.....	75 00
Tring Station and Ry. Station.....	E. Vallée.....	10 yds	12	12 do.....	40 00
Trois Pistoles and Ry. Station.....	T. P. Pelletier..	↓	12	12 do.....	53 78
Trois Saumons and Ry. Station....	B. Gaumont....	2	6	12 do.....	68 00
Valcartier and Railway Station....	J. McBain.....	6	6	12 do.....	185 00
Valleyfield and Ry. Station (G.T.R.)	L. Leduc.....	↓	24	12 do.....	49 00
do do (C.A.R.)	do.....	↓	12	4 do 13 days (from Nov. 18, 1889.)...	38 31
Valleyfield and Street Letter Box..	D. Dion.....	↓	12	12 do.....	72 00
Valois and Railway Station.....	P. G. Valois...	180 yds	12	12 do.....	50 00
Versailles and Railway Station....	T. Lacombe...	30 yds	12	12 do.....	20 00
Village des Aulnaies and Ry. Station	J. B. Sirois....	5	12	12 do.....	225 00
Village Richelieu and Ry. Station..	N. D. D. Bessette	↓	12	12 do.....	48 00
Vincennes and Railway Station....	M. Dessureault.	3	6	12 do.....	150 00
Vinton and Railway Station.....	W. Gilchrist....	1	13	12 do.....	87 08
Walker's Cutting and Ry. Station..	H. Pepin.....	120 yds	12	3 do (to June 30, '89.)	3 00
do do	S. Labrecque...	120 yds	12	9 do from do	9 00
Warden and Railway Station.....	A. Berry.....	46rods	12	9 do (to Dec. 31, '89.)	22 50
do do	L. E. Richardson.	46rods	12	3 do from do	15 00
Warwick East and Railway Station	E. Martel.....	180 yds	6	12 do.....	18 00
Waterloo and Railway Station.....	A. E. J. Beaulne.	↓	36	9 do (to Dec. 31, '89.)	129 75
do do	do.....	↓	30	3 do from do	37 25
Weedon Centre and Ry. Station....	J. E. Coté.....	2	12	9 do (to Dec. 31, '89.)	117 00
do do	L. Geguière....	2	12	3 do from do	27 50
West Brome and Railway Station...	N. Scott.....	↓	12	12 do.....	50 00
Westbury Basin and Ry. Station...	O. Lepitre....	30 yds	12	12 do.....	35 00
Wickham West and Ry. Station....	M. Leonard....	↓	12	12 do.....	32 00
Yamachiche and Railway Station..	L. Decoteau....	↓	12	12 do.....	58 00
Yamaska and Railway Station.....	L. H. Lafleur...	35 yds	12	12 do.....	32 00
Yamaska East and Ry. Station....	L. Leveillé....	180 yds	22	12 do.....	30 00
Total.....					\$158,022 70

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1890.
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Carillon and Lachine.	Ottawa River Navigation Co.	44	6	Season 1889.	\$ 542 70
Chicoutimi and Quebec.	Richelieu and Ontario Navigation Co.	235	As required.	do	2,000 00
Esquimaux Point and Rimouski.	A. Fraser & Co.	286	Fortnightly.	do	2,800 00
Gaspé Basin and North Shore of River St. Lawrence.	R. A. Miller.	356	do	do	1,100 00
Lévis and Quebec.	Quebec and Lévis Ferry Co.	1	24	12 months	416 64
do	do	1	12	12 do	180 00
Lourdes du Blanc Sablon and Natashquan.	A. E. Jones	260	3 trips	Season 1889.	120 00
Montreal and Quebec.	Richelieu and Ontario Navigation Co.	180	6	do	1,200 00
Rimouski Wharf and Ocean Steamers.	Intercolonial Railway		As required.	do	6,900 00
Sea rate upon parcels transmitted between Canada and the United Kingdom.	Cunard Steamship Co.			1 trip	8 10
Sea rate upon correspondence passing between Canada, China and Japan.	Canadian Pacific Ry. and Steamship Co.				47 74
				Total	\$15,315 18

N.B.—For Special Mail Subsidies and Steamship Subventions, see page 9.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1890.
CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Boston and Maine Railway.....	35	12	12 months (to 31st March, 1890).....	\$ cts. 1,971 90
Canada Atlantic Railway (within Quebec).....	53	6	do	1,212 64
*Canadian Pacific Railway (within Quebec).....	765	With varying frequency over different sections of the line.....	12 do	
Central Vermont Railway.....	68	12	do	53,875 34
Grand Trunk Railway (within Quebec).....	451	With varying frequency over different sections of the line.....	do & arrears, do	4,668 44
Grand Trunk Railway (within Quebec).....		12	do	68,535 35
Great Northern Railway.....	8	12	Special trips with British Mails.....	4,158 00
Hereford Railway.....	7	12	12 months (to 31st March, 1890).....	147 84
Intercolonial Railway (within Quebec).....	303	With varying frequency over different sections of the line.....	7 do 27 days (to 31st March, 1890).....	85 89
L'Assomption Railway.....	34	12	do (to 30th June, 1890).....	39,390 00
Pontiac and Pacific Junction Railway.....	68	6	do (to 31st March, 1890).....	250 00
Quebec Central Railway.....	143	6	do	2,428 44
Quebec and Lake St. John Railway.....	177	6	do	7,161 44
			do	7,098 84
			Total.....	\$190,984 12

* This includes the service between St. Polycarpe and Smith's Falls.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c.,
in Quebec, made within the Year ended 30th June, 1890.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department.....	6,583 80
R. S. Montgomery.....	Mail bags, rivet seals, &c. do	984 94
E. Chanteloup.....	Mail bag, locks and keys do	390 00
Pritchard & Andrews.....	Mail bag labels do	9 40
G. Bailey.....	Repairing brass mail locks do	74 60
E. Chanteloup.....	Repairing mail bag locks for Post Office Inspector, Montreal..	23 20
do	do do Postmaster, Montreal.....	1,136 52
	Total.....	\$9,202 46

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1890.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercrombie and New Glasgow....	R. Dunbar.....	5	2	12 months.....	68 00
Acadia Mines and Bass River.....	J. W. Davison..	14	3	12 do.....	197 48
Acadia Mines and Londonderry Station.....	A. J. Gough.....	2 $\frac{1}{2}$	24	12 do.....	175 00
Addington Forks and Keppoch.....	D. Campbell.....	7	1	12 do.....	60 00
Advocate Harbor and Apple River	J. W. Ward.....	10	6	12 do.....	345 00
Afton and Bayfield.....	T. W. Taylor.....	2 $\frac{1}{2}$	6	3 do (to June 30, '89)..	24 25
do do.....	M. Connor.....	2 $\frac{1}{2}$	6	9 do from do.....	75 00
Afton and Bayfield Road Railway Station.....	do.....	$\frac{1}{2}$	12	12 do.....	65 00
Afton and Guysboro' Intervale.....	A. Chisholm.....	15	1	12 do.....	55 00
Albert Bridge and Horn's Road.....	H. Horn.....	4	1	12 do.....	20 00
Alderney and Petite de Grat.....	W. Landry.....	2 $\frac{1}{2}$	3	12 do.....	62 48
Alder Point and Little Bras d'Or.....	S. Plant.....	6	1	3 do (to June 30, '89)..	8 75
do do.....	P. H. Stubbart.....	6	1	9 do from do.....	26 25
Alder River and Main Post Road.....	J. Chisholm.....	$\frac{1}{2}$	12	12 do.....	12 00
Alton and Railway Station.....	T. Lindsay.....	75 yds.	6	12 do.....	20 00
Amherst and Amherst Point.....	I. B. Stewart.....	4 $\frac{1}{2}$	3	12 do.....	67 00
Amherst and Fenwick.....	W. Pipes.....	16 $\frac{1}{2}$	1	12 do.....	32 00
Amherst and Hastings.....	E. Chapman.....	6	1	12 do.....	40 00
Amherst and Linden.....	K. Hunter.....	20	3	12 do.....	210 00
Amherst and Little River.....	G. A. Purdy.....	22 $\frac{1}{2}$	2	12 do.....	240 00
Amherst and Magdalen Islands, &c.	L. Briand.....			Special trip.....	5 00
Amherst and Railway Station.....	M. Hillson.....	$\frac{1}{4}$	as req.	6 months (to Sept. 30, '89)	200 96
do do.....	C. F. Hillson.....	$\frac{1}{4}$	as req.	6 do from do.....	357 12
Amherst and Tidnish.....	W. Blair.....	16	3	11 do (from May 1, '89)	206 25
Amherst, Street Letter Box and Postal Cars.....	C. F. Hillson.....	30 yds.	36	5 do 9 days (from Oct. 23, '89).....	11 00
Annapolis and Dalhousie West.....	J. Gormley.....	16	1	12 do.....	100 00
Annapolis and Digby.....	R. H. Hardwick.....	21	6	12 do.....	396 00
Annapolis and Granville Ferry.....	W. H. Weather- spoon.....	1	6	12 do.....	250 00
Annapolis and Liverpool.....	G. & E. Stailing.....	67	6	12 do.....	2,399 00
Annapolis and Perrott Settlement.....	N. Dargie.....	9	1	12 do.....	45 00
Annapolis and Railway Station.....	A. W. Corbitt.....	$\frac{1}{2}$	12	12 do.....	112 00
Annapolis and Saw-Mill Creek.....	R. Harris.....	3 $\frac{1}{2}$	6	12 do.....	70 00
Antigonishe and Arisaig, &c.....	McDonald & Gil- lis.....	10 & 7	2 & 1	12 do.....	145 00
Antigonishe and Brophy's.....	T. Brophy.....	14	2	12 do.....	132 00
Antigonishe and Cloverville.....	J. Thompson.....	5	1	12 do.....	40 00
Antigonishe and Georgeville.....	R. McDonald.....	44 r. t.	4	12 do.....	398 00
Antigonishe and Lower West River	T. McAnnis.....	3 $\frac{1}{2}$	2	12 do.....	52 00
Antigonishe and Railway Station..	W. G. Cunning- ham.....	$\frac{3}{4}$	12	12 do.....	95 00
Antigonishe and Sherbrooke.....	M. McGrath.....	40 $\frac{1}{2}$	3	12 do.....	1,119 28
Antigonishe and William's Point..	D. McDonald.....	2 $\frac{1}{2}$	2	12 do.....	40 00
Antigonishe Harbor (South Side) and Lower Settlement South River	J. Kiely.....	4 $\frac{1}{2}$	2	12 do.....	100 00
Anthony's Line and Scotch Village.	S. Cochran.....	11 r. t.	2	12 do.....	55 00
Antrim and Gay's River.....	J. H. Taylor.....	16 r. t.	2	9 do (to Dec. 31, '89)..	41 25
do do.....	W. Blades.....	16 r. t.	2	3 do from do.....	18 75
Apple River and East Apple River.	J. H. Copp.....	3	6	12 do.....	50 00
Arcadia and East Chebogue.....	W. W. Coffrin.....	4	2	12 do.....	40 00
Ardeness and Lisimore.....	A. McDonald.....	3	3	12 do.....	50 00
Ardoise Hill and Newport Station..	M. Harvey.....	19 r. t.	6 & 2	12 do.....	135 00
Argyle and Argyle Head.....	A. J. Nickerson.....	2	3	12 do.....	47 50
Argyle Sound and Lower Argyle....	E. Murphy.....	3 $\frac{1}{2}$	1	12 do.....	19 00
Arichat and Lennox Ferry.....	A. Martell.....	5	4	Season 1889.....	50 00
Arichat and Petit de Grat.....	A. McDonald.....	3	3	12 months.....	90 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—*Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Arichat and Robins.....	F. L. Malzard..	4	6	12 months.....	70 00
Arichat and West Arichat.....	A. McDonald..	3	6	Season 1889, and part of Season 1890.....	31 25
Arlington and Canning	R. Wood.....	5	2	9 months (from July 1, '89).....	22 50 24 00
Ashfield and Whycomagh.....	H. McDonald..	6	1	12 do.....	10 62
Aspen and Glenelg.....	J. McGrath....	4	3	3 do (from Jan. 1, '90)	173 50
Aspen and New Glasgow.....	J. Fraser.....	43	3	3 do (to June 30, '89).	100 00
Athol and Railway Station.....	E. Donkin.....	1	12	12 do.....	30 00
Auburn and Greenwood.....	G. W. Eaton....	6½ r. t.	1	12 do.....	43 00
Auburn and Railway Station.....	J. M. Smith....	¼	12	12 dc.....	53 75
Auld's Cove and Railway Station..	H. McMullan..	1½	6	12 do.....	25 00
Avondale Station and Railway Station	A. F. Robertson.	¼	12	12 do.....	100 00
Avonport and Avonport Station.....	J. B. Newcomb.	1½	6	12 do.....	30 00
Avonport Station and Railway Station	do.....	12 yds	12	12 do.....	224 00
Aylesford and Bridgewater.....	M. N. Graves....	60	1	12 do.....	57 00
Aylesford and Harmony.....	A. D. Nichols....	20 r. t.	1	12 do.....	97 50
Aylesford and Morden.....	J. Redgate.....	22 r. t.	2	9 do (to Dec. 31, '89)..	27 00
do do.....	W. J. Balcom..	22 r. t.	2	3 do from do.....	60 00
Aylesford and Railway Station.....	C. A. Williamson	¼	12	12 do.....	39 00
Baccaro and Port La Tour.....	W. P. Snow....	3	2	12 do.....	40 00
Back Meadows and Poplar Hill.....	G. Clark.....	4	2	12 do.....	132 25
Baddeck and Big Bras d'Or.....	W. McDonald..	26	3	3 do (to June 30, '89).	392 25
do do.....	A. Matheson....	26	3	9 do from do.....	65 72
Baddeck and Grand Narrows.....	F. H. S. McNeill	15	1	12 do.....	425 60
Baddeck and New Campbellton.....	M. D. McInnis..	32	3	12 do.....	52 00
Baddeck and Rear Baddeck Bay.....	M. A. McKay....	8	1	12 do.....	69 72
Baddeck and Upper Settlement, Baddeck River.....	D. N. Morrison..	16	2	12 do.....	143 00
Baddeck and Upper Settlement, Middle River.....	A. G. Crowdis..	19	2	12 do.....	27 00
Baddeck Bay and Plaister Mines.....	H. Fraser.....	4	2	12 do.....	28 00
Baddeck River, North Branch, and Forks Baddeck.....	A. H. Buchanan..	2½	2	12 do.....	177 50
Baie Verte and Linden.....	S. Moore.....	16 & 5	2 & 3	12 do.....	125 24
Bailey's Brook and Railway Station	A. McLean.....	4½	6	12 do.....	115 00
Baker Settlement and Greenfield.....	A. Baker.....	8 & 5	3 & 1	12 do.....	33 60
Balmoral Mills and the Falls.....	A. McKay.....	2	3	12 do.....	14 00
do do.....	do.....	2½	3	12 do.....	15 00
Bank's Broad Cove and Strathlorne	L. McDougall..	4	1	12 do.....	38 96
Barney's River and Marsh.....	G. Campbell....	18 r. t.	1	12 do.....	133 88
Barney's River and Ry. Station.....	D. R. McKenzie..	4½	6	12 do.....	16 66
Barney's River and Rossfield.....	G. Campbell....	4	1	10 do (from June 1, '89)	330 00
Barrington and Fort Clyde.....	J. K. Hogg.....	30 r. t.	6	12 do.....	228 00
Barrington and Pubnico Beach.....	J. McCormisky..	22	6	6 do (to Sept. 30, '89).	265 00
do do.....	J. K. Hogg.....	22	6	6 do from do.....	475 00
Barrington and Shelburne.....	T. E. Ryer.....	23	6	12 do.....	1,600 00
Barrington and Yarmouth.....	O. L. Davison..	48	6	12 do.....	275 00
Barrington Passage and Cape Sable Island.....	T. W. Robertson	1½	6	12 do.....	97 00
Barr Settlement and Shubenacadie.	J. W. Dunsmore	32 r. t.	1	12 do.....	30 00
Barrio's Beach and Big Tracadie.....	A. F. Bowden....	4	3	12 do.....	70 00
Bars's Corner and Chesley's Corner.	A. Tretheway..	17 r. t.	2 & 1	12 do.....	79 00
Bars's Corner and Mahone Bay.....	I. DeLong.....	18	1	12 do.....	115 00
Barton and Railway Station.....	W. A. Gavel....	3	12	12 do.....	28 00
Basin River Inhabitants and Lower River Inhabitants.....	J. A. McCarthy..	3	2	12 do.....	45 00
Basin River Inhabitants and Mc- Namara's Island.....	E. McNamara..	2	2	12 do.....	120 00
Battery Hill and New Gairlock.....	R. McLeod.....	8	3	12 do.....	60 00
Battery Hill and Railway Station.....	F. H. Matheson..	¼	12	12 do.....	59 16
Baxter's Harbor & Sheffield Mills.	W. E. Harris....	9½	1	12 do.....	

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bay St. Lawrence and Ingonish...	D. McLeod	40	2	12 months	430 00
Bay St. Lawrence and Meat Cove...	H. McDonald	7	2	12 do	48 00
Bear Cove, Cheticamp & Meteghan.	G. L. Comeau	4	2	12 do	40 00
Bear River, West Side, and Deep Brook, &c.	J. H. McClelland	5 & 6	10 & 2	12 do	230 00
Bear River, West Side, and Digby.	R. M. McClelland	10	6	12 do	131 40
Beaulieu and Black River.	C. Grant	2½	1	12 do	15 00
Beaver Bank and Middle Sackville, &c.	R. Emmerson	13 r. t.	6 & 3	12 do	275 00
Beaver Bank and North Beaver Bank	W. Lively	8	2	12 do	80 00
Beaver Bank and Railway Station.	D. Hallisey	12 yds	12	12 do	93 00
Beaver Harbor and Salmon River.	J. Hartling	4	2	11 do (from May 1, '89)	36 66
Beaver River Corner & Cedar Lake	A. Porter	18 r. t.	1	12 do	40 00
Bedford Basin and English Corner.	N. Melvin	9½	3	12 do	155 25
Bedford Basin and Railway Station	W. McKenzie	100yds	42	12 do	130 00
Beechmont and North-West Arm.	M. McLeod	4	2	12 do	25 00
Belmont and Debert Station	C. McDormond	15 r. t.	2	12 do	104 00
Belmont and Railway Station	T. Lindsay	½	12	12 do	120 00
Berwick and Buckley's	S. C. Parker	22½ r. t.	2	12 do	110 00
Berwick and Morristown	E. Nichols	14 r. t.	1	12 do	40 00
Berwick and Railway Station	E. C. Foster	½	6	12 do	50 00
Berwick Railway Station and Harbourville	G. Collins	11½	2	12 do	100 00
Berwick Railway Station & Somerset	G. W. Kinsman	2½	4	12 do	70 00
Big Intervale, Margaree and Margaree Forks.	D. Campbell	17	3	12 do	175 00
Big Island and Merigomishe	D. Cameron	16	2	12 do	85 00
Big Lorraine and Sydney	R. Martin	31	3 & 1	12 do	309 50
Big Marsh and Maryvale	D. J. McDonald	3	1	12 do	16 00
Big Pond and Glangary Valley	M. McNeil	4	1	9 do (from July 1, '89)	15 00
Big Pond and Rear Ben Eoin.	A. Gillis	6	1	12 do	25 00
Big Pond and Salem Road.	H. D. Munro	12	2	12 do	68 00
Big Port le Bear and Sable River.	G. Harding	12	1	12 do	90 00
Big Tracadie and Mattie	E. Coty	8	1	12 do	40 00
Big Tracadie and Railway Station.	W. Gerrior	100yds	12	12 do	40 00
Birchton and Clyde River	F. G. Nicol	29	3	12 do	400 00
Bishopville and Hantsport.	R. E. Bishop	6	2	12 do	80 00
Black Rock and Parrsboro'	M. Phinney	6	1	12 do	42 00
Blanchard Road and New Glasgow.	D. Fraser	14	2	6 do (to Sept. 30, '89).	80 00
do do	J. J. Webster	14	2	6 do from do	79 00
Blanche and Cape Negro.	M. Slate	4	3	12 do	75 00
Blandford and Hubbard's Cove	W. A. Mitchell	17	3	12 do	270 00
Blandford and Tancook Island.	J. Pearl	4	1	12 do	38 00
Blomidon and Canning	P. Brown	7½	6	12 do	199 04
Blomidon and Lower Blomidon.	A. Kennedy	2½	2	12 do	25 00
Bloomfield and Main Post Road.	H. R. Jones	½	12	12 do	25 00
Blue Rock and Lunenburg.	J. E. Hunt	5	1	2 do (to May 30, '89).	6 66
do do	do	5	2	4 do (to Sept. 30, '89).	26 66
do do	do	5	1	6 do from do	20 00
Boom and Lower Washabuck.	H. Campbell	50 r. t.	2	3 do (to June 30, '89).	74 50
do do	C. McDonald	50 r. t.	2	7 do (to Jan. 31, '90).	173 83
do do	R. Palmer	50 r. t.	2	2 do from do	41 66
Boom and Whyccomagh	H. A. McDougall	15	1	12 do	51 00
Boulardarie and Little Bras d'Or	D. Broderick	20	3 & 2	12 do	265 00
Boulardarie and Point Clear	J. Munro	7	2	12 do	76 36
Boylston and Milford Haven Bridge	J. R. Atwater	½	12	12 do	100 00
Boylston and Pirate Harbor.	A. Hull	50 r. t.	3	5 do (to Aug. 31, '89).	198 75
Boylston and Ragged Head.	J. Tory	5	3	7 do (from Sept. 1, '90)	69 41
Brazil Lake and Railway Station	I. Crosby	½	6	12 do	20 00
Brenton and South Ohio	S. Pennell	4	1	12 do	20 00
Bridgetown and Dalhousie West.	L. A. Dickie	28 r. t.	1	12 do	90 00
Bridgetown and Granville Ferry.	J. E. Reed	14	3	12 do	194 00
Bridgetown and Lawrencetown.	W. E. Poole	18 r. t.	1	12 do	75 00
Bridgetown and Middleton	E. Poole	17	2	12 do	147 00
Bridgetown and Parker's Cove.	I. F. Hall	27 r. t.	2 & 1	12 do	149 48

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					8 cts.
Bridgetown and Railway Station	F. Crosskill	4	12	12 months	100 00
Bridgewater and Halifax	G. Blair	91	6	12 do	4,550 00
Bridgewater and Lawrencetown	C. W. Pinny	56	2	12 do	396 00
Bridgewater and Mill Village	F. Baddos	37	3	12 do	470 00
Bridgewater and New Canada	W. T. Cronin	26 r.t.	1	12 do	70 00
Bridgewater and Pleasant River	J. Whitman	10	3 & 2	12 do	239 00
Bridgewater and Shelburne	J. K. Hogg	89	6	12 do	4,840 40
Brighton and Railway Station	E. Spittle	4	12	12 do	150 00
Briley's Brook and Railway Station	R. Chisholm	4	6	12 do	40 00
Brookfield and Forest Glen	W. S. Hamilton	13 r.t.	2	12 do	65 00
Brookfield and Pleasant River	F. Waterman	8	3	9 do (to Dec. 31, '89).	87 00
do do	J. Hardy	8	3	3 do from do	37 25
Brookfield and Railway Station	J. Graham	100yds	12	3 do (to June 30, '89).	30 00
do do	do	100yds	18	9 do from do	112 50
Brookfield and Upper Stewiacke	J. J. Brenton	18	6	12 do	524 72
Brookland and Salt Springs	W. Gray	3	1	12 do	24 00
Brooklyn and Yarmouth	J. D. Morrill	4	2	12 do	40 00
Brown's Brook and Halfway River Station	S. S. Brown	4	1	12 do	40 00
Brown's Mountain and Marshy Hope	A. McDonald	5½	1	12 do	25 00
Brulé and Denmark Road	J. W. McLeod	3½	3	12 do	50 00
Brulé and Forbes	J. Forbes	2	1	12 do	30 00
Buckfield and Main Post Road	M. Wynot	1	1	12 do	10 00
Buckley's and Kentville	E. H. Fuller	34½ r.t.	5	12 do	418 00
Burlington and Victoria Harbor	A. B. Hall	16 r.t.	1	12 do	39 48
Burntcoat and Noel	I. A. O'Brien	4½	3	12 do	52 00
Cain's Mountain and McKinnon's Harbor	D. McKenzie	3	1	12 do	20 00
Caledonia Corner and Malaga Gold Mines	J. H. McClelland	9	3	12 do	160 00
Caledonia Corner and West Caledonia	W. Butler	3	3	3 do (to June 30, '89).	21 25
Caledonia Corner and Whiteburn Mines	M. Chivers	6½	3	12 do	75 00
Cambridge Station and Condon Settlement	J. Caldwell	10½ r.t.	1	12 do	45 00
Cambridge Station and Ry. Station	A. Neily	50 yds	12	12 do	26 00
Camden and Truro	E. Logan	9	2	12 do	80 00
Cameron Settlement and Pictou Road	D. M. Cameron	22 r.t.	2 & 1	12 do	89 00
Campbell's Mountain and Whycomagh	J. McAskill	7	1	10 do (from June 1, '89)	29 16
Canaan and Kentville	J. B. DeWolfe	6	6	12 do	173 00
Canaan and Tusket	A. Hurlburt	26 r.t.	1	12 do	70 00
Canada Creek and Waterville	E. Thomas	9½	2	12 do	67 00
Canard and Lower Canard	E. H. Lockwood	2	12	12 do	125 00
Cannes and River Bourgeoise	C. Sampson	2½	3	12 do	54 60
Canning and Kentville	A. C. Reid	12	6	12 do	280 00
Canning and Medford	W. West	5	6 & 3	12 do	150 00
Canning and North Medford	B. Weaver	4	1	12 do	20 00
Canning and Port William Station	J. L. Bishop	7	6	12 do	247 00
Canning and Scott's Bay	W. H. Jess	16	3	12 do	176 00
Canoe Lake and Gaberouse	A. Munro	4	1	12 do	20 00
Canso and Guysboro'	G. W. Scott	31	6	12 do	1,090 00
Cape George and Georgeville	L. McIsaac	20 r.t.	1	12 do	40 00
Cape le Ronde and Rocky Bay	C. Doyle	3	2	12 do	29 00
Cape Negro Island and Purgatory Point	A. L. Perry	3	2	12 do	55 00
Cape North and Dingwall	J. McPherson	4½	2	12 do	38 00
Cape Sable Island and Clark's Harbor	T. W. Covert	20 r.t.	6	6 do (to Sept. 30, '89).	196 00
do do	J. K. Hogg	20 r.t.	6	6 do from do	190 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Carriboo Gold Mines and Upper Musquodoboit	A. Burnett	8	3	12 months	156 00
Carroll's Corner and Elmsdale	J. Carroll	19 r. t.	2	12 do	64 00
Catalone and Catalone Gut	A. McDougall	3½	1	12 do	24 00
Catalone and Little Lorraine	H. McIntyre	12	3 & 1	12 do	149 00
Catalone and New Boston	J. McDonald	4	2	12 do	29 00
Centreville and Halls Harbor	B. Akerly	18 r. t.	1	3 do (to June 30, '89)	27 50
do do	S. E. Roscoe	18 r. t.	1	9 do from do	70 50
Chance Harbour and Pictou Landing	D. Cameron	4	1	12 do	20 00
Chapman Settlement and Head of Amherst	L. Greeno	6	1	12 do	30 00
Chebogue Point and Yarmouth	W. Cain	12 r. t.	3	12 do	117 00
Chelsea and Pleasant River	H. Dexter	9	1	12 do	40 00
Chester and Kentville	J. L. Bishop	46	2	12 do	650 00
Chester and Windsor	J. Keizer	35	2	3 do (to June 30, '89)	92 50
do do	J. E. Millett	35	2	9 do from do	276 75
Cheverie and Kennetcook	M. Sanford	8	1	12 do	38 00
Cheverie and Newport	R. M. Wilcox	17	6	12 do	515 00
Cheverie and Walton	R. Pratt	12	3	12 do	175 00
Chignecto and Maccan	M. B. Harrison	3½	3	12 do	140 00
Chimney Corner and Dunvegan	L. McPherson	7	1	12 do	28 00
Chipman's Brook and Lakeville	C. N. Porter	18 r. t.	2	12 do	80 00
Christmas Island and East Bay	J. McAdam	31	3	12 do	400 84
Churchville and Mountville	J. Urquhart	3	1	12 do	20 00
Churchville and New Glasgow	J. Robertson	6	3	9 do (to Dec. 31, '89)	55 50
do do	W. West	6	3	3 do from do	18 75
Claremont and River Philip	M. Chapman	3	2	12 do	29 00
Clark's Harbor and The Hawk	R. W. Stephens	3½	6	12 do	58 00
Clark's Road and Louisburg	A. McLean	4½	1	12 do	39 00
Clementsport and Clementsvale	G. G. Hicks	4	3	12 do	58 00
Cloverdale and Middle Stewiack	W. W. Winton	7	2	12 do	60 00
Clyde River and Upper Clyde River	R. Sutherland	25	1	6 do (to Sept. 30, '89)	45 50
do do	J. K. Hogg	25	1	6 do from do	49 00
Cogmagun River and Kennetcook	J. Reynolds	5	1	12 do	16 00
Coldbrook Station and Railway Station	H. Porter	60 yds	12	12 do	28 00
Coldstream and Gay's River	C. Gay	5	1	12 do	30 00
Collegeville and Lochaber	T. J. Sears	1½	3	12 do	50 00
Comeauville and Railway Station	A. P. Therien	2	12	12 do	140 00
Concession and Railway Station	A. A. Comeau	2	3	12 do	50 00
Conquerall Bank and Conquerall Mills	A. Snyder	5	1	12 do	40 00
Corberrie and Weymouth Bridge	A. Melanson	14	2	12 do	136 00
Cow Bay and Mira Gut	J. Martel	25 r. t.	1	12 do	75 00
Cow Bay and Sydney	J. O'Callaghan	26½	6	12 do	487 50
Coxheath and Sydney	R. Martin	3	2	12 do	25 00
Cranton Section and North East Branch Margaree	M. A. Ethridge	3	3	6 do (to Sept. 30, '89)	15 00
Cranton Section and Middle Section N. E. Branch Margaree	J. F. Phillips	3	3	6 do (from Oct. 1, '89)	12 50
Creignish Rear and Port Hastings	C. McNeill	10	1	10 do (from June 1, '89)	33 33
Cross Roads Country Harbor and Goshen	J. G. Sinclair	10	1	12 do	35 48
Cross Roads Ohio and Ireland	P. W. Murphy	5	1	12 do	26 00
Cross Roads Ohio and James River Station	H. A. McDougall	10	6	12 do	296 00
Crouse Town and Petite Riviere Bridge	S. Hilton	3	1	12 do	20 00
Culloden and Digby	C. E. Turnbull	17 r. t.	1	12 do	47 00
Cummings Mountain and Sunnybrae	D. McIntosh	5	1	12 do	20 00
Dalhousie Settlement and Durham	H. McKay	11	2	12 do	73 00
Dartmouth and Halifax	J. E. Leadley	1½	19	12 do	120 00
Dartmouth and Montague Gold Mines	F. W. Cooper	7	3	12 do	120 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dartmouth and South-East Passage	J. A. Shiers	6	1	12 months	52 00
Dartmouth and West Chezzetcook	W. H. Isner	48 r. t.	1	12 do	150 00
Dean and Shubenacadie	T. Cox	36	6	12 do	1,100 00
Debert Station and Folly Mountain	R. English	17½	3	12 do	285 36
Debert Station and Masstown	E. G. Fraser	4	3	12 do	62 00
Delap's Cove and Granville Ferry	W. W. Hardy	12	1	12 do	60 00
Dennistown and Judique	A. Gillis	7½	1	12 do	30 00
Descouse and Lennox Ferry	N. McDonald	3	6	12 do	194 00
Descouse and Rocky Bay	do	3	2	12 do	30 00
Devon and Goffs	T. Cox	5½	1	12 do	30 00
Digby and Railway Station	G. R. Burton	200yds	12	12 do	100 00
Digby and Thorneville	H. Sederquist	8	2	12 do	100 00
Digby and Westport	G. & E. Stailing	43	6	12 do	1,199 00
Digby Wharf and Railway Station	G. R. Burton	200yds	6	12 do	50 00
Doherty Creek and Street's Ridge	W. K. Peers	10	3	12 do	108 00
Dover East and Peggy's Cove	W. Baker	4	2	12 do	60 00
Dufferin Mines and Salmon River	A. Gallagher	3½	3	12 do	60 00
Dunmaglass and McArras Brook	A. McGillivray	3	3	12 do	50 00
East Bay and McAdam's Lake	J. McDonald	6½	2	12 do	59 00
East Bay and Sydney	J. McKinnon	14	5	Season 1889	194 40
East Bay and Sydney Mines	J. W. Peppitt	19	6	12 months	696 00
East Chezzetcook and Head of Chezzetcook	J. Smith	3	1	12 do	25 00
Eastarm Harbor and Little River Checcamp	L. LeBlanc	2½	2	12 do	25 00
Eastern Harbor and Pleasant Bay	J. G. McIntosh	24	1	12 do	100 00
Eastern Harbor and Port Hastings	H. A. Archibald	101	6	12 do	7,100 00
East Jeddore and Jeddore Oyster Ponds	D. Mitchell	3½	2	12 do	65 58
East Mapleton and East Southampton	E. Brown	6	2	12 do	100 00
East Margaree and Post Road	D. McInnis	2	6	12 do	65 00
East Mines Station and Folly Village	D. L. Urquhart	4½	12	12 do	225 00
East Mines Station and Ry. Station	C. Morrison	20 yds	6	12 do	50 00
East Mountain and Valley Station	G. E. Johnson	2	2	12 do	40 00
East River St. Mary's and Green's Brook	M. Green	5½	1	12 do	20 00
East Side Pubnico Harbor and Forbes' Point	J. McComisky	1½	3	12 do	183 00
East Side Ragged Island and Wall's Corner	W. P. Hupman	3	2	12 do	40 00
East Southampton and Ry. Station	W. F. Lewis	½	12	12 do	40 00
Eastville and Upper Stewiacke	S. Ellis	10	6	12 do	400 00
Economy Point and Main Post Road	J. F. Vance	1	6	12 do	80 00
Eel Cove and Main Post Road	M. McLeod	½	2	12 do	10 00
Eel Creek and Linden	K. Hunter	9 r. t.	3	12 do	77 12
Ellershouse and Newport	W. Woodroffe	6	2	12 do	60 00
Ellershouse and Railway Station	J. McDonald	50 yds	24	12 do	50 00
Elmsdale and Nine Mile River	J. Urquhart	8	1	12 do	44 80
Elmsdale and Railway Station	E. Thompson	80 yds	12	12 do	50 00
Emerald and Main Post Road	P. Tompkins	3½	1	12 do	20 00
Enfield and Oldham	A. Meagher	3	6	3 do (to June 30, '89)	13 75
do do	G. H. Dowell	3	6	9 do from do	75 00
Enfield and Railway Station	H. F. Donaldson	20 yds	12	12 do	50 00
Enfield and Renfrew	J. McKenzie	7	1	12 do	48 00
Englishtown and Ingonish	M. Morrison	34	2	12 do	680 00
Erinville and Roman's Valley	P. E. Farrell	7	1	12 do	20 80
Eureka and Railway Station	H. Grant	½	12	12 do	50 00
Fairview Station and Rockingham Railway Station	E. McDonald	1	3	12 do	65 00
Falkland and Herring Cove	T. Hayes	3	2	12 do	45 00
Falkland Ridge and Springfield	D. D. Starratt	5	1	12 do	29 48

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Falmouth Station and Ry. Station.	W. Armstrong.	12 yds	12	12 months	47 00
Falmouth Station and Upper Falmouth	L. Aker	10 r. t.	3	12 do	116 00
False Bay Beach and South Head of Cow Bay	H. Spencer	9	1	3 do (to June 30, '89).	14 46
Farmington and West Branch River Philip	M. Chapman	12½ r. t.	3	12 do	150 00
Fauxburg and Lunenburg	E. Steverman	6½	1	12 do	65 00
Fifteen Mile Stream and Trafalgar.	J. Nelson	16	1	12 do	143 00
Fletcher's Station and Wellington Station	E. Largie	¾	6	12 do	75 00
Folly Lake and Railway Station	N. McPherson	100 yds	12	12 do	40 00
Fort Lawrence and Ry. Station	C. E. Baker	¼	12	12 do	100 00
Fort Lawrence and Upper Fort Lawrence	M. Chapman	2½	3	12 do	60 00
Foster's and Newburn	W. Vienot	5½	1	12 do	25 00
Fouchie and Gaberouse	W. McDonald	12	3	12 do	175 00
Fouchie and Grand River	J. Morrison	30	3	12 do	299 00
Four Mile Brook and West River	J. McKay	5½	2	12 do	24 00
Fox Harbor and Pugwash	S. P. Borden	11½	3	12 do	150 00
Framboise and North Framboise	A. McQueen	5	1	12 do	30 00
Fraser's Grand and Heatherton	A. McDougall	5	1	12 do	46 00
French River and McGrath's Mountain	D. Cameron	6	1	12 do	28 00
Frenchvale and North-West Arm	B. Gouthro	7	1	12 do	27 00
Gaberouse and Gaberouse Barachois	T. Bagnell	1½	2	12 do	12 00
Gaberouse and Gull Cove	A. Hardy	4	1	12 do	20 00
Gaberouse and Sydney	R. Martin	28	3	12 do	370 36
Gaspereaux and Gaspereaux (circu- lar route)	R. Westcott	19 r. t.	1	12 do	63 00
Gaspereaux and Newtonville	do	4	1	12 do	20 00
Gaspereaux and Wolfville	W. A. Benjamin	2½	3	1 do (to April 30, '89).	4 25
do do	E. A. Davison	2½	6	12 do	90 36
George's River and Little Bras D'Or	L. Day	5	1	12 do	32 00
Georgeville and Glebe Road	M. McDougall	15 r. t.	1	12 do	55 00
Gilbert Cove and Railway Station	L. N. Thibreau	3½	12	12 do	144 00
Gillander's Mountain and Middle River	C. McLennan	4	1	12 do	20 00
Glen Bard and Railway Station	J. McLean	1½	2	12 do	30 00
Glendale and Mabou	A. Boyd	24	2	12 do	393 00
Glendale and River Inhabitants Bridge	do	14	3	12 do	230 00
Glendyer and Mabou	W. McDonald	3	3	12 do	40 00
Glenelg and Upper Cross Roads St. Mary's	J. McGrath	4	3	9 do (to Dec. 31, '89)..	31 86
Glenelg and Waterish	K. McKenzie	4	1	12 do	20 00
Glengarry and Port Hood	S. Campbell	8	1	12 do	48 72
Glengarry Station and Pleasant Valley	A. McKay	27 r. t.	3	12 do	235 44
Glengarry Station and Ry. Station.	D. Graham	100 yds	12	12 do	50 00
Glen Margaret and Head of St. Margaret's Bay	G. Dauphin	12	6	12 do	340 00
Glen Margaret and Peggy's Cove	J. Miller	9	6	12 do	208 00
Glenshee and Merigomishe	D. Campbell	9	2	12 do	75 00
Goff's and Waverley	J. E. McDonald	11	1	12 do	49 00
Goldenville and Sherbrooke	M. McGrath	2½	6	12 do	135 00
Gore and Maitland	M. Tucker	20	3	12 do	375 00
Gore and Mount Uniacke	J. Trider	27	3	12 do	350 00
Gore and Newport	J. W. Hennessy	41 r. t.	3	12 do	320 00
Gore and Shubenacadie (via Blois Road)	A. Densmore	40 r. t.	1	12 do	119 00
Gore and Shubenacadie (via North Salem)	do	42 r. t.	1	12 do	127 00
Goshen and North End Lochaber	A. Manson	7	2	12 do	80 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Goshen and St. Andrews	D. B. Sinclair...	17½	3	12 months	153 99
Grand Anse and Grandique Ferry	N. McDonald...	3	6	12 do	94 00
Grandique Ferry and Lennox Ferry	G. M. Shaw	3	6	12 do	600 00
Grandique Ferry and West Arichat	A. McDonald...	10	6	12 do	490 00
Grand Lake Station and Ry. Station	G. Nichols	100yds	12	12 do	20 00
Grand Narrows and Grand Narrows Rear	A. McDonald...	5	1	6 do (to Sept. 30, '89).	12 50
do do	M. A. J. McDonald.	5	1	6 do from do	20 00
Grand Pré and Long Island	A. Fullerton	2½	3	12 do	80 00
Grand Pré and Railway Station	A. Borden	½	12	12 do	100 00
Grand Pré and Wallbrook	A. Mitchell	2	1	12 do	20 00
Grand River and St. Peters	A. Morrison	17	6	12 do	600 00
Granton and Westville	D. Robertson...	7	2	12 do	99 00
Granville Ferry and Victoria Beach	W. A. Piggott...	17	6	12 do	367 08
Great Village and Londonderry Station	A. S. Kent	4	12	12 do	300 00
Great Village & Lower Five Islands	J. W. Davison	29½	6	12 do	620 00
Green Cove and Ingonish	M. Timmons	6	2	12 do	48 00
Greenfield and Middlefield	J. E. Tibert	5	2	12 do	48 00
Greenfield and Valley Station	R. McKenzie	5½	2	12 do	52 48
Green Harbor and Main Post Road	A. E. Enslow, jr.	2	3	2 do (from Feb. 1, '90)	8 33
Green Hill and Westville	R. McCaul	6	3	12 do	112 00
Green's Creek and Lower Stewiácke	A. Bigelow	30 r.t.	1	12 do	80 00
Greenville and Westchester	S. A. Purdy	16 r.t.	2	12 do	110 00
Greenville Station and Head of Wallace Bay, North Side	J. Dotten	17	3	12 do	188 00
Greenville Station and North Greenville	G. Rushton	5	1	12 do	38 00
Greenville Station and Ry. Station	J. S. Forshner	50yds.	12	12 do	60 00
Greenville Station and Wallace	B. Betts	17	6	12 do	280 00
Grindstone Island, House Harbor and Etang du Nord	J. Patton	4	1	6 do (from Oct. 1, '89)	24 00
Grosses Coques and Railway Station	A. C. Melancon	4	12	12 do	240 00
Grosvenor and Railway Station	S. O'Neill	5	3	9 do (to Dec. 31, '89)..	75 00
do do	M. O'Neill	5	3	3 do from do	25 00
Guysboro' and Heatherton	D. D. Harrington	26	6	12 do	1,378 00
Guysboro' and Salmon River Lake Settlement	T. O'Connor	13	3	12 do	185 00
Guysboro', Tor Bay and New Harbor	J. Tory	27	2	12 do	285 00
Hainsville and North Range Corner	W. H. Hains	2	2	12 do	31 00
Half Island Cove and Port Felix	W. Digdon	29 r.t.	3	12 do	165 00
Half Island Cove and Main Post Road	W. S. Horton	1½	6	12 do	60 00
Halfway River Station and Harrison Settlement	J. Harrison	7	2	12 do	85 36
Halfway River Station and Railway Station	J. Davison	½	12	12 do	60 00
Halifax and Lower Prospect	G. H. Slaughnwhite	22½ r.t.	1	12 do	84 00
Halifax and Prospect	J. Walsh	21	2	12 do	125 00
Halifax and Railway Station	E. Fishwick	1½ as req.	12	12 do	1,000 00
Halifax and Sambro	P. Scallion	21½	3	12 do	165 00
Halifax and West River Sheet Harbour	H. W. Quinn	80	3	12 do	1,387 60
Halifax Post Office and Wharf	S. Cunard & Co.	2	as req.	Season 1889-'90	619 00
do do	W. J. Conlon			do	60 00
do do	Sundry Persons			Special trips	1 25
Hansford and Street's Ridge	A. D. Lockhart	14 r.t.	6	12 months	200 00
Hansford and West Hansford	W. Sutherland	1½	2	12 do	25 00
Hansport and Lochartville	B. Nason	3	3	12 do	74 00
Hantsport and Railway Station	S. H. Michner	½	24	12 do	68 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Harbor au Bouche and Railway Station	V. Levangie	2	12	12 months	78 00
Harmony Mills and Westfield	R. Johnson	4	1	12 do	25 00
Head of Indian Harbor Lake and Sherbrooke	M. McGrath	41 r.t.	3	12 do	224 64
Head of Jeddore and West Jeddore	J. A. Blakeney	6	2	12 do	75 00
Head of River Hébert and River Hébert	B. Baird	5	3	12 do	120 00
Head of South River Lake and Salmon River Lake Settlement	H. Kenney	15	1	9 do (to Dec. 31, '89)	28 35
do do	R. Flynn	15	1	3 do from do	11 00
Head of Tatamagouche Bay and Tatamagouche	W. Dobson	5	3	12 do	130 00
Heatherton and Railway Station	A. Fraser	1/2	12	3 do (to June 30, '89)	35 00
do do	C. Landry	1/2	12	9 do from do	60 00
Heatherton and Summerside	D. Boudroit	3	1	12 do	27 75
Hebron and Railway Station	C. Cahan	1/2	12	3 do (to June 30, '89)	12 50
do do	G. F. Moses	1/2	12	9 do from do	25 50
Hectanooga and Railway Station	D. D. McQuarrie	50yds	12	12 do	40 00
Hedgeville and Main Post Road	H. Holmes	1	2	12 do	21 00
Hemford and Pleasant River	J. Venot	7	1	12 do	30 00
Holland Harbor and Port Hillford	G. Flick	3	3	12 do	40 00
Hopewell and Melrose	J. McDaniel	32 1/2	6 & 3	12 do	768 92
Hopewell and Railway Station	J. Gunn	1/2	12	11 do (to Feb. 28, '90)	77 91
do do	E. McLean	1/2	12	1 do from do	4 08
Hopewell and Trafalgar	J. H. Grant	18	3 & 2	12 do	144 00
Horneville and South Head of Cow Bay	H. Spencer	9	1	9 do (from July 1, '89)	43 38
Horton Landing and Ry. Station	F. G. Curry	1/2	12	12 do	82 50
Indian Point and Mahone Bay	J. Ernst	5	1	12 do	30 00
Iron Ore and Sunnybrae	J. McDonald	4	1	12 do	25 00
Isaac's Harbor and Isaac's Harbor, East Side	S. McMillan	4	3	12 do	26 48
Isaac's Harbor and Melrose	M. H. Grant	28	3	12 do	228 00
Isaac's Harbor, East Side, and New Harbor	A. McDonald	12	1	12 do	74 88
Jackson's and West Branch River Philip	M. Chapman	6 1/2	3	12 do	62 80
James River and James River Station	J. Chisholm	3	2	12 do	50 00
James River Station and Railway Station	J. McDonald	100yds	12	12 do	60 00
Jauvrin's Harbours & West Arichat	P. Dorey	7	2	12 do	85 00
Johnson's Crossing and Railway Station	G. Riece	1/2	12	12 do	50 00
Jordan Bay and Shelburne	A. Morrison	22 r.t.	3	3 do (to June 30, '89)	34 50
do do	W. G. Swinesburg	22 r.t.	6 & 3	9 do from do	146 25
Judique and Upper South West Mabou	D. McDonell	11	1	12 do	50 00
Kempton and New Grafton	L. Kathrens	3 1/2	1	12 do	28 00
Kempton Head and Upper Kempton Head	M. McKenzie	3	1	3 do (to June 30, '89)	6 25
do do	do	3	2	9 do from do	31 50
Kennetcook Corner and Noël	I. A. O'Brien	20 r.t.	2	12 do	72 00
Kennington Cove and Louisburg	J. McLean	6	1	12 do	40 00
Kentville and Railway Station	J. E. Eaton	200yds	24	12 do	150 00
Kerrowgare and Low Moor	J. McDonald	4	1	2 do (from Feb. 1, '90)	3 33
Kerrowgare and Sunnybrae	D. K. McDonald	4	2	12 do	46 00
Kewstoke and Whycocomagh	A. McQuien	7 1/2	1	12 do	35 00
Kingsburg and Lunenburg	J. E. Hunt	31 r.t.	2	12 do	322 60
Kingston Station & Melvern Square	W. Gates	2 1/2	6	12 do	98 00
Kingston Station and Ry. Station	A. C. Vanbuskirk	100yds	12	12 do	36 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kingston Station and Rhodes	T. Walker & J. Randall	14 r.t.	2	12 months	40 00
Kingston Station and Tremont	A. C. Vanbuskirk	16 r.t.	2	12 do	125 00
Kolbeck and Oxford	T. R. Smith	16 r.t.	1	12 do	52 00
LaHave Island and West Dublin	J. Remby	5	1	12 do	85 00
Lake Ainslie, South Side, and Lewis Mountain	N. Martin	4	1	12 do	16 00
Lake Ainslie, South Side, and Strathlorne	D. E. McLean	17	2	9 do (from July 1, '89)	106 50
Lake Annis and Railway Station	A. Whitman	40yds.	6	12 do	20 00
Lakelands and Railway Station	J. E. Brown	4	6	12 do	60 00
Lake Ramsay and New Ross	G. Ross	5	2	12 do	40 00
Lakevale and West Lakevale	A. J. McGillivray	3	4	12 do	48 00
Laplaid and Newcomb	S. Demon	18 r.t.	1	12 do	51 00
Larry's River and Port Felix	C. De Young	11	2	12 do	100 00
Lawrencetown and Mineville	J. Conrad	5	1	12 do	24 00
Lawrencetown & Mount Hanley, &c.	J. Balcom	38	1	12 do	110 00
Lawrencetown and Railway Station	H. T. James	4	12	12 do	74 00
Lawrencetown and Torbrook	J. Balcom	33 r.t.	2	12 do	100 00
Lawrencetown and West Inghisville	G. C. Banks	8 r.t.	1	12 do	30 00
Lawrencetown and West Lawrence-town	M. Hiltz	4	1	12 do	20 00
Leamington and Spring Hill Mines	G. Nelson	4	1	12 do	17 48
Leitche's Creek and Upper Leitche's Creek	M. Beaton	5	1	12 do	25 00
Lewis Bay and Marion Bridge	D. J. McKeagan	31 1/2 r.t.	3	12 do	231 00
Lingan and Sydney	J. O'Callaghan	35 r.t.	6	3 do (to June 30, '89)	74 75
do do	D. McDonald	35 r.t.	6	9 do from do	337 50
Linwood and Railway Station	T. W. Kinney	2	12	12 do	100 00
Little Bass River & Pleasant Hills	R. R. Elliot	5	2	12 do	45 00
Little Bras d'Or and Long Island Main	N. O'Handly	6	1	12 do	50 00
Little Bras d'Or and Point Aconi	D. J. Walker	7	1	12 do	50 00
Little Bras d'Or and Sydney	J. McKinnon	18	1	Season 1889.	63 00
Little Harbor and New Glasgow	M. McKenzie	6	3	12 months	74 00
Little Harbor and Reidway	J. R. Reid	4	1	12 do	20 00
Little Judique and Rear Little Judique	D. McMillan	4	1	12 do	20 00
Little River and Oxford	H. S. Smith	4	2	12 do	47 00
Liverpool and Milton	J. F. Putnam	3	12	12 do	100 00
Liverpool and Port Medway	A. L. West	13	3	12 do	360 00
Liverpool and Western Head	A. A. Shand	7	3	12 do	149 00
Loch Broom and Railway Station	R. McLeod	100yds	2	12 do	20 00
Loch Lomond and Red Islands	M. McKenzie	15	2	12 do	98 80
Loch Lomond and Sterling	J. Patterson	7	1	12 do	29 00
Loganville and West Branch River John	S. Williamson	2	6	12 do	60 00
Louisburg and South Louisburg	M. McRury	2 1/2	3	12 do	50 00
Lourdes and Railway Station	A. McDonald	5	12	12 do	50 00
Lovat and West River	J. W. Fraser	5 3/4	3	12 do	109 00
Lower Cove and Maccan	L. McDonald	16	6	10 do (to Jan. 31, '90)	521 66
Lower Cove and River Hebert West Side	do	7	6	2 do (from Feb. 1, '90)	78 16
Lower Five Islands and Lynn	G. H. Lewis	6	2	12 do	40 00
Lower Five Islands and Parrsboro'	J. W. Brodrick	13	6	12 do	340 00
Lower L'Ardoise and Point Michaud	T. McGrath	4	1	12 do	19 00
Lower Meagher's Grant and Meagher's Grant	W. McCurdy	2 1/2	3	12 do	44 50
Lower Meagher's Grant and Musquodoboit Harbor	G. Rowlings	14	1	12 do	70 00
Lower Onslow and Truro	A. Daggett	22 r. t.	3	12 do	220 00
Lower River Hebert and Maccan	C. Carter	9 1/2	3	12 do	141 08
Lower River Inhabitants and Pctr	do	do	do	do	do
Hawkesbury	A. Blair	13	3	9 do (to Dec. 31, '89)	123 75
do do	J. McLean	13	3	3 do from do	37 50

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lower Ship Harbor East and Main Post Road	J. Monck	2	3	4 months 17 days (to Aug. 17, '89)	11 26
Lower South River Station and St. Andrew's	D. D. McDonald	5	6	12 do	195 00
Lower Stewiacke and Ry. Station.	W. J. Boomer	1/4	12	12 do	80 00
Lower Stewiacke and Ramsay.	W. Ramsay	5	1	12 do	25 00
Lower Stewiacke and Wittenburg.	E. H. McGregor	23 r. t.	2 & 1	12 do	117 00
Lower Wentworth and Wentworth Station	B. Stevens	8	3	12 do	69 00
Lower West Jeddore and West Jeddore	L. Blackeney	3	1	12 do	20 00
Lower West Pubnico and Pubnico Harbor	N. D'Entremont	7	3	6 do (to Sept. 30, '89)	62 00
do do	N. A. D'Entremont	7	3	6 do from do	85 00
Lunenburg and Second Peninsula.	E. Mason	5	1	12 do	40 00
McCallum Settlement and Upper North River	A. McCallum	3	3	12 do	40 00
McCarthy's and Spry Bay	P. Flaherty	2 1/2	3	12 do	45 00
McPherson and Pinedale	J. McDonald	5	2	12 do	40 00
Mabou and Mabou Harbor Mouth.	D. McDonald	5	2	12 do	28 00
Mabou and Sight Point.	A. McQuarrie	16	1	12 do	51 00
Maccan and Railway Station	R. D. Roach	100 yds	12	10 do (to Jan. 31, '90)	49 99
do do	do	100 yds	24	2 do from do	16 66
Mahone Bay and Northfield.	A. C. Zurichier	16	1	12 do	98 00
Main-à-Dieu and Scatarie Island	M. McCuish	9	1	12 do	150 00
Maitland and Noel	J. Woodworth	12	6	12 do	274 00
Maitland and Shubenacadie.	A. S. Smith	20	6	12 do	800 00
Malagash Point and Wallace	A. McInnis	30 r. t.	3	12 do	90 00
Malagawatch and River Dennis	K. McKenzie	14	2	3 do (to June 30, '89)	17 25
do do	do	8 & 5	3 & 2	9 do from do	68 37
Malagawatch and West Bay	M. McLeod	16	3	12 do	205 48
Malignant Cove and Merigomische.	M. McNeil	22	6	12 do	1,000 00
Manganese Mines and Valley St'n.	J. Irving	6 1/2	2	12 do	50 00
Margaree Forks and Upper Settlement Middle River	N. McDaniel	18	2	12 do	130 00
Margaretville and Middleton	R. Woodbury	22 r. t.	3	12 do	149 00
Margaretville and Morden	J. Redgate	14	1	12 do	59 00
Marion Bridge and Trout Brook.	D. Lamond	5	1	12 do	33 32
Marshalltown and Railway Station.	W. Marshall	1 1/2	12	12 do	97 00
Marshy Hope and Railway Station.	A. McDonald	100 yds	3	12 do	30 00
Marydale and St. Andrews	D. Forbes	4	1	12 do	32 00
Mattatall's Lake and Tatamagouche	A. Patriquin	9	1	12 do	40 00
Mavilette and Yarmouth	N. Bishop	20	6	12 do	374 00
Meiklefield and Sutherland's Mills.	W. McDonald	4	1	12 do	38 00
Merigomische and Railway Station.	J. W. Dunn	4	12	12 do	96 00
Meteghan and Railway Station	E. E. Sheehan	5 1/2	12	12 do	200 00
Meteghan Station and Ry. Station.	F. Geddry	1/4	12	12 do	40 00
Middle Musquodoboit and Moose River Gold Mines	J. Jennings	14	2	12 do	115 00
Middle Musquodoboit and Murchyville	W. McCurdy	5	2	12 do	49 00
Middle Musquodoboit and Newcombe Corner	G. McLeod	9	1	12 do	48 00
Middle Musquodoboit and Wises Corner	W. McCurdy	27 r. t.	3	12 do	162 00
Middleton and Nictaux Falls	W. H. Nixon	13 r. t.	6	12 do	157 44
Middleton and Port George	R. G. Anderson	8	3	12 do	125 00
Middleton and Railway Station	J. Gullivan	1/4	12	12 do	60 00
Milford Station and Ry. Station	G. L. Colter	1/4	12	12 do	40 00
Mill Road and New Ross	G. Ross	5	1	12 do	40 00
Minudie and River Hebert, West Side	T. Mack	7	6	12 do	315 00
Monk's Head and Pomquet Chapel.	F. Boudroit	2 1/2	3	12 do	45 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mooseland and Tangier.....	G. H. Cameron	13	1	12 months	48 00
Morden and Victoria Harbor.....	S. Balcom	3	1	12 do	24 00
Moser's River and West River, Sheet Harbor.....	J. H. Dimock.....	35	3	12 do	600 00
Mountain Road and River John.....	R. Holt	3	2	12 do	36 00
Mount Cusack and Sydney.....	H. Cusack	7	1	12 do	35 00
Mount Denson and Railway Station.....	M. J. Shaw.....	4	6	12 do	80 00
Mount Thom Settlement and Salt Springs.....	A. McKay.....	6	2	12 do	70 00
Mount Uniacke and Mount Uniacke Gold Mines.....	J. Patriquin.....	4	3	12 do	65 00
Mount Uniacke and Oland.....	E. Pentz.....	22 r. t.	2	12 do	120 00
Mount Uniacke and Ry. Station.....	J. McLearn.....	135yds	12	12 do	50 00
Musquodoboit Harbor and Petpes- wick Harbor.....	B. Young.....	6	3	12 do	65 00
Musquodoboit Harbor and Pleasant Point.....	R. J. Stevens.....	11	2	12 do	110 00
Nappan Station and Ry. Station.....	A. C. Barry.....	75 yds	12	12 do	80 00
New Campbellton and New Harris.....	D. Morrison.....	5	1	12 do	30 00
New Campbellton and North Sydney.....	L. Kehoe.....	20	3	12 do	340 00
New Cumberland and West La Have Ferry.....	H. Corkum.....	9½ r. t.	1	12 do	38 48
New Edinburg and Weymouth Bridge.....	A. Deveaux.....	5½	2	12 do	55 00
New Glasgow and Railway Station.....	J. W. Church.....	4	42	12 do	437 48
New Glasgow and Thorburn.....	F. Love.....	5	6	12 do	200 00
New Glasgow and Trenton.....	J. W. Church.....	1½	6	12 do	100 00
New Glasgow and Upper Cross Roads St. Mary's.....	J. Fraser.....	43	3	9 do (to Dec. 31, '89)..	520 50
Newport and Newport Landing.....	J. Weir.....	17 r. t.	4 & 2	12 do	225 00
Newport and Newport Station.....	W. Gibson.....	5	6	12 do	190 00
Newport and South Rawdon.....	J. W. Hennessy.....	24 r. t.	1	12 do	73 00
Newport and Upper Newport.....	do.....	10½ r. t.	1	12 do	35 00
Newport and Walton.....	E. A. Bancroft.....	20	6	12 do	778 64
Newport Station and Ry. Station.....	L. H. Sweet.....	12 yds	24	12 do	50 00
New Ross and Stoddart's.....	G. Ross.....	26	2 & 1	12 do	173 00
New Ross and Vaughan's.....	B. Boylan.....	15	2	12 do	139 00
Newville and Railway Station.....	D. P. Young.....	20 yds	12	12 do	10 00
Noël and Shubenacadie.....	J. W. Singer.....	32	1	12 do	153 00
Noël and Walton.....	J. Murray.....	14	6	12 do	284 00
North End Lochaber and West Side Lochaber.....	J. A. Stewart.....	3	3	12 do	50 00
North Range Corner and Railway Station.....	C. B. McNeill.....	½	12	12 do	60 00
North Range Corner and South Range.....	J. E. Marshall.....	3	2	12 do	40 00
North River Bridge and South Gut St. Ann's.....	A. G. Morrison.....	14	2	12 do	108 16
North River Bridge and Tarbut.....	A. Morrison.....	3	3	12 do	26 00
North Side Grand Narrows and South Side Grand Narrows.....	H. A. Archibald.....	1	6	12 do	400 00
North Sydney and Port Hastings.....	do.....	87	6	12 do	5,005 04
North-West Arm and Rear Ball's Creek.....	G. K. Ball.....	3	1	3 do (to June 30, '89).	3 25
do do.....	M. McMillan.....	3	1	9 do from do	15 00
Norwood and Railway Station.....	D. A. Saunders.....	100yds	6	12 do	40 00
Nyanza and West Side Middle River.....	A. McLennan.....	4	2	12 do	35 00
Oakfield and Railway Station.....	H. D. McLeod.....	4	12	12 do	40 00
Oban and St. Peter's.....	R. Morrison.....	16 r. t.	2	12 do	70 00
Odin and Stewiacke Cross Roads.....	S. Deyarmond.....	7½	2	12 do	110 00
Old Bridgeport Mines and Main Post Road.....	F. J. Mitchell.....	1	6	12 do	40 00
Onslow Station and Railway Station.....	A. McCurdy.....	4	12	12 do	60 00

DETAILS of all Payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Outer Island Port Hood and Port Hood	W. D. Smith	3	3	12 months	30 00
Oxford and Railway Station	N. S. Thompson	3½	12	12 do	400 00
Oxford and Rocky	W. E. Burnside	10	2	12 do	90 00
Oyster Ponds and Pirate Harbor	C. Peebles	15	3	7 do (from Sept. 1, '89)	116 08
Oyster Ponds & St. Francis Harbor	A. Chisholm	2	2	3 do (from Jan. 1, '90)	7 50
Paradise Lane and Ry. Station	W. F. Morse	½	12	12 do	75 00
Paradise Lane and Roxbury	W. Gormley	7	1	12 do	35 00
Parrsboro' and Partridge Island	J. W. Jenks	2	6 & 2	6 do (to Sept. 30, '89)	50 00
do do	E. A. Jenks	2	6 & 2	6 do from do	50 00
Parrsboro' and Railway Station	J. W. Jenks	½	12	6 do (to Sept. 30, '89)	25 00
do do	E. A. Jenks	½	12	6 do from do	25 00
Parrsboro' and Three Sisters	E. D. Fullerton	45	6	12 do	1,166 64
Parrsboro' and Two Islands	T. W. McKay	6½	2	12 do	65 00
Pictou and Pictou Island	J. Currie	12	1	12 do	270 00
Pictou and Pictou Landing	G. J. Christie	1½	6	12 do	235 00
Pictou and Railway Station	W. McDonald	¼	36	12 do	225 00
Pictou and River John	W. Gammon	20	6	12 do	475 00
do do (via shore)	D. M. Geldert	29	2	12 do	350 00
Pictou and Steamer	B. Flynn			Season 1889-90	37 65
Pictou and Truro	W. Gammon	50	3	12 months	895 00
Pictou and West River Station	T. G. Anderson	25½	3	12 do	342 56
Piedmont Valley and Ry. Station	J. McDonald	¼	3	12 do	24 00
Pine Tree and Railway Station	R. Mitchell	1½	3	12 do	60 00
Pirate Harbor and Ry. Station	R. Peebles	4	12	12 do	80 00
Pleasant Valley and Ry. Station	L. Craig	1½	2	12 do	50 00
Plympton and Railway Station	J. L. Warner	3	12	12 do	140 00
Point Edward and Sydney	D. Beaton	8	1	12 do	40 00
Pomquet Chapel and Ry. Station	C. Duong	2	6	12 do	70 00
Port Acadie and Railway Station	V. Thibodeau	2½	12	12 do	150 00
Port Beckerton and Port Hillford	G. S. Taylor	8	1	12 do	52 00
Porter's Lake and West Chezzetcook	G. E. Ormon	3	3	6 do (to Sept. 30, '89)	21 66
do do	J. A. Richey	3	3	6 do from do	30 00
Port Hastings and Port Hawkesbury	A. McDonald	3½	12	12 do	233 00
do do	H. A. Archibald	3½		Special service	7 00
Port Hastings and Point Tupper	do	5½		do	160 00
Port Hastings Railway Wharf	do	¼	12	12 months	156 50
Post Hawkesbury and R'y Wharf	A. McDonald	¼	12	12 do	156 50
do do	A. A. Beaton	½		Season 1889	24 60
Port Hawkesbury, Railway Wharf and Steamer	A. McDonald	¾		Special trips	15 00
Port Hawkesbury, Railway Wharf and Point Tupper	do	1		do	12 60
Port Hawkesbury and Sydney	J. Morrison	100	6	12 months	6,270 73
Port Hood and Port Hood Island	J. Smith	1½	2	12 do	24 00
Port Joli and St. Catherine's River	L. Robertson	6	1	12 do	40 00
Port Matoon and South-West Port Matoon	C. Therian	4	1	12 do	25 00
Port Mulgrave and Railway Wharf	R. Trites	½	12	12 do	80 00
Port Philip and Pugwash	G. King	4½	3	12 do	60 00
Port Royal and West Arichat	A. McDonald	3	3	12 do	100 00
Port William and Port William Station	J. L. Bishop	1	6	12 do	70 56
Port Williams and Town Plot	E. Burbidge	2½	3	12 do	55 00
Port Williams Station and Railway Station	F. E. Forsyth	12 yds	24	12 do	62 60
Port Williams Station and White Rock Mills	J. L. Bishop	4½	3	12 do	67 00
Preston and Main Post Road	D. Deloughrey	¼	6	12 do	60 00
Princeport and Truro	J. D. Nelson	16 r. t.	6 & 2	12 do	240 00
Pugwash and Thompson's Mills	J. R. Lamy	15½	6	12 do	461 88
Quinan and Tusket	L. Porter	12	2	12 do	90 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
Rear Black River and West Bay...	M. Morrison	4 r. t.	2	12 months	\$ 70 00
River Bourgeoise and River Tear...	J. Murphy	3	6	12 do	119 00
Riverdale and Weymouth Bridge...	J. H. Sabine	10	1	12 do	40 00
River Hebert and River Hebert Station...	T. A. Lowther	1½	12	2 do (from Feb. 1, '90)	33 33
River Hebert West Side and Shulie...	B. W. Baird	14	3	12 do	273 00
River Inhabitants Bridge and West Bay...	P. McFarlane	5	6	12 do	145 00
River John and Tatanagouche...	J. McLeod	13	6 & 3	12 do	400 00
River John and Welsford...	D. McGillivray	3	3	3 do (to June 30, '89).	10 00
do do	J. A. McKay	3	3	9 do from do	30 00
River Philip Station and West Branch River Philip...	M. Chapman	5	6	12 do	180 00
Riversdale and Railway Station...	B. A. Wall	1½	12	12 do	44 00
Riversdale and Upper Kemptown...	K. J. McLean	8½	2	12 do	163 20
Rochingham and South Ohio...	J. E. Allen	20	3	12 do	225 00
Rockingham Station and Railway Station...	T. Payne	1½	12	7 do 23 days (to Nov. 23, '89).	25 72
do do	L. Smith	½	12	4 do 7 days from do	28 46
Romans Valley and St. Andrews...	W. A. McDonald	15	3	12 do	177 00
Round Hill and Railway Station...	C. E. Spurr	½	12	12 do	75 00
St. Andrews and Vernal...	L. Cameron	5	2	12 do	53 00
St. Peters and West Bay...	A. McDougall	28	3	12 do	285 00
Sable River and Swansburg...	W. Herkins	10½	3	12 do	200 00
Salmon River and Sheet Harbor Passage...	W. C. Wambold	7½	2	1 do (to April 30, '89)	10 71
Salt Springs Station and Railway Station...	J. W. Black	20 yds	12	12 do	20 00
Sandford and Yarmouth...	N. L. Trefry	20 r. t.	2	12 do	123 72
Sand River and Shulie...	E. J. White	7	2	12 do	139 99
Saulnierville and Railway Station...	T. H. Saulnier	1½	12	12 do	100 00
Scotch Village and Woodville...	S. Cochran	10 r. t.	1	12 do	45 00
Shad Bay and (White's) Prospect Road...	C. Christian	2	4	6 do (to Sept. 30, '89).	15 00
do do	M. Burke	2	4	6 do from do	22 50
Shelburne and Upper Ohio...	W. G. Swinesburg	38 r. t.	1	12 do	82 32
Sherbrooke and West River Sheet Harbor...	J. Cumming	60	3	9 do (to Dec. 31, '89)..	600 00
do do	A. S. Cameron	60	3	3 do from do	187 50
Ship Harbor Lake and Ship Harbor Lake (circular route)...	J. W. Webber	23 r. t.	1	12 do	100 00
Shubenacadie and Railway Station...	A. Kirkpatrick	100 yds	30	12 do	113 66
Six Mile Brook and West River...	J. McKay	6	2	12 do	30 00
Six mile Road and Wallace Grant...	C. Cook	5	3	12 do	60 00
Skye Mountain and Whycocomagh...	A. G. Nicholson	6	1	12 do	30 00
Sluice Point and Surette Island...	J. J. Surette	2	1	12 do	25 00
Sluice Point and Tusket...	W. D. VanNorden	6	1	6 do (to Sept. 30, '89).	25 50
do do	A. J. Lent	6	1	6 do from do	20 00
Sober Island and Watt Section Sheet Harbor...	D. Logan	6	3	10 do 17 days (from May 15, '89)...	70 00
Southampton and Railway Station...	J. Megeny	3	12	6 do (to Sept. 30, '89)	57 50
do do	G. S. Davison	3	12	6 do from do	37 50
South Branch and Upper Stewiacke South Farmington and Railway Station...	C. P. McCullough	19 r. t.	3	12 do	100 00
do do	A. W. Randall	1½	12	12 do	36 00
South Harbor and White's Point...	J. McPherson	9	2	12 do	95 00
South Merland and Tracadie...	M. Delorey	8	1	12 do	34 00
South Ohio and Railway Station...	W. Crosby	8	12	12 do	40 00
South-West Margaree and Upper Margaree...	J. S. McDonald	4	2	12 do	34 48

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$
Spring Hill Junction and Railway Station.....	J. A. Dunn.....	$\frac{1}{2}$	12	12 months.....	40 00
Spring Hill Mines and Railway Station.....	J. Anderson.....	$\frac{1}{2}$	18	4 do 19 days (to Aug. 19, '89).....	68 96
do do.....	do.....	$\frac{1}{2}$	24	7 do 12 days from do.....	148 03
Spring Hill Mines and Windham Hill.....	A. A. Schurman.....	7	2	12 do.....	80 00
Stellarton and Railway Station.....	J. Bartley.....	$\frac{1}{4}$	36	12 do.....	225 00
Strathlorne and Whycomagh.....	N. McMillan.....	49 r t.	2	3 do (to June 30, '89).....	62 50
do do.....	J. A. McKinnon.....	26	2	9 do from do.....	171 00
Tatamagouche and Waugh's River. Tatamagouche and Wentworth Station.....	J. Lombard.....	12 r t.	3	12 do.....	140 00
The Falls and West New Annan.....	A. Purdy.....	20	6	12 do.....	440 00
Thompson's Mills and Westchester.....	D. C. Byers.....	9	3	12 do.....	165 26
Thorburn and Merigomish Station.....	E. J. Purdy.....	13	2	12 do.....	150 00
do do.....	F. Love.....	5	6	9 do (to Dec. 31, '89).....	179 25
Torbrooke and Tremont.....	A. Weir.....	5	6	3 do from do.....	59 75
Tracadie and Railway Station.....	W. Brown.....	5	1	12 do.....	50 00
Truro, Railway Station and Street Letter Box.....	P. Delorey.....	$\frac{1}{2}$	12	12 do.....	60 00
Truro, Railway Station, Letter Box and Postal Cars.....	C. B. Archibald.....		60 & 18	12 do.....	400 00
Tupperville and Railway Station.....	do.....	50 yds	36	8 do (from Aug. 1, '89).....	16 66
Tusket Wedge and Yarmouth.....	D. S. Chipman.....	$\frac{1}{4}$	12	12 do.....	50 00
Upper Musquodoboit and West River, Sheet Harbor.....	B. Le Blanc.....	12	6	12 do.....	200 00
Upper Newport and Woodville.....	J. A. Logan.....	26	3	12 do.....	398 00
Valley Station and Railway Station.....	E. Sweet.....	$1\frac{1}{2}$	1	12 do.....	13 44
Waterville and Railway Station.....	M. A. Johnson.....	600yds	12	12 do.....	40 00
Waterville and South Waterville.....	J. S. Pineo.....	70 yds	12	12 do.....	50 00
Waverley and Windsor Junction.....	F. Parrish.....	11 r t.	1	12 do.....	32 00
Wentworth Creek and Windsor.....	J. Otto.....	3	6	12 do.....	130 00
Wentworth Station and Railway Station.....	J. Trider, sen.....	$2\frac{1}{2}$	3	12 do.....	70 00
Westbrook and Railway Station.....	A. Barclay.....	135yds	12	12 do.....	60 00
Westbrook Mills and Railway Station.....	J. C. Taylor.....	1	12	12 do.....	104 00
West Merigomish and Railway Station.....	S. Roscoe.....	1	12	12 do.....	100 00
West River Station and Railway Station.....	J. R. McDonald.....	1	6	12 do.....	40 00
Westville and Railway Station.....	D. Graham.....	75 yds	12	12 do.....	40 00
Weymouth and Railway Station.....	J. Maxwell.....	$\frac{1}{4}$	24	12 do.....	120 00
Weymouth Bridge and Railway Station.....	C. D. Jones.....	$1\frac{1}{2}$	12	12 do.....	156 00
Wilmot and Railway Station.....	G. J. Hoyt.....	$\frac{1}{4}$	12	12 do.....	40 00
Windsor and Railway Station.....	E. Cumming.....	$1\frac{1}{2}$	12	12 do.....	95 00
Windsor Junction and Railway Station.....	P. S. Burnham.....	$\frac{1}{2}$	24	12 do.....	280 00
Windsor Junction, I. C. Ry. and W. & A. Ry.....	P. Hessian.....	$\frac{1}{8}$	36	12 do.....	80 00
do do.....	do.....	20 yds	6	7 do 17 days (to Nov. 17, '89).....	37 83
do do.....	A. Gammon.....	20 yds	6	4 do 13 days (from Nov. 17, '89).....	22 17
do do.....	W. Herbert.....	20 yds	6	12 do.....	60 00
Wolfville and Railway Station.....	G. V. Rand.....	$\frac{1}{4}$	24	12 do.....	100 00
Woodburne and Railway Station.....	D. Ballentyne.....	$1\frac{1}{2}$	2	12 do.....	50 00

DETAIL of all payments for Mail Transportation in Nova Scotia, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Yarmouth and Railway Station.	A. Bain	12	12	12 months	\$ 149 00
Yarmouth and Street Letter Boxes.	A. J. Hood	12	12	12 do	120 00
				Total	\$125,328 60

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1890.
 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.....	G. E. Corbitt	17	6	12 months to March 31, '90.....	\$ 6,260 00
Halifax and Boston, U.S. (half of postage collected).....	Canada Atlantic Steamship Co	400	1	9 do 10 days to June 30, '89.....	311 11
do	J. F. Phelan & Son, Agents.....	400	1	Season 1889.....	400 00
Halifax and Newfoundland.....	F. D. Corbett & Co.	520	20 trips.	do	1,500 00
North Sydney and Sydney.....	Bras d'Or Steam Navigation Co.	5	6	do	100 00
Pictou and Magdalen Islands, &c.....	J. Holliday	180	1	(In addition to subsidy).....	591 67
Port Mulgrave, Canso and Guysboro', &c.....	R. Macdonald.....	40, 30 & 25	2	do	1,000 00
Port Mulgrave and East Bay	Bras d'Or Steam Navigation Co.....	75 & 90	6	do	1,500 00
				Total.....	\$10,662 78

89 N. B.—For Special Subsidies and Steamship Subventions, see page 9.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1890.
CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Cumberland Railway and Coal Co.	32	6	12 months (to 31st March, 1890).....	\$ cts. 895 18
Eastern Extension Railway (including ferrage).....	80	6	do	5,806 40
Intercolonial Railway (within Nova Scotia).....	196	With varying frequency over different sections of the line.....	do (to 30th June, 1890).....	25,480 00
Joggins Railway Co.	8	6	do (to 31st March, 1890).....	32 00
Western Counties Railway Co.	67	6	do	3,355 36
Windsof and Annapolis Railway Co.	130	6	do	8,288 24
			Total.	\$43,857 18

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c.,
in Nova Scotia, made within the Year ended 30th June, 1890.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department....	770 16
E. Chanteloup.....	Mail locks for Post Office Department.....	27 50
	Total.....	\$797 66

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the year ended 30th June, 1890.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadie, Acadie Siding and Railway Station.....	S. Legere.....	10	2	12 months.....	99 00
Adamsville and Railway Station.....	J. M. Kennedy..	1 ¹ / ₈	12	12 do	40 00
Albert and Elgin.....	J. Garland.....	26	1	12 do	208 00
Albert and Lunsden.....	B. W. Fillmore..	7	1	12 do	38 00
Albert and Point Wolf.....	A. Copp.....	20	6	12 do	657 32
Albert and Railway Station.....	R. C. Atkinson..	7	12	12 do	75 00
Albert Mines and Railway Station.	G. Woodworth..	4	12	12 do	30 00
Aldouane and Richibucto.....	P. Richard.....	8	2	12 do	46 48
Alexander's Point and Lameque....	C. Chiasson.....	3 ¹ / ₂	1	12 do	25 00
Alexander's Point and Miscou Light House.....	C. Vibert.....	26	2	12 do	285 00
Alexander's Point and Shippigan...	R. Dugue.....	3	3	12 do	150 00
Alexandrina and Notre Dame.....	A. L. Hebert....	4	1	12 do	20 80
Alison and Moncton.....	W. T. Jones....	9	1	12 do	55 00
Allandale and Poquiock.....	D. Connelly.....	6	1	12 do	35 00
Alma and Hastings.....	J. E. McQuaid..	4	1	12 do	26 00
Anagance and Corn Hill.....	S. L. Stockton..	6	2	12 do	68 00
Anagance and Elgin.....	E. A. Robinson..	18	2	12 do	144 00
Anderson and Upper Sackville.....	D. Wheaton.....	15 & 22	1	12 do	93 00
Andover and Fort Fairfield.....	J. Sloat.....	7	2	12 do	96 00
Andover and Railway Station.....	J. A. Perley....	1	12	12 do	50 00
Annidale and English Settlement..	J. H. Langley..	4	2	12 do	47 00
Apohaqui and Case Settlement.....	G. Z. Parlee....	10	1	12 do	50 00
Apohaqui and Erb Settlement.....	H. C. Sinnott..	4 & 9	1	12 do	44 20
Apohaqui and Railway Station.....	J. A. Sinnott..	100 yds	12	12 do	62 60
Apohaqui, Collina and Pearsons....	J. Wiles.....	11, 14 & 17	3 & 2	12 do	177 12
Armstrong and Waterford.....	J. Gray.....	8	1	12 do	45 72
Armstrong's Brook and Jacquet River Station.....	W. Barclay.....	1	12	12 do	50 00
Armstrong's Brook and River Louison.....	do.....	3	6	12 do	175 00
Armstrong's Corner and Round Hill	A. Graham.....	20	2	12 do	168 00
Aroostook Portage and California..	D. Murchison..	2	1	12 do	25 00
Aroostook Junction and Ry. Station	D. B. Hopkins..	1	12	12 do	50 00
Black Bay and St. George.....	A. J. Seely.....	11	3	12 do	224 88
Baie Verte and Baie Verte Road...	A. F. Copp.....	4	2	12 do	40 00
Baie Verte and Railway Station.....	A. C. A. Wells..	1 ¹ / ₂	12	12 do	60 00
Bairdsville and Beaconsfield.....	H. Baird.....	11	1	12 do	55 00
Barachois and Lower Abouogoggin..	H. Gallang.....	11 & 8	1	12 do	44 48
Barnaby River and Railway Station	M. McDonald..	7 ¹ / ₂	12	3 do (to June 30, '89).	7 50
do do do do do do do	J. O. Quilty...	7 ¹ / ₂	2	9 do from do ..	7 50
Bartibog and Chatham.....	J. Doyle.....	12	1	12 do	40 00
Bartlett's Mills and Railway Station	J. Bartlett....	4	6	12 do	90 00
Bass River and South Branch.....	J. A. Campbell..	16	3	12 do	269 00
Bath, Johnville and Kilfoil.....	G. Giberson....	8 & 3 ¹ / ₂	2 & 1	12 do	85 00
Bath and Railway Station.....	T. Bohan.....	1 ¹ / ₂	12	12 do	60 00
Bathurst and Bathurst Village.....	S. P. Melanson..	1	3	3 do (to June 30, '89).	9 75
Bathurst and Railway Station.....	do.....	2	3 & 18	3 do do	39 58
do do do do do do do	do.....	2	21	6 do (to Dec. 31, '89).	98 66
do do do do do do do	J. Sivewright..	2	12	3 dc from do ..	49 33
Bathurst Village and Dunlop.....	J. Nicol.....	9	1	12 do	46 48
Bathurst and Tête à Gauche River (South Side).....	A. Branch.....	10 & 8	1	12 do	39 48
Bathurst Village and Youghall.....	R. Anderson....	5	3	12 do	50 00
Bay du Vin and Chatham.....	H. Sinclair.....	25	2	12 do	221 72
Bay du Vin and Point Escuminac..	E. Nowlan.....	21	2	12 do	220 00

DETAIL of all payments for Mail Transportation in New Brunswick, &c.—*Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					8 cts.
Bay du Vin Mills and Upper Bay du Vin.....	W. Dickens.....	5	1	12 months.....	40 00
Bayfield and Railway Station.....	F. Harper.....	1½	6	12 do.....	75 00
Bayside and St. Andrews.....	J. Richardson.....	7	2	12 do.....	100 00
Bear Island and Scotch Lake.....	J. Sennett.....	4	1	9 do (to Dec. 31, '89).	20 25
do do.....	J. Elliot.....	4	1	3 do from do.....	7 37
Beaufort and Highlands.....	T. Harvey.....	9	3	12 do.....	110 00
Beaver Dam and Rusagornis.....	W. Haining.....	5	1	12 do.....	26 00
Beaver Harbor and Black's Harbor.....	E. W. Cross.....	3	1	6 do (to Sept. 30, '89).	17 50
do do.....	do.....	3	1	6 do from do.....	25 00
Beaver Harbor and Pennfield Ridge.....	F. Eldrige.....	4	3	12 do.....	149 48
Belledune and Belledune River.....	D. McCury.....	4	3	3 do (to June 30, '89).	18 75
do do.....	P. Lannon.....	4	3	9 do from do.....	52 29
Belledune and Railway Station.....	S. Chalmers.....	1	12	3 do (to June 30, '89).	20 00
do do.....	P. Lannon.....	1	12	9 do from do.....	59 25
Belleisle Creek and Norton Station.....	J. M. Huggard.....	7	2	12 do.....	57 00
Belliveau Village and St. Joseph.....	S. Bourgeois.....	7	2	12 do.....	70 00
Belyea's Cove and Heustis Landing.....	J. B. Mott.....	3	2	12 do.....	39 00
Benton and Railway Station.....	A. J. Teed.....	50 yds	12	12 do.....	20 00
Beresford and Railway Station.....	J. Aubé.....	100 yds	6	12 do.....	35 00
Biggar Ridge and Foreston.....	W. H. Staten.....	4	1	12 do.....	26 00
Birch Ridge and Red Rapids.....	C. Roberts.....	4	1	12 do.....	35 00
Black Brook and Chatham.....	A. Manderson.....	6	4	12 do.....	130 00
Black Lands and River Charlo.....	W. Cook.....	3	3	12 do.....	38 00
Black Point and New Mills.....	P. Devereux.....	4	3	12 do.....	54 60
Black Rock and Three Brooks.....	L. Reed.....	1½	2	12 do.....	25 00
Blackville and Coughlan.....	D. A. Coughlan.....	4	1	12 do.....	26 00
Blackville and Shinnickburn.....	W. T. Underhill.....	18	1	12 do.....	120 00
Blackville and Underhill.....	do.....	2	3	12 do.....	52 00
Blair Athol and Dalhousie.....	J. McIntyre.....	17	1	12 do.....	90 00
Blakely and Enniskillen Station.....	J. Blakely.....	3	2	12 do.....	45 00
Bloomfield (Kings) and Railway Station.....	N. Wetmore.....	¾	12	12 do.....	56 00
Bloomfield Ridge and Boiestown.....	A. Fairley.....	10	1	12 do.....	59 00
Bloomfield Ridge and Hayesville.....	D. Bruce.....	2	1	12 do.....	15 00
Bloomfield Station and Central Norton.....	N. Wetmore.....	3½	3	12 do.....	65 00
Bloomfield Station and Railway Station.....	T. W. Kierstead.....	1½	12	3 do (to June 30, '89).	5 00
do do.....	A. Taylor.....	1½	12	9 do from do.....	15 00
Bocabec and St. Andrews.....	P. McLaughlin.....	9	3	12 do.....	195 00
Boiestown and Parker's Ridge.....	J. W. Parker.....	5	1	12 do.....	25 00
Bon Accord and Kincardine.....	D. Burns.....	5	2	12 do.....	80 00
Bonny River Station and Elmcroft.....	G. H. Williams.....	6	1	12 do.....	45 00
Bonny River Station and Railway Station.....	G. Matheson.....	¼	12	12 do.....	50 00
Boudreau Village, Rockland and Rockland Station.....	J. Sutherland.....	1 & 4½	2 & 6	6 do (to Sept. 30, '89).	116 02
Boundary Creek and Railway Station.....	R. B. C. Weldon.....	½	12	12 do.....	30 00
Boundary Creek and Steeves Mountain.....	do.....	3½	1	12 do.....	38 00
Bourgeois, Grandique and Poiriers.....	R. Poirier.....	4 & 2	1 & 3	12 do.....	90 00
Breadalbane and New Mills Railway Station.....	A. McNair.....	1	12	12 do.....	50 00
Brigg's Corner and Sheffield.....	H. L. Bailey.....	38½	2	12 do (and arrears).....	347 06
Bristol and Highlands.....	J. Torey.....	11	3	6 do (to Sept. 30, '89).	98 50
do do.....	S. J. Rogers.....	11	3	6 do from do.....	98 50
Bristol and Railway Station.....	J. J. Hayward.....	½	12	12 do.....	45 00
Brownsville and Stewarton.....	A. McGregor.....	5	1	12 do.....	25 84
Buctouche and McLaughlan Road.....	T. Roberts.....	16 & 30	2	12 do.....	180 00
Buctouche and Richibucto.....	do.....	18	3	12 do.....	228 00
Buctouche and St. Castin.....	L. Sawyer.....	6½	1	12 do.....	30 00
Buctouche and St. Jean Baptiste.....	F. X. J. Michaud.....	1½	6	12 do.....	30 00
Buctouche and Shediac.....	J. D. Weldon.....	22	6	12 do.....	494 00

DETAIL of all payments for Mail Transportation in New Brunswick, &c.—*Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Bull Moose Hill and Springfield...	W. E. Benson...	5	1	12 months	\$ 21 90
Bumfrau, Mineral and Railway Station	A. J. Kearney...	5 & $\frac{1}{2}$	1 & 12	12 do	70 00
Burnt Church and Church Point...	F. H. McKnight	4	3	12 do	40 00
Butternut Ridge and Carsonville...	H. F. Price.....	15	1	12 do	93 00
Butternut Ridge, New Canaan and Forks	A. Perry.....	12 & 3	2 & 1	3 do (to June 30, '89).	32 00
do do	E. Clark.....	12 & 3	2 & 1	9 do from do	96 00
Butternut Ridge and Railway Station	A. E. Killam....	$\frac{1}{2}$	6	12 do	20 00
Caledonia, Turtle Creek and Railway Station	G. D. Reid.....	17 & $\frac{1}{2}$	2	12 do	97 96
Calhoun and Railway Station.....	J. B. Calhoun...	$\frac{1}{2}$	12	12 do	25 00
Cameron's Mills and St. Louis de Kent	A. Babineau....	10	2	12 do	95 00
Campbell Settlement and Lower Southampton	J. C. Munro....	6	2	12 do	45 48
Campbellton and Railway Station..	G. Cumming....	1	13	12 do (and arrears)....	215 19
Campo Bello and Wilson's Beach...	J. Brown.....	7	1	12 do	75 00
Canaan Station and Railway Station	J. J. Bernard... $\frac{1}{2}$	$\frac{1}{2}$	12	12 do	20 00
Canaan Station and Sweeneyville...	J. P. Bernard... 8 & 12	8 & 12	2	12 do	80 00
Canobie and Clifton.....	W. Glendinning.	3	1	12 do	30 00
Canterbury and Woodstock.....	J. W. Scott.....	12	2	12 do	148 00
Canterbury Station and North Lake	J. W. Dickinson	22	2	12 do	250 00
Canterbury Station and Railway Station	C. G. Main.....	100yds	12	6 do (to Sept. 30, '89).	25 00
do do	J. S. Law.....	100yds	12	6 do from do	25 00
Cape de Moisselle Creek and Railway Station	J. Wilson.....	$\frac{1}{8}$	12	12 do	25 00
Cape Tormentine and Ice-Boat House	W. A. Wells....	3	as req.	Season 1889.....	96 00
Caraquet and Lower Caraquet.....	A. Lantaigne... 4	4	3	12 months	34 00
Caraquet and St. Simon	J. R. LeBoutillier	9	1	12 do	30 00
Caraquet and Tracadie.....	P. Theriault....	22	6	12 do	344 00
Carleton and St. John.....	D. O'Connell....	1	36	12 do	138 00
Carleton and Street Letter Boxes..	W. Lane.....	.....	12	11 do	78 00
Carlisle and Lower Windsor.....	A. Albright....	2	3	12 do	48 68
Central Blissville and Fredericton Junction	J. Shehan.....	4	2	12 do	54 16
Central Hampstead and Hibernia..	D. Gardner.....	3	2	12 do	40 00
Central Waterville and Temperance Vale	G. T. Pinder....	5	1	12 do	30 00
Centreville, Florenceville and Railway Station	I. N. Boyer....	5	6	12 do	74 00
Centreville, Tracey's Mills and Greenfield	G. Gregg.....	2, 12 & 6	3 & 2	12 do	115 00
Chamber's Settlement and Foster's Croft	T. Morisey....	5	1	12 do	29 00
Chambord and Grand Falls.....	J. Michaud....	4 & 6	1	12 do	50 00
Chance Harbour, Lepreaux and Little Lepreaux	U. J. Hop.....	19 & 4	2 & 6	12 do	241 60
Chapman and Little Shemogue.....	C. R. Oulton....	3	2	12 do	35 00
Charleston and Middle Simonds...	M. Mulheron....	11	1	12 do	50 00
Charlo Station and Upper Charlo..	J. Goullat....	2 $\frac{1}{2}$	6	3 do (to June 30, '89).	14 75
do do	P. Laviolette..	2 $\frac{1}{2}$	6	9 do from do	40 50
Chatham and Douglasfield.....	T. King.....	5	1	12 do	20 00
Chatham and Kouchibouguac.....	R. McNaughton.	26	2	12 do	258 00
Chatham and Railway Station.....	J. Ward.....	1	24	3 do (to June 30, '89).	50 00
do do	A. S. Ullock...	1	24	9 do from do	150 00
Chatham and Tracadie.....	Ferguson & McCullum.....	52	6	12 do	1,280 00
Chipman and Harley Road.....	J. D. Brown....	5	1	12 do	37 50
Chipman and Weldford.....	D. Robertson...	40	1	12 do	235 00
Church Hill and Riverview.....	A. Bayley.....	2	2	12 do	26 00

DETAIL of all payments for Mail Transportation in New Brunswick, &c.—*Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clarendon and Gaspereaux Station.	W. H. Jones	6	2	12 months	59 00
Clarendon Station and Ry. Station.	G. S. Lacy	10 ¹ / ₂	6	12 do	40 00
Clifton and Grey's Mills	J. Rodgers	10	6	12 do	244 00
Clifton and Land's End	O. M. Flewelling	22	2	12 do	272 80
Clinch's Mills and Gooseberry Cove	J. Ferguson	4	2	12 do	65 00
Clinch's Mills and Little Musquash	G. Wayne	5	1	12 do	40 00
Clinch's Mills and Railway Crossing	C. F. Clinch	4	12	12 do	26 00
Clover Hill and Sussex Vale	J. McLaughlin	15 ³ / ₄	2	12 do	130 20
Coal Branch Station and Ry. Station	J. T. Swift	100 yds	12	12 do	30 00
Coal Creek and Coal Mines	J. Brown	4	2	12 do	44 00
Coal Creek and Upper Coal Creek	M. E. Weaver	4	1	12 do	25 00
Cocagne and Cocagne Cape	J. S. Lucas	4	1	12 do	17 88
Cocagne and Notre Dame	E. Bilodeau	6	2	12 do	59 00
Coldbrook and Railway Station	E. Ryder	10 ¹ / ₂	12	12 do	30 00
Cole's Island and Narrows	D. N. Marr	12	3	12 do	155 00
Cole's Island and New Canaan	A. Corey	23	1	12 do	98 00
College Bridge and Railway Station	D. F. Richard	10 ¹ / ₂	12	12 do	75 00
Collina and Springfield	J. Kellier	14 & 10	1	12 do	42 00
Cork Station and Railway Station.	M. A. Murphy	10 yds	3	9 do (from July 1, '89)	12 00
Cormier's Cove and St. Joseph	D. A. Cormier	2	2	12 do	30 00
Corn Hill and Petitcodiac	W. W. Price	11 & 7	1	12 do	52 00
Cox's Point and Cumberland Bay	T. H. Branscombe	5	1	12 do	20 80
Curryville and Railway Station	J. A. Beaumont	10 ¹ / ₂	12	12 do	30 00
Dalhousie and Point La Nim	P. Stewart	3	3	12 do	45 00
Dalhousie and Railway Station	H. A. Johnson	10 ¹ / ₂	24	12 do	250 40
Dalhousie and Wharf	do	10 ¹ / ₂	2	Season 1889.	39 50
Dalhousie and Charlo Station	M. Reid			Special trip	2 00
Dalhousie and Dalhousie Junction.	N. Shaw			Special trips	26 25
Dalhousie and Bel River Crossing.	G. A. Willet			Special trip.	1 50
do do	P. B. Troy			do	1 50
Dalhousie Junction and Ry. Station	W. Jamieson	10 ¹ / ₂	12	12 months.	52 00
Dawson Settlement & Hillsborough	P. Broney	8	2	12 do	83 00
Debeck and Railway Station.	A. Harron	10 ¹ / ₂	12	12 do	30 00
Doaktown and Shinnickburn.	J. McDuff	18	1	12 do	100 00
Donegal, Waterford & Sussex Vale.	F. C. Buchanan	10 & 8	1 & 2	12 do	189 56
Dorchester and Fairview	A. Crossman	3 ¹ / ₂	1	12 do	26 00
Dorchester and Middleton	R. A. Colpitts	2	6	12 do	65 00
Dorchester and Railway Station	S. W. Tingley	10 ¹ / ₂	24	3 do (to June 30, '89).	74 50
do do	do	10 ¹ / ₂	36	9 do from do	336 59
Dorchester and Rockport	J. Read	12	3s, 2w	12 do and extra trips	159 00
Dorchester and Woodhurst.	B. Card	5	1	12 do	20 00
Dorchester Crossing and Ry. Station	P. L. Belliveau	10 ¹ / ₂	2	12 do	8 00
Dorn Ridge and Mouth of Keswick.	J. Pugh	14	2	12 do	87 00
Douglastown and Newcastle	J. Fisher	5	12	12 do	250 00
Dover and Moncton.	W. A. McFarlane	18	2	12 do	124 00
Downeyville and Springfield.	W. Kellier	11	2	12 do	80 00
Downeyville and Toleton	V. Vanwart	11 & 3	4	12 do	71 00
Doyle Settlement & River Louison.	T. Hayes, jr.	3	1	12 do	20 00
Dumbarton Station and Ry. Station	W. Saunders	17 ¹ / ₂	3	12 do	20 00
Dundee and Shannon Vale	W. Wright	5	1	12 do	25 00
Dungiven and Memramcook	E. Toole	4	1	12 do	25 00
Dupey's Corner and St. André de Shediac	R. Hebert	3 ¹ / ₂	1	12 do	28 50
East Tilley and Junction of Perth Centre and Tilley Route.	H. Dougherty	3 ¹ / ₄	1	1 do (to Dec. 31, '89).	0 50
Edmundston and Grand Falls.	M. Hartt	37	6	12 do	1,395 00
Edmundston & Mouth of St. Francis	I. Leveque	37	3	12 do	513 88
Edmundston and Upper Madawaska	D. Siros	3	6	12 do	24 00
Eel River Crossing and Ry. Station	W. McNair	17 ¹ / ₂	12	12 do	40 00
Elgin and Prosser Brook	W. P. Robinson	13	2	12 do	192 00
Elgin and Railway Station.	G. M. Killam	10 ¹ / ₂	6	9 do (to Dec. 31, '89).	29 91
do do	J. D. Steeves	10 ¹ / ₂	6	3 do from do	9 97

DETAIL of all payments for Mail Transportation in New Brunswick, &c.—*Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Elmsville and Railway Station.....	J. H. Dyer.....	1 ¹ / ₂	6	12 months.....	40 00
Emigrant Road and Port Elgin....	E. D. Sillicker....	12&21	3	9 do (to Dec. 31, '89)..	110 31
Emigrant Road and Ry. Station....	M. Mulrine.....	1 ¹ / ₂	3	3 do (from Jan. 1, '90)	7 50
Emigrant Settlement & Ry. Station	B. Corrigan.....	3 ¹ / ₂	6	3 do do	6 50
Ennashore and Grand Falls.....	C. O'Regan.....	3 ¹ / ₂	1	12 do	30 00
Enniskillen Station and Ry. Station	B. McAloon.....	4 ¹ / ₂	6	12 do	25 00
Fairhaven and Lord's Cove.....	T. McLaughlin..	10	3s, 2w	12 do	195 00
Fairhaven and Steamer.....	do	1	3s, 2w	12 do	100 00
Fairville and Railway Station.....	C. J. Tilton.....	1 ¹ / ₂	18	12 do	75 00
Fenwick and McKnight.....	G. E. McKnight	1 ¹ / ₂	2	12 do	15 00
Fenwick and Sheba.....	T. Simpson.....	4 ¹ / ₂	2	12 do	33 00
Ferguson's Point and Intersection of Chatham and Caraquet Route.	W. Ferguson.....	5 ¹ / ₂	6	12 do	31 20
Flatlands and Railway Station.....	J. Steeves.....	6	6	12 do	50 00
Florenceville and Railway Station..	W. McMullin....	1	12	12 do	185 00
Florenceville East and Riverbank..	W. W. Boyer....	4	3	12 do	56 00
Flume Ridge and Magaguadavic....	M. Noonan.....	6	1	12 do	30 00
Forks and Ida.....	S. S. Clark.....	5	1	12 do	45 00
Four Falls and Ortonville.....	W. Downing....	11	1	12 do	70 00
Fredericton and Hanwell.....	P. Lucy.....	10	1	12 do	59 48
Fredericton and Lower St. Mary's..	B. Dumphy.....	6	2	12 do	90 00
Fredericton and Marysville.....	T. B. Dunphy...	4	12	9 do (to Dec. 31, '89.)	240 00
do do	do	4	6	3 do from do	40 00
Fredericton and Nasonworth.....	S. K. Nason.....	9 ¹ / ₂	1	12 do	52 00
Fredericton and Railway Station..	P. D. McKenzie	3	18	12 do	201 72
Fredericton and St. Mary's Ferry No. 1.....	do	4	6	9 do (to Dec. 31, '89.)	22 50
Fredericton and St. Mary's Ferry No. 2.....	M. W. Ryan....	4	6	9 do do	22 50
Fredericton and St. Mary's Ferry..	do	4	12	3 do from do	20 00
Fredericton and Street Letter Boxes	A. S. Phair.....	4	12	3 do (to June 30, '89.)	22 50
do do	H. J. Phair.....	4	12	9 do from do	75 93
Fredericton and Tay Settlement...	T. B. Dunphy...	27 ¹ / ₂	1	12 do	135 00
Fredericton and Wisely.....	G. I. Gunter....	4	2	12 do	50 00
Fredericton and Woodstock, East..	J. Phillips.....	70	2	12 do	550 00
Fredericton and Woodstock, West..	R. H. Rainsford	63	3	12 do	800 00
Fredericton Junction and Railway Station.....	J. Shehan.....	25yds.	24	12 do	40 00
French Village and Railway Station	C. Stephenson..	4	2	3 do from Jan. 1, '90.	12 50
French Village and St. John.....	D. O'Connell...	15&17	1	9 do (to Dec. 31, '89.)	102 00
Gagetown and Mouth of Nerepis...	S. Cameron.....	45 ¹ / ₂	3	12 do	695 00
Gagetown and Narrows.....	F. E. Wilson....	19	3	12 do	270 00
Gagetown and Upper Gagetown....	G. W. Allingham	8	3	12 do	100 00
Gagetown and Welsford.....	H. Johnston....	28	2	12 do	470 00
Gagetown and White's Cove.....	W. Hamilton....	13	3	12 do	250 00
Gailey and Thomas Galland's.....	J. White.....	2	2	12 do	30 00
Gaspereaux Station and Railway Station.....	P. W. Mooney..	1	6	12 do	40 00
Gaythorne and Tabusintac.....	E. McCullum....	4	1	12 do	30 00
Gillespie and Grand Falls Portage.	J. McCallan....	2	1	12 do	25 00
Gladstone and Kintore.....	T. Watt.....	8 ¹ / ₂	3	12 do	120 00
Glassville and Ruther Glen.....	E. D. Martin....	4	1	12 do	15 60
Golden Ridge and Knowlesville....	G. Campbell....	6	1	12 do	34 00
Goose Creek and Shepody Road....	J. Prescott....	13	1	12 do	60 00
Gouldville and Memramcook.....	J. F. Richard..	2 ¹ / ₂	2	12 do	35 00
Grafton and Woodstock.....	A. D. Shea.....	1 ¹ / ₂	6	12 do	48 00
Grainfield and North Renous.....	M. Hayes.....	4	1	12 do	40 00
Grand Anse and Mizonette.....	S. Theriault...	8	2s 1w	12 do	75 00
Grand Bay and Railway Station...	D. Hamm.....	1	6	12 do	20 00
Grand Falls and Railway Station..	J. J. Kelly.....	1	12	12 do	75 00
Grand Falls and Undine.....	F. Petit.....	16&11	2	12 do	133 00
Grand Falls and Woodstock.....	J. A. Perley...	74	6	12 do	2,700 00
Grand Harbour and White Head...	E. A. Daggett..	6	2s 1w	12 do	94 00

DETAIL of all payments for Mail Transportation in New Brunswick, &c.—*Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Grand Manan and Seal Cove	G. E. Tatton	12	3 & 2	12 months	119 00
Great Shemogue and Little Cape	J. S. Leger	4	1	12 do	25 00
Great Shemogue and Shediac	I. H. Hebert	24	6	12 do	400 00
Green Point and Petit Rocher	J. Morrison	3½	1	12 do	35 00
Halcomb and Lyttleton	E. Somers	5	1	12 do	39 00
Hammond Vale and Shepody Road	W. Fowler	12	1	12 do	104 00
Hampstead and Wickham	I. S. Van Wart	2	2	12 do	40 00
Hampton and Ossekeag	F. Williams	1	6	12 do	40 00
Hampton and Urquharts	J. McLaughlan	13	2	12 do	130 00
Hardingville and Quaco Road	F. J. Johnston	4	1	12 do	29 00
Harewood and Salisbury	J. C. Perry	13	1	6 do (to Sept. 30, '89.)	24 00
do do	N. Wilson, jr.	13	1	6 do from do	23 40
Hartland and Knowlesville	W. Craig	20	3	12 do	274 00
Hartland and Railway Station	A. Nevers	½	12	12 do	60 00
Harvey and Midway	R. Smith	3½	1	12 do	37 00
Harvey and Railway Station	L. F. West	1½	6	12 do	130 00
Harvey and Waterside	R. Smith	11	3	12 do	120 00
Harvey Station and Magaguadavic	T. Craig	18	2	12 do	149 00
Harvey Station and Railway Station	D. Glendinning	50yds.	12	12 do	30 00
Harvey Station and Yoho	R. McLaughlin	8	1	12 do	28 76
Hatfield Point and West Scotch Settlement	W. A. S. Perkins	4	1	12 do	22 00
Head of Millstream and Perry Settlement	B. B. Hayes	5	1	12 do	30 00
Head of Millstream and Sussex Vale	do	19	2	12 do	175 00
Head of Tide and Railway Station	J. Gillis	½	6	12 do	50 00
Head of Tide and Robinsonville	D. Duncan	19½	1	12 do	85 00
Heron Island and New Mills	W. Maxwell	3	1	12 do	32 00
Hillsborough and Lower Cape	S. S. Calhoun	9	6	12 do	200 00
Hillsborough and Railway Station	R. E. Steeves	½	12	12 do	78 00
Hillsborough and Rose Vale	H. J. Stevens	13	3	12 do	140 00
Hillsdale and Mackville	J. McIntyre	3	1	12 do	23 68
Hillsdale and Sussex Vale	R. Brewing	17	3	12 do	240 00
Hopewell Cape and Railway Station	W. E. Calhoun	3½	6	12 do	90 00
Hopewell Hill and Menel	W. Hunt	7 & 5	1	12 do	50 00
Hopewell Hill, Hopewell and Railway Station	C. L. Peck	1 & ¼	6 & 12	12 do	80 00
Hopper and Salisbury	J. McGee	18	1	12 do	82 00
Hoyt Station and Juvenile Settlement	J. Patterson	12 & 9	2	12 do	75 88
Hoyt Station and Railway Station	A. W. Mersereau	½	12	12 do	50 00
Indian Mountain and Moncton	A. M. Bonnell	14	1	12 do	78 00
Indiantown and St. John	D. O'Connell	2	12	12 do (and extra trips)	176 00
Inkerman and Railway Station	W. Gibbs	3	6	12 do	45 00
Irishtown and Shediac	C. Sullivan	20	1	12 do	126 00
Jenkins and Thoretown	M. B. Perry	2	3	12 do	38 00
Jolicure, Westmoreland Point and Railway Station	C. Wey	7 & 1	6 & 12	12 do	225 00
Jordan Mountain and Newtown	S. H. Snider	4	1	12 do	38 00
Keats and Petitcodiac	R. Keith	7	3	12 do	117 00
Kerry and New Ireland Road	J. Garland	5	1	12 do	49 48
Keswick Ridge and Millville	J. Harrigan	27 & 30	2	12 do	295 16
Kilburn and Kintore	D. Watt	6	3	12 do	80 00
Kilburn and Railway Station	B. Kilburn	½	12	12 do	25 00
Kingclear and New Market	J. W. Howard	5	1	12 do	36 00
Kingston (Kent) and Railway Station	E. Harnett	½	12	12 do	100 00
Kingston (Kent) and Richibucto Village	P. McCaie	7	2	12 do	60 00
Kingston (Kings) and Perry's Point	J. Hill	2½	2	12 do	35 00
Kingston (Kings) and Rothesay	S. Cosman	10	6	12 do	449 00

DETAIL of all payments for Mail Transportation in New Brunswick, &c — *Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Knoxford and Upper Knoxford....	R. Longstaff...	4	1	12 months	26 00
Kouchibouguac and Kouchibouguac Beach.....	J. Potter, jr....	9	2	12 do	60 00
Kichibouguac and Point Sapin.....	do	20	1	12 do	65 00
Kouchibouguac and Richibucto....	J. McLane.....	12	6	12 do	290 00
Lake George and Prince William Station.....	P. Carr.....	22	2	12 do	157 00
Lakeview and Narrows.....	R. Black.....	3	3	12 do	50 00
Lakeville Corner and Junction of Briggs Corner and Sheffield Route	F. McGowan....	½	2	6 do (from Oct. 1, '89)	5 00
Lakeville Corner and Newcastle Creek.....	T. L. Simmons..	28	2	12 do	172 00
Landry and Pockmouche.....	M. Landry.....	5	1	12 do	23 00
Lawrence Station and Railway Station.....	J. Taylor.....	200yds	12	12 do	52 00
Ledge and St. Stephen.....	J. Greene.....	4	3s.2w.	12 do	75 00
Légère and Portage River.....	L. Mauzerall..	2	3	12 do	30 00
Lepreaux and Pocologan.....	S. J. Anderson..	10	2	12 do	75 00
Lepreaux and Railway Station.....	H. P. Reynolds..	1	12	12 do	25 00
Lewis Mountain and Petitcodiac.....	W. W. Price....	12&13	1	12 do	72 80
Lime Hill and Junction Springhill Road.....	T. Scribner....	2	1	12 do	15 00
Limekiln and Stanley.....	H. Turnbull....	2	1	12 do	25 00
Lincoln and Oromocto.....	A. E. Bully....	4	3	12 do	65 00
Little Lake and Tracey Station.....	J. Steen.....	11	1	12 do	58 00
Little Salmon River Mills and Shepody Road.....	G. J. Vaughan..	8	1	12 do	80 00
Loch Lomond and St. Martins.....	A. E. Malbery..	20	1	9 do (to Dec. 31, '89)..	75 00
do do.....	Fowness & Tabor	20	1	3 do from do	25 00
Long Point and Springfield.....	W. Kellier....	7&10	1	12 do	35 44
Long Settlement and Woodstock....	J. R. Tupper... 26	2	12	do	204 88
Lorwick and Junction of Perth Centre and Tilley Route.....	H. Dougherty].	¾	1	3 do (from Jan. 1, '90)	1 48
Lower Brighton, Newburgh and Pembroke, &c.....	J. Downey....	3,1½,2	6,3&2	12 do	122 92
Lower Nappan and Point au Car..	A. McKnight... 5	2	12	do	47 48
Lower Southampton and Norton Dale.....	J. C. Munro....	10	2	12 do	88 48
Lower Turtle Creek and Turtle Creek.....	G. A. Fillmore..	3	1	12 do	15 00
Lower Woodstock and Speerville..	A. W. Hay.....	6	1	12 do	58 20
Lyttleton and Red Bank.....	E. Somers.....	5	3	12 do	90 00
McGinley and Memramcook.....	G. C. Charters..	1½	3	12 do	40 00
Maple Green and Railway Station	J. Fraser.....	1	3	12 do	43 75
Maplehurst, Upper Kent and Railway Station.....	A. Hawthorn... 3 & ½	2&12	12	do	100 00
Maple Ridge and Millville.....	G. Russell.....	3	1	12 do	20 00
Maplewood and Millville.....	H. Palmer.....	5	1	12 do	24 00
Martin's Head and Salmon River..	W. J. Davidson..	15	1	12 do	100 00
Marysville and Peniac.....	T. B. Dumphy..	4	2	9 do (to Dec. 31, '89)..	45 00
Maugerville and Upper Maugerville	P. McCluskey..	5	3	3 do 22dys(to J'y 22'89)	21 35
Meadows and Railway Station.....	G. F. Beach....	20yds.	12	12 do	10 00
Memramcook and Railway Station.	G. C. Charters..	½	24	4 do (to July 31, '89, and extratrips)	34 93
do do.....	do	1	36	8 do	100 00
Milford and Railway Station.....	J. Irvine.....	1½	12	12 do	75 00
Milledgeville and St. John.....	D. O'Connell... 4	2	12	do	65 00
Millstream and Mountain Dale....	W. E. Fenwick..	6 & 7	1	12 do	46 28
Millstream and Mount Hebron....	G. D. Fenwick..	5	1	12 do	41 08
Milltown and St. Stephen.....	J. & E. Keys... 2	12	12	do	148 48
Milltown and Upper Mills.....	J. M. McDonald	3	1	12 do	50 00
Miscou Harbour and Wilson's Point	J. A. Wilson... 6	2s 1w	12	do	60 36
Mispec and St. John.....	D. O'Connell... 9	1	12	do	59 76

DETAIL of all payments for Mail Transportation in New Brunswick, &c.—*Con.*

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					\$ cts.
Moncton and O'Neil	J. McQuade	15	1	12 months	59 00
Moncton and Railway Station	G. McSweeney	1	36	4 do (to July 31, '89, and extra trips)	123 84
do do	do	1	48	8 do from do	320 00
Moncton and Stony Creek	J. B. Scott	8	2	1 do (to April 30, '89).	4 33
do do	do	8	2	11 do from do	91 67
Moncton and Street Letter Boxes	J. Gallagher		12	12 do	150 00
Moncton and Upper Coverdale	E. L. Goodall	14	2	12 do	105 00
Moncton Road and Shediac	W. G. Bateman	6	1	12 do	40 00
Monument Settlement and Richmond Corner	J. Kennedy	27 & 20	2	3 do (to June 30, '89).	39 00
do do	N. Turney	27 & 20	2	9 do from do	171 00
Moore's Mills and Ry. Station	A. Connick	100yds	12	12 do	52 00
Mount View and Upper Sackville	J. Wheaton	3	1	12 do	20 00
Mountville and Railway Station	J. Wilbur	100yds	12	12 do	20 00
Mouth of Nerepis and Ry. Station	J. M. Nase	3	12	12 do	50 00
Musquash and Railway Station	L. D. Carman	4	12	12 do	26 00
Narrows, Norton Station and Springfield	W. Linden	9 & 21	6 & 3	12 do	501 44
Narrows and Upper Gaspereaux	J. B. Wiggins	50	3	9 do (to Dec. 31, '89).	446 25
do do	do	50	3	3 do from do	175 00
Narrows and Wickham	G. W. Day	24	3	12 do	350 00
Nauwigewauk and Railway Station	W. W. Dodge	4	12	12 do	25 00
Nerepis Station and Ry. Station	D. McKenzie	4	12	12 do	20 00
Nerepis Station and Round Hill	D. W. McKenzie	12	1	12 do	92 50
Newcastle and Railway Station	J. Fisher	1	24	12 do (and extra trips).	212 18
Newcastle and Red Bank	J. C. Miller	15	3	12 do	295 00
Newcastle and Renous Bridge	J. C. Brown	17	3	12 do	275 00
Newcastle and Sevogle	do	25	1	12 do	145 00
Newcastle and South Nelson	J. Doolan	2	6	12 do	199 00
Newcastle Letter Box and Railway Station	J. Fisher	1	6	3 do (to June 30, '89).	7 82
New Mills and Railway Station	A. McNair	4	12	12 do	49 88
Newtown and Sussex Vale	J. Rogers	12 & 10	3	12 do	114 48
Newtown and White's Mountain	H. Jamieson	3	1	12 do	30 00
Nictau and Riley Brook	E. P. Ross	6	1	12 do	30 00
Nigado and Petit Rocher	F. Walsh	5½	1	4 do (from Dec. 1, '89)	13 33
Nixon and Turtle Creek	L. A. Wilson	4	1	12 do	20 00
North Forks Salmon Creek and Salmon Creek	S. P. Fowler	4	1	12 do	37 40
North River Platform and Railway Station	T. Jones	4	12	12 do	25 00
Notre Dame and Poirier	F. Cyr	6	1	12 do	30 00
Oak Bay and Railway Station	R. W. Wilson	4	12	12 do	65 00
Oakham and Thornetown	E. Perry	4	2	12 do	42 48
Oak Hill and St. Stephen	J. & E. Keys	22	1	12 do	159 00
Oak Point and Round Hill	D. D. Flewelling	3	6	Season 1889.	34 00
Oakville and Richmond Corner	L. S. Purinton	10	1	12 do	80 00
Oromocto and Waasis Station	J. Malone	6	6	12 do	190 00
Oromocto and Woodside	W. Rutledge	18	2	12 do	109 00
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. Malone	10, 21, & 12	6 & 3	12 do	320 00
do do	D. McPherson	10 & 21		Special trips	16 00
do do	J. W. Currier	10, 21, & 12	6 & 3	Arrears	86 07
Ossekeag and Upperton	R. W. Barnes	19½	2	12 months	180 00
Painsec Settlement and Ry. Station	E. Babin	1	2	12 do	30 75
Passekeag and Railway Station	G. R. Campbell	150yds	12	12 do	50 00
Passekeag and Sherlock	J. McVey	5	1	12 do	40 00
Pearson's and Starkey's	J. H. McLeod	9 & 12	2	12 do	150 00
Pennfield Ridge and Ry. Station	S. McKay	2	6	12 do	60 00

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					\$ cts.
Penobscus and Roxburgh	J. J. Haslam	21	2	12 months	177 48
Perth Centre and Railway Station	G. W. Larlee	2	12	do	50 00
Perth Centre and Railway Station	W. Inman	64 & 8	2 & 1	do	601 20
Perth Centre and Tilley	N. Demerchant	16	2	do	127 00
Petersville and Welsford	P. Lingley	10	2	do	96 00
Petersville Church and South Clones	J. Chittick, sen.	4	1	do	30 00
Petit Rocher and Railway Station	J. Morrison	1½	12	do	75 00
Pioneer and Woodstock	J. R. Tupper	25	3	do	297 00
Pisarinco and Spruce Lake	E. McCarthy	6	2	do	40 00
Pleasant Ridge and Rolling Dam Station	N. McDermott	10	2	do	75 00
Point du Chêne and Ry. Station	E. McDonald	½	12	do	25 00
Pollet River and Railway Station	T. W. Colpitts	100yds	3	do	19 48
Port Elgin and Railway Station	G. Siddall	½	12	do	40 00
Port Elgin and Spences	J. H. Trenholm	24	2	do (to Dec. 31, '89)	111 27
do do	J. H. Grant	17 & 15	3	do from do	68 25
Prince of Wales and Ry. Crossing	J. Cairns	½	6	do	31 00
Prince William Station & Ry. Stat'n	W. G. Hatch	300yds	12	do (to June 30, '89)	12 50
do do	do	1	12	do from do	60 00
Prince William Stat'n & York Mills	W. Murray	3	2	do	93 00
Read and Railway Station	E. Read	2½	2	do (from Jan. 1, '90)	7 80
Renous Bridge and South Renous	J. Singleton	5	2	do	42 00
Reynolds and South Nelson	B. Reynolds	7	2	do (and extra trips)	65 40
Richibucto and Railway Station	J. C. Vautrin	½	6	do	75 00
Richibucto and Weldford	L. J. Wathen	27	6	do (to Sept. 30, '89)	368 50
Richibucto, Weldford & Ry. Station	do	27 & ½	6 & 24	do (from Oct. 1, '89)	450 50
River Charlo and Railway Station	W. R. Jamieson	1	12	do (to June 30, '89)	16 25
do do	do	1	12	do from do	75 00
River Louison and Sunnyside	J. Miller	7	1	do	46 00
Riverside and Railway Station	M. Daley	½	12	do	24 00
Rockland, Rockland Station and Railway Station	J. Sutherland	4½ & 1	6 & 12	do (from Oct. 1, '89)	131 02
Rockland Station and Ry. Station	do	300yds	12	do (to Sept. 30, '89)	15 00
Rockport and Sackville	A. Tower	16	1	do	65 00
Rogersville and Railway Station	D. Fontaine	100yds	12	do	25 00
Rogersville and Rogersville East	J. Hache	4½	1	do	43 88
Rogersville and Viemeau	F. McCaille	5	1	do	35 00
Rolling Dam Station and Ry. Stat'n	W. Goodill	1	12	do	40 00
Rosedale and Upper Woodstock	W. E. Hoyt	8 & 6	2	do	80 00
Russagornis and Wassis Station	A. Grass	3	3	do	40 00
St. Andrews and Railway Station	J. Cummings	½	as req.	do	74 60
St. Andrews and Wharf	R. Stow	½	4 & 6	do	32 00
St. Croix and Vanceboro Ry. Stat'n	A. W. Sears	1	6	do (to Sept. 30, '89)	17 50
St. Croix and Railway Station	J. E. Casey	1	6	do (from Oct. 1, '89)	22 50
St. George and Railway Station	M. Parks	1	12	do	68 00
St. Isidore and Tracadie	P. LeBreton	11	2	do	70 00
St. John and Railway Stations	D. O'Connell	1	30 & 36	do (and extra trips)	1,248 45
St. John and Shore Line Ry. Stat'n	J. Moulson	1	6	do	125 00
St. John and Railway Station	J. McFadden			Special trip	0 25
do do	J. Doherty			do	0 25
do do	M. Crowley			do	1 05
St. John and St. Martins	A. E. Mallery	30	6	do 9 months (to Dec. 31, '89)	807 30
do do	Fownes & Tabor	30	6	do from do	269 10
St. John and Sand Point Road	D. Peacock	3	3	do	40 00
St. John and Street Letter Boxes	D. O'Connell	2	18	do	489 00
St. John and Wells	do	19 & 11	1	do (from Jan. 1, '90)	23 75
St. Joseph and Railway Station	J. E. Gaudet	1	12	do	84 00
St. Leonard Station & Van Buren U.S	W. C. Hammond	1	6	do (to Dec. 31, '89)	37 50
do do	A. L. Coombs	1	6	do from do	12 50
St. Martin's and Salmon River	A. W. Fownes	9	3 & 2	do	160 00
St. Norbert and West Branch	D. Gallant	5	1	do	19 48
St. Stephen and Calais, U. S.	J. & E. Keys	1	12	do	110 00

DETAIL of all payments for Mail Transportation in New Brunswick, &c.—*Con.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Stephen and New Brunswick Railway Station.....	Hardy & Bridges	$\frac{1}{2}$	12	12 months (and extra trips)	219 36
St. Stephen & Shore Line Ry Stat'n	J. Greene.....	1	6	12 do	69 00
St. Stephen and Wharf.....	Hardy & Bridges	1	as req.	12 do (and extra trips).	79 00
Sackville & Intercolonial Ry. Stat'n	J. I. Wheaton..	1	24	4 do (to July 31, '89).	69 86
do do do	do	1	36	8 do from do	200 00
Sackville & N.B. & P.E.I. Ry. Stat'n	N.B. & P.E.I. Ry Co.	$\frac{1}{2}$	6	12 do (and arrears)....	31 75
Sackville and Second Westcock....	C. Doo.....	8	1	12 do	49 00
Sackville and Upper Sackville.....	J. I. Wheaton..	5	6	12 do	118 72
Sackville and Wood Point.....	E. Snowden....	6	1	12 do	24 48
Salisbury and Railway Station....	G. W. Gaynor..	600 yds	24	4 do (to July 31, '89).	52 40
do do do	do	600 yds	36	8 do from do	150 00
Salt Springs and Titusville.....	H. O'Brien.....	6	2	12 do	56 00
Sargent and Junction of Bay du Vin and Point Escuminac Route....	H. Sargent.....	1	2	12 do	20 00
Shediac and Railway Station.....	C. W. Smith....	$\frac{1}{2}$	42	12 do	219 10
Shediac Road and Railway Station.	G. Rodgerson..	$1\frac{1}{2}$	3	12 do	33 00
Shippigan and Shippigan Island....	J. Goodin.....	12	2s. 1w.	12 do	60 00
South Bay and Railway Station....	W. Roxborough.	100 yds	12	12 do	30 00
South Nelson & South Nelson Road	W. Gorman.....	3	2	12 do	55 00
South New Bridge and Woodstock.	W. Tompkins..	$4\frac{1}{2}$	2	9 do (from July 1, '89)	37 50
Spruce Lake and Railway Crossing.	J. Robinson....	$\frac{1}{2}$	6	12 do	30 00
Spruce Lake Station and Ry. Stat'n	E. McCarthy..	$\frac{1}{2}$	6	12 do	20 00
Stanley and Cross Creek Ry. Stat'n	T. Coughlen....	6	6	12 do	50 00
Stanley and Williamsburgh.....	J. Sanson.....	6	1	12 do	60 00
Starkey's and Young's Cove.....	S. J. Thorne... 11	1	1	12 do	36 00
Stymast Settlement & Upper Neguac	P. Gratton..... 5	2	2	12 do	57 48
Summerfield and Upper Wicklow...	A. Gee..... 3	2	2	12 do	25 00
Sussex Corner and Sussex Vale...	J. Rogers..... 2	6	12	do	43 68
Sussex Vale and Railway Station..	R. D. Boal..... 250 yds	30	4	do (to July 31, '89).	51 92
do do do	do	250 yds	42	8 do from do	140 00
Tapley's Mills and Ry. Crossing...	M. Murray..... $\frac{1}{2}$	2	9	do (from July 1, '89)	26 25
The Range and Wiggins.....	A. F. Barton... 2	1	12	do	28 00
Three Tree Creek and Ry. Station..	J. McQuestion. $\frac{1}{2}$	6	12	do	15 00
Tower Hill and Railway Station....	J. Irons..... 2	2	12	do	50 00
Tracey Station and Railway Station	D. S. Duplisea. 50 yds	12	12	do	30 00
Tracey Station and Traceyville....	do	4	1	12 do	30 00
Upper Cape and Railway Station..	A. Raworth.... 3	3	3	do (from Jan. 1, '90)	9 75
Waweig and Railway Station.....	M. J. Greenlaw. $\frac{1}{2}$	6	12	do	60 00
Weldford and Railway Station....	L. J. Wathen... $\frac{1}{2}$	24	6	do (to Sept. 30, '89).	82 00
Welsford and Railway Station....	H. W. Wood... $\frac{1}{2}$	12	12	do (and extra trips).	88 93
Woodstock and Houlton, U. S.....	F. W. Bull..... 14	6	6	do (to Sept. 30, '89).	122 50
do do do	F. Glidden.... 14	6	6	do from do	122 50
Woodstock and Railway Station....	J. R. Tupper... $\frac{1}{2}$	36	12	do	225 36
				Total.....	\$54,087 96

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1890.
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, Indian Island and Eastport, U.S.	W. E. Stilis	2 & 3	3 & 2	12 months (to March 31, 1890)	250 00
Fredericton and Indiantown	R. R. Humphrey, Manager	84	6	Season 1889	1,050 00
Grand Manan, St. John and St. Stephen	E. Gaskill	75 & 50	1	(In addition to subsidy)	500 00
St. John, Digby and Annapolis, N.S.	Bay of Fundy Steamship Co.	45 & 16	3 & 5	do	1,000 00
St. Stephen and Eastport, U.S.	J. Murchie	30	4 & 2	12 months (to March 31, 1890)	350 00
				Total	\$3,150 00

N. B.—For Special Mail Subsidies and Steamship Subventions, see page 9.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1890.
CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Caraquet Railway Co.	65	6	12 months (to March 31, 1890)	\$ cts. 1,795 70
Chatham Railway	9	24	do	896 00
Elgin, Petitediac and Havelock Railway Co.	27	6	do	676 08
Intercolonial Railway (within New Brunswick)	344	With varying frequency over different sections of the line.	12 months (to June 30, 1890)	44,720 00
Kent Northern Railway Co.	27	6	12 do (to March 31, 1890).	676 08
New Brunswick Railway Co.	306	With varying frequency over different sections of the line.	12 do	25,670 88
New Brunswick and Prince Edward Island Railway Co.	36	6	12 do (and special service)	1,240 08
Northern and Western Railway Co.	116	6	12 do	2,500 00
St. John Bridge and Railway Extension Co	1½	As required	12 do	500 00
Salisbury and Harvey Railway (late Albert Railway)	48	6	12 do	2,403 84
Shore Line Railway Co	82½	6	12 do	2,060 19
			Total	\$83,138 85

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c.,
in New Brunswick, made within the Year ended 30th June, 1890.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department ..	632 70
R. S. Montgomery.....	do do do ..	11 84
do	Lead rivet seals for Post Office Department	280 00
E. Chanteloup	Mail bag locks do	27 50
G. Bailey.....	Repairing mail locks do	4 00
D. Brown....	Repairing mail bags for Post Office Inspector, St. John. ...	17 64
Sun Publishing Co.....	Stencilling do do do	3 60
do	Stencilling mail bags for Postmaster, St. John.....	4 50
	Total.....	\$981 78

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA AND THE N.-W. TERRITORIES.

DETAIL of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1890.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Ameunt.
					\$ cts.
Abigail and Boissevain.....	J. Sheppard.....	8	1	1 month (to Ap'l 30, '89).	6 93
Adelpha and Killarney.....	H. Mason.....	20	2	12 do	240 00
Aikenside and Chater.....	W. Curle.....	12½	1	12 do	122 20
Alexander Station and Ry. Station.....	J. F. Walker.....	8	12	12 do	30 00
Almassippi and Campbelleville.....	G. Gray.....	8	1	5 do (from Nov. 1, '89)	31 25
Arden Station and Ry. Station.....	M. E. Boughton.....	¾	8	12 do	50 00
Ardrpatrick and Assissippi.....	R. H. Marshall.....	30	Ftn'ly	12 do	110 00
Argyle and Stonewall.....	A. Guthrie.....	9	1	3 do (to June 30, '89).	30 00
do do.....	H. McLeod.....	9	1	9 do from do	60 00
Arnaud and Dominion City.....	J. M. Martineau.....	9	2	12 do	208 00
Arrochar and Railway Station.....	R. McDonald.....	¾	3	12 do	32 00
Arrow River and Beulah.....	J. Evans.....	22	1	12 do	180 00
Assissippi and Russell.....	W. Dunkin.....	15	2	12 do	300 00
Ash Creek and Moropano.....	R. Johnson.....	5	1	12 do	52 00
Assiniboine and Poplar Point.....	G. M. Jackson.....	4	2	12 do	100 00
Aubigny and St. Agathe.....	F. Roy.....	7	2	3 do (to June 30, '89).	31 25
do do.....	A. Bernier.....	7	2	9 do	60 00
Austin and Railway Station.....	E. Bradfoot.....	¾	12	3 do (to June 30, '89).	7 50
do do.....	W. Clifford.....	¾	12	9 do from do	22 50
Aweme and Two Rivers.....	C. Bellhouse.....	5	1	12 do	60 00
Baie St. Paul and Fortier.....	J. H. Lavoie.....	7	1	11 do (to Feb. 28, '90)..	73 33
Baie St. Paul and Railway Station.....	E. L. Fairbanks.....	¾	12	12 do	80 00
Baie St. Paul and St. Eustache.....	J. H. Lavoie.....	7	1	1 do (from Mar. 1, '90)	6 67
Balcarres and Indian Head.....	J. Balfour.....	27	1	12 do	250 00
Balgoine and Loon Creek.....	B. Woolhouse.....	30	1	12 do	260 00
Balgoine and Railway Station.....	A. R. Dickson.....	¾	12	6 do (to Sept. 30, '89).	30 00
do do.....	P. Dickson.....	¾	12	6 do from do	40 00
Balmerino and Binscarth.....	A. Fletcher.....	4	2	12 do	80 00
Balmoral and Pleasant Home.....	R. Rutherford.....	18	1	12 do	148 00
Balmoral and Stonewall.....	do.....	8	2	12 do	128 00
Barnsley, Lintrathen and Railway Station, &c.....	J. P. Parsons.....	¾, 19 & 50	4 & 1	7 do (to Oct. 31, '89)..	315 23
Barnsley and Railway Station.....	J. Glenn.....	¾	4	5 do (from Nov. 1, '89)	21 66
Batoche and Boucher.....	P. Parenteau.....	23	1	12 do	125 00
Batoche and Saskatoon.....	J. Caron.....	55	Ftn'ly	12 do	250 00
Battleford, Fort Pitt and Swift Current, &c.....	Leeson & Scott.....	90, 198 & 218	Ftn'ly W'kly	12 do	20,061 84
Beausejour and Brokenhead.....	E. A. Dugard.....	14	1	12 do	130 00
Beaver Creek and Railway Station.....	W. J. Thompson.....	5½	1	9 do (to Dec. 31, '89).	31 20
Bellevue and Virden.....	A. Mooney.....	35½	1	12 do	304 36
Benbecula and Wapella.....	D. Miller.....	8	1	12 do	40 00
Beulah and Elkhorn.....	G. W. Marsh.....	25	2	12 do	468 00
Binscarth and Binscarth Farm.....	J. Fletcher.....	6	2	5 do (from Nov. 1, '89)	41 66
Binscarth and Lidford.....	W. H. Gwillim.....	8	1	12 do	60 16
Binscarth and Railway Station.....	A. P. Lauder.....	1½	4	6 do (to Sept. 30, '89).	25 00
do do.....	do.....	1½	1	2 do 27 days (to Sept. 30, '89)	2 99
do do.....	E. H. Williams.....	1½	5	6 do from do	34 37
Binscarth and Shellmouth.....	J. G. Langford.....	27	2	7 do (to Oct. 31, '89)..	297 26
Binscarth and Spy Hill.....	H. Bailey.....	21	1	12 do	200 00
Binscarth Farm and Snake Creek.....	C. Hamilton, jr.....	12½	1	12 do	127 40
Bird's Hill and Railway Station.....	G. Chudleigh.....	½	6	12 do	125 20
Birtle and Moosomin.....	G. F. Dunn.....	37	2	12 do	570 00
Birtle and Railway Station.....	W. G. Porteous.....	1½	6	12 do	97 48
do do.....	do.....	1½	1	5 do 27 days (to Dec. 31, '89)	12 00
Birtle and Seeburn.....	A. Swainson.....	20	1	12 do	130 00

DETAIL of all payments for Mail Transportation in Manitoba, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts
Birtle and Warleigh.....	J. C. Dudley.....	8	1	12 months.....	60 00
Blackwood and Indian Head.....	J. A. Blackwood.....	13	1	12 do.....	74 00
Blythfield and Starbuck.....	W. H. Mellow.....	9	1	12 do.....	80 00
Boissevain and Desford.....	A. McKnight.....	24	2	12 do.....	125 00
Boissevain and Heaslip.....	G. F. Brown.....	18½	2	12 do.....	300 00
Boissevain and Langvale.....	H. Hammond.....	23	2	12 do.....	275 00
Boissevain and Railway Station.....	A. McKnight.....	½	6	12 do.....	50 00
Boissevain and Wapaha.....	J. Sheppard.....	14	1	11 do (from May 1, '89)	133 46
Boscurvis and Moosomin.....	W. A. Terriff.....	117	1	6 do (to Sept. 30, '89).	445 00
do do.....	F. H. Stephenson.....	117	1	6 do from do.....	473 00
Bradwardine and Logoch.....	T. Levins.....	14	1	12 do.....	90 00
Brandon and Minnewawa.....	R. Crompton.....	27	2	12 do.....	520 00
Brandon and Olivedale.....	D. Reed.....	12	2	12 do.....	130 00
Brandon and Pendennis.....	W. J. Sargent.....	20	1	12 do.....	192 00
Brandon and Rapid City.....	A. Stewart.....	20	6	12 do.....	750 00
Brandon and Railway Station.....	A. Munroe.....	¼	14	12 do.....	334 80
Brandon and Souris.....	R. B. Kirchoffer.....	25½	3	1 do 15 days (to May 15, '89)	80 35
do do.....	do do.....	25½	6	10 do 16 days (from do)	744 91
Brandon and Two Rivers.....	W. Telford.....	33½	2	12 do.....	680 00
Bridge Creek and Railway Station.....	R. Campbell.....	3	3	6 do (to Sept. 30, '89).	58 50
do do.....	J. Torington.....	3½	3	6 do from do.....	47 50
Brierwood and Roden.....	D. Aitken.....	6	1	12 do.....	50 00
Broadview and Railway Station.....	J. Clementson.....	½	12	12 do.....	100 00
Brookdale and Carbery.....	H. Glass.....	20	1	12 do.....	90 00
Brunton and Railway Station.....	W. Shepherd, sr.....	½	1	11 do (to Feb. 28, '90).	23 83
Burnside and Railway Station.....	W. A. McIntosh.....	5½	2	12 do.....	180 00
Butterfield and Workman.....	W. A. W. Smith.....	22	1	12 do.....	179 24
Cadurois and Minnedosa.....	W. A. Smith.....	6	2	12 do.....	156 00
Calf Mountain and Thornhill.....	F. Bolton.....	6	2	12 do.....	130 00
Calgary and Fort McLeod.....	W. H. Ford.....	102	1	9 do (from July 1, '89)	900 00
Calgary and Mosquito Creek.....	The Stewart Ranche Co.....	56	1	3 do (to June 30, '89).	270 09
Calgary and Railway Station.....	G. C. King.....	½	12	12 do.....	300 00
Camille and Treherne R'y Station.....	J. Palmer.....	10	2	10 do (to Jan. 31, '90)..	173 33
do do.....	W. H. Smith.....	10	2	2 do from do.....	34 67
Carberry and Railway Station.....	H. A. Perley.....	¼	14	12 do.....	36 48
Carberry and Wellwood.....	G. R. Black.....	14½	2	12 do.....	229 00
Carlingville and Oak River.....	J. L. Fraser.....	17	1	12 do.....	175 00
Carlyle and Dennington.....	W. D. Kisber.....	8	1	12 do.....	83 20
Carlyle and Percy.....	D. McEachen.....	18	1	1 do (to April 30, '89)	11 30
do do.....	P. A. Finn.....	18	1	11 do from do.....	126 32
Carman and Pomeroy.....	J. Sutton.....	8	1	12 do.....	80 00
Carman, Lintrathen and Roseisle, &c	J. Bruce.....	13½	4 & 1	5 do (from Nov. 1, '89)	135 41
Carman and Salterville.....	R. Squires.....	4	2	12 do.....	104 00
Camduff and Sourisford.....	J. D. Bride.....	40	1	12 do.....	396 00
Caron and Railway Station.....	J. G. Macdonald.....	¼	6	6 do (to Sept. 30, '89).	15 00
do do.....	A. H. Powell.....	½	6	6 do from do.....	15 00
Carssdale and Regina.....	E. Carss.....	22	1	6 do (to Sept. 30, '89).	85 00
do do.....	do do.....	22	1	6 do from do.....	104 00
Cartwright and Railway Station.....	T. S. Menary.....	½	6	12 do.....	52 00
Cash City and Poplar Grove.....	C. G. Ross.....	7	1	4 do (from Dec. 1, '89)	34 66
Castleberry and Shellmouth.....	J. Dugan, jr.....	14	1	12 do.....	117 00
Chater and Railway Station.....	P. Dickson.....	½	12	12 do.....	62 60
Churchbridge and Railway Station.....	B. D. Westman.....	8	1	12 do.....	43 47
Clandeboye and Selkirk.....	S. H. Ward.....	8	2	12 do.....	130 00
Clarkleigh and Lundyville.....	J. Clark.....	18	1	12 do.....	130 00
Clarkleigh and Reaburn.....	do do.....	40	2	6 do (to Sept. 30, '89).	164 10
do do.....	D. Boyer.....	40	2	6 do from do.....	204 50
Clarkleigh and Seamo.....	T. Seaman.....	5	1	12 do.....	39 00
Clearwater and Railway Station.....	R. Rogers.....	¼	6	12 do.....	78 00
Clumber and Whitewood Station.....	T. G. Lyons.....	46	1	1 do (from Mar. 1, '90)	26 22
Clumber, Whitewood Station, &c.....	F. W. Chamberlin.....	.....	.....	Special trips.....	20 50
Cook's Creek and Winnipeg.....	G. P. Bliss.....	22	2	12 months.....	300 00

DETAIL of all payments for Mail Transportation in Manitoba, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Craiglea and Roseberry	A. Kelso	12	1	12 months	104 00
Creeford and Neepawa	W. R. Dunlop ..	22	2	12 do	365 00
Crescent Lake and Saltcoats	D. J. O'Keffe ..	18	1	1 do (from Mar. 1, '90).	11 25
Crewe and Fort Ellice	J. Ellis	6	2	12 do	120 00
Crystal City and Railway Station	R. Rollins	6	4	12 do	60 00
Cypress River and Railway Station	A. Creighton	4	4	12 do	26 00
Cypress River and St. Alphonse	J. N. Lee	8	2	3 do (to June 30, '89).	32 50
do do	D. Jeanotte	8	2	9 do from do	150 00
Dalton and Catching Post	J. McLeod	12	12	12 do	30 00
Daly and Virden	A. Mooney	13	1	12 do	88 60
DeClare and Welwyn	J. Scott	7	1	11 do (to Feb. 28, '90).	67 83
do do	W. Ray	7	1	1 do from do	6 17
Deloraine and Railway Station	R. D. Martin	1	6	12 do	50 00
Deloraine and Sourisford	T. Cochlan	28	2	12 do	514 80
Deloraine and Waneche	A. Stewart	20	1	12 do	156 00
Deloraine and West Brenda	S. Leach	32	1	12 do	300 00
Dominion City and Emerson	C. Whitman	10	3	12 do	312 00
Donore and Railway Station	C. Wheatland	13	2	12 do	57 20
Douglas Station and R'y Station	T. E. Greenwood ..	12	12	12 do	60 00
Drumconnor and Railway Station	E. Brown	3	12	12 do	54 60
Dunbow and Okotoks	R. A. Begg	13	1	12 do	159 50
Dunmore Junction and R'y Station	W. A. Killier	24	12	12 do	108 00
East Selkirk and Railway Station	D. McLeod, jr	6	12	12 do	100 00
East Selkirk and Selkirk	R. Comber	2	3	12 do	75 00
Edgeley Farm and Qu'Appelle Station	W. C. Cameron ..	8½	2	12 do	200 00
Edmonton and St. Albert	S. Moran	9	1	12 do	200 00
Elkhorn and Kola	J. T. Madge	15	1	11 do (from May 1, '89)	95 33
Elkhorn and Lippentott	W. F. Longman ..	20	1	1 do (to April 30, '89)	12 08
do do	do	12	1	11 do from do	79 75
Elkhorn and Railway Station	J. McLeod	1	12	12 do	78 00
Elphinstone and Lake Dauphin	D. McIntosh	65	Ftnly	1 do (from Mar. 1, '90)	26 00
Elphinstone and Strathclair Station	A. R. Sutherland ..	9½	2	12 do	123 76
Emerson and Gretna	C. Whitman	18	6	12 do	858 00
Emerson and Letellier	J. H. Vanwhort ..	15½	2	2 do (to May 31, '89)..	45 55
Emerson and St. Joseph	do	15½	2	1 do (to June 30, '89)..	22 77
do do	Z. Robert	15½	2	9 do from do	225 00
Emerson and Stuartburn	J. H. Vanwhort ..	29½	1	12 do	338 00
Erinview and Stonewall	W. E. Crawford ..	25	1	12 do	186 66
Esterhaz and Ohlen	J. Vass	7	1	12 do	50 00
Eunola and Melita	J. A. A. Paisley ..	12	1	5 do (from Nov. 1, '89)	32 50
Fairfax and Souris	R. King	9	1	12 do	100 00
Fairmede and Wapella	H. A. Hall	16	1	12 do	125 00
Fannystelle and Railway Station	A. Veronneau	½	6	2 do (from Feb. 1, '90)	0 16
Ferndale and Hillburn	W. Moran	7	1	10 do (to Jan. 31, '90).	43 33
Fernton and Winnipeg	C. F. Bridgman	4	3	12 do	125 00
Fleming and Railway Station	M. Morrison	1	12	3 do (to June 30, '89).	15 00
do do	B. B. Gilbert	1	12	9 do from do	75 00
Fort Alexander and Peguis	M. Fontaine	50	Ftnly	12 do	182 00
Fort Francis and Rat Portage	C. Lewis	160	Ftnly	6 do (to Sept. 30, '89).	480 00
do do	F. B. Nicolle	160	Ftnly	6 do from do	410 00
Fort McLeod and Lethbridge	E. R. Cowen, Ex ..	30	3	12 do	750 00
Fort McLeod and New Oxley	The Stewart Ranche Co	28	1	3 do (to June 30, '89).	171 56
Fort McLeod and Pincher Creek	M. Brouillette	32	2	12 do	475 00
Fort Pelly and Wallace	J. C. Murray	49	Ftnly	8 do (from Aug. 1, '89)	121 33
Fort Saskatchewan and Pakan	Borwick & Erasmus	55	Ftnly	12 do	650 00
Fox Warren and Railway Station	A. Laycock	½	5	8 do (from Aug. 1, '89)	20 00
Gladstone and Golden Stream	D. McConnell	8	1	12 do	78 00
Gladstone and Mekiwin	J. McGregor	15	2	12 do	225 00
Gladstone and Plumus	L. A. Dunning	20	1	9 do (to Dec. 31, '89).	120 00
do do	J. L. Logie	20	1	3 do from do	50 00

DETAIL of all payments for Mail Transportation in Manitoba, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Gladstone and Railway Station	J. L. Logie	4	8	12 months	\$ 100 00
Glady's and Okotoks	C. W. S. Harkness	7	1	3 do (from Jan. 1, '90).	18 75
Gleichen and Railway Station	V. J. Beaupré	15	12	12 do	60 00
Gleichen and Strangmuir	A. W. Strange	15	1	5 do (from Nov. 1, '89)	50 00
Glenboro' and Grund	S. Christopher-son	9	2	12 do	156 00
Glenboro' and Railway Station	J. Duncan	9	4	12 do	30 00
Glenboro' and Stockton	A. F. Andrews	9	2	12 do	156 00
Glendinning, Pilot Mound and Roseberry	J. M. Fraser	29½-22	1	12 do	450 00
Gonor and Railway Station	J. Gunn	3	2	12 do	100 00
Grandin and Wingard	C. Nolin	17	1	4 do (to July 31, '89).	46 66
Grenfell and Railway Station	R. Routh	17	12	12 do	78 00
Gretna and Reinland	W. Esau	17	2	12 do	165 00
Gretna and Railway Station	J. R. Hoffman	17	14	12 do	219 00
Griswold Station and Railway Stn.	G. Lindsay	42½	12	12 do	80 00
Griswold Station and Viola Dale	G. E. Brown	42½	1	6 do (to Sept. 30, '89).	243 33
do do	P. R. Brown	42½	1	6 do from do	284 99
Gull Lake and Railway Station	T. F. English	4	12	9 do (to Dec. 31, '89).	18 75
do do	R. W. Caswell	4	3	3 do from do	6 25
Hanlan and Meadow Lea	J. Macdonald	6½	1	12 do	52 00
Harrowby and Railway Station	S. Blane	4	2	9 do (to Dec. 31, '89).	18 75
do do	do	4	1	5 do 27 dys. (to Dec. 31, '89).....	6 11
do do	do	4	3	3 do from do	9 37
Hayward and Qu'Appelle Station	H. H. Hayward	12	1	12 do	80 00
Hecla and Icelandic River	G. Arnason	24	Ftn'ly	6 do (from Oct. 1, '89).	27 50
High Bluff and Railway Station	J. A. Drummond	25	14	12 do	70 00
High River and Pekisko	M. G. Stinson	25	Ftn'ly & w'ly	12 do	52 00
Holland and Railway Station	J. F. Holland	4	4	12 do	40 00
Holmfild and Railway Station	T. S. Young	4	6	12 do	60 00
Hun's Valley and Minnedosa	M. Ruby	18	1	12 do	129 00
Icelandic River and Peguis	S. Sigardson	60	Ftn'ly	12 do	345 00
Ignace and Railway Station	W. H. Cobb	12	12	12 do	80 00
Indianford and Treherne	H. Sturton	13	1	12 do	78 00
Indian Head and Railway Station	R. Crawford	12	9	9 do (to Dec. 31, '89).	117 00
do do	do	12	3	3 do from do	50 00
Joly and St. Agathe	A. Lafrance	15	2	12 do	125 00
Joly and Steinbach	J. Cadotte	36	1	12 do	120 00
Kalidea and Manitou	N. Morrison	13½	1	8 do (from Aug. 1, '89)	56 66
Kaministiquia and Railway Station	S. A. King	12	6	6 do (to Sept. 30, '89).	12 50
do do	F. W. Whitfield	12	6	6 do from do	12 50
Kamsack and Wallace	J. C. Murray	22	Ftn'ly	4 do (to July 31, '89).	30 33
Keewatin and Railway Station	A. Torrance	1	12	9 do (to Dec. 31, '89).	235 50
do do	J. A. Fletcher	1	12	3 do from do	73 75
Kelloe and Railway Station	J. Higham	4	6	6 do (to Sept. 30, '89).	15 60
do do	C. F. Nixon	4	6	6 do from do	20 80
Kemnay and Railway Station	J. A. Scott	19	6	12 do	30 00
Killarney and Railway Station	C. Bate	19	6	12 do	52 00
Killarney and Rowland	J. Russell	16½	2	12 do	234 00
Kinbrae and Riversdale	J. P. Minhinnick	9	1	1 do (from Mar. 1, '90)	4 58
Kinistino and Prince Albert	R. Pritchard	48½	1	12 do	525 00
Kinosota and Westbourne	C. Anderson	65	Ftn'ly	12 do	248 00
LâBroquerie and Winnipeg	J. B. Desautels	47	2	12 do	574 00
Langenburg and Railway Station	P. Ulrich	4	2	9 do (to Dec. 31, '89).	18 75
do do	do	4	1	5 do 27 dys. (to Dec. 31, '89).....	6 11
do do	do	4	3	3 do from do	9 37

DETAIL of all payments for Mail Transportation in Manitoba, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Langvale and Ninette.....	J. Overend.....	8	1	12 months.....	104 00
Larivière and Railway Station.....	W. H. Swales ..	4 $\frac{1}{2}$	6	12 do	52 00
Lebret and Qu'Appelle.....	J. P. Magnan...	4 $\frac{1}{2}$	2	12 do	104 00
Lennox and Montefiore	H. Mantz	8	2	12 do	130 00
Lethbridge and Railway Station.....	J. Higinbotham.	18	12	12 do	250 00
Lowestoft and Morden	W. H. Lowe.....	18	1	11 do (to Feb. 28, '90)..	160 00
McGregor Station and Ry. Station.	T. R. Vardon...	8	6	do (to Sept. 30, '89).	20 00
do do	J. Watson	8	6	do from do	20 00
McGregor Station and Rosehill.....	E. C. Hamblin ..	10	1	2 do (from Feb. 1, '90)	7 50
McGregor Station and Wellington.	W. J. Thompson ..	8	1	9 do (to Dec. 31, '89)..	54 60
do do	F. Atkinson	12 $\frac{1}{2}$	1	3 do from do	26 00
McLean and Railway Station.....	J. B. Davis	6	1	do (to April 30, '89).	12 50
do do	do	2	5	do 7 days (to Oct. 7, 1889)..	45 30
Manitou and Mowbray.....	J. Shields.....	26	2	1 do (to April 30, '89).	46 25
Manitou, Mowbray and Windygates	do	26 and 33 $\frac{1}{2}$	1	11 do (from May 1, '89)	582 08
Manitou and Mussellboro'.....	do	17 $\frac{1}{2}$	1	9 do (to Dec. 31, '89)..	108 75
do do	W. Pole.....	15	1	3 do from do	32 00
Manitou and Norquay.....	G. Saunders	44	2	3 do (to June 30, '89).	156 49
do do	G. Moorhead	44	2	9 do from do	480 00
Manitou and Railway Station.....	W. C. Kennedy ..	12	12	do	150 00
Maple Creek and Railway Station.....	J. Dixon.....	12	12	do	156 00
Marieton and Regina.....	S. Beach.....	41	1	12 do	453 04
Marieton and Strassburg	A. Christoph.....	16	1	12 do	125 00
Marlborough and Moose Jaw.....	J. G. Beasley	14	1	12 do	104 00
Marney and Newdale	S. B. Baxter.....	7	1	12 do	46 80
Marringfurst and Otemav.....	W. Playfair	15	1	12 do	124 80
Medicine Hat and Railway Station.	T. Tweed.....	12	12	do	187 80
Medora and Princess	W. Cosgrove.....	5	1	12 do	44 41
Melgund and Souris.....	W. A. Dolmage ..	20	2	12 do	400 00
Menota and Napinka.....	F. S. Yeomans ..	6	1	2 do (to May 31, '89)..	12 50
do do	F. B. Warren	6	1	10 do from do	62 50
Miami and Morden.....	J. G. Blair	19	2	12 do	215 62
Millbrook and Queen's Valley	J. Davies.....	7 $\frac{1}{2}$	1	12 do	46 80
Minnedosa and Railway Station.....	T. Boyd.....	7 $\frac{1}{2}$	8	12 do	78 25
Minnedosa and Scandinavia.....	C. A. Johanson ..	20	1	12 do	200 00
Moffat and Wolsley.....	E. A. Banbury ..	9	2	12 do	124 00
Moline and Rapid City.....	D. McNaught.....	8	1	12 do	117 00
Montgomery and Whitewood St'n.	T. B. O'Donohoe ..	20	1	12 do	182 00
Moose Jaw and Railway Station.....	J. Whitmore.....	12	1	do (to April 30, '89).	16 66
do do	N. S. Witon.....	12	7	do (to Nov. 30, '89).	91 00
do do	C. A. Gass.....	12	4	do from do	52 00
Moosomin and Railway Station.....	J. Daniel.....	12	12	do	125 00
Moosomin and Redpath	J. Deavitt.....	41	1	12 do	249 00
Morden and Railway Station.....	J. H. Dunsford..	18	12	do	125 20
Morden and Roland	W. A. Lowe.....	18	1	1 do (from Mar. 1, '90)	15 00
Morden and Stodderville.....	J. Stodders.....	10	2	12 do	176 80
Morris and Railway Station.....	W. A. Russell.....	12	12	do	45 00
Morris and St. Jean Baptiste.....	P. Parenteau.....	6	3	12 do	135 00
Neepawa and Oberon.....	S. Farrell.....	13	2	12 do	208 00
Neepawa and Orange Ridge.....	P. Winter.....	19	1	3 do (to June 30, '89).	47 25
do do	S. Chatwin.....	19	1	9 do from do	124 60
Neepawa and Railway Station.....	A. M. Dalton.....	8	12	do	109 55
Neepawa and Salisbury	J. McIntyre	7	2	3 do (to June 30, '89).	39 00
do do	E. Jasper.....	7	2	9 do from do	93 00
Nelson and Opawaka.....	P. Angers.....	8 $\frac{1}{2}$	1	12 do	75 40
Newdale and Railway Station.....	J. L. Cook.....	8	12	do	67 00
Newdale and Raven's Glen.....	C. A. Rea.....	7	1	12 do	52 00
Ninga and Railway Station.....	W. McKnight.....	1	3	4 do (from Dec. 1, '89)	10 00
Niverville and Royal	W. Gallie.....	9 $\frac{1}{2}$	2	12 do	156 00
Norman and Railway Station.....	J. B. Nadon.....	100 yds	7	6 do (to Sept. 30, '89).	70 00
do do	J. B. Davies.....	100 yds	7	6 do from do	84 71

DETAIL of all payments for Mail Transportation in Manitoba, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Oakburn and Shoal Lake.....	J. A. Hamilton.....	9	2	12 months.....	156 00
Oak Lake and Railway Station.....	G. D. Miller.....	12	12	do.....	78 00
Oakland and Portage la Prairie.....	T. Huddlestone.....	14	1	do.....	125 00
Oak River and Totonka.....	J. H. Stewart.....	8	1	do.....	90 00
Orwold and Raven Lake.....	J. Brownridge.....	12	1	6 do (to Sept. 30, '89).....	52 00
do do.....	A. H. Scouten.....	12	1	6 do from do.....	47 50
Ossovo and Poplar Point.....	F. Wagner.....	7	2	do.....	159 00
Parkin and Wapella.....	W. Archibald.....	12	1	do.....	75 00
Parklands and Qu'Appelle.....	T. Murray.....	11	1	do.....	72 50
Pasqua and Railway Station.....	H. N. Rorison.....	6	12	do.....	72 00
Peguis and Poplar Point.....	J. Morrey.....	8	1	do.....	57 20
Peguis and Selkirk.....	J. McNabb.....	64	2	3 do (to June 30, '89).....	37 50
do do.....	D. MacIvor.....	64	2	9 do from do.....	73 50
Penrith and Virden.....	W. F. Scarth.....	18	1	do.....	166 64
Pense and Railway Station.....	A. Blair.....	12	12	do.....	78 00
Pheasant Forks and Wolseley.....	J. Franks.....	39	2	do.....	374 00
Pigeon Lake and Winnipeg.....	E. Bourke.....	25	2	3 do (to June 30, '89).....	136 25
do do.....	T. Foulds.....	25	2	9 do from do.....	348 75
Pilot Mound and Railway Station.....	J. M. Fraser.....	6	12	do.....	60 00
Plumas and Tupper.....	G. Saunders.....	5	1	3 do (from Jan. 1, '90).....	6 25
Poplar Point and Railway Station.....	G. M. Jackson.....	12	12	do.....	84 00
Portage la Prairie and Ry. Station.....	W. W. Miller.....	1 & 1/2	12 & 14	do.....	487 48
Portage la Prairie—C. P. Ry. and M. & N. W. Ry. (transfer).....	do.....	150 yds.....	12	do.....	50 00
Prince Albert and Qu'Appelle Station.....	Leeson & Scott.....	253	1	do.....	7,900 00
Qu'Appelle and Qu'Appelle Station.....	R. Johnston.....	18	6	do.....	470 00
Qu'Appelle Station and Railway Station.....	S. S. Nelson.....	1/2	12	3 do (to June 30, '89).....	35 10
do do.....	E. W. Warner.....	1/2	12	9 do from do.....	105 30
Rat Portage and Railway Station.....	W. Oliver.....	1/2	24	do.....	250 00
Rathwell and Railway Station.....	T. Adair.....	1	1	do (from Mar. 1, '90).....	2 17
Raven Lake and Shoal Lake.....	A. H. Scouten.....	44	2	do.....	130 00
Reaburn and Railway Station.....	W. J. Paterson.....	14	12	do.....	182 50
Reaburn and Woodlands.....	M. Slaten.....	13	2	do.....	150 00
Regina and Railway Station.....	C. Irvine.....	1/2	12	7 do 14 days (to Nov. 14, '89).....	194 15
do do.....	J. Whitmore.....	1/2	12	4 do 16 dys. (from do).....	117 84
Reinland and Schauenfeldt.....	B. Loewen.....	9	1	do.....	70 00
Richland and Winnipeg.....	P. Blondin.....	37 1/2	2	do.....	500 00
Rosburn and Solsgurth.....	R. R. Ross.....	16	2	do.....	200 00
Rosser and Railway Station.....	P. J. Sherlock.....	1/2	12	3 do (to June 30, '89).....	7 50
do do.....	P. E. Todd.....	1/2	12	9 do from do.....	22 50
Rounthwaite and Stratherne.....	G. Stewart.....	4	2	do.....	100 00
Routledge and Railway Station.....	R. E. Campion.....	1/2	6	4 do (from Dec. 1, '89).....	10 66
Russell and Railway Station.....	J. G. Boulton.....	1/2	4	1 do (to Nov. 30, '89).....	0 41
do do.....	J. Du Pré.....	1/2	4	4 do from do.....	14 16
Russell and Shellmouth.....	J. G. Langford.....	3	2	5 do (from Nov. 1, '89).....	124 58
St. Agathe and Winnipeg.....	A. Bernier.....	25 1/2	2	do.....	285 00
St. Boniface and Winnipeg.....	M. Petrin.....	1	12	do.....	350 00
Saltcoats and Railway Station.....	W. Walley.....	1/2	1	9 do (to Dec. 31, '89).....	15 00
do do.....	do.....	1/2	1	5 do 27 days (to Dec. 31, '89).....	9 78
do do.....	do.....	1/2	2	3 do from do.....	10 00
Saltcoats and Wallace.....	J. Sharp.....	32	1	do (from Mar. 1, '90).....	26 00
Selkirk and Winnipeg.....	J. McNabb.....	22 1/2	3	do (to June 30, '89).....	180 00
do do.....	J. King.....	22 1/2	3	6 do 24 days (to Jan. 24, '90).....	320 00
do do.....	Peebles & Braden.....	22 1/2	3	2 do 7 dys. (from do).....	110 00
do do.....	H. Harland.....	1/2	1	Special trips.....	20 00
Sewell and Railway Station.....	D. A. McVicar.....	1/2	12	1 mo. (from Mar. 1, '90).....	2 50

DETAIL of all payments for Mail Transportation in Manitoba, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Shadeland and Thornhill.....	H. C. Street.....	3½	2	12 months	160 00
Shoal Lake and Railway Station...	M. W. Thompson	6	3	do (to June 30, '89)..	11 25
do do	J. T. Dandridge.	6	9	do from do ..	58 50
Sidney and Railway Station.....	T. Babb.....	2	12	do	52 00
Silver Spring and Railway Station.	R. Armstrong...	3½	2	12 do	130 00
Sintaluta and Railway Station.....	C. G. Booth.....	3	1	do (to Apr. 30, '89)..	2 66
do do	do	3	11	do from do ..	91 67
Solsgrith and Railway Station.....	J. C. Anderson..	8	12	do	50 00
Starbuck and Railway Station.....	J. Powers.....	2	10	do (to Jan. 31, '90)..	25 00
do do	do	2	2	do from do ..	10 00
Stobart and Wingard.....	A. Fisher.....	12	1	do (to Jan. 31, '90)..	51 99
do do	do	19	1	do from do ..	25 50
Stonewall and Railway Station.....	C. V. Tottles....	½	6	12 do	47 10
Stonewall and Wavy Bank.....	H. Graham.....	8	1	do (to Dec. 31, '89)..	56 25
do do	G. Vincent.....	8	1	do from do ..	17 50
Stony Mountain and Railway Station.....	A. Perry.....	1	12	12 do	100 00
Strathclair Station and Railway Station.....	W. L. McInnes.	½	8	12 do	40 00
Summerberry and Railway Station...	J. H. Love.....	6	6	do (to Sept. 30, '89)..	30 00
do do	J. Linnell.....	6	6	do from do ..	35 00
Swift Current and Railway Station	W. G. Knight....	3	12	12 do	96 00
Taché Station and Railway Station.	J. McDonald....	½	12	1 do (from Mar. 1, '90)	2 08
Thornhill and Railway Station.....	W. Bradley.....	½	12	12 do	39 00
Touchwood Hills and Wishart.....	J. Hall.....	10	1	do	80 00
Turtle Mountain and Railway Station.....	P. S. Keller.....	4	3	12 do	156 00
Vermillion Bay and Railway Station.....	J. A. Crawford.	1½	12	12 do	24 00
Viriden and Railway Station.....	W. F. Scarth....	½	12	12 do	78 00
Wallace and Whitewood Station....	T. G. Lyons.....	104½	1	11 do (to Feb. 28, '90, and arrears)..	661 56
Wapella and Railway Station.....	E. P. Benoit....	½	12	12 do	96 00
Westbourne and Railway Station....	Smalley & Chandler	½	12	12 do	100 00
Whitemouth and Railway Station....	J. S. Corregan..	½	12	12 do	130 00
Whitewater and Railway Station....	F. D. Peters....	½	6	12 do	40 00
Whitewood Station and Railway Station.....	T. G. Lyons.....	½	12	12 do	78 00
Winnipeg and Railway Station.....	J. Sheppard....	½	74	12 do	996 80
Winnipeg—Transferring mails at Railway Station.....	do	½	12	do	300 00
Winnipeg and Custom House.....	do	½	6	6 do (from Oct. 1, '89)	62 50
Winnipeg and Street Letter Boxes.	G. P. Bliss.....	26	21	12 do	730 00
Wolsley and Railway Station.....	J. P. Dill.....	½	12	12 do	200 00
Wood Bay and Railway Station.....	M. Campbell....	½	3	12 do	65 00
Woodlands and Woonona.....	J. Hallett.....	6	1	do	52 00
Woodside and Railway Station.....	N. Morrison....	1½	1	do	30 00
Total					\$80,411 26

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1890.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Alberta Railway and Coal Co. (late N.-W. Coal & Navg. Co.)	109	6	12 months (to March 31, 1890)	\$ cts. 2,047 02
Canadian Pacific Railway (within Manitoba)	1,373½	With varying frequency over different sections of the line.	do (and arrears)	95,434 62
Manitoba and North-Western Railway Co.	206	2	do	4,034 34
			Total	\$101,515 98

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

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, 1890.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge	Mail bags, labels and repairs, for Post Office Department.....	553 58
R. S. Montgomery	Mail bags, rivet seals and repairs do	25 72
G. Bailey.....	Repairing mail locks do	14 25
E. Chanteloup.....	Mail lock keys, &c.....	32 50
	Total.....	\$626 05

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1890.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Agassiz and Railway Station	L. A. Agassiz	$\frac{3}{4}$	12	12 months	60 00
Alberni and Sayward Alberni	C. Taylor, jr.	2	2	12 do	50 00
Aldergrove and Mount Lehman	P. Jackman	9	1	9 do (to Dec. 31, '89)	75 00
do do	T. H. Lehman	9	1	3 do from do	24 25
Alkali Lake and Clinton	N. Hanlon	80	1 & fly	3 do (to June 30, '89)	250 00
do do	J. S. Place	95	1	9 do from do	900 00
Anthracite and Railway Station	A. Morgan	$\frac{1}{4}$	12	12 do	100 00
Ashcroft and Ashcroft Station	H. P. Cornwall	2	2	12 do	75 00
Ashcroft Station, Clinton, Barkerville and Lillooet	B. C. Express Co.	32, 250 & 47	3 & 1	12 do (to May 31, '90)	24,000 00
Ashcrop Station and Ry. Station	W. B. V. Bailey	200	12	12 do	180 00
Banff and Railway Station	R. G. Brett	2 $\frac{1}{2}$	12	12 do	260 00
Barkerville and Quesnelle Forks	F. Littler	50	F'tly	12 do	700 00
Beaver Point and Burgoyne Bay	A. McLennan	10	1	12 do	150 00
Burgoyne Bay and Cowichan	S. Maxwell	8	2	4 do (to Sept. 30, '89)	105 00
Burgoyne Bay, Cowichan and Salt Spring Island	J. H. Turner	56	F'tly	1 do (to May 31, '89)	150 00
Burgoyne Bay and Wharf	S. Maxwell	$\frac{1}{2}$	Asreq	2 do do	8 34
do do	do	$\frac{1}{2}$	Asreq	6 do (from Oct. 1, '89)	25 00
Burrard Inlet and Ry. Station	G. Black	200 yds	12	12 do	60 00
Canmore and Railway Station	J. Chenier	$\frac{1}{8}$	12	12 do	60 00
Cedar and Nanaimo	J. Hill	10	1	12 do	80 00
Chemainus and Railway Station	H. Hague	$\frac{1}{4}$	12	12 do	120 00
Chemainus and Salt Spring Island	J. N. Tolson	9	2	4 do (to Sept. 30, '89)	140 00
Chilcote and Soda Creek	J. Salmon	46	F'tly & m'ly	6 do do	143 74
Chilliwack and Sardis	A. S. Vedder	3	3	12 do	100 00
Chilliwack and Railway Station	J. F. Harrison	6 $\frac{1}{2}$	5	12 do	689 00
Chilliwack and Sumas	W. McGillivray	6	5	12 do	260 00
Cobble Hill and Railway Station	H. T. Porter	40 yds	6	12 do	24 00
Cochrane and Mitford	J. Carstairs	3	6	11 do (from May 1, '89)	100 00
Cochrane and Railway Station	J. Johnson	$\frac{1}{4}$	7	9 do (to Dec. 31, '89)	112 50
do do	do	$\frac{1}{4}$	12	3 do from do	60 00
Comox and Grantham	W. C. Smith	7	1	9 do (from July 1, '89)	75 00
Comox and Wharf	S. Creech	$\frac{1}{2}$	2	7 do (from Sept. 1, '89)	29 16
Corfield and Railway Station	G. T. Corfield	1 $\frac{1}{2}$	6	12 do	180 00
Cowichan and Railway Station	G. B. Ordano	2	4	10 do (from June 1, '89)	100 00
Cranbrook and Golden	F. P. Armstrong	200	F'tly & m'ly	12 do	990 00
Dog Creek and Empire Valley	T. Boyle	18	1	6 do (from Oct. 1, '89)	125 00
Donald and Railway Station	G. H. Preswell	$\frac{1}{2}$	12	12 do	240 00
Douglas Lake and Quilchena	J. B. Greaves	22	1	12 do	150 00
Duck and Pringle's and Grand Prairie	W. H. Jones	18	1	12 do	129 00
Duck and Pringle's and Ry. Station	O. S. Batchelor	300 yds	6	12 do	60 00
Duncan's Station and Ry. Station	J. Macdonald	200 yds	6	6 do (from Oct. 1, '89)	30 00
East Sooke and Main Post Road	J. H. Dales	10	2	7 do (from Sept. 1, '89)	93 33
East Wellington and Nanaimo	W. Badcock	3	6	2 do (to May 31, '89)	30 00
do do	W. S. Chandler	3	6	10 do from do	150 00
Elgin and New Westminster	D. Stewart	12	1	3 do (to June 30, '89)	30 00
do do	B. Stevenson	12	2	9 do from do	217 50
Emory and Yale	K. Geisler	5	1	12 do	50 00
Esquimalt and Victoria	C. J. King	4	24	12 do	300 00
Field and Railway Station	H. G. Parson	120 yds	12	13 do (from Mar. 1, '89)	65 0

DETAIL of all payments for Mail Transportation in British Columbia, &c.—Cont.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gabriola Island and Nanaimo.....	A. Shaw, jr.....	7	1	5 months (to Sep. 30, '89)	66 00
Gabriola Island and Wharf.....	do	2 $\frac{3}{4}$	2	1 do (to April 30, '89).	5 00
do do	do	2 $\frac{3}{4}$	2	6 do (from Oct. 1, '89).	30 00
Golden and Railway Station.....	E. H. Fletcher (to pay).....	400 yds	12	1 do 15 days (to May 15, '89)	15 00
do do	C. A. Warren.....	400 yds	12	10 do 16 d'ys (from May 15, '89).....	105 00
Goldstream and Railway Station...	J. Phair.....	$\frac{1}{2}$	6	12 do	120 00
Granite Creek and Lower Nicola...	W. T. Thompson	65	M'tly	12 do	240 00
Granite Creek and Princeton	do	12	M'tly	12 do	60 00
Hall's Prairie and New Westminster	H. T. Thrift.....	23	1	12 do	275 00
Hanceville and Soda Creek.....	R. Graham.....	75	F'tly & m'tly	6 do (from Oct. 1, '89).	300 00
Harrison River and Ry. Station	J. Barker.....	$\frac{1}{2}$	4	12 do	60 00
Harrison Hot Springs and Railway Station.....	L. A. Agassiz...	5	6	10 do (from June 1, '89)	200 00
Hatzic Prairie and Matsqui.....	L. Thompson.....	6	2	12 do	100 00
Hope and Railway Station.....	J. Wardle.....	2	6	12 do	156 50
Illicillewaet and Railway Station..	W. T. Atherton.	$\frac{1}{8}$	12	12 do	40 00
Johnson's Landing and Catching Post.....	A. W. Presley.....	30 yds	6	3 do (from Jan. 1, '90).	12 50
Johnson's Landing and Matsqui.....	R. C. Garner.....	5 $\frac{1}{2}$	2	8 do (to Nov. 30, '89).	120 00
Kamloop's and Railway Station.....	E. H. Jones.....	1	12	12 do	365 00
Kamloop's and Spence's Bridge.....	J. Clark.....	100	1	12 do	1,800 00
Kananaskis and Catching Post.....	J. A. Walker.....	100 yds	12	12 do	45 00
Koksilah and Railway Station.....	C. Crosier.....	30 yds	6	12 do	40 00
Ladner's Landing and New Westminster.....	J. Punch.....			Special service.....	57 50
Langley and Langley Prairie.....	H. Davidson.....	6	2	9 months (from July 1, '89)	112 50
Langley and Railway Station.....	O. Wilkie.....	3	5	12 do	350 00
Lulu Island and Sea Island.....	London Bros.....			Special service.....	24 00
Lytton and Railway Station.....	L. Cuvreau.....	$\frac{3}{4}$	12	6 months (to Sept. 30, '89)	60 00
do do	A. Stevenson.....	$\frac{3}{4}$	12	6 do from do ..	60 00
McPherson's Station and Railway Station.....	G. Jones.....	70 yds	6	12 do	40 00
Maple Bay and Railway Station.....	J. Kier.....	6	3	12 do	180 00
Matsqui and Mount Lehman.....	T. H. Lehman.....	5	3	12 do	220 00
Matsqui and Railway Station.....	J. Trethewey.....	$\frac{1}{4}$	12	12 do	180 00
Metchosin and Victoria.....	J. Parker.....	25	1	12 do	250 00
Millward and Railway Station.....	J. McDougall.....	3	2	12 do	100 00
Morley and Railway Station.....	R. Scott.....	100 yds	12	12 do	40 00
Nanaimo and Parksville.....	G. T. Parks.....			Special trip.....	5 25
Nanaimo and Railway Station.....	J. Ganner.....	$\frac{1}{4}$	24	12 months	300 00
Nanaimo and Sayward Alberni.....	W. Armstrong.....	54	1	12 do	619 00
Nelson and Kootenay.....	E. Bray.....	200	1 pr. mo.	3 do (from Jan. 1, '90)	300 00
Neslon and Revelstoke.....	R. Sanderson.....	170	1	5 do 10 days (from July 22, '89) ..	400 00
New Westminster and Ry. Station.....	A. S. Heffren.....	$\frac{1}{4}$	12	8 do (to Nov. 30, '89).	120 00
do do	W. Smith.....	$\frac{1}{4}$	17	4 do from do ..	100 00
New Westminster and Vancouver	G. R. Raymond.....	12	3	2 do (to May 31, '89).	78 00
do do	do	12	6	9 do 15 days (to Jan. 15, '90).....	475 00
do do	Gilley Bros.....	12	as req.	1 trip	2 00
North Bend and Railway Station.....	P. Fink.....	100 yds	6	12 months	24 00
North Saanich and Victoria.....	H. Simpson.....	24	2	12 do	445 00

DETAIL of all payments for Mail Transportation in British Columbia, &c.—*Con'd.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Okanagon Mission and Osoyoos....	J. Brent.....	85	Mthly	12 months	\$ 414 00
Okanagon Mission, Sicamous and Vernon	P. Ellison	90 & 56	2 & 1	12 do	600 00
Osoyoos and Rock Creek	J. Brent	27	Mthly	12 do	240 00
Otter Point and Victoria	E. Gordon.....	30	1	1 do (to April 30, '89)	16 66
do do	Gordon & Floyer	30	1	11 do from do	275 00
Port Hammond & Railway Station.	W. J. Harris	100 yds	3	12 do	60 00
Port Haney and Railway Station ..	D. Dockstader.	50 yds	12	12 do	60 00
Quadra and Wharf	R. T. Swan	1	1	12 do	32 00
Quamichan and Railway Station...	W. P. Jaynes ..	15	6	12 do	180 00
Revelstoke and Railway Station...	J. Liberty	2	12	12 do	365 00
Rogers Pass and Railway Station...	J. M. Carroll ..	150 yds	6	12 do	60 00
Salt Spring Island and Wharf	J. Broadwell ..	3	as req.	12 do	150 00
Savana's Ferry and Railway Station	J. H. Macnab ..	30 yds	12	12 do	40 00
Sea Island and Vancouver	H. C. Magee ..	10	3	12 do	240 00
do do	W. H. Steves ..			Special trips	24 00
Shuswap and Railway Station	A. McBryan	200 yds	6	12 months	60 00
Sicamous and Railway Station	S. Appleby	400 yds	12	1 do (to April 30, '89)	10 00
do do	do	400 yds	12	11 do from do	165 00
Somenos and Railway Station	J. Kier	14	6	12 do	180 00
Spence's Bridge and Railway Station	J. Murray	14	12	12 do	100 00
Sumas and Upper Sumas	E. T. Hall	14	1	12 do	124 80
Union and Wharf	Union Colliery Co., (Ld.)....	12	1	8 do (from Aug. 1, '89)	160 00
Vancouver and Catching Post	J. Tays	1	12	12 do	60 00
Vancouver and Railway Station	H. A. Berry	1	12	12 do	366 00
do do	O. Burritt	1	9	4 do (from Dec. 2, '89)	40 00
Vancouver and Street Letter Boxes	J. J. Tierney ..	5	6	2 do (to May 31, '89)	40 00
do do	do	5	7	6 do (to Nov. 30, '89)	120 00
do do	O. Burritt	6	7	4 do from do	45 62
Vancouver and Wharf	H. A. Berry	1	12	12 do	150 00
do do	do			Special trips	36 00
Vancouver Ry. Station and Wharf.	J. W. Moore	50 yds	5	3 months (to Feb. 28, '90)	10 50
Vernon and White Valley	C. Christian	15	1	9 do (from July 1, '89)	140 25
Victoria and Railway Station	W. G. Bowman ..	1	12	12 do	313 00
Victoria and Street Letter Boxes ..	J. Smith	6	12	12 do	500 00
Victoria and Wharf	Victoria Transfer Co.....	1	12	12 do	360 00
Wellington and Railway Station ..	J. Hill	1	12	9 do (to Dec. 31, '89)	90 00
do do	M. Matheson ..	1	12	2 do (to Feb. 28, '90)	20 00
do do	E. W. Bickle ..	1	12	1 do from do	6 00
Whonnock and Railway Station...	N. Oliver	1	12	6 do (to Sept. 30, '89)	30 00
do do	G. A. Smith	1	12	6 do from do	30 00
Yale and Railway Station	W. Teague	100 yds	12	1 do 15 days (to May 15, '89)	7 50
do do	Duncan Page	100 yds	12	10 do 16 days (from do)	52 50
				Total	\$ 46,776 90

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON.
Accountant.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1890.
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Comox, Nanaimo and New Westminster.	W. Rogers.	100	1	12 months (to 31st March, 1890)	\$ 3,000 00
Fort Simpson and Victoria.	J. Irving.	600	1 per month.	do (to 30th April, 1889)	166 66
Moodyville and Vancouver.	Burrard Inlet Steam Ferry and Towing Co.	3 $\frac{1}{2}$	9	do (to 31st March, 1890)	500 00
Nanaimo and Victoria.	J. H. Turner.	75	2, S. 1, w..	do (to 30th April, 1889)	150 00
do	E. & N. Railway Co.	75	1	do 25 days (to 31st March, '90)	390 00
New Westminster, Victoria and Chilliwack.	J. Irving.	60	3	do (to 30th June, 1889)	1,875 00
Vancouver and Victoria.	C. P. Railway Co.	90	1	do (to 31st March, 1890) and arrears.	20,000 00
Victoria and Port Townsend, U.S.	Oregon Railway and Navigation Co.	40	6	do (to 31st October, 1889)	4,666 66
do	do	40	6	do (to 31st March, 1890)	2,333 33
Sea rate upon correspondence passing between Canada, China and Japan.	C. P. Railway and Steamship Co.			Total	\$33,354 57

N.B.—For Special Mail Subsidies, Steamship subventions, see page 9.

W. I. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1890.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Canadian Pacific Railway (within British Columbia).....	650½	6	12 months (to 31st March, 1890) and arrears.....	\$ 52,834 07
Esquimalt and Nanaimo Railway.....	78	6	12 months (to 31st March, 1890).....	3,906 24
			Total.....	\$56,740 31

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the Year ended 30th June, 1890.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department...	256 31
R. S. Montgomery.....	Repairing mail bags do	15 36
G. Bailey.....	Repairing mail locks do	3 60
	Total.....	\$275 27

WILLIAM WHITE,
Deputy Postmaster-General

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1890.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Albany and Tryon.....	C. Crawford.....	6 & 2	2 & 1	12 months.....	100 00
Alberton and Kildare.....	R. Tuplin.....	10	2	12 do.....	60 00
Alberton and Lot 6.....	W. Hardy.....	6	2	12 do.....	50 00
Alberton and Railway Station.....	T. Keefe.....	1	12	12 do.....	60 00
Alma and Railway Station.....	J. Mountain.....	2	2	12 do.....	20 80
Appin Road and Bonshaw.....	J. W. Smith.....	4	1	12 do.....	22 48
Argyle Shore and Bonshaw.....	A. Morrow.....	3	2	12 do.....	30 00
Armada and Railway Station.....	H. A. McPhee.....	1	3	12 do.....	20 00
Baldwin's Road and Perth Station.....	D. Reid.....	1 1/2	2	12 do.....	20 80
Bangor and Morell Station.....	J. McGregor.....	4	2	12 do.....	43 00
Bay Fortune and Souris East.....	J. McKie.....	10 1/2	3	12 do.....	132 00
Beach Point and Montague Bridge.....	A. Martin.....	22	3	3 do (to June 30, '89.)	115 00
do do	J. Kennedy.....	22	3	9 do from do	259 50
Bear River and Clear Springs.....	C. McDonald.....	8	3	12 do.....	120 00
Bear River and Railway Station.....	D. Costello.....	1	3	12 do.....	15 60
Bedeque and Charlottetown.....	B. Toole.....	41	3	12 do.....	774 00
Bedeque and Sea Cow Head.....	W. A. Noonan.....	4 1/2	2	12 do.....	46 80
Bedeque and Summerside.....	G. M. Price.....	11	3	12 do.....	120 00
Belfast and Charlottetown.....	G. O'Neill.....	24	6	12 do.....	950 00
Belfast and Garfield.....	A. A. Martin.....	3	2	12 do.....	30 00
Belfast and High Bank.....	E. W. Martin.....	22 1/2	3	12 do.....	397 32
Belfast and Point Prim.....	M. Martin.....	6 1/2	2	12 do.....	50 00
Bloomfield and Railway Station.....	J. O'Halloran.....	2	3	12 do.....	55 00
Bloomfield Station and Railway Station.....	F. Peters.....	1	6	12 do.....	25 00
Blooming Point and Tracadie Cross.....	J. B. McDonald.....	4 1/2	2	12 do.....	34 72
Bonshaw and Nine Mile Creek.....	N. H. McNevin.....	12	2	12 do.....	69 00
Bradalbane and New London.....	G. W. Bell.....	12	6	12 do.....	398 00
Breadalbane and Railway Station.....	M. Matheson.....	1 1/2	12	12 do.....	54 11
Brown's Creek and Whim Road Cross.....	J. McDonald.....	1 1/2	3	12 do.....	26 00
Caledonia and Iris.....	A. Beaton.....	3	2	12 do.....	32 00
Caledonia and Orwell.....	J. McLeod.....	10 1/2	3	12 do.....	117 34
Caledonia and Rona.....	do.....	4	2	12 do.....	32 00
Cape Egmont and Fifteen Point.....	L. D. Gallant.....	5	2	12 do.....	41 60
Cape Traverse and Summerside.....	A. Strang.....	15	as req.	Season 1889-90.....	64 60
Cape Traverse Boat House and Railway Terminus.....	do.....	1 1/2	.....	Special trips.....	23 46
Cape Wolfe and Lot 4.....	J. J. Fish.....	6	2	12 months.....	62 00
Cardigan Bridge and Corraville.....	J. Sigsworth.....	6	2	12 do.....	52 00
Cardigan Bridge and Head of Cardigan.....	M. McAulay.....	4	2	12 do.....	41 60
Cardigan Bridge and Lot 56.....	J. McDonald.....	13 1/2	3	12 do.....	170 00
Cardigan Bridge and Mitchell River.....	H. McPhee.....	3	2	12 do.....	40 00
Cardigan Bridge and Railway Station.....	J. McVean.....	1 1/2	12	12 do.....	40 00
Cardigan Road and Railway Station.....	J. Smith.....	1	3	12 do.....	18 72
Cavendish and Hunter's River.....	J. Crew.....	31 r. t.	3	12 do.....	148 00
Charlottetown and Railway Station.....	G. Weldon.....	1	as req.	3 do (to June 30, '89.)	63 71
do do	R. K. Brace.....	1	as req.	9 do from do	228 27
Charlottetown and Rocky Point.....	J. Smith.....	2 1/2	2	12 do.....	42 64
Charlottetown and Street Letter Boxes.....	G. Weldon.....	2	14	3 do (to June 30, '89.)	22 75
do do	R. K. Brace.....	2	14	9 do from do	70 53
Cherry Valley and China Point.....	R. Ings.....	3 1/2	2	3 do (to June 30, '89.)	13 12
do do	D. McGillivray.....	3 1/2	2	9 do from do	30 00
Clermont and Kensington.....	A. C. McLellan.....	3	2	3 do (to June 30, '89.)	8 25
do do	P. McKinnon.....	3	2	9 do from do	25 50

DETAIL of all payments for Mail Transportation in P.E.I., &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Clinton and New London	G. McKay	2 $\frac{1}{2}$	2	12 months	28 00
Clyde Station and Railway Station	E. Crabbe	3	3	12 do	14 00
Coleman and Railway Station	A. McKinnon	6	12	do	30 00
Commercial Road and Peter's Road	W. Johnston	2 $\frac{1}{2}$	2	12 do	30 00
Covehead Road and Grand Tracadie	T. Kelly	5	2	12 do	49 40
Darlington and Kelly's Cross	J. Keegan	11	3	12 do	115 00
Darlington and New Wiltshire	D. L. McLeod	1	2	12 do	17 00
Darlington and Princetown Road	do	3	2	12 do	18 00
Darlington and Railway Station	do	3 $\frac{1}{2}$	6	12 do	35 00
Darlington and Rose Valley	do	8	3	12 do	85 00
Darnley and Kensington	J. Glover	12	3	12 do	190 00
DeBlois Station and Railway Station	C. Perry	3 $\frac{1}{2}$	3	12 do	20 00
DeGros Marsh and Newport	M. McPhee	4 $\frac{1}{2}$	1	10 do (from June 1, '89)	20 83
Dromore and Railway Station	J. McCabe	2	2	12 do	29 64
Dundas and Upton	F. McDonald	3	2	12 do	38 00
East Baltic and Red Point	D. McEachern	4	2	12 do	30 00
East Point and Souris East	J. Kennedy	15	2	12 do	130 00
Ebenezer and Wheatley River	A. McCallum	2 $\frac{1}{2}$	2	12 do	32 00
Elliot's Mills and Railway Station	R. Elliot	1 $\frac{1}{2}$	3	12 do	15 60
Elliotvale and Peake's Station	J. Edmonds	3 $\frac{1}{2}$	2	12 do	27 00
Elmira and South Lake	L. McDonald	2	2	12 do	23 92
Elmsdale and Railway Station	J. Adams	1 $\frac{1}{2}$	6	12 do	22 00
Emerald and Graham's Road	R. McDonald	7	3	12 do	100 00
Emerald and Kinkora	W. Clarke	16	2	12 do	75 00
Emerald and Railway Station	P. A. Hughes	3	12	12 do	120 53
Farmington and Head of St. Peter's Bay	E. Power	5	2	12 do	50 00
Farmington and Mansfield	T. Boling	3 $\frac{1}{2}$	2	12 do	26 00
Fifteen Point and Miscouche	G. Des Roches	9	2	12 do	67 00
Fitzgerald Station and Ry. Station	J. Lawlor	1 $\frac{1}{2}$	3	12 do	5 00
Flat River and Selkirk Road	J. Callaghan	6 $\frac{1}{2}$	2	12 do	40 00
Forest Hill and Head of St. Peter's Bay	R. Matheson	4	2	12 do	48 00
Fortune Cove and O'Leary Station	T. E. Hogan	7	1	9 do (from July 1, '89)	24 36
Fredericton and Railway Station	J. Weeks	1 $\frac{1}{2}$	3	12 do	18 00
Freetown and Lower Freetown	T. Taylor	2 $\frac{1}{2}$	2	12 do	29 00
Freetown and Railway Station	R. B. Auld	3	6	12 do	46 94
French Village and Mount Stewart	C. McIntyre	5	2	12 do	64 00
Georgetown and Murray Harbour North	R. Thornton	12	3	12 do	265 00
Georgetown and Newport	P. McIntyre	2 $\frac{1}{2}$	3	12 do	68 00
Georgetown and Railway Station	R. R. Jenkins	5	12	12 do	113 30
Georgetown and Steamer "Stanley"	do	3	as req.	Special trips	17 80
Glencorrodale and Priest Pond	J. McPhee	3 $\frac{1}{2}$	2	12 months	23 92
Glengarry and Railway Station	P. Griffin	5 $\frac{1}{2}$	1	10 do (from June 1, '89)	20 83
Glen William and Murray River	J. Martin	3 $\frac{1}{2}$	2	12 do	33 28
Gowan Brae and Souris East	J. E. Manning	3	2	12 do	30 16
Greenwich and Head of St. Peter's Bay	F. W. McEwen	3 $\frac{1}{2}$	2	12 do	30 00
Harrington and Winsloe Road	R. Lawson	1 $\frac{1}{2}$	2	12 do	32 00
Hazel Green and Peake's Station	H. R. Mooney	6	2	12 do	57 48
Head of Hillsboro' & Mount Stewart	D. D. Coffin	4 $\frac{1}{2}$	2	12 do	46 80
Head of St. Peter's Bay and Monticello	J. McInnis	8 $\frac{1}{2}$	2	12 do	61 00
Head of St. Peter's Bay and Railway Station	A. McAulay	1	12	12 do	100 00
Higgins' Road & Wellington Station	D. McNeil	13	3	12 do	156 00
Hopefield and Murray River	A. McPhee	4	2	12 do	40 00
Hunter's River and North Rustico	J. Crew	16	3	12 do	146 00
Hunter's River and Railway Station	P. McGrath	1 $\frac{1}{2}$	12	12 do (and extra trips)	69 57

DETAIL of all payments for Mail Transportation in P.E.I., &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Inverness and Railway Station	L. Hughes	2	2	3 months (to June 30, '89)	10 25
do do	J. Kilbride	2	2	3 do (to Sept. 30, '89).	10 25
do do	P. J. Kilbride	2½	2	6 do from do	25 62
Johnston's River and Southport	W. J. Brazil	12½	2	12 do	75 00
Kensington and Park Corner	H. McLeod	16½	3	12 do	164 00
Kensington and Railway Station	G. Glover	8	12	12 do (and extra trips).	69 57
Kildare Capes and Tignish	J. Deroche	2	2	12 do	41 60
do do	M. Dillon	4	2	Special trips	1 40
Kildare Station and Ry. Station	H. Gaudet	1½	2	12 months	12 48
Kinkora and Railway Station	J. Farmer	½	12	5 do (from Nov. 1, '89)	18 20
Kinross and Lyndale	A. Lamont	3	1	12 do	24 00
Kinross and Orwell	J. Murchison	1	3	12 do	55 00
Lansdowne Hotel and Ry. Station	J. A. Strang	½	6	12 do	5 00
Launching and Newport	A. Morrison	8	2	12 do	65 00
Little Tignish and Tignish	J. J. Buote	4	2	12 do	25 00
Little York and Marshfield	R. Lawson	1½	2	12 do	35 00
Little York and Railway Station	T. H. Lawson	½	12	12 do	62 40
Little York and Union Road	R. Lawson	24 r. t.	3	12 do	212 00
Lot 4 and Miminegash	J. Doyle	5	2	12 do	67 60
Lot 4 and Railway Station	J. M. O'Halloran	4	6	12 do	124 80
Lot 10 and Railway Station	H. Ritchie	1½	2	12 do	26 00
Lot 11 and Railway Station	T. Bulger	5½	3	12 do	58 00
Lot 12 and Railway Station	R. Hayes	2	12	12 do	87 64
Lot 14 and Railway Station	J. Smith	5	3	3 do (to June 30, '89).	15 99
do do	G. Smith	5	3	9 do from do	47 96
Lot 35 and Railway Station	M. Lawlor	1½	2	12 do	33 28
Lot 40 and Railway Station	A. H. McEwen	1	6	12 do	48 48
Lot 56 and Sailor's Hope	T. Macdonald	5½	2	12 do	45 00
Marie and Milburn	P. Long	3½	2	12 do	20 00
Marie Bridge and Morell Road	A. Webster	1	3	12 do	15 00
Middell and Morell Station	P. Long	5	3	12 do	45 00
Mill Cove and Railway Station	B. Hughes	2	2	12 do	20 00
Mill River and Railway Station	F. Peters	½	2	12 do	15 00
Mill View and Vernon River Bridge	F. Storey	2	6	12 do	76 00
Milton Station and North Milton	W. McNeill	2	2	12 do	26 00
Milton Station and Ry. Station	do	½	3	12 do	31 00
Miscouche and Railway Station	G. Des Roches	½	12	9 do (to Dec. 31, '89)..	27 00
do do	J. N. Des Roches	½	12	3 do from do	9 00
Miscouche and South-West Lot 16	S. McNeill	9½	2	12 do	76 00
Monaghan and Pownal	B. Jenkins	8½	2	9 do (to Dec. 31, '89)..	71 25
do do	W. J. Carver	8½	2	3 do from do	22 50
Montague Bridge and Ry. Station	J. McNeill	5½	6	12 do	325 00
Montague Bridge and Valleyfield	W. McLeod	5	3	12 do	93 72
Montague Bridge and Victoria Cross	J. Dewar	3	3	12 do	57 00
Montague Cross and Murray Harbor Road	J. McLean	2½	3	12 do	26 40
Morell Rea and Morell Station	R. D. Sterns	4½	2	12 do	37 00
Morell Station and Railway Station	M. Coffin	½	12	12 do	15 60
Mount Herbert and Southport	R. Wood	6½	2	12 do	50 00
Mount Pleasant and Ry. Station	H. N. Robbins	3½	2	12 do	41 60
Mount Stewart and Ry. Station	H. McEachern	½	12	12 do	20 00
Murray Harbor South and White Sands	J. Brehaut	3	2	12 do	46 00
New Acadia and Railway Station	P. Gallant	½	2	12 do	10 00
New Haven and Riverdale	D. McFadyen	3½	2	12 do	36 00
Newton Cross and Orwell	D. Cody	2	2	6 do (to Sept. 30, '89).	13 00
do do	do	2½	2	6 do from do	16 24
New Zealand and Railway Station	J. Cantwell	½	3	12 do	15 60
Northam and Railway Station	H. J. Folland	½	6	12 do	20 00
North Lake and Souris East	W. McLaren	24	3	12 do	213 00

DETAIL of all payments for Mail Transportation in P.E.I., &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
North River and South Wiltshire...	T. Yeo.....	4	3	12 months.....	50 00
O'Leary Station and Ry. Station...	J. Frost.....	$\frac{1}{8}$	6	6 do (to Sept. 30, '89).	7 82
do do	R. Ellis.....	$\frac{1}{8}$	6	6 do from do ..	7 83
O'Leary Station and West Cape....	W. Ellis.....	9	2	12 do ..	83 48
Orwell and Orwell Cove.....	A. Loughran.....	2	3	6 months (to Sept. 30, '89)	24 50
do do	D. E. Clarke.....	2	3	6 do from do ..	24 50
Palmer Road and Railway Station.	W. Kinch.....	3	2	12 do	35 00
Palmer Road and Waterford.....	do	4	2	12 do	20 00
Peake's Station and Ry. Station...	J. F. McDonald.	$\frac{1}{8}$	3	12 do	15 60
Pinsville and Railway Station...	A. Wedge.....	$\frac{1}{8}$	2	12 do	26 00
Pisquid and Railway Station.....	A. McDonald.....	$\frac{1}{2}$	2	12 do	33 28
Pisquid and Webster's Corner.....	P. McNally.....	6	3	12 do	52 00
Pisquid Road and Vernon River....	E. O'Keefe.....	3	2	12 do	46 00
Port Hill and Railway Station.....	L. Yeo.....	4	12	12 do	187 80
St. Andrews and Railway Station...	J. McDonald.....	$\frac{1}{2}$	3	12 do	25 00
St. Eleanors and Summerside.....	H. Mills.....	$2\frac{1}{2}$	6	12 do	74 00
Scotchfort and Railway Station...	J. McDonald.....	$\frac{1}{2}$	2	12 do	12 48
Sea Cow Pond and Tignish.....	T. Bernard.....	$7\frac{1}{2}$	2	12 do	50 00
Skinner's Pond and Tignish.....	P. Aylward.....	16	2	12 do	58 00
Souris East and Railway Station...	L. Cheverie.....	$\frac{1}{2}$	12	12 do (and extra trips).	71 25
Suffolk Station and Railway Station	J. A. Ferguson..	$\frac{1}{8}$	2	12 do	20 80
Summerside and Railway Station...	R. Glover.....	$\frac{1}{2}$	as req	12 do	162 40
Summerside and Street Letter Boxes	do	$\frac{1}{2}$	14	12 do	25 00
Summerville and Vernon River....	E. Fraser.....	$4\frac{1}{2}$	3	12 do	54 00
Ten Mile House and Ry. Station...	J. Fitzpatrick...	$1\frac{1}{2}$	2	12 do	20 00
Tignish and Railway Station.....	D. Villard.....	$\frac{1}{2}$	12	12 do	40 00
Tracadie Cross and Railway Station	A. Johnson.....	$\frac{1}{2}$	3	12 do	28 08
Travellers' Rest and Ry. Station...	T. Townsend.....	1	3	12 do	39 00
Wellington and Wellington Station	J. A. Arseneault	$\frac{1}{2}$	2	12 do	21 48
Wellington Station and Ry. Station	F. J. Arseneault.	$\frac{1}{8}$	12	12 do	20 00
Western Road and Ry. Station....	P. Reid.....	$\frac{1}{2}$	2	12 do	25 00
West Point and Railway Station...	P. McPhee.....	13	2	12 do	104 00
West St. Peters and Ry. Station...	J. McDonald.....	$2\frac{1}{2}$	2	12 do	40 00
Wilmot Valley and Ry. Station....	W. P. Bowness..	$4\frac{1}{2}$	2	12 do	66 84
Winsloe Station and Ry. Station...	J. Burrows.....	$\frac{1}{8}$	3	12 do	15 00
Wood Islands and Wood Islands North.....	D. Crawford.....	$2\frac{1}{2}$	3	12 do	45 00
				Total.....	\$13,100 15

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1890.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Route.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Prince Edward Island Railway.....	213 ⁷ / ₁₀	6	12 months (to 30th June, 1890, including special service).....	\$ cts. 17,577 00
			Total.....	\$17,577 00

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1890.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department	112 01
R. S. Montgomery	Mail bags, rivet seals and repairs do ..	326 61
G. Bailey	Repairing mail locks do ..	82 50
E. Chanteloup	Mail lock keys do ..	25 00
	Total.....	\$546 12

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF ONTARIO.

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, 1890.

Name.	Service.	Salary. \$ cts.	Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
CHIEF INSPECTOR'S OFFICE.					
M. Sweetnam.....	Chief Post Office Inspector	2,800 00		4,112 50	
W. E. Bennett	Assistant Inspector.	1,312 50		1,400 00	
Le F. A. Maingy.....	Draughtsman	1,400 00		540 00	
A. N. Payne.....	3rd Class Clerk	540 00		730 00	
C. P. V. Beroard.	Temporary Clerk.....	730 00			6,782 50
	Total, Chief Inspector's Office.....				
BARRIE DIVISION.					
D. Spry.....	Post Office Inspector	2,200 00		3,650 00	
J. Henderson.....	Assistant Inspector.....	1,450 00		2,112 50	
G. J. Mason.....	2nd Class Clerk	1,200 00		1,280 00	
J. Powell.....	do	912 50		350 00	
J. Ward.....	3rd	720 00			
T. P. Boys.....	do	560 00			
J. Harris.....	Messenger, to 31st January, 1890 (deceased).....	350 00			
	Total, Barrie Division.....				7,392 50

RAILWAY MAIL SERVICE.					
A. McCarthy	Chief Railway Mail Clerk	do	1,500 00	58 64	1,558 64
P. Hynes	1st Class Railway Mail Clerk (suspended, 21st and 22nd July, 1889; less fine)	do	952 84	149 61	880 00
W. Stokes	do	do	953 33	208 58	187 24
J. H. Bennett	do	do			
M. E. Kelly	2nd to 31st August, 1889 (transferred to Toronto Division; re-transferred 1st June, 1890)	do	200 00	72 09	3,301 60
R. Murray	do do do	do	200 00	68 82	
J. O'Connor	do do do	do			
E. J. Skelly	do do do	do	651 77	129 51	
T. Martin	do do do	do	800 00	221 75	
T. Mason	do do do	do	800 00	194 93	
T. Dunn	do do do	do	133 34	48 02	
M. Maloney	do do do	do	720 00	117 56	
J. Legate	do do do	do	720 00	202 97	
T. Atkins	do do do	do	720 00	176 89	6,897 65
J. D. Cunningham	3rd (suspended, 21st and 22nd July, 1889)	do	556 99	177 42	
P. J. Duffy	do do do	do	560 00	194 31	
J. J. O'Farrell	do do do	do	93 33	37 77	
W. Leadlay	do do do	do	543 32	217 13	
W. H. Swan	do do do	do	543 32	292 30	
J. McL. Hartley	do do do	do	520 00	166 15	
A. C. Mackenzie	do do do	do	503 34	185 69	
W. J. Mesagher	do do do	do	520 00	206 75	5,247 82
Total, Barrie Railway Mail Service.			13,791 58	3,214 13	17,005 71
KINGSTON DIVISION.					
G. Griffin	Post Office Inspector	do	2,400 00		
A. Jones	Assistant Inspector	do	1,450 00		3,850 00
J. E. Hopkirk	2nd Class Clerk	do	1,200 00		
P. H. Macarow	do do do	do	1,200 00		
J. C. Strange	do do do	do	962 50		3,362 50
H. F. Wilnot	3rd do do do	do	440 00		440 00
Total, Kingston Inspector's Office.					7,652 50

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
RAILWAY MAIL SERVICE.									
H. F. Ketcheson	1st Class Railway Mail Clerk (suspended from 28th November to 12th December, 1889)	789	69	279	33	1,069	02		
J. L. Renton	do to 31st August, 1889 (transferred to Kingston Post Office)	106	66	45	89	680	00		
D. J. Walker	do do promoted from 3rd Class, 12th April, 1890	571	76	211	07			1,837	08
W. S. Doller	do do								
J. Hoyland	3rd (suspended from 5th to 31st July, 1889)	520	85	84	37				
J. R. Sayers	do do	520	00	141	81				
M. McKinnon	do do	520	00	130	19				
A. Gillies	do do (suspended from 28th November to 5th December, 1889)	510	08	147	89				
J. R. Donaldson	do do from 12th April, 1890; also Temporary from 18th July, 1889	458	06	127	95				
T. T. Bower	do do do 27th January, 1890	206	45	41	56				
	Total, Kingston Railway Mail Service.	4,883	55	1,431	76			3,409	21
									6,315 31
LONDON DIVISION.									
R. W. Barker	Post Office Inspector.	2,400	00					4,000	00
C. Fisher	Assistant Inspector	1,600	00						
A. Thomson	1st Class Clerk	1,400	00					1,400	00
W. Blair	do do	1,150	00						
F. W. Matthews	do do	1,100	00						
R. J. Mercer	3rd do	800	00					2,250	00
G. Hampton	do do	800	00						
J. Johnson	do do	660	00						
W. J. McKenna	Messenger	412	50					2,260	00
	Total, London Inspector's Office.							412	50
									10,322 50

RAILWAY MAIL SERVICE.		1,500 00	157 62	1,657 62
A. G. McWhinney	Chief Railway Mail Clerk.			
P. Purdon.	1st Class Railway Mail Clerk.	960 00	197 98	
J. Wynn.	do	960 00	187 42	
B. D. D. Rolison	do	960 00	204 12	
W. Matthews	do	960 00	52 52	
J. G. Wright.	do	960 00	204 66	
H. Cousins.	do	960 00	246 83	
T. J. Essex.	do	960 00	167 75	
W. Mitchell	do	954 84	221 07	
W. Edgar	do	960 00	195 30	
T. J. O'Meara	do	960 00	264 36	11,536 85
R. P. Wright.	2nd	800 00	197 57	
J. Flynn.	do	800 00	220 11	
F. A. Gemmill.	do	800 00	98 46	
J. Mitchell.	do	800 00	164 70	
J. W. McLaren.	do	800 00	216 53	
J. J. Doyle.	do	800 00	194 00	
W. D. Tye	do	800 00	207 22	
J. O'Connor	do	133 33	20 39	
W. Cousins.	do	793 33	103 70	
E. O. B. Rogers	do	720 00	255 94	
J. L. G. Elliott	do	720 00	255 94	
W. A. Cleary	do	720 00	92 24	
J. Farrow.	do	720 00	267 21	
A. F. Coulter.	do	720 00	233 58	
D. J. McLean	do	720 00	238 66	
J. P. Casgrain	do	720 00	183 96	
W. G. McMillen	do	720 00	213 70	
H. Elliott.	do	595 12	150 43	16,217 63
(promoted from 3rd Class, 12th April, 1890)				
W. H. Arland	3rd	560 00	170 36	
A. Northwood	do	560 00	255 99	
C. McL. Sinclair	do	560 00	137 17	
G. W. Young	do	560 00	267 79	
W. L. McNeal	do	560 00	203 46	
T. W. Crawford	do	520 00	180 47	
C. C. Fox	do	520 00	241 50	
C. Lee.	do	518 00	189 88	
R. W. S. Johnson	do	520 00	198 41	
J. J. O'Farrell	do	469 99	160 20	
W. W. McVicar	do	520 00	190 60	8,063 82
(less fine).				
to 30th April, 1890 (including arrears; transferred to Barrie Division).				

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
LONDON DIVISION—Concluded.									
G. W. Rontledge.....	Temporary Railway Mail Clerk	480 00		117 36					
J. E. Johnson.....	do	480 00		193 62		1,270 98			
R. Dagg	Mail Transfer Agent.....	600 00				600 00			
	Total, London Railway Mail Service.....	31,457 94		7,888 96				39,346 90	
OTTAWA DIVISION.									
T. P. French.....	Post Office Inspector	2,400 00				5,225 00			
G. Marsan.....	Assistant Inspector	1,287 50				1,200 00			
C. P. LeSueur.....	do	1,537 50				1,012 50			
J. F. O'Connor.....	1st Class Clerk.....	1,200 00				1,790 00			
M. J. Whitty.....	2nd do	1,012 50				608 33			
H. Carroll.....	do	800 00				465 00			
P. B. Dunne.....	do	480 00							
W. C. Cochran.....	do	510 00							
H. M. Short.....	Temporary Clerk.....	400 00							
J. J. McNulty.....	do from 1st February, 1890.....	208 33							
C. Duggan.....	Messenger.....	465 00							
	Total, Ottawa Inspector's Office.....							10,300 83	
RAILWAY MAIL SERVICE.									
J. D. Thomson.....	Acting Chief Railway Mail Clerk.....	1,500 00		100 99					

E. Gordon.....	1st Class Railway Mail Clerk		367 52	960 00	10,615 95
W. F. Burnham.....	do		276 47	960 00	
G. T. Gorrall.....	do		302 74	960 00	
R. Peden.....	do		389 93	960 00	
J. A. Chevrier.....	do		515 49	960 00	
D. J. Skelly.....	do		372 62	960 00	
J. B. Z. Legendre.....	do	promoted from 2nd Class, 1st Jan., 1890 (less fine)	474 11	879 00	
R. Montgomery.....	do	do	478 07	800 00	
A. Leclair.....	2nd		286 74	800 00	
P. A. Mainy.....	do		335 96	760 00	
J. B. Gillespie.....	do		399 25	720 00	
C. P. Plumb.....	do		300 52	720 00	
H. Macdonald.....	do		457 81	700 00	
C. W. Macdonald.....	do		301 33	640 00	
N. F. Elliott.....	do		345 53	753 33	
J. H. P. Brown.....	do		229 51	720 00	
S. Houston.....	do		449 78	720 00	
W. H. Gass.....	do		282 24	686 66	
J. Griffith.....	do	promoted from 3rd Class, 12th April, 1890 (including arrears)	601 78	601 78	
J. Eagleson.....	do	do	213 63	681 68	12,520 32
J. J. Nevens.....	3rd		471 00	540 00	
J. J. Lally.....	do		456 92	536 66	
A. J. H. Coburn.....	do		427 24	536 66	
J. E. Hetherington.....	do		329 85	520 00	
J. Cooran.....	do	(including arrears)	257 44	566 66	
R. McLaren.....	do	to 7th November, 1889 (dismissed)	416 76	520 00	
E. H. Hayes.....	do	do	102 38	183 44	
G. Catellier.....	do	(less fine)	89 27	183 44	
J. G. Armstrong.....	do	to 8th November, 1889 (less fine; dismissed)	288 13	502 34	
S. L. Hollingsworth.....	do		99 53	169 36	
J. Purcell.....	do		414 15	480 00	
D. York.....	do	from 19th Sept., 1889, also (temporary) from 30th, Aug., 1889	148 01	402 58	
W. J. Farrell.....	do	from 12th December, 1889.	88 27	265 80	
A. McLaren.....	do	do	44 87	185 80	
W. Annable.....	do	do	142 21	265 80	
J. McFarlane.....	do	from 12th April, 1889	37 45	105 33	9,777 35
H. I. Kenny.....	Temporary Railway Mail Clerk		254 34	480 00	
J. D. C. McFarlane.....	do	from 26th September, 1889	159 54	366 66	
J. J. McNulty.....	do	from 9th to 31st Jan., 1890 (transferred to Inspector's Office)		30 91	
Total, Ottawa Railway Mail Service.....					1,291 45
					35,806 06

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.	Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
STRATFORD DIVISION.					
H. G. Hopkirk.....	Post Office Inspector.....	2,200 00			
D. Maloney.....	Assistant Inspector.....	1,225 00		3,425 00	
J. Yorick.....	2nd Class Clerk.....	960 00		960 00	
D. A. Bruce.....	3rd.....	590 00			
C. M. B. Lawrence.....	do.....	470 00			
W. S. Watson.....	do.....	450 00		1,510 00	
A. B. Orr.....	Messenger.....	405 00		405 00	
Total, Stratford Inspector's Office.....					6,300 00
RAILWAY MAIL SERVICE.					
A. Jones.....	2nd Class Railway Mail Clerk.....	797 00	197 12		
J. Dundas.....	do.....	800 00	181 78		
D. B. Kelly.....	do.....	720 00	166 74		
G. M. Harris.....	do.....	720 00	233 02	3,915 66	
C. Pierson.....	3rd.....	560 00	190 67		
J. J. Golden.....	do.....	560 00	185 52		
E. J. Freel.....	do.....	558 00	183 45		
W. J. Ramsey.....	do.....	86 65	33 33		
W. J. Richardson.....	do.....	550 00	205 33		
A. J. Cheyne.....	do.....	536 66	187 86		
H. F. Dimming.....	do.....	520 00	262 89		
R. Johnston.....	do.....	520 00	203 62	5,343 99	
J. McD. McNeill.....	Temporary Railway Mail Clerk, to 19th Aug., 1889 (services dispensed with).....	63 22	46 96		
J. Gilpin.....	do.....	23 33	11 32		
L. Johnston.....	do.....	370 66	161 44		
	from 2nd to 24th September, 1889 (resigned).....				
	from 23rd September, 1889.....				

	do	from 31st October, 1889	do	321 29	101 41	1,124 29	10,283 94
J. Hall	do	from 17th June, 1890	do	18 66			
F. D. Sharman	do			7,731 48	2,532 46		
Total, Stratford Railway Mail Service							
TORONTO DIVISION.							
F. D. Barwick	Post Office Inspector			2,000 00		4,800 00	
G. A. Burnham	Assistant Inspector			1,600 00			
F. H. Smith	do			1,200 00			
W. E. Griffith	1st Class Clerk			1,500 00		1,500 00	
G. T. B. Gurnett	2nd do			1,200 00			
J. Henry	do	to 31st August, 1889 (deceased)		200 00			
W. Crocker	do			1,200 00			
H. M. Smallpiece	do			1,050 00			
G. B. Sweetnam	do			835 00		4,485 00	
T. H. Bent	Temporary Clerk			395 69		395 69	
J. McKillop	Messenger			600 00		600 00	
Total, Toronto Inspector's Office							
RAILWAY MAIL SERVICE.							
C. J. H. Winstanley	Chief Railway Mail Clerk			1,500 00	84 72	1,584 72	
J. Saultier	1st Class Railway Mail Clerk			960 00	567 43		
T. McCormick	do			960 00	107 40		
J. O. Bennett	do			960 00	201 59		
W. Beatty	do			960 00	412 33		
W. C. Ashdown	do			960 00	294 58		
F. Tyner	do			960 00	360 77		
G. F. Burns	do			960 00	225 05		
T. S. Birchall	do			960 00	504 04		
L. V. Byrne	do			880 00	205 37		
F. O'C. Higgins	do			960 00	372 23		
W. Noble	2nd do			800 00	340 26		
J. Egan	do			800 00	537 62		
A. Thompson	do			800 00	218 68		
P. J. Costello	do			800 00	388 15		
J. F. McLeod	do			800 00	386 59		
Total, Toronto Railway Mail Service							
Total, Toronto Railway Mail Service							

DETAIL of all Payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890.—Continued.

Name.	Service.	Salary.	Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
TORONTO DIVISION—RAILWAY MAIL SERVICE—Concluded.					
A. Findlay	2nd Class Railway Mail Clerk	860 00	384 68		
C. T. Bell	do (suspended from 1st to 22nd January, 1890; on leave of absence without salary from 1st March to 31st May, 1890, resigned)				
G. Mathews	do	439 35	158 83		
A. Beatty	do	800 00	33 77		
E. O. Boyle	do	800 00	388 12		
W. M. Platt	do	780 00	191 18		
W. O'Connor	do (on leave of absence without salary from 13th August to 14th November, 1889)	589 30	141 22		
W. B. Smith	do	753 33	378 78		
J. Little	do	720 00	573 46		
G. W. Griffin	do	720 00	244 10		
L. Sewell	do	786 66	222 48		
J. T. O'Loane	do	800 00	243 23		
J. Pringle	do	720 00	406 22		
M. E. Kelly	do	720 00	235 12		
R. Murray	do (from 1st September, 1889; transferred from Barrie Division, and re-transferred 1st June, 1890)	600 00	166 88		
T. Mason	do do do	666 66	160 69		
			215 46		
				21,310 82	
F. C. Clarke	do	560 00	382 63		
W. J. Little	do	560 00	342 40		
W. Smellie	do	560 00	344 98		
J. T. Mollard	do	540 00	408 59		
W. E. Wiley	do	520 00	208 85		
M. W. Sloan	do	520 00	385 87		
H. P. Thompson	do	520 00	184 71		
T. Patterson	do	520 00	397 28		
A. McGill	do	520 00	104 40		
W. J. Ramsay	do (from 1st September, 1889; transferred from Stratford Division)	470 00	253 02		
J. G. Alexander	Temporary Railway Mail Clerk from 13th July, 1889, to 28th February, 1890 (resigned)	304 51	110 80		
A. B. Fizzle	do (from 17th August, 1889)	419 35	221 13		
G. G. Patterson	do (from 18th February, 1890)	175 71	58 41		
J. D. Thomson	do (from 20th do 1890)	172 85	35 58		
				8,302 73	
					1,498 34

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
HAMILTON POST OFFICE—Concluded.				
D. D. Campbell.....	3rd Class Clerk.....	720 00		
W. L. Waterman.....	do.....	690 00		
H. F. Hill.....	do.....	36 12		
J. A. Webber.....	(suspended from 22nd July, 1889; services dispensed with)	680 00		
H. E. J. Filgiano.....	do.....	680 00		
C. Judd.....	do.....	630 00		
O. Beatty.....	do.....	620 00		
J. R. Morden.....	do.....	610 00		
J. E. B. Mackay.....	do.....	580 00		
J. O. McCulloch.....	do.....	570 00		
R. J. Harron.....	do.....	570 00		
R. S. Miller.....	do.....	570 00		
W. P. McCawley.....	do.....	570 00		
G. Smith.....	do.....	520 00		
J. H. C. Dempsey.....	do.....	510 00		
M. L. Cusack.....	do.....	510 00		
A. M. Hamilton.....	do.....	400 00		
A. J. Kerr.....	do.....	322 23		
			15,178 35	
J. C. Richter.....	Temporary Clerk, from 27th July, 1889.....	372 04		
J. Murphy.....	Superintendent Letter Carriers, to 30th November, 1889 (superannuated).....	300 00		
T. B. S. Austin.....	Letter Carrier.....	600 00		
J. Gore.....	do.....	600 00		
J. H. Fearnside.....	do.....	600 00		
W. G. Flooks.....	do.....	600 00		
H. M. Coates.....	do.....	600 00		
C. W. W. Fielding.....	do.....	600 00		
J. S. Wilson.....	do.....	600 00		
J. Gardner.....	do.....	600 00		
R. Stratton.....	do.....	600 00		
W. Angus.....	(suspended from 30th May to 15th June, 1890).....	582 71		
W. Rennie.....	do.....	592 50		
C. Anstey.....	do.....	557 50		
D. C. Downie.....	do.....	532 50		
W. H. James.....	do.....	510 00		
E. Frank.....	do.....	510 00		
			372 04	
			372 04	

J. W. North.....	do	510 00	
G. Springate.....	do	510 00	
M. Dawson.....	do	156 29	
E. Sevier.....	do	510 00	
W. A. Mundy.....	do	472 50	
W. Strongman.....	do	465 00	
W. Lawrence.....	do	465 00	
J. Charters.....	do	427 50	
J. Philips.....	do	427 50	
G. P. Hanlon.....	do	427 50	
J. R. Thomas.....	do	420 00	
R. M. McDonald.....	do	420 00	
W. Nunn.....	do	367 50	
A. Thomas.....	do	367 50	
W. McFarlane.....	do	360 00	
F. Hodd.....	do	195 48	
J. A. McKeown.....	do	234 00	
E. Rolson.....	do		16,200 98
Messenger.....		600 00	
J. Straus.....	do	442 50	
A. Vincent.....		240 00	
Postmaster, James Street.....			1,042 50
Total, Hamilton Post Office.....			240 00
			41,758 87
KINGSTON POST OFFICE.			
J. Shannon.....	Postmaster.....	2,000 00	
J. L. Renton.....	Acting Assistant Postmaster, from 1st September, 1889 (transferred from Kingston Division).....	533 34	
J. Kelly.....	1st Class Clerk.....	1,400 00	2,533 34
W. S. Smyth.....	2nd do from 1st to 14th July, 1889 (services dispensed with).....	34 03	1,400 00
J. McBride.....	do	780 00	34 03
J. P. Fense.....	do	800 00	
F. Macdonald.....	do	800 00	
R. J. D'Arcy.....	do	600 00	
W. J. O'Reilly.....	do	520 00	
A. J. Chamberlain.....	do	460 00	
W. J. Wells.....	do	440 00	
G. G. Meagher.....	Temporary Clerk.....	400 00	4,400 00
A. T. Deacon.....	do	730 00	
C. J. Shannon.....	do	730 00	
R. J. Gowdey.....	do from 15th November, 1889 (less fine).....	250 00	2,110 00

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
KINGSTON POST OFFICE—Concluded.				
A. H. Miller	Letter Carrier	600 00	3,328 87	
J. Collins	do	595 00		
R. Lewers	do	510 00		
P. J. Howland	do	243 87		
R. Gilmour	do	472 50		
R. Kearns	do	457 50		
W. Neil	do	450 00		
R. Elliott	Temporary Letter Carrier	360 00		
R. E. Genge	do	360 00		
J. Maguire	do	178 80		
W. G. Purcell	do	6 00		
S. F. Murphy	do	0 75		
W. McClelland	do	0 75		
S. Delf	do	9 00		
R. Ludlow	do	21 75		
J. Morrisey	Messenger	403 83	936 75	15,146 82
Total, Kingston Post Office			403 83	
LONDON POST OFFICE.				
R. J. C. Dawson	Postmaster	2,200 00	3,800 00	
J. D. Sharman	Assistant Postmaster	1,600 00		
J. Hunter	2nd Class Clerk	1,200 00	3,493 14	
R. F. Matthews	do	1,200 00		
C. Hevey	do (suspended from 17th to 31st July, 1889)	1,063 14		
C. J. N. Shanly	3rd	800 00		
J. Ward	do	800 00		
A. E. Ashton	do	800 00		
N. McNeil	do	800 00		
L. Lawless	do	700 00		

F. C. Wheeler	do	680 00
W. Nichols	do	760 00
W. H. Skinner	do	680 00
J. O'Meara	do	680 00
J. P. Murray	do	630 00
A. Carrothers	do	620 00
F. J. Deviney	do	590 00
J. H. Percival	do	326 67
G. E. Elliott	do	440 00
J. A. Macdonald	do	400 00
G. Hilton	do	600 00
C. C. Reed	do	420 00
10,826 67		
M. Haystead	Superintendent Letter Carriers	790 00
J. Kennedy	Letter Carrier	600 00
J. Denahy	do	600 00
J. M. Beattie	do	600 00
J. A. Scraton	do	600 00
G. Evans	do	200 00
W. S. Short	do	600 00
J. Ward	do	592 50
F. W. Bermingham	do	557 50
W. P. Burns	do	540 00
T. Brennan	do	510 00
P. Phillips	do	510 00
J. Wilson	do	510 00
T. Phair	do	510 00
F. Pontey	do	510 00
R. Walsh	do	510 00
M. J. Maitland	do	510 00
John Cushing	do	502 50
W. F. Southcott	do	502 50
James Cushing	do	480 00
J. Nicholson	do	472 50
W. C. Hiscott	do	450 00
W. Fate	do	390 00
J. H. Harris	do	344 53
C. Pugh	do	163 55
C. N. Perrin	do	84 00
D. A. Dibbs	do	84 00
12,723 58		
R. Wright	Letter Collector	600 00
R. McNeill	do	600 00
M. O'Meara	Messenger	600 00
1,200 00		
600 00		
12,723 58		
Total, London Post Office.....		
32,643 30		

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Total of Classes.	Grand Total.
		\$	cts.		
OTTAWA POST OFFICE.					
J. A. Gouin	Postmaster	2,600	00	4,600 00	
F. Hawken	Assistant Postmaster	2,000	00		
F. French	1st Class Clerk	1,400	00	1,400 00	
E. B. Bates	2nd	1,200	00		
E. J. O'Connor	do	1,200	00	5,700 00	
C. Shaw	do	1,200	00		
W. H. Penneck	do	1,100	00		
W. O. Mercer	do	1,000	00		
H. O'Neill	3rd	800	00	13,322 61	
J. H. Bartlett	do	800	00		
N. F. Landrian	do	680	00		
H. Poole	do	800	00		
S. J. Bradbury	do	680	00		
A. York	do	800	00		
E. L. Chevrier	do	650	00		
G. R. MacQueen	do	650	00		
A. H. Gallup	do	620	00		
L. E. Noel	do	570	00		
F. L. Myers	do	589	00		
J. Binks	do	510	00		
L. M. Farrell	do	510	00		
F. G. Allen	do	490	00		
B. H. Bell	do	480	00		
G. W. Willis	do	480	00		
M. D'Arcy	do	460	00		
M. Patrick	do	480	00		
V. Parent	do	470	00		
L. D. Chevrier	do	470	00		
W. A. Bangs	do	450	00		
M. A. Coughlin	do	440	00		
W. M. Brophy	do	423	61		
A. E. Smith	Temporary Clerk (less fine)	399	00	400 00	
O. E. Traversy	do	400	00		

(suspended from 1st May to 18th, June 1890; less fine)

S. A. Webber.....	do	400 00
J. R. Clewes.....	do	400 00
A. H. Powell.....	(less fine)	399 50
J. P. Chilton.....	do	399 00
M. T. Duhamel.....	do	400 00
E. Faulkner.....	do	400 00
E. H. Bartlett.....	(less fine)	399 00
W. S. Warwick.....	do	400 00
F. Archambault.....	do	400 00
L. C. Fraser.....	do	400 00
L. Corbeil.....	do	400 00
C. P. Doughty.....	do	400 00
E. M. Webber.....	do	392 22
A. Coleman.....	(suspended from 2nd to 8th September, 1889)	400 00
M. L. Blanchet.....	do	400 00
M. St. Denis.....	do	400 00
F. W. P. English.....	from 20th December, 1889	212 90
7,401 62		
Superintendent Letter Carriers		
F. S. Warwick.....	Letter Carrier	800 00
J. Brown.....	do	600 00
P. Robert.....	do	600 00
A. Dupuis.....	do	600 00
F. J. George.....	do	580 00
T. Cudde.....	do	525 00
W. Lamb.....	do	510 00
M. J. Egan.....	do	510 00
J. N. Larue.....	do	510 00
M. Fagan.....	do	492 91
N. Marion.....	(suspended from 20th to 26th February, 1890)	352 50
E. T. Edwards.....	to 30th March, 1890 (transferred to Post Office Department)	465 00
R. W. Fair.....	do	450 00
W. H. Murphy.....	do	420 00
F. X. Giroux.....	do	420 00
J. O. Noel.....	do	405 00
J. C. Bell.....	do	420 00
J. J. Fair.....	do	397 50
C. Cooch.....	do	390 00
H. Chamberlain.....	do	367 50
F. W. Roesske.....	do	60 00
A. J. O'Neil.....	do	350 00
10,490 41		
Temporary Letter Carrier		
F. A. Schultz.....	do	360 00
O. Legault.....	do	360 00
J. Hayes.....	do	360 00
C. Chaput.....	do	360 00
W. J. Usher.....	do	360 00
D. Charlebois.....	do	360 00
J. McCallum.....	do	360 00
from 1st April, 1890 (transferred from Post Office Department—on leave of absence without salary, from 1st to 31st May, 1890)		

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
OTTAWA POST OFFICE—Concluded.							
H. Ketcheman	Temporary Letter Carrier	360	00				
C. R. Marineau	do from 22nd May, 1890	39	68	2,859	68		
W. D'Arcy	Letter Collector	600	00				
W. Goodwin	do	600	00	1,200	00		
H. Duggan	Messenger	600	00				
T. A. Pirrie	do	450	00	1,050	00		
P. McElligott	Temporary Messenger	360	00	360	00		
	Total, Ottawa Post Office					48,384	32
TORONTO POST OFFICE.							
T. C. Patteson	Postmaster	4,000	00				
J. Carruthers	Assistant Postmaster	2,000	00	6,000	00		
J. H. Davis	1st Class Clerk	1,400	00				
A. Cooper	do	1,200	00				
J. Moerschfelder	do	1,500	00				
A. G. Thompson	do	1,400	00				
R. W. Riddell	do	1,200	00				
B. M. Armstrong	do promoted from 2nd Class, 1st August, 1889	1,200	00				
A. Harstone	2nd	1,200	00	7,900	00		
H. F. Falkner	do	1,200	00				
W. Loudon	do (less fine)	1,196	78				
J. Monaghan	do	1,200	00				
B. Langley	do (less fine)	1,196	67				
B. Bascom	do	1,200	00				
R. E. Chadd	do	1,200	00				
A. Beatty	do	1,150	00				
R. Hassard	do	1,150	00				
A. T. Middleton	do	1,100	00				

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
TORONTO POST OFFICE—Continued.				
D. Lockyer.....	3rd Class Clerk to 31st May, 1890 (resigned)	466 66		
R. Sparks.....	do	560 00		
L. J. Saultier.....	(including arrears).	510 00		
J. McCandless.....	do	580 00		
W. H. Canniff.....	do	490 00		
A. S. Martin.....	do	480 00		
T. D. Gould.....	do	470 00		
C. W. James.....	do	480 00		
A. E. Crate.....	do	480 00		
J. Galbraith.....	do	470 00		
G. Thompson.....	do	490 00		
A. C. Cumming.....	do	266 66		
W. E. Davis.....	do	328 88		
T. Campbell.....	do	200 01		
J. J. Larkin.....	do	200 01		
			36,604 85	
T. H. Bills.....	Temporary Clerk	400 00		
F. Baird.....	do	400 00		
B. J. Doyle.....	do	400 00		
C. Watson.....	do	131 18		
A. Parker.....	do	83 88		
A. R. Symons.....	do	83 88		
J. Jackman.....	do	88 17		
			1,587 11	
W. Foster.....	Letter Carrier	600 00		
C. Reeves.....	do	600 00		
W. Kenny.....	do	600 00		
J. Barnes.....	do	600 00		
T. Curley.....	do	600 00		
J. H. Weatherbee.....	do	600 00		
G. Yates.....	do	600 00		
J. Williams.....	do	600 00		
J. Stewart.....	do	600 00		
W. Sargent.....	do	600 00		
C. N. Moore.....	do	600 00		
C. Culross.....	do	600 00		
J. R. Cuthbertson.....	do	600 00		

E. Murphy	600 00
T. Beade	597 50
J. Marks	600 00
J. Crawford	595 00
T. Birney	592 50
R. Hodgins	592 50
R. Jamieson	580 00
J. Askin	565 00
J. Gordon	557 50
W. Kimber	517 50
R. Gardiner	517 50
D. Flaek	510 00
R. Durston	510 00
W. S. Parry	510 00
A. C. Jackson	510 00
R. London	510 00
R. Kirkpatrick	510 00
C. Kennedy	510 00
B. Bowell	510 00
J. H. Watson	510 00
F. Kirk	510 00
W. H. Langstone	510 00
C. F. Swait	510 00
S. Reid	510 00
A. H. Meadows	490 16
W. R. Woodcock	510 00
T. Haycock	502 50
W. J. Platt	480 00
G. Ellis	320 00
E. Meadows	480 00
J. Butler	480 00
R. Weir	480 00
W. C. McNair	480 00
T. Smith	487 50
J. Reid	495 00
A. McKenzie	495 00
H. T. King	480 00
A. McMordie	465 00
N. A. Goad	480 00
J. A. Ingram	487 50
W. J. Mankey	457 50
G. Hurst	480 00
W. Cummins	472 50
F. F. Hyatt	457 50
J. Rodgers	457 50
H. R. Allen	403 83
J. Pretty	450 00
H. A. Ashmead	450 00
R. Mitchell	450 00
J. Knowlton	450 00

to 16th June, 1890 (resigned).

to 28th February, 1890 (absconded).

suspended from 30th July to 17th September, 1889

DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
TORONTO POST OFFICE—Concluded.				
J. Wood	Letter Carrier	442 50		
R. A. Grainger	do	394 03		
B. Spicer	suspended from 9th to 31st January, 1890.	435 00		
R. H. McGinnis	do	412 50		
F. Richards	do	420 00		
W. E. Tyner	do	412 50		
J. W. Adam	do	412 50		
W. D. Andrews	do	412 50		
J. A. Pope	do	390 00		
R. H. Cox	do	390 00		
W. Wiggins	do	390 00		
A. A. Weir	do	317 50		
A. A. Allen	do	388 95		
W. R. Ward	do	360 00		
W. T. Rogers	do	360 00		
J. S. Courtney	do	360 00		
D. B. Barnhart	do	360 00		
G. Rodgers	do	360 00		
T. R. Stanley	do	360 00		
W. Burns	do	375 00		
H. Lettau	do	360 00		
W. F. Stevens	do	360 00		
T. C. Sewell	do	360 00		
T. Quinn	do	360 00		
W. G. Hayward	do	360 00		
J. H. Smith	do	360 00		
J. Shea	do	360 00		
W. E. Richardson	do	360 00		
R. Middleton	do	152 90		
T. Stewart	do	360 00		
J. S. Clarke	do	360 00		
J. G. Lacleay	do	360 00		
			44,992 37	
F. S. Rutland	Temporary Letter Carrier	360 00		
E. E. Knox	do	360 00		
J. Hardy	do	360 00		

C. J. Saunders.....	do		360 00
J. Lewis.....	do		360 00
J. E. Jeffrey.....	do		360 00
J. A. Bailey.....	do		360 00
A. H. Gordon.....	do	from 5th December, 1889	206 12
R. Edmonson.....	do	from 6th do	205 16
J. Phillips.....	do	from 14th do	197 41
A. E. Price.....	do	from 16th do	195 48
J. Henderson.....	do	do	195 48
T. A. Miller.....	do	do	195 48
J. C. Moody.....	do	from 3rd January, 1890.	178 06
R. Short.....	do	do	178 06
H. J. Payne.....	do	do	174 19
J. E. Loan.....	do	from 7th do	174 19
R. J. Atwell.....	do	do	166 45
R. T. Wilson.....	do	do	198 82
A. Johnston.....	do	do	30 00
G. Smith.....	do	also Temporary Clerk, from 16th December, 1889, from 16th do	95 80
W. R. White.....	do	from 26th March, 1890	49 35
W. H. Bythell.....	do	from 12th May, 1890	
5,138 11			
R. Kirk.....	Porter.....		600 00
J. Parrett.....	do		510 00
R. H. J. Hutty.....	do		510 00
T. B. Armstrong.....	do		360 00
J. Wilson.....	Temporary Porter.....		360 00
W. J. Woodman.....	Temporary Messenger.....		360 00
C. R. Bickley.....	Housekeeper, to 8th November, 1889 (suspended; abandoned the service).....		128 00
1,980 00			
360 00			
360 00			
128 00			
2,230 00			
120,945 84			

BRANCH POST OFFICES.

E. Johnston.....	Postmaster, Bathurst Street.....	360 00
E. Newton.....	do Bleecker do	240 00
A. Jeffrey.....	do Carlton do	360 00
A. Hudgn.....	do Dundas do to 31st May, 1890.....	220 00
R. P. Seidmore.....	do do from 1st June, 1890.....	20 00
J. L. Bird.....	do Peter do	240 00
E. H. Boddy.....	do Queen do East.....	350 00
J. Reading.....	do Spadina Avenue.....	440 00

Total, Toronto Post Office

DETAIL of all Payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1890—*Concluded.*

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
WINDSOR POST OFFICE.							
A. Wigle	Postmaster	1,400	00				
F. X. Meloche	Assistant Postmaster	1,100	00	2,500	00		
W. A. Conway	2nd Class Clerk (less fine)	1,099	50	1,099	50		
E. O'Connor	do	800	00				
E. R. Wagner	do	530	00				
M. Wagner	do	710	00				
M. W. Nesbitt	do	680	00				
A. Ruthven	do	680	00				
C. Benglet	do	640	00				
P. Egan	do	690	00				
G. P. Belleperche	do	560	00				
J. F. Askin	do	406	87				
M. McCarthy	do	400	00	6,096	87		
W. Rockford	Temporary Clerk	400	00	400	00		
R. Mitchell	Porter	510	00	510	00		
J. Jeffers	Messenger	510	00	510	00		
Total, Windsor Post Office						11,116	37
Less—Proportion of Salaries transferred to Quebec— Of Ottawa Inspector, Staff and Railway Mail Clerks						494,138	12
Total						4,017	27
						\$490,120	85

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF QUEBEC.

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, 1890.

Name.	Service.	Salary.	Mileage.	Total of Classes.	Grand Totals.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
MONTREAL DIVISION.					
E. F. King.....	Post Office Inspector.....	2,600 00			
D. Nelligan.....	Assistant Inspector.....	1,450 00			
J. E. Gervais.....	do.....	1,250 00		5,300 00	
F. J. Logrie.....	2nd Class Clerk.....	1,200 00			
J. A. Madore.....	do.....	1,150 00			
F. J. Pelletier.....	do.....	950 00		3,300 00	
M. Kearney.....	3rd do.....	800 00			
J. A. Renaud.....	do (less fines).....	397 86			
W. J. Gamble.....	Temporary Clerk, to 4th October, 1889 (resigned).....	104 30		1,197 86	
J. A. Stewart.....	do from 1st November, 1889.....	286 67			
H. Lacken.....	Messenger.....	462 50		370 97	
	Total, Montreal Inspector's Office.....			462 50	
	RAILWAY MAIL SERVICE.				
F. Briegel.....	Chief Railway Mail Clerk.....	1,500 00	132 50		
A. Walmatey.....	1st Class Railway Mail Clerk.....	960 00	448 15		
G. Jones.....	do.....	960 00	130 34		
A. Denis.....	do.....	960 00	232 92		
A. Menzies.....	do (less fine).....	959 00	314 39		
A. Lechappelle.....	do do.....	959 00	241 78		
N. McLellan.....	do do.....	959 00	185 80		
A. Somerville.....	do.....	960 00	194 84		
J. D. Anderson.....	do.....	960 00	153 93		
	Total, Montreal Inspector's Office.....			1,635 50	
	RAILWAY MAIL SERVICE.				
	Total, Montreal Inspector's Office.....				10,631 33

C. F. Whiteher.....	do	560 00	113 37	
E. W. Hay.....	do	490 00	223 19	
J. M. Hall.....	do	520 00	144 59	2,843 50
P. M. Robertson.....	Temporary Railway Mail Clerk, from 18th December, 1889.	258 06	59 08	317 14
C. Chase.....	Mail Transfer Agent.....	590 00		590 00
L. O. Gariépy.....	Temporary Mail Transfer Agent.....	400 00		
S. Galbraith.....	do to 30th April, 1890; (transferred to Post Office, Montreal)	333 33		
J. Stephens.....	do from 18th April, 1890.....	81 11		814 44
	Total, Montreal Railway Mail Service.....	37,213 82	9,736 71	46,950 53
QUEBEC DIVISION.				
A. Bolduc.....	Post Office Inspector.....	2,000 00		
J. L. Anctil.....	Assistant Inspector.....	1,450 00		3,450 00
O. Fréchette.....	2nd Class Clerk, to 31st December, 1889 (superannuated).....	600 00		
C. Vohl.....	do to 31st December, 1889, (transferred to Railway Mail Service).....	600 00		
S. T. Green.....	do from 1st January, 1890, (transferred from Railway Mail Service).....	450 00		
J. B. Caouette.....	do (promoted from 3rd Class, 1st January, 1890).....	850 00		2,500 00
L. J. H. Larue.....	3rd do.....	570 00		
L. E. Simard.....	do to 31st December, 1889, transferred to Quebec Post Office.....	230 00		
J. Bouffard.....	do (suspended from 12th to 15th November, 1889).....	361 79		1,161 79
K. Maybee.....	Temporary Clerk, from 1st to 30th November, 1889.....	33 33		33 33
A. Raymond.....	Temporary Messenger.....	360 00		360 00
	Total, Quebec Inspector's Office.....	1,500 00	27 15	7,505 12
RAILWAY MAIL SERVICE.				
E. Blondeau.....	Chief Railway Mail Clerk.....	960 00	311 15	1,527 15
J. Deslauriers.....	1st Class Railway Mail Clerk.....	960 00	165 40	
G. Lapointe.....	do	960 00	308 39	
O. Talbot.....	do	960 00	282 74	
T. Gaudry.....	do	960 00	274 44	
H. J. Kimlin.....	do	960 00	118 80	
C. Vohl.....	do from 1st January, 1890, (transferred from Inspector's Office).....	480 00		6,740 92

DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
QUEBEC DIVISION—RAILWAY MAIL SERVICE—Concluded.									
	2nd Class Railway Mail Clerk								
D. Blondeau	do	800	00	410	19				
J. O. Pagueau	do	800	00	195	84				
R. G. Bourget	do	800	00	217	44				
J. F. Roy	do	800	00	275	73				
L. Furois	do	800	00	328	65				
F. A. Labbé	do	800	00	530	16				
L. H. Hudon	do	799	50	446	34				
D. C. Dagneau	do	800	00	282	17				
A. C. Miquelon	do	806	66	133	02				
C. Bédard	do	720	00	175	21				
M. P. Laperge	do	720	00	164	09				
A. Blondeau	do	726	66	414	51				
S. T. Green	do	320	00	118	91				
J. E. Carrier	do	800	00	141	90			14,326	98
N. Dorion	do	520	00	571	56				
J. Nolet	do	520	00	227	14				
A. Routhier	do	520	00	175	85				
U. Gauvreau	do	520	00	211	51				
A. F. A. Chabot	do	440	00	283	81				
P. J. Jobidon	do	100	00	28	80				
F. O'Dowd	do	499	50	247	49			4,865	66
C. Amyot	do	256	77	66	43				
H. B. Rouseau	do	56	77						
L. P. Thibault	do	600	00	3	90			379	97
	Mail Transfer Agent	21,305	86	7,138	72			603	90
	Total, Quebec Railway Mail Service								28,444
	THREE RIVERS DIVISION.								58
G. A. Bourgeois	Post Office Inspector								2,183
									34

J. P. Chillias.....	Assistant Inspector.....	1,450 00			3,633 34
G. O. Bailey.....	3rd Class Clerk.....	750 00			1,480 00
A. Dorais.....	do.....	730 00			360 00
E. Teasdale.....	Temporary Messenger.....	360 00			
	Total, Three Rivers Inspector's Office.....				5,473 34
RAILWAY MAIL SERVICE.					
J. E. McKenzie.....	2nd Class Railway Mail Clerk.....	800 00	128 42		
J. V. Genest.....	do.....	800 00	141 66		
A. Beaudry.....	(less fine).....	739 00	130 70		
C. A. Method.....	do.....	719 00	140 19		
S. Gervais.....	do (promoted from 3rd Class, 1st November, 1889).....	600 00	146 01		4,404 98
H. Désilets.....	Temporary Railway Mail Clerk.....	480 00	131 45		
R. Dusault.....	do from 12th August, 1889.....	425 80	128 28		
J. D. Poliquin.....	do from 25th October, 1889.....	329 03	97 23		1,591 79
	Total, Three Rivers Railway Mail Service.....	4,952 83	1,043 94		
					5,996 77
		87,082 30	17,919 37		105,001 67
	<i>Grand Total carried forward.....</i>				105,001 67

DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
Brought forward.....				
MONTREAL POST OFFICE.				
G. Lamothe	Postmaster	4,000 00		
M. Emery	Assistant Postmaster	2,000 00	6,000 00	
H. A. Bourret	1st Class Clerk	1,500 00		
H. Huddell	do	1,500 00		
J. McKeon	do	1,500 00		
V. Baillargeon	do	1,449 00		
J. L. Palmer	do	1,500 00		
T. F. Larseneur	do	1,400 00		
J. Senez	do	975 00		
O. Clement	do	1,200 00	11,024 00	
to 31st March, 1890 (deceased)				
(promoted from 2nd Class, 1st May, 1890).				
T. Pridham	do	1,200 00		
E. Mayer	do	1,200 00		
J. C. Sims	do	1,200 00		
A. Loftus	do	1,200 00		
A. de Restaing	do	1,200 00		
T. Desnoyers	do	1,200 00		
H. Goyette	do	1,199 50		
J. B. A. Daoust	do	1,200 00		
G. Lefebvre	do	1,162 50		
T. Harding	do	1,150 00		
R. Duncan	do	1,100 00		
W. Hayden	do	1,100 00		
A. Larose	do	1,100 00		
H. D. Gaudry	do	1,100 00		
G. Beaudoin	do	1,025 00		
I. Chase	do	1,025 00		
U. Rondeau	do	1,025 00		
J. Filiatreault	do	825 00	20,212 00	
(promoted from 3rd Class, 12th April, 1890).				
R. J. Arless	do	793 55		
A. A. Doray	do	800 00		
J. E. Renaud	do	795 56		
L. Lefebvre	do	800 00		
E. Chagnon	do	800 00		
C. A. T. Leduc	do	800 00		

J. Thompson.....	do				800 00
G. Coutlée.....	do				600 00
A. Lord.....	do				800 00
C. Lefebvre.....	do				739 00
B. Conlon.....	do				800 00
J. Thiemens.....	do				800 00
R. T. Daniels.....	do				800 00
W. Johnson.....	do				780 00
E. H. Ouellette.....	do				790 00
E. H. Forbes.....	do				710 00
W. J. McElroy.....	do				710 00
T. H. Lapointe.....	do				680 00
A. O. Larin.....	do				680 00
J. P. Whelan.....	do				602 23
P. O'Neil.....	do				650 00
L. D. E. Mayer.....	do				617 64
C. Larivière.....	do				640 00
J. Beresford.....	do				629 50
J. E. Guillemette.....	do				620 00
D. O'Donoghue.....	do				618 22
F. Piouffe.....	do				606 64
O. Lorange.....	do				610 00
H. Chandler.....	do				610 00
A. D. McIntosh.....	do				610 00
E. A. Lamoureux.....	do				600 00
A. E. Lamoureux.....	do				600 00
T. A. Giroux.....	do				590 00
A. Sauriol.....	do				589 50
W. Barbe.....	do				590 00
U. Clermont.....	do				590 00
A. B. Coëe.....	do				580 00
G. A. Carpenter.....	do				580 00
W. J. Crowe.....	do				579 50
A. L. Grondin.....	do				578 49
C. Florence.....	do				580 00
T. Brophy.....	do				570 00
P. T. H. Ermatinger.....	do				570 00
T. Lamanque.....	do				560 00
A. Morin.....	do				560 00
J. Coffey.....	do				558 50
J. J. Durack.....	do				550 00
J. B. A. Lalonde.....	do				520 00
J. Cunningham.....	do				518 75
A. Masse.....	do				510 00
T. J. Crowe.....	do				520 00
L. D. A. R. de Cotret.....	do				500 00
G. Clarke.....	do				500 00
E. C. Dowd.....	do				680 00
E. Barcelo.....	do				480 00

.....		to 31st March, 1890 (resigned).....			
.....		(less fine).....			
.....				
.....				
.....				
.....				
.....		(less fines ; on leave of absence, without salary, from 22nd May, 1890).....			
.....				
.....		(less deduction for absence from 9th September to 13th October, 1889).....			
.....		(less fine).....			
.....		(less fine).....			
.....		(less fines).....			
.....				
.....		(less fine).....			
.....		do.....			
.....		(including arrears ; less fines).....			
.....				
.....		(less fines).....			
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DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
MONTREAL POST OFFICE—Continued.							
J. C. D'Amour	3rd Class Clerk	480	00				
J. E. Bourgeau	do	470	00				
O. Dumont	(less fine)	469	50				
R. E. Bourret	do	460	00				
J. W. Bathurst	do	640	00				
A. Dufresne	do	640	00				
T. Callaghan	do	540	00				
M. Lepine	to 31st August, 1889 (resigned)	80	00				
F. S. Dagenais	do	480	00				
A. L. Auger	do	400	00				
				40,926	58		
J. B. Gariépy	Temporary Clerk	400	00				
W. P. Brophy	do	400	00				
U. H. St. Arnaud	(less fine)	399	50				
A. Langevin	from 2nd September, 1889	332	25				
S. Galbraith	from 1st May, 1890	66	67				
W. Irvine	from 15th do	51	62				
						1,650	04
Letter Carrier							
P. Lapointe	do	600	00				
J. R. Piante	do	600	00				
J. Callary	to 31st July, 1889 (deceased)	50	00				
J. Kelly	do	600	00				
P. Callary	(less fines)	587	89				
L. Dubé	do	600	00				
J. Thibodeau	do	600	00				
W. Rozon	(less fine)	599	50				
P. Clarke	(less fines)	597	22				
G. Piante	do	600	00				
P. Lagacé	do	600	00				
A. J. Bissonnette	do	600	00				
S. Gorman	do	600	00				
G. Lefebvre	do	600	00				
C. A. E. Ferroux	do	600	00				
J. Giroux	do	600	00				
F. O. Beaulnes	do	600	00				
N. Cusson	do	600	00				
J. B. Moreau	do	600	00				

P. Jacques.....	do	690 00
J. F. McShane.....	do	600 00
J. Lussier.....	do	540 00
J. A. Borden.....	do	517 50
J. L. E. Doray.....	do	487 00
J. G. Grant.....	(less fine)	506 63
A. Carriere.....	(less fines)	510 00
J. Power.....	do	510 00
J. Fenaughty.....	do	505 39
J. Meehan.....	(less fines)	510 00
J. McAfee.....	do	510 00
L. E. Carle.....	do	510 00
J. Taylor.....	do	509 50
W. F. Mitchell.....	(less fine)	510 00
J. Bourgeois.....	do	510 00
A. E. Dumesnil.....	do	510 00
J. Valeur.....	do	510 00
A. Mathieu.....	do	510 00
J. Nugent.....	do	510 00
J. King.....	do	510 00
J. A. Collard.....	do	502 50
A. Duboulay.....	do	501 50
J. Pepin.....	do	495 00
J. B. Sauriol.....	do	501 50
T. Letimore.....	(less fine)	495 00
J. L. Bisson.....	do	495 00
M. O'Mahoney.....	do	495 00
A. Lortie.....	to 30th April, 1890 (resigned)	495 00
T. J. Kelly.....	do	480 00
T. Moore.....	do	480 00
D. R. Perrault.....	do	472 50
J. Ledoux.....	do	457 50
M. Higgins.....	do	450 00
L. Merval.....	do	442 50
J. J. Collins.....	do	435 00
A. Potevin.....	do	442 25
W. T. Harney.....	(less fine)	26 61
J. St. Jean.....	to 22nd July, 1889	450 00
E. McKenna.....	do	427 50
F. Chabot.....	do	303 67
P. Campbell.....	do	640 16
J. T. McRobie.....	do	412 50
T. E. Moore.....	do	420 00
J. Valiquette.....	do	412 50
A. L. St. Onge.....	do	390 00
J. Lemieux.....	do	390 00
A. Gauthier.....	do	375 00
J. Heaney.....	do	375 00
F. X. Brault.....	do	375 00
	(to 30th April, 1890, suspended from 12th October to 19th November, 1889; less fine; services dispensed with)	
	(including \$207.66 for acting as Railway Mail Clerk; less fine)	

DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		cts.	cts.	cts.	cts.	cts.	cts.
MONTREAL POST OFFICE—Concluded.							
A. Radakir.	Letter Carrier	367	50				
J. Miraglia.	do	359	03			34,652	85
J. Paiement	Temporary Letter Carrier to 30th November, 1889 (deceased).	159	00				
L. St. Jean.	do	360	00				
M. Villeneuve.	(less fine).	359	50				
T. Boisjennu.	do	360	00				
A. Cadotte.	do	360	00				
F. Vincent.	do	360	00				
M. Brunel.	do	360	00				
O. Daoust.	do	360	00				
R. Leprairie.	do	360	00				
J. Mathieu.	do	360	00				
J. H. Lepine.	(including arrears).	376	45				
T. Fenaghty.	do	376	45				
W. H. Thompson.	do	360	00				
D. McLennan.	do	360	00				
M. F. Johnson.	do	376	45				
J. Kavanagh.	do	371	50				
A. Delamadelaide.	including arrears.	380	00				
W. Gosselin.	from 19th June, 1889 (less fine)	319	35				
A. Gauthier.	from 1st August, 1889	208	03				
A. Bourassa.	from 12th August, 1889	187	07				
S. Forest.	from 2nd December, 1889 (less fine).	90	97				
J. J. Hayes.	from 9th January, 1890	53	23				
P. Harrigan.	from 31st March, 1890	42	00				
D. Martin.	from 8th May, 1890	51	00				
R. Miraglia.	from 24th December, 1889, to 25th January, 1890.	24	00				
A. Laberge.	do do 31st	36	00				
G. Holland.	do do 11th	49	50				
H. Thompson.	do do 25th	42	00				
C. Gould.	do do 31st	84	00				
A. Chagnon.	4th January to 28th February, 1890	36	00				
A. Mayer.	4th do 27th January, 1890.	3	00				
A. Fréchette.	4th and 5th January, 1890	3	00				
L. E. Choquette.	7th and 8th do	3	00				
T. Corcoran.	9th January to 22nd January, 1890	21	00				

J. P. O'Hara	do	10th	do	18 00
F. Horn	do	18th	do	9 00
J. J. Quigley	do	16th	do	21 00
J. Collins	Stamper			600 00
J. Maher	Mail bag tender			600 00
J. Bennett	Messenger			510 00
L. Renois	do			600 00
BRANCH POST OFFICES.				
D. Lepage	Postmaster, Ontario Street, East			300 00
E. M. Renouf	do St. Catharine Street, West			600 00
Total, Montreal Post Office				
124,949 97				
QUEBEC POST OFFICE.				
A. G. Tourangeau	Postmaster			2,000 00
J. E. Bolduc	Assistant Postmaster, to 31st December, 1889 (superannuated)			700 00
L. E. Simard	Acting Assistant Postmaster, from 1st January, 1890 (transferred from Inspector's Office)			240 00
C. Chamberland	2nd Class Clerk			1,200 00
A. W. LeBel	do			1,200 00
W. Handford	do			1,200 00
L. A. Rochette	do			1,150 00
Total, Quebec Post Office				
2,940 00				
Total, Montreal and Quebec Post Offices				
127,890 00				
QUEBEC POST OFFICE.				
W. White	3rd Class Clerk			800 00
Z. Gagnon	do			800 00
F. Gaboury	do			800 00
M. Myler	do			800 00
U. Vézina	do			800 00
G. Evanturel	do			800 00
J. B. Turner	do			800 00
O. Plamondon	do			750 00
P. E. Lane	do			730 00
L. H. Garneau	do			800 00
E. Morrissette	do			680 00
J. L'Heureux	do			680 00
J. M. E. Genest	do			635 50
W. H. A. Eckhardt	do			610 00
J. J. Battie	do			580 00
M. Pelletier	do			660 00
W. Batterton	do			460 00
Total, Quebec Post Office				
12,185 50				
J. N. A. Gingras	Temporary Clerk			400 00
C. Audet	do			400 00

DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1890—*Concluded.*

Name.	Service.	Salary.	Total of Classes.	Grand Total.
<i>QUEBEC POST OFFICE—Concluded.</i>				
N. Giasson.	Letter Carrier	\$ 600 00	\$ cts.	\$
T. Reynar	do	600 00		
R. Wilkinson	do	600 00		
V. Houle	do	600 00		
R. Pelletier	do	600 00		
H. P. Kelly	do	600 00		
L. Guay	do	600 00		
J. P. T. Gingras	(less fine)	591 67		
P. N. Gauvin	Letter Carrier	510 00		
J. Desroches	do	600 00		
E. Duhaute	do	510 00		
D. Mercier	do	510 00		
A. Pelletier	do	509 50		
N. U. Joannet	(less fine)	510 00		
J. A. Boulet	do	510 00		
F. X. Ouellet	do	495 00		
R. Blackburn	do	450 00		
A. Samson	do	450 00		
C. N. Langlois	do	410 33		
A. E. Gingras	(less fine)	360 00		
E. Emond	from and temporary to 12th April, 1890			
A. Dubé	from 27th May, 1890	34 84	11,161 34	
L. N. Beaulé	Temporary Letter Carrier	360 00		
A. Bussière	do	256 45	616 45	
J. Evarts	Messenger	600 00		
T. Dénéchaud	House-keeper	860 00	1,460 00	
				33,913 29
				263,864 93
				4,017 27
				\$ 267,882 20
				Total
				Total, Quebec Post Office
				Proportion of salaries transferred from Ontario—
				Of Ottawa Inspector, Staff and Railway Mail Clerks

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF NOVA SCOTIA.

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, 1890.

Name.	Service.	Salary.	Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
NOVA SCOTIA DIVISION.					
C. J. Macdonald	Post Office Inspector	2,400 00			
J. D. Story	Assistant Inspector to 31st December, 1889 (superannuated)	700 00			
D. Stewart	do do from, and 1st Class Clerk to, 31st December, 1889	1,200 00		4,300 00	
T. E. Davison	2nd Class Clerk	1,150 00			
S. J. R. Sircom	do	1,000 00			
A. Costley	do (promoted from 3rd Class, 1st November, 1889)	825 67		2,975 67	
W. W. Page	3rd do	520 00			
T. J. Curren	do	490 00			
S. Howe	Temporary Clerk	600 00		1,010 00	
J. H. Kelly	Messenger	360 00		360 00	
Total, Inspector's Office					
RAILWAY MAIL SERVICE.					
A. Browne	Chief Railway Mail Clerk	1,500 00	71 05	1,571 05	
J. McN. Gabriel	1st Class do	960 00	264 57		
J. W. H. Cameron	do do	960 00	263 45		
R. Davison	2nd do	800 00	243 30		
J. McNeill	do	800 00	273 48		
S. Hall	do	773 33	195 74		
G. A. Hawkesworth	do	773 33	163 63		
J. D. Ross	do	720 00	243 53		
T. Keith	do	720 00	221 24		
W. Bennett	do	720 00	210 99		
					9,246 67

DETAIL of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
NOVA SCOTIA DIVISION—RAILWAY MAIL SERVICE—Concluded.									
W. C. McKinnon	2nd Class Railway Mail Clerk	720	00	292	08				
J. Campbell	(promoted from 3rd Class 1st January, 1890)	640	00	150	67				
W. H. McRobert	do	640	00	232	73				
C. E. Power	do	640	00	239	91				
W. P. Eaton	do (less fine)	639	00	280	25				
F. Southall	3rd	556	66	281	12			11,263	21
H. R. Little	do	320	00	200	04				
D. O'Sullivan	do	520	00	265	31				
R. H. Ross	do	516	67	35	35				
E. Rolston	(including arrears of mileage)	500	00	260	51				
A. McDonald	do	480	00	150	16				
J. E. Bigney	do	480	00	220	23			4,986	05
	Total, Railway Mail Service	15,578	99	4,689	34				
								20,248	33
								20,515	00
	<i>Grand Total carried forward</i>								20,515 00

DETAIL of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1890—Continued.

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.....	1,600 00		
E. A. Bent.....	1st Class Clerk.....	1,500 00	4,000 00	
F. P. Bent.....	do.....	1,200 00	2,700 00	
A. H. Cunningham.....	do.....	1,200 00		
W. H. Chamberlain.....	do.....	1,150 00		
J. O'Bryan.....	do.....	1,150 00		
T. G. Creighton.....	do.....	1,150 00	4,650 00	
T. W. Casey.....	do.....	800 00		
P. J. Mulcahy.....	do.....	798 00		
C. D. Fraser.....	do.....	800 00		
C. M. R. Lounds.....	do.....	800 00		
F. J. Power.....	do.....	800 00		
L. W. Travis.....	do.....	800 00		
W. Parker.....	do.....	800 00		
E. Delaney.....	do.....	800 00		
A. C. Crowe.....	do.....	760 00		
W. H. Walker.....	do.....	790 00		
H. A. Boggs.....	do.....	650 00		
F. C. Kay.....	do.....	610 00		
E. A. Sullivan.....	do.....	610 00		
D. A. King.....	do.....	520 00		
P. F. Brennan.....	do.....	480 00		
A. E. Gilpin.....	do.....	166 66		
D. A. McLennan.....	do.....	233 34		
W. C. Harris.....	Temporary Clerk, from 7th August, 1889.....	360 22	11,218 00	
S. Saunders.....	Superintendent Letter Carriers.....	800 00	360 22	
J. Fitzgerald.....	Letter Carrier (suspended from 7th to 13th June, 1890).....	588 34		
J. Wilson.....	do.....	600 00		
	to 30th November, 1889 (transferred to Marine and Fisheries Department) from 1st December, 1889 (transferred from do)			

DETAIL of all payments for Salaries, &c., in Nova Scotia, made within the year ended 30th June, 1890—*Concluded.*

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
HALIFAX POST OFFICE—<i>Concluded.</i>				
E. Carroll.....	Letter Carrier.....	600 00		
H. S. Laurilliard.....	do.....	600 00		
J. Mehar.....	do.....	600 00		
J. O'Malley.....	do.....	600 00		
R. Myers.....	do.....	600 00		
J. A. Grant.....	do.....	600 00		
G. Davis.....	do.....	540 00		
J. P. Lindsay.....	do.....	517 50		
J. H. Smythe.....	do.....	480 00		
M. J. Theakston.....	do.....	457 50		
J. J. O'Donnell.....	do.....	510 00		
W. A. Keating.....	do.....	397 50		
S. D. Robb.....	do.....	420 00		
A. McIntosh.....	Temporary Letter Carrier.....	360 00	8,670 84	
J. Wood.....	Letter Collector.....	600 00	360 00	
J. J. Mulcahy.....	do.....	600 00		
E. Payne.....	do.....	532 50	1,732 50	
P. J. Sullivan.....	Temporary Letter Collector, from 23rd January, 1890.....	158 70	158 70	
W. P. Quinane.....	Messenger.....	420 00	420 00	
Total, Halifax Post Office.....				34,270 26
Grand Total.....				\$63,736 26

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

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, 1890.

Name.	Service.	Salary.	Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
NEW BRUNSWICK DIVISION.					
S. J. King	Post Office Inspector.	2,200 00		2,200 00	
W. C. Whittaker	1st Class Clerk.	1,350 00		1,350 00	
W. R. Avery	2nd do	1,200 00		1,200 00	
W. Hatch	do	1,000 00		1,000 00	
A. Murray	3rd do	800 00		800 00	
R. J. Freeze	do	780 00		780 00	
W. Rannister	Messenger, to 30th April, 1890 (superannuated)	500 00		500 00	
M. A. McLeod	do from 7th May, 1890 (transferred from St. John Post Office)	63 23		63 23	
Total, Inspectors' Office.....					
RAILWAY MAIL SERVICE.					
F. W. Blizard	Acting Chief Railway Mail Clerk.	1,345 00	44 28	1,389 28	
G. M. Ryan	1st Class Railway Mail Clerk.	960 00	423 51	1,383 51	
W. J. Weldon	do	960 00	429 10	1,389 10	
B. McG. Caldwell	do (transferred from Customs Dept., promoted from 2nd Class 1st December, 1889, including arrears)	866 66	256 71	1,123 37	
F. A. Estey	2nd do	800 00	314 78	1,114 78	
W. Starckie	do	800 00	360 84	1,160 84	
J. Philips	do	800 00	147 78	947 78	
J. R. Pidgeon	do	800 00	387 42	1,187 42	
A. J. Gross	do	800 00	447 25	1,247 25	
H. Wadhen	do	800 00	323 49	1,123 49	
					7,893 23

DETAIL of all payments for Salaries, &c., in New Brunswick made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
NEW BRUNSWICK DIVISION—RAILWAY MAIL SERVICE—Continued.									
D. Price	2nd Class Railway Mail Clerk	800	00	474	51				
J. G. Miller	do	800	00	365	54				
D. McKendrick	do	786	66	291	77				
A. Brittain	do	720	00	283	63				
R. J. Magee	do	720	00	329	56				
S. R. Jack	do	720	00	391	15				
S. R. Maxwell	do	720	00	313	94				
E. L. Willis	do	720	00	215	13				
G. H. Oulton	do	720	00	427	44				
A. Murray	do	720	00	439	24				
A. C. Edgecombe	do	601	94	273	42				
	(promoted from 3rd Class 26th October, 1889)					18,614	99		
E. C. Ketchum	3rd	530	04	274	01				
C. F. Hoben	do	520	00	292	68				
H. Nadeau	do	520	00	332	95				
J. H. Watt	do	520	00	204	87				
H. B. Peck	do	520	00	245	72				
W. S. Hall	do	520	00	349	97				
R. R. Smith	do	480	00	226	00				
H. W. Belding	do	480	00	267	63				
D. J. D'Aigle	Temporary Railway Mail Clerk	480	00	249	13				
		21,530	26	9,482	95				
	Total, Railway Mail Service							31,013	21
		20,423	49	9,482	95				
	<i>Grand Total carried forward</i>					38,906	44		
								38,906	44

DETAIL of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1890—Continued.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
	Brought forward.....					\$	38,906 44
FREDERICTON POST OFFICE.							
P. McPeake.....	Postmaster to 28th February, 1890 (deceased).....	1,133	34				
F. S. Hilyard.....	do from 12th April, 1890.....	307	22	1,440	56		
J. Cameron.....	2nd Class Clerk.....	1,200	00				
W. B. Phair.....	do.....	950	00	2,150	00		
E. W. Vavasour.....	3rd do (less fine).....	792	86				
B. H. Phillips.....	do do.....	560	00				
R. Gardiner.....	do do (less fine).....	436	07	1,788	93		
B. Phair.....	Temporary Letter Carrier.....	360	00				
J. D. Perkins.....	do from 11th to 14th December, 1889.....	4	00	364	00		
	Total, Fredericton Post Office.....					\$	5,743 49
ST. JOHN POST OFFICE.							
E. Willis.....	Postmaster.....	2,000	00				
J. Woodrow.....	Assistant Postmaster.....	1,500	00	3,500	00		
M. J. Potter.....	1st Class Clerk.....	1,200	00				
A. W. Reed.....	do.....	1,200	00	2,400	00		
H. P. Otty.....	2nd do.....	1,200	00				
A. McNichol.....	do do.....	1,200	00				
R. C. McIntyre.....	do do.....	1,200	00				
G. F. Ring.....	do (less fine).....	1,191	94				
J. S. Flaglor.....	do do.....	1,200	00				
J. L. Finen.....	do do.....	1,100	00				
R. D. Woodrow.....	do do.....	1,050	00	8,141	94		

DETAIL of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1890—*Concluded.*

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
ST. JOHN POST OFFICE—<i>Concluded.</i>				
J. W. Ring	3rd Class Clerk	800 00		
R. A. Hamlin	do	800 00		
T. Jenkins	do	800 00		
J. H. Ritchie	do	800 00		
J. P. Bell	do	800 00		
A. Thompson	do	800 00		
J. C. Clark	do	670 86		
H. P. Lee	(less fine)	670 00		
A. E. Wilson	do	630 00		
F. Ferguson	do	580 00		
J. R. Copp	do	560 00		
J. P. Hipwell	do	560 00		
W. O. Dunham	do	32 99		
J. Malcolm	do	520 00		
J. A. Ewing	do	400 00		
J. Montgomery	Temporary Clerk, from 26th December, 1889	206 45	9,483 85	
G. E. Withers	Superintendent Letter Carriers	545 00	206 45	
R. McLaughlin	Letter Carrier	600 00		
W. Young	do to 30th September, 1889 (superannuated)	150 00		
C. Belyea	do	600 00		
G. W. Plumpton	do	600 00		
W. Lane	do	600 00		
J. McManus	do	600 00		
J. Beamish	do	600 00		
U. Belyea	do	592 50		
A. Morgan	do	510 00		
R. Hill	do	510 00		
O. Grant	do	495 00		
C. H. Elston	do	495 00		
J. A. Mallinan	do	457 50		
P. Cassely	do	457 50		
J. F. Rossiter	Temporary Letter Carrier, from 24th December, 1889	187 74	7,722 50	
			187 74	

M. A. McLeod	Messenger to 6th May, 1890 (transferred to Inspector's Office)	353 39	353 39
C. Hamilton	Temporary, from 7th May, 1890	54 19	54 19
G. Bell	Office-keeper	600 00	600 00
Total, St. John Post Office			\$32,650 06

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF MANITOBA, &c.

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, 1890.

Name.	Service.	Salary.		Provisional Allowance.		Mileage.		Total of Classes.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
MANITOBA, &c., DIVISION.									
W. W. McLeod.....	Post Office Inspector.....	2,200	00	156	20				
A. W. Cairns.....	Assistant Inspector.....	1,400	00	159	60				
A. J. Patton.....	do do.....	1,250	00	142	50			5,308	30
A. McGillis.....	2nd Class Clerk.....	1,200	00	136	80				
C. F. Tuck.....	do do.....	1,050	00	119	70				
J. L. Broughton.....	do do (promoted from 3rd Class, 9th September, 1889).....	850	89	121	25			3,478	64
W. T. Macpherson.....	3rd do.....	560	00	127	68				
E. R. Stevenson.....	do do.....	500	00	114	00				
A. S. Royal.....	do do to 31st May, 1890 (transferred to Railway Mail Service).....	476	66	108	68				
J. R. Simons.....	do do.....	800	00	114	00			2,801	02
S. Knighton.....	Messenger.....	435	00	99	18			534	18
		10,722	55	1,399	59			12,122	14
RAILWAY MAIL SERVICE.									
C. E. Kavanagh.....	Chief Railway Mail Clerk.....	1,350	00	153	90	152	77	1,656	67
J. G. Norris.....	1st Class do (promoted from 2nd Class, 1st January, 1890).....	846	66	121	60	540	50	1,508	76
J. A. Carman.....	2nd do.....	800	00	114	00	420	40		
C. R. Stewart.....	do do.....	720	00	102	60	520	85		
L. T. Prudhomme.....	do do.....	760	00	108	30	459	84		
W. B. Sloan.....	do do.....	720	00	102	60	546	74		
H. H. Phinney.....	do do (including arrears).....	733	33	102	60	304	35		
F. E. Harrison.....	do do.....	706	66	100	70	534	22		

		(promoted from 3rd Class, 19th July, 1889)	712 26	103 81	253 95
		do	588 44	120 66	473 27
		do			10,109 58
J. G. Moore.	3rd	do	550 00	125 40	532 58
C. Gleeson.	do	do	520 00	118 56	383 05
T. A. Scott.	do	do	520 00	118 56	548 45
J. T. Colton.	do	do	520 00	118 56	491 23
J. Kinney	do	do	520 00	118 56	471 58
T. J. Smith.	do	do	520 00	108 45	445 78
A. C. James.	do	do	475 70	118 56	618 23
A. Lamothe	do	do	520 00	118 56	588 33
A. Hicks.	do	do	520 00	118 56	573 48
W. J. Barrett	do	do	509 17	116 09	553 87
J. D. Sherman.	do	do	520 00	118 56	528 73
A. McBride	do	do	303 33	69 16	296 79
A. M. Ferguson	do	do	520 00	118 56	603 54
G. L. Ferguson.	do	do	520 00	118 56	527 16
A. Caven.	do	do	43 34	9 88	384 59
R. W. Holland	do	do	500 00	114 00	410 49
A. S. Royal.	do	do	500 00	114 00	327 37
W. A. Porter.	do	do	480 00	109 44	597 04
B. A. Parson	do	do	480 00	109 44	426 11
H. H. McCulloch	do	do	480 00	109 44	311 04
E. D. H. Wilkins.	do	do	480 00	109 44	551 94
Total, Manitoba, &c., Railway Mail Service.					
Total, Manitoba, &c., Railway Mail Service.			19,439 69	3,753 52	15,122 92
WINNIPEG POST OFFICE.					
Postmaster.					
W. Hargrave.	do	do	2,400 00	170 40	4,575 60
R. R. Brough.	do	do	1,800 00	205 20	1,336 80
Assistant Postmaster.					
1st Class Clerk					
C. M. Boswell	do	do	1,200 00	136 80	
2nd					
E. Barrett.	do	do	1,200 00	136 80	
G. H. Allen	do	do	1,200 00	136 80	
J. Scott	do	do	1,025 00	116 86	
H. C. Dumas.	do	do	1,025 00	116 86	
3rd					
W. A. Rice.	do	do	730 00	104 04	4,957 32
G. A. Hargrave.	do	do	680 00	96 90	
W. Braden.	do	do	650 00	92 64	
F. Arneil	do	do	640 00	91 20	

DETAIL of all payments for Salaries, &c., in Manitoba, made within the Year ended 30th June, 1890—Concluded.

Name.	Service.	Salary.		Provisional Allowance.		Mileage.		Total of Classes.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
WINNIPEG POST OFFICE—Concluded.									
A. Monkman	3rd Class Clerk to 30th April, 1889 (transferred to Toronto P.O.)	523	33	74	57				
D. J. Smith	do	800	00	114	00				
T. Broad	do	520	00	118	56				
D. A. Kaiser	do	500	00	114	00				
L. Garrett	do (suspended from October 25th to 31st, 1889)	686	83	97	88				
E. C. Macdonald	do (from, and Temporary Clerk to, 12th April, 1890)	400	00	400	00				
J. M. Morice	do (from 1st May, 1889 (transferred from Toronto P.O.))	400	00	91	20				
R. A. Pridham	do	106	67	15	20				7,738 22
R. R. Mills	Temporary Clerk	400	00	91	20				
R. S. Cox	do	400	00	91	20				
E. M. Demison	do	400	00	91	20				
N. Gouin	do	400	00	91	20				
W. S. Wallace	do (to 31st May, 1890 (resigned))	366	66	83	60				
M. Ruttan	do	400	00	91	20				
M. E. Rowan	do	400	00	91	20				
J. Johnson	do (from 1st August, 1889)	366	67	83	60				
L. E. Bell	do (from 1st March, 1890)	133	34	30	40				
E. Jackson	do (from 27th May, 1890)	38	71	8	83				4,059 01
W. J. Gov.	Superintendent, Letter Carriers	630	00	89	77				
R. Miller	Letter Carrier	600	00	85	50				
A. Taylor	(including arrears)	580	00	132	24				
W. J. Cuthbert, jr.	do	480	00	109	44				
W. M. Burrows	do	480	00	109	44				
J. H. Lilly	do	480	00	109	44				
W. H. Taylor	do	465	00	106	02				
W. J. Cuthbert, sr.	do	450	00	102	60				
J. Close	do	442	50	100	89				
H. W. Dayton	do	427	50	97	47				
N. Gow	do	360	00	82	08				
J. Russell	do (from and Temporary Letter Carrier to 12th April, 1890)	360	00	82	08				
F. Morris	do (do do without salary, from 1st May to 4th June, 1890)	327	00	74	56				
S. C. Cornwall	do (do do from 12th April, 1890, also Temporary Letter Carrier from 19th June, 1889)	372	00	84	81				7,820 34

A. L. Hardisty.....	360 00	82 08		
W. Addison.....	336 78	76 78		
H. Price.....	12 58	2 87		
J. McLean.....	185 80	42 36		1,099 25
Porter.....	420 00	95 76		515 76
Messenger.....	600 00	85 50		685 50
Total, Winnipeg Post Office.....	28,161 37	4,626 43		32,787 80
RECAPITULATION.				
Totals of Inspector's Office.....	10,722 55	1,399 59		12,122 14
do Railway Mail Service.....	19,439 69	3,753 52		38,316 13
do Winnipeg Post Office.....	28,161 37	4,626 43		32,787 80
Grand Totals.....	\$58,323 61	\$9,779 64	\$15,122 92	\$83,226 07

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

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, 1890.

Name.	Service.	Salary.	Provisional Allowance.	Mileage.	Total of Classes.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
BRITISH COLUMBIA DIVISION.					
E. H. Fletcher.	Post Office Inspector.	2,000 00	285 00		3,713 11
W. H. Dorman.	Assistant Inspector	1,250 00	178 11		
H. B. Rogers.	2nd Class Clerk	900 00			900 00
F. A. Carmichael.	3rd do to 13th July, 1889 (absconded)	16 77	3 82		20 59
A. V. Barber.	Temporary Clerk, from 16th December, 1889	217 20	49 52		266 72
	Total Inspector's Office	4,383 97	516 45		4,900 42
RAILWAY MAIL SERVICE.					
J. Rooney.	1st Class Railway Mail Clerk.	960 00	136 80	68 79	
D. R. McLean.	do (less fine)	897 50	128 25	718 52	2,909 86
W. T. Cox.	2nd do	800 00	182 40	601 37	1,583 77
R. Y. Ellis.	do (less fine)	518 46	118 56	728 08	
R. F. Drummond.	do (less fine)	519 00	118 56	647 70	
J. O. McLeod.	do	520 00	118 56	747 02	
J. H. Thain.	do (less fine)	515 67	117 80	686 89	
F. R. McDougall.	do	480 00	109 44	607 21	6,612 90
J. H. Good.	Temporary Railway Mail Clerk.	480 00	109 44	235 70	
E. O. Atkinson.	do	480 00	109 44	385 63	
M. C. Reynard.	do from 1st September, 1889	400 00	91 20	91 17	2,382 58
	Total, Railway Mail Service	6,570 63	1,340 45	5,578 03	13,489 11
N. Shakespeare.	Postmaster.	2,000 00	285 00		2,285 00
	VICTORIA POST OFFICE.				

		1,300 00	937 50	936 50	1,300 00
T. A. Cairns	1st Class Clerk				
C. W. Newbury	do				
C. W. Finlaison	do (less fine)				
T. Chadwick	3rd	740 00	168 72		
R. J. Butler	do	500 00	114 00		
G. A. McCulloch	do	420 00	95 76		
J. S. Smith	do	430 00	109 44		
G. F. D. Simpson	do	400 00	91 20		
D. B. McCorman	do	400 00	20 01		
H. H. Warburton	do	400 00	91 20		
F. W. Davey	do	400 00	20 01		
F. Bryant	do	400 00	20 01		
J. Murray	do	131 19	20 01		
W. B. Charles	Temporary Clerk, to 31st December, 1889 (resigned)	200 00			5,021 55
F. J. Sehl	do	400 00			
W. Stewart	do	38 71			
E. M. Williams	do	118 28			
M. E. Hewlett	do	66 67			
H. Shakespeare	do	8 60			
W. Poole	do				
D. J. McKay	do	88 43	3 97		924 66
A. Smith	Letter Carrier, from, and Temporary Letter Carrier to 12th April, 1890	360 00	82 08		
C. McCormac	do	125 00	28 50		
J. H. Friend	do	90 00	20 52		
W. Graham	do	360 00	82 08		
G. Brown	do	270 00	61 56		
A. Malpas	Temporary Letter Carrier, from 6th November, 1889, to 5th May, 1890 (resigned)	179 85	41 00		
A. T. Ward	do	178 06	40 60		
J. E. McRoberts	do	55 15	12 58		
F. Pearson	do	420 00	95 76		
	Messenger	7 74			
	Temporary Messenger, from 23rd to 30th January, 1890	12,411 68	1,504 01		13,915 69
	Total, Victoria Post Office				
	RECAPITULATION.				
	Totals of Inspector's Office	4,383 97	516 45		4,900 42
	do Railway Mail Service	6,570 63	1,340 45		13,489 11
	do Victoria Post Office	12,411 68	1,504 01	5,578 03	13,915 69
	Grand Totals	\$23,366 28	\$3,360 91	\$5,578 03	\$32,305 22

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

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, 1890.

Name.	Service.	Salary.	Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
CHARLOTTETOWN POST OFFICE.					
F. de St. C. Brecken.	Assistant Post Office Inspector and Postmaster.	2,200 00			
W. Harris.	2nd Class Clerk	1,200 00		2,200 00	
J. A. Lawson.	do	950 00			
N. White.	3rd do	800 00		2,150 00	
B. Trainor.	do	800 00			
J. M. Campbell.	do	800 00			
J. J. McCarey.	do	700 00			
J. G. W. Brown.	do	640 00			
M. W. Murphy.	do	590 00			
J. N. Robertson.	do	560 00			
J. Macdonald.	do	390 00			
W. H. Gill.	do	450 00		5,730 00	
J. A. Callaghan.	Temporary Clerk.	400 00			
J. T. Clarkin.	do from 16th July, 1889.	383 87		783 87	
Total, Charlottetown Post Office					
RAILWAY MAIL SERVICE.					
O. R. Crabbe	2nd Class Railway Mail Clerk	800 00	154 25		
T. W. Hazard.	do	720 00	191 67		
D. J. Macdonald.	Acting Railway Mail Clerk.	680 00	180 86		
Total, Railway Mail Service.		2,200 00	526 78		2,726 78
Grand Total.					\$13,590 65

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF ONTARIO.

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, 1890.

Name.	Service.	Amount.
		\$ cts.
M. Sweetnam, Chief P.O.I.	Travelling expenses, within Ontario.....	483 34
W. E. Bennett, Asst. P.O.I.	do do	522 70
Le F. A. Maingy	do do	126 00
BARRIE DIVISION.		
D. Spry, P.O.I.....	Travelling expenses.....	418 25
J. Henderson, Asst. P.O.I....	do	332 45
A. McCarthy.....	do	2 75
KINGSTON DIVISION.		
A. Jones, Asst. P.O.I.	Travelling expenses.....	398 18
P. H. Macarow.....	do	89 77
J. C. Strange.	do as acting Railway Mail Clerk.....	10 50
H. F. Wilmot.....	do	9 00
B. Hargrove.....	do	13 50
A. C. Mackay.....	do	1 50
D. E. Rose, P.M. Tamworth.	do	3 00
LONDON DIVISION.		
R. W. Barker, P.O.I.....	Travelling expenses.....	569 05
C. Fisher, Asst. P.O.I.....	do	359 50
A. G. McWhinney.....	do	2 50
C. H. Dunn.....	do as acting Railway Mail Clerk.....	13 50
OTTAWA DIVISION.		
T. P. French, P.O.I.....	Travelling expenses, within Ontario.....	973 14
G. Marsan, Asst. P.O.I.....	do do	17 50
C. P. LeSueur, Asst. P.O.I....	do do	202 18
J. F. O'Connor.....	do do	10 00
W. J. Ramsay.....	do as acting Railway Mail Clerk.....	54 00
H. P. Thompson.....	do do	27 00
STRATFORD DIVISION.		
H. G. Hopkirk, P.O.I.....	Travelling expenses.....	732 97
D. Moloney, Asst. P.O.I.....	do	355 60
J. Yorick.....	do as acting Railway Mail Clerk.....	130 50
C. M. B. Lawrence.....	do do	25 50
W. S. Watson.....	do do	9 00
TORONTO DIVISION.		
F. D. Barwick, P.O.I.....	Travelling expenses.....	196 80
G. A. Burnham, Asst. P.O.I....	do	515 89
F. H. Smith, Asst. P.O.I.....	do	342 00
C. J. H. Winstanley.....	do	5 00
A. McIntyre.....	do	30 00
J. H. Little.....	do as acting Railway Mail Clerk.....	2 00
Postmaster, Toronto.....	do	6 00
British mail clerks.....	Ontario's proportion of expenses, whilst in charge of British Mails.....	956 08
Total.....		7,946 65

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF QUEBEC.

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, 1890.

Name.	Service.	Amount.
		\$ cts.
M. Sweetnam, Chief P.O.I.	Travelling expenses within Quebec.....	171 50
W. E. Bennett, Asst. P.O.I.	do do	126 00
Le F. A. Maingy.....	do do	36 50
MONTREAL DIVISION.		
E. F. King, P.O.I.....	Travelling expenses.....	523 70
D. Nelligan, Asst. P.O.I.....	do	536 80
J. E. Gervais, Asst. P.O.I.....	do	481 50
F. Briegel	do	89 00
P. Jones	do	1 50
C. Chase.....	do	1 50
OTTAWA DIVISION.		
T. P. French, P.O.I.	Travelling expenses within Quebec.....	55 30
G. Marsan, Asst. P.O.I.....	do do	98 05
C. P. LeSueur, Asst. P.O.I.	do do	30 20
QUEBEC DIVISION.		
A. Bolduc, P.O.I.	Travelling expenses.....	1,170 15
J. L. Anctil, Asst. P.O.I.....	do	576 12
O. Fréchette.....	do	79 00
C. Vohl	do as acting Railway Mail Clerk.....	29 80
do	do	24 35
J. B. Caouette.....	do	243 75
S. T. Green.....	do	144 50
L. J. H. Larue	do	59 80
L. E. Simard.....	do	69 36
W. Handford.....	do as acting Railway Mail Clerk.....	3 00
A. C. Miquelón	do	15 75
THREE RIVERS DIVISION.		
G. A. Bourgeois, P.O.I.	Travelling expenses.....	564 45
J. P. Chillas, Asst. P.O.I.....	do	423 20
G. O. Bailey	do as acting Railway Mail Clerk.....	72 00
A. Dorais.....	do do do	88 50
Postmaster, St. Alban.....	Travelling expenses.....	1 50
K. Maybee.....	do	21 00
British Mail Clerks	Quebec's proportion of expenses, whilst in charge of British mails.	339 92
Total.....		\$6,077 70

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

 PROVINCES OF NOVA SCOTIA AND NEW BRUNSWICK.

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department as below, made within the Year ended 30th June, 1890.

Name.	Service.	Amount.
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PROVINCE OF NOVA SCOTIA.

		\$	cts.
W. E. Bennett, Asst. P.O.I.	Travelling expenses within Nova Scotia	36	25
C. J. Macdonald, P.O.I.	do do	523	75
D. Stewart, Asst. P.O.I.	do do	599	25
T. E. Davison	do do	68	56
A. Costley	do do	209	69
W. W. Page	do do	11	82
J. H. Kelly	do as acting Railway Mail Clerk	85	50
Postmaster, Sydney	Travelling expenses	2	00
Total		1,536	82

PROVINCE OF NEW BRUNSWICK.

W. E. Bennett, Asst. P.O.I.	Travelling expenses within New Brunswick	23	45
S. J. King, P.O.I.	do do	625	40
W. C. Whittaker, Asst. P.O.I.	do do	270	65
W. R. Avery	do do	42	85
C. A. Murray	do as acting Railway Mail Clerk	1	50
Total		963	85

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCES OF MANITOBA, BRITISH COLUMBIA AND PRINCE
EDWARD ISLAND.

DETAIL of all payments for Travelling Expenses incurred in the service of
the Post Office Department, as below, made within the Year ended 30th
June, 1890.

Name.	Service.	Amount.
PROVINCE OF MANITOBA, &c.		
		\$ cts.
W. W. McLeod, P.O.I.	Travelling expenses	49 00
A. W. Cairns, Asst. P.O.I.	do	342 25
A. J. Patton, Asst. P.O.I.	do	66 00
H. H. Phinney	do	277 50
T. P. French, P.O.I.	do within Manitoba, &c.	131 67
	Total	\$866 42

PROVINCE OF BRITISH COLUMBIA.

E. H. Fletcher, P.O.I.	Travelling expenses	796 21
W. H. Dorman, Asst. P.O.I.	do	227 50
H. B. Rogers	do as acting Railway Mail Clerk.	37 50
J. Rooney	do do	5 25
C. W. Finlaison	do do	3 00
T. P. French, P.O.I.	do within British Columbia	132 66
A. V. Barber	do do	112 00
	Total	\$1,314 12

PROVINCE OF PRINCE EDWARD ISLAND.

W. E. Bennett, Asst. P.O.I.	Travelling expenses within Prince Edward Island	7 50
W. W. McLeod, P.O.I.	do do	21 00
F. de St. C. Brecken, Asst. P.O.I.	do do	222 50
J. M. Campbell	do do	1 80
J. McCarey	do as acting Railway Mail Clerk.	129 00
J. G. W. Brown	do do	19 50
	Total	\$401 30

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF ONTARIO.

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, 1890.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Ontario..	31,073	65
Pritchard & Andrews.....	Office stamps and seals, &c., for the P. O. Department in Ontario.	2,995	63
do	Office scales and weights for the P. O. Department in Ontario..	452	50
Maynard, Harris & Co.....	Letter Carriers' uniform materials do	457	69
W. Lee.....	Letter Carriers' uniforms do	1,372	00
R. S. Montgomery.....	Letter Carriers' leggins waist belts, &c., do	63	10
R. J. Devlin.....	Letter Carriers' caps and cap covers do	21	75
J. Stevenson.....	Dominion ensigns do	131	05
McKinley & Northwood.....	Railway Mail Clerks' tin boxes and repairs do	31	50
G. Bailey.....	Street letter boxes do	40	00
J. B. G. Samson.....	Making and repairing postage stamp boxes do	61	25
H. Weekes.....	Making and repairing wooden boxes do	76	75
R. F. Regester.....	Iron package box do	12	20
E. Chanteloup.....	Stamping machine rollers do	7	20
National Manufacturing Co.....	Repairing Dominion ensign do	2	50
Pritchard & Andrews.....	Rubber handstamps for Chief Post Office Inspector.....	16	00
R. E. Fletcher.....	Repairing street letter boxes for P. O. I. Barrie.....	2	25
R. A. Dutton.....	Matches do	0	25
Savage, Bros.....	Painting street letter boxes for P. O. I. Kingston.....	9	20
J. S. Henderson.....	Brooms, soap, &c., do	3	22
B. Bailey & Co.....	Whisk's do	0	90
J. Muckleston & Co.....	Coal oil do	0	30
W, J. Keeley.....	Repairing door key do	0	25
E. H. Roberts.....	Dial plates for street letter boxes for P. O. I., London.....	104	00
Stevens & Burns.....	Street letter boxes do	96	00
Greer & Wigmore.....	Painting street letter boxes do	26	00
R. Dennis.....	Repairing street letter box do	3	00
C. Anundson.....	Packing box for typewriter, &c., do	2	20
J. R. Esmonde.....	Railway Mail Clerks' tin boxes for P. O. I. Ottawa.....	40	00
Kavanagh Bros.....	Brooms, soap, &c do	10	50
G. Bailey.....	Repairing street letter boxes, &c., do	7	20
L. Brunette.....	Repairing mail truck, &c., do	7	00
D. Goyer.....	Repairing and cleaning clock do	5	00
H. Meadows & Co.....	Feather duster do	1	25
Butterworth & Co.....	Oil stone do	0	70
J. R. Esmonde.....	Railway Mail Clerks' tin box and repairs for P. O. I. Stratford.....	10	75
W. H. Collins.....	Painting street letter boxes do	7	50
J. W. McEwin.....	Soap and matches, &c., do	2	80
A. E. Corrie.....	Erecting street letter box do	2	00
Jeffrey Bros.....	Hardware do	1	50
McKinley & Northwood.....	Repairing Railway Mail Clerks' tin box do	0	50
J. H. Nasmyth & Co.....	Sperm oil do	0	25
J. R. Esmonde.....	Railway Mail Clerks' tin boxes for P. O. I., Toronto.....	50	00
J. Catto & Co.....	Towels do	4	75
Rice, Lewis & Son.....	Hardware do	1	90
W. H. Sparrow.....	Feather duster, &c., do	1	75
Mills Bros.....	Soap, scrubbing brush, matches, &c., do	2	88
W. J. Heron.....	Whisperphone do	1	25
Mathews, Bros. & Co.....	Mirror do	1	25
Cyclostyle Co.....	Repairing cyclostyle do	0	50
A. N. Reid & Co.....	Bedding, towels, &c., for P. O. Belleville.....	20	85
F. D. Ford.....	Repairing lock boxes, &c., do	11	65
Davis & Gibson.....	Soap, matches, &c., do	3	25
F. C. Clarke.....	Soap do	2	25
Wallbridge & Clarke.....	Soap, soda, &c., do	2	10
H. McMinnch.....	Repairing street letter box do	2	00
G. S. Tickell & Sons.....	Repairing office stool do	0	50
T. Duncan.....	Turpentine, &c., do	0	40
J. W. Walker.....	Hardware do	0	20

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, 1890.—*Continued.*

Name.	Particulars.	Amount.	
		\$	cts.
A. Murray.....	Making and erecting street letter boxes at Brantford.....	10	50
J. Tilley.....	Painting street letter boxes do.....	3	20
T. Baker.....	Repairing street letter box at Brockville.....	7	25
Tilt & Smith.....	Painting street letter boxes at Chatham.....	9	00
H. E. Barr.....	do do Cobourg.....	4	00
W. A. Hamilton, P. M.....	To pay for removing street letter box at Collingwood.....	1	50
J. J. Moore.....	Putting up street letter box at Gananoque.....	0	75
T. V. Fulljames.....	Removing letter box to new railway station, Guelph.....	1	60
W. Sallow.....	Replacing street letter box do.....	0	35
W. Lee.....	Letter Carriers' uniforms for P. O. Hamilton.....	439	00
Rosamond Woolen Co.....	do do do.....	285	30
J. L. Lightfoot.....	do boots do.....	83	03
W. F. Tanner.....	do do do.....	29	28
J. Mills & Son.....	do fur caps do.....	28	00
R. S. Montgomery.....	Letter Carrier's waist belt, for P.O., Hamilton.....	0	75
Leitch & Co.....	Repairing street letter boxes, &c. do.....	26	00
McKay Bros.....	Towelling, &c. do.....	5	00
Meakins & Sons.....	Brooms and duster do.....	3	35
J. Walker.....	Soap do.....	2	40
D. Boyd.....	Tub do.....	1	25
A. Clark.....	Lamp chimneys do.....	1	20
The D. Moore Co.....	Galvanized iron pails do.....	0	80
Fraser & Inches.....	Soda do.....	0	75
W. Fell & Co.....	Repairing mail bag check do.....	0	50
C. Bremner.....	Broom do.....	0	30
J. Wallace & Son.....	Cups do.....	0	20
Young & Bro.....	Brass polish do.....	0	15
J. Moon.....	Painting street letter boxes at Ingersoll.....	3	50
Rosamond Woolen Co.....	Letter Carriers' uniforms for P.O., Kingston.....	97	20
W. Lee.....	do do do.....	63	00
T. Force.....	do boots do.....	85	50
R. J. Devlin.....	do cap do.....	4	75
J. G. King & Co.....	Soap, turpentine, candles, &c. do.....	8	70
J. S. Henderson.....	Brooms, matches, &c. do.....	3	23
R. Waldron.....	Towelling, &c. do.....	3	32
Smith Bros.....	Repairing clock do.....	1	50
J. G. Bastow.....	Repairing oil cans, &c. do.....	1	00
G. M. Wilkinson & Son.....	Office basket do.....	0	75
McMahon Bros.....	Hardware do.....	0	45
J. Muckleston & Co.....	Sweet oil do.....	0	35
W. Lee.....	Letter Carriers' uniforms for P.O., London.....	361	00
Rosamond Woolen Co.....	do do do.....	230	85
P. Cook.....	do boots do.....	238	50
W. F. Tanner.....	do do do.....	19	52
A. McCormick & Son.....	Sorting baskets do.....	2	80
J. R. Gurd.....	do do.....	2	10
A. Sreaton & Co.....	Towelling do.....	2	25
S. & H. Borbridge.....	Sponges do.....	1	58
G. E. Stacey.....	Putting up street letter box at Orillia.....	1	25
W. Lee.....	Letter Carriers' uniforms for P.O., Ottawa.....	413	00
Rosamond Woolen Co.....	do do do.....	336	30
T. Force.....	do boots do.....	220	50
W. F. Tanner.....	do do do.....	21	96
R. J. Devlin.....	do fur caps do.....	19	00
R. S. Montgomery.....	do waist belts do.....	3	75
J. H. Bartlett.....	Attendance on clocks do.....	60	00
Bate & Co.....	Brooms, soap, dusters, &c. do.....	17	85
E. Chanteloup.....	Stamping machine rollers do.....	7	20
K. D. Graham.....	Soap do.....	6	00
Elliott & Hamilton.....	Towels do.....	5	50
N. & G. Hay.....	Hardware do.....	0	80
T. Evans.....	Painting street letter boxes at Paris.....	1	00
H. W. Watson & Son.....	do do Peterboro'.....	4	80
C. G. McDermott & Bro.....	Street letter box shields for St. Catharines.....	4	50

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, 1890.—*Concluded.*

Name.	Particulars.	Amount.
		\$ cts.
T. P. Jones.....	Painting street letter boxes at St. Thomas.....	6 00
Pavey Bros.....	Repairing and painting mail trucks at St. Thomas.....	10 75
W. W. Meecham.....	Repairing street letter boxes do.....	1 00
P. H. Howse.....	Painting street letter boxes at Sarnia.....	2 50
R. Osborne.....	do do Simcoe.....	0 50
J. Robinson.....	do do Strathroy.....	1 00
Rosamond Woolen Co.....	Letter Carriers' uniforms for P.O., Toronto.....	1,023 20
W. Lee.....	do do do.....	985 00
P. Cook.....	do boots do.....	945 00
W. F. Tanner.....	do do do.....	4 88
J. & J. Lugsdin.....	do fur caps do.....	165 75
R. S. Montgomery.....	do waist belts do.....	0 75
E. H. Roberts.....	Locksmith's work do.....	931 05
The E. & C. Gurney Co.....	Street letter boxes do.....	143 00
J. E. Ellis & Co.....	Attendance on clocks do.....	75 00
S. Pearcy & Co.....	Paints, oils, varnish, &c. do.....	56 36
A. Cahoon.....	Painters' work do.....	50 00
T. Pella.....	Carpenters' work do.....	50 00
N. L. Piper & Son.....	Lamps, oil, matches, &c. do.....	36 60
The Barber & Ellis Co.....	Sorting baskets do.....	12 00
Toronto Soap Co.....	Brooms, soap, &c. do.....	5 00
W. A. Murray & Co.....	Towels do.....	3 36
Rice, Lewis & Co.....	Hardware do.....	2 50
Davison, Scott & Co.....	Brooms do.....	1 50
T. Thompson.....	Repairing baskets do.....	1 50
J. Morrison.....	Gong do.....	1 43
W. C. Price.....	To pay for repairs at branch P.O., Queen Street.....	25 00
J. Pocock.....	Painting street letter boxes at Wallaceburg.....	0 50
P. Peters.....	Repairing lock boxes for P.O., Windsor.....	21 06
P. A. Craig.....	Painting street letter boxes do.....	5 25
F. H. Mann.....	Soap, scrubbing brush, &c. do.....	5 35
Drake & Joyce.....	Repairing office furniture do.....	1 95
Canada Patent Brush Co.....	Brooms do.....	1 50
Workman & Co.....	Painting street letter boxes at Woodstock.....	4 25
A. McCarthy.....	To pay expenses in connection with sundry mail catching posts.....	6 30
W. C. Andrew.....	Repairing mail bag catchers for P. O. I., Barrie.....	3 50
D. Elder, P.M.....	To pay for repairing mail catching post at Elder's Mills.....	2 55
M. Moore.....	Repairing mail catching post at Falkenburg.....	1 40
W. C. Andrew.....	do do Kilworthy.....	1 35
M. J. Callaghan.....	do do Melancthon's Station.....	0 35
	Total.....	\$45,063 38

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

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, 1890.

Name.	Particulars.	Amount.
		\$ cts.
B.A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Quebec.....	11,735 58
Pritchard & Andrews.....	Office stamps and seals for the P. O. Department in Quebec.....	1,313 45
do	Office scales and weights do	242 50
Maynard, Harris & Co.....	Letter Carriers' uniform materials do	249 60
W. Lee.....	do uniforms do	637 00
R. S. Montgomery.....	do leggins and waist belts do	82 25
R. J. Devlin.....	do waterproof cap covers do	12 20
G. Bailey.....	Street letter boxes do	260 00
H. Weekes.....	Wooden boxes do	60 00
J. Stevenson.....	Dominion ensigns do	49 34
J. Brownlee.....	Postage stamp boxes do	30 00
McKinley & Northwood.....	Railway mail clerks' tin box, &c. do	10 50
E. Chanteloup.....	Repairing street letter boxes for P. O. Inspector, Montreal.....	94 48
H. Grant & Son.....	Repairing clock do	1 50
P. Whitty.....	Repairing street letter boxes for P. O. Inspector, Quebec.....	164 37
A. Huot & Co.....	Tinsmith's work do	12 94
J. R. Eamonde.....	Repairing railway mail clerks' tin boxes do	10 00
F. X. Robitaille.....	Repairing street letter boxes, &c. do	7 20
Andrews Bros.....	Hardware do	0 55
N. Binet.....	Dusters and soap do	2 45
McKinley & Northwood.....	Railway mail clerks' tin boxes for P.O. Inspector, Three Rivers.....	60 00
G. A. Bourgeois, P.O.I.....	To pay for caligraph ribbon for do	1 00
M. Gagnon.....	Painting street letter boxes at Lévis.....	6 00
N. Pelchat.....	Putting up street letter box do	4 00
A. B. Vezina.....	Repairing street letter box do	1 10
W. Lee.....	Letter Carriers' uniforms for P. O., Montreal.....	757 00
Rosamond Woolen Co.....	do do do	618 75
T. Force.....	do boots do	526 50
W. F. Tanner.....	do do do	78 08
Lanthier & Co.....	do fur caps do	166 50
R. S. Montgomery.....	do waist belts do	54 00
H. Grant & Son.....	Attendance on clocks do	117 50
D. O'Connor.....	Stamping pads and repairs do	96 00
E. J. Maxwell & Co.....	Lumber do	72 11
P. O'Donoghue.....	Street letter boxes do	54 00
E. Chanteloup.....	Locksmith's work, &c. do	46 05
J. Walker & Co.....	Hardware do	15 42
H. A. Nelson & Sons.....	Brooms and dusters do	11 05
Gravel Bros.....	Soap, &c. do	4 50
R. Mitchell & Co.....	Repairing locks, &c. do	2 85
McArthur & Co.....	Paints, oils, turpentine, &c. do	3 79
M. Gagnon.....	Putting up street letter box at Notre Dame de Lévis.....	3 50
J. Mason.....	Repairing street letter boxes at Point St. Charles.....	4 00
W. Lee.....	Letter Carriers' uniforms for P. O., Quebec.....	282 50
Rosamond Woolen Co.....	do do do	188 10
T. Force.....	do boots do	193 50
W. F. Tanner.....	do do do	2 44
R. J. Devlin.....	do moccasins do	38 50
Dugal & Co.....	do fur caps do	12 75
R. S. Montgomery.....	do waist belts do	0 75
G. Seifert.....	Attendance on clocks do	75 00
Hardy & Drolet.....	Brooms, soap, matches, &c. do	15 73
C. Pitt.....	Sorting baskets do	11 75
A. Bidegare.....	Repairing office stamps do	7 40
J. Hamel & Co.....	Towelling, chamois skins, &c. do	7 76
V. Talbot.....	Repairing street letter boxes at St. Sauveur de Quebec.....	4 25

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, 1890—*Concluded*.

Name.	Particulars.	Amount.
		\$ cts.
Intercolonial Railway	Fitting up mail bag catchers for P. O. Inspector, Quebec	65 98
E. Côté	Making and fitting up mail bag catchers at Trois Saumons, Elgin Road and L'Anse à Giles	33 90
A. St. Pierre	Repairing mail catching post at Rivière Trois Pistoles	3 00
	Total	18,622 92

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

 PROVINCE OF NOVA SCOTIA.

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, 1890.

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.....	4,214 23
Pritchard & Andrews.....	Office stamps and seals for Post Office Dept., in Nova Scotia.....	533 27
do	Office scales and weights do do	225 00
W. Lee.....	Making Letter Carriers' uniforms do do	126 00
Maynard, Harris & Co.....	Letter Carrier's uniform materials do do	44 05
R. S. Montgomery.....	Letter Carriers' leggins do do	2 50
J. Stevenson.....	Dominion ensigns do do	17 66
A. J. Grant & Co.....	Twine for Post Office Inspector, Halifax.....	266 00
C. W. Davies.....	Locksmith's work, &c., Post Office Inspector, Halifax.....	22 40
C. & W. Anderson.....	Soap, brooms, matches, &c. do	6 54
W. & C. Silver.....	Towels supplied do	3 60
W. Lee.....	Letter Carriers' uniforms for Post Office, Halifax.....	257 00
Rosamond Woolen Co.....	do do	136 80
A. J. Grant & Co.....	Twine supplied do	190 50
J. Lilley.....	Letter Carriers' boots do	148 50
W. F. Tanner.....	do do	2 44
T. Force.....	do do	4 50
R. S. Montgomery.....	Letter Carriers' waist belts do	1 50
C. W. Davies.....	Locksmith's work do	49 75
M. Conroy.....	Bedding, towels, &c. do	31 16
Hattie & Mylius.....	Soap do	16 75
R. H. Cogswell.....	Attendance on clock do	8 00
G. Slaughter.....	Sorting baskets do	7 00
R. Downey.....	Painting street letter boxes do	25 00
The Chambers Wood-working Co.....	Putting up street letter box at Truro.	2 50
Thompson & Sutherland.....	Repairing mail clerk's tin box.....	1 00
	Total.....	\$6,343 65

WILLIAM WHITE.

Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

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, 1890.

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.....	2,946 18
Pritchard & Andrews.....	Office stamps and seals for Post Office Department in New Brunswick.....	338 94
do.....	Office scales and weights.....	135 00
W. Lee.....	Making Letter Carriers' uniforms.....	91 00
Maynard, Harris & Co.....	Letter Carriers' uniform materials.....	36 70
G. Bailey.....	Street letter boxes.....	60 00
J. Stevenson.....	Dominion ensigns.....	12 33
McKinley & Northwood.....	Railway Mail Clerks' tin boxes.....	23 10
J. R. Esmonde.....	do for Post Office Inspector, St. John.....	20 00
A. G. Bowes & Co.....	do.....	10 50
do.....	Repairing letter boxes and keys.....	2 50
G. Hutchinson.....	Attendance on clocks.....	50 00
Truro Foundry and Machine Co.....	Repairing street letter boxes.....	4 50
F. E. Craibe & Co.....	Soap.....	5 60
H. W. Barker.....	Methylated spirits and soap.....	5 50
Bowman & Le Lacheur.....	Carpenter's work.....	3 50
W. H. Thorne & Co.....	Hardware.....	0 35
M. & T. Smith.....	Repairing street letter boxes for Post Office, Fredericton.....	3 00
J. G. McNally.....	Broom and duster.....	1 50
O. K. Rogers.....	Painting street letter boxes.....	4 50
W. Lee.....	Letter Carriers' uniform.....	118 00
Rosamond Woolen Co.....	do uniform materials.....	131 40
R. J. Devlin.....	do fur caps.....	61 75
T. Force.....	do boots.....	108 00
W. F. Tanner.....	do.....	12 20
R. S. Montgomery.....	do leggins and belts.....	5 60
A. G. Bowes & Co.....	Repairing street letter boxes.....	54 56
A. Hunter.....	Locksmith's work.....	27 00
G. S. De Forest & Co.....	Soap, broom and matches.....	8 44
G. Hutchinson.....	Repairing clocks.....	6 00
J. R. Smith.....	Sorting baskets.....	8 40
E. Chanteloup.....	Felt rollers.....	4 80
McKinley & Northwood.....	Oil for Letter Carriers' lamps.....	2 00
H. W. Barker.....	Alcohol.....	2 00
W. H. Thorne & Sons.....	Feather duster, coal scuttle, &c.....	1 50
Emerson & Fisher.....	Hardware.....	30
	Total.....	4,306 65

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

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, 1890.

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.....	3,466 27
Pritchard & Andrews ..	Office Stamps and seals for the P. O. Department in Manitoba, &c.....	387 17
do	Office Scales and Weights do do ..	90 00
W. Lee.....	Making Letter Carriers' uniforms do do ..	119 00
Maynard, Harris, & Co.....	Letter Carriers' uniform materials do do ..	39 15
R. S. Montgomery.....	do leggins and belts do do ..	12 60
J. Stevenson.....	Dominion ensigns do do ..	14 72
G. P. Bliss.....	Painting and repairing street letter boxes for P. O. I., Winnipeg	40 75
H. Hodges.....	Soap, matches, &c. do ..	3 45
W. White & Co.....	Broom, duster, &c. do ..	2 50
J. R. Esmonde.....	Repairing Mail Clerks' tin boxes do ..	2 25
McKinley & Northwood.....	do do ..	1 00
do	Paint do ..	0 35
A. Schmidt.....	Repairing office stamps do ..	1 00
W. Lee.....	Making Letter Carriers' uniforms for P. O., Winnipeg.....	137 00
Rosamond Woolen Co.....	Letter Carriers' uniform materials do ..	136 80
T. Force.....	do boots do ..	126 00
W. F. Tanner.....	do do do ..	14 64
R. J. Devlin.....	do fur caps and collarettes do ..	42 50
C. J. Bothwell & Co.....	do cloth vests do ..	12 00
R. S. Montgomery.....	do waist belts do ..	0 75
S. & H. Borbridge.....	Letter Carriers' chamois vest do ..	8 00
A. Schmidt.....	Locksmith's work do ..	60 75
J. H. Ashdown.....	Hardware and matches do ..	17 98
E. Chanteloup.....	Felt rollers do ..	7 20
Mitchell Drug Co.....	Methylated spirits, soap, &c. do ..	6 45
Scott & Leslie.....	Feather dusters do ..	2 50
W. J. Mitchell.....	Alcohol, &c. do ..	1 25
A. Macdonald.....	Erecting mail catching post at Fannystelle.....	18 65
do	Making mail bag catcher for Routledge.....	26 00
	Total.....	\$4,798 68

WILLIAM WHITE.

Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

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, 1890.

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.....	1,402 18
Pritchard & Andrews.....	Office stamps and seals for the P. O. Dept. in British Columbia.....	176 68
do do.....	Office scales and weights do do.....	103 75
W. Lee.....	Making Letter Carriers' uniforms do do.....	28 00
Maynard, Harris & Co.....	Letter Carriers' uniform materials do do.....	12 23
R. S. Montgomery.....	Letter Carriers' leggins do do.....	1 25
J. Stevenson.....	Dominion ensigns do do.....	5 96
H. Jewell.....	Blankets, &c., supplied P. O. Inspector, Victoria.....	14 65
J. Gosnell.....	Soap, oil, &c. do do.....	2 12
A. Smith.....	Locksmith's work do do.....	1 00
A. King.....	Making and erecting street letter box posts, at Vancouver.....	21 00
Vancouver City Foundry and Machine Works Co.....	Street letter box for Post Office, Vancouver.....	20 00
C. C. Veysey.....	Painting and lettering street letter boxes at Vancouver.....	11 50
Davis & Taylor.....	Indicator for street letter box at Vancouver.....	2 50
McKillican & Anderson.....	Erecting and repairing street letter boxes at Victoria.....	11 00
Rosamond Woolen Co.....	Letter Carriers' uniform materials for Post Office, Victoria.....	55 30
W. Lee.....	Letter Carriers' uniforms do do.....	32 50
T. Force.....	do boots do do.....	40 50
W. F. Tanner.....	do do do do.....	2 44
J. T. Burrows.....	Altering Letter Carrier's uniform do do.....	1 50
R. S. Montgomery.....	Letter Carrier's waist belt do do.....	0 75
E. B. Marvin & Co.....	Twine do do.....	53 00
J. Barnsley & Co.....	Locksmith's work do do.....	7 25
C. R. Blake.....	do do do.....	2 00
A. Vipond.....	do do do.....	5 75
H. Jewell.....	Broom, coal scuttle, &c. do do.....	3 70
H. Gribble.....	Brooms, duster, &c. do do.....	3 70
J. Gosnell.....	Soap, matches, &c. do do.....	1 75
Wintermute Bros.....	Erecting mail catching post at Johnson's Landing.....	33 00
J. Dockrill.....	Repairing mail catching post at Vancouver.....	3 00
	Total.....	2,059 86

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

 PROVINCE OF PRINCE EDWARD ISLAND.

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, 1890.

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.....	620	09
Pritchard & Andrews.....	Office stamps and seals for P. O. Dept. in Prince Edward Island.....	149	58
do	Office scales and weights do do	52	50
J. Stevenson.....	Dominion ensigns do do	2	54
A. L. Brown.....	Blankets, towels, soap, &c., for Post Office, Charlottetown.....	28	54
A. Hermans & Son.....	Iron box for registered matter do	18	00
S. W. Crabbe.....	Brooms, soap, matches, &c. do	5	37
W. W. Wellner.....	Repairing clock do	0	75
	Total.....	\$877	37

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCES OF ONTARIO, QUEBEC AND BRITISH COLUMBIA.

DETAIL of all payments by the Post Office Department for Rents and Taxes, as below, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.

PROVINCE OF ONTARIO.

C. A. Cordingley..	Rent of Assistant Inspector's Office, Port Arthur (6 months to 31st March, 1890).....	40 00
Corporation of Prescott.....	Rent of Post Office, Prescott (1 year to 31st August, 1889).....	325 00
Grand Trunk Ry. Co.....	Rent of mail room at Union Station, Toronto (1 year to 31st December, 1889).....	50 00
	Total.....	\$415 00

PROVINCE OF QUEBEC.

Montreal City and District Savings Bank.....	Rent of Eastern Receiving House, Montreal (1 year, to 30th April, 1890).....	250 00
W. McGowan.....	Rent of Northern Receiving House, (1 year, to 30th April, 1890).	250 00
Montreal City and District Savings Bank.....	do Western do do	250 00
R. S. Cooke.....	do Post Office, Valleyfield (9 mos., to 31st December, 1889.)	120 00
J. W. Low.....	do do do (3 mos., to 31st March, 1890)....	40 00
	Total.....	910 00

PROVINCE OF BRITISH COLUMBIA.

J. M. Browning, Agent.....	Rent of Post Office, Vancouver (12 mos., to 31st March, 1890)...	360 00
	Total.....	360 00

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF ONTARIO.

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office	Printing and Stationery for the P. O. Department, in Ontario.	25,703 19
Ottawa "Canadian Militia Gazette"	Advertising Money Orders do do	132 00
Ottawa "Canadian Mining Review"	do do do	92 10
Hamilton "Spectator"	Advertising tenders, for Letter Carriers' supplies.	57 20
Belleville	Advertising time tables, Post Office notices, &c.	62 50
Brantford	do do	150 00
Brockville	do do	62 50
Chatham	do do	150 00
Galt	do do	50 00
Guelph	do do	100 00
Hamilton	do do	107 50
Kingston	do do	153 80
London	do do	166 00
Ottawa	do do	618 33
Pembroke	do do	50 00
Peterboro'	do do	137 50
Port Hope	do do	70 83
St. Catharines	do do	50 00
St. Thomas	do do	50 00
Sarnia	do do	50 00
Stratford	do do	87 50
Toronto	do do	326 20
Windsor	do do	200 00
Woodstock	do do	50 00
Alexandria "Glengarrian"	Advertising for mail tenders, &c.	5 28
Almonte "Times"	do do	9 60
Arnprior "Chronicle"	do do	8 32
Arthur "Enterprise"	do do	7 20
Aylmer "Sun"	do do	3 50
Belleville "Intelligencer"	do do	6 80
Berlin "News"	do do	10 98
Brantford "Courier"	do do	10 98
do "Telegram"	do do	8 32
Brighton "Ensign"	do do	9 84
Campbellford "Herald"	do do	5 60
Carleton Place "Central Canadian"	do do	9 12
Clinton "News-Record"	do do	4 80
Cobourg "Sentinel Star"	do do	5 60
Collingwood "Enterprise-Messenger"	do do	6 00
Cornwall "Standard"	do do	19 00
Durham "Chronicle"	do do	7 28
Eganville "Enterprise"	do do	13 92
Exeter "Times"	do do	19 20
Fleshertown "Advance"	do do	4 20
Galt "Reporter"	do do	3 08
Gananoque "Journal"	do do	2 96
Goderich "Star"	do do	14 24
Ingersoll "Oxford Tribune"	do do	4 20
Kincardine "Review"	do do	12 14
Kingston "News"	do do	12 60
Leamington "Post"	do do	5 00
L'Orignal "Advertiser"	do do	10 40
Mount Forest "Representative"	do do	4 08

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1890—*Concluded.*

Name.	Particulars.	Amount.
		\$ cts.
New Hamburg "Independent"	Advertising for mail tenders, &c.	4 96
New Hamburg "Volksblatt"	do do	5 28
Orangeville "Sun"	do do	4 20
Ottawa "Citizen"	do do	5 60
do "Journal"	do do	7 80
do "C. M. Gazette"	do do	7 50
do "Le Canada"	do do	6 00
do "United Canada"	do do	25 20
Owen Sound "Times"	do do	14 07
Palmerston "Telegraph"	do do	3 36
Paris "Review"	do do	5 60
Parkhill "Gazette"	do do	5 12
Pembroke "Standard"	do do	18 08
Peterboro "Review"	do do	5 40
do "Times"	do do	6 00
do "Canada Lumberman"	do do	5 25
Petrollea "Advertiser"	do do	5 76
Picton "Gazette"	do do	4 56
Port Arthur "Sentinel"	do do	6 60
Port Elgin "Times"	do do	7 08
Port Hope "Times"	do do	6 72
Renfrew "Journal"	do do	20 20
St. Mary's "Journal"	do do	8 80
Simcoe "British Canadian"	do do	7 20
Smith's Falls "News"	do do	6 66
Strathroy "Dispatch"	do do	4 48
Toronto "Empire"	do do	21 60
do "Evening Telegram"	do do	15 00
do "News"	do do	15 00
do "World"	do do	15 00
Trenton "Advocate"	do do	3 30
Walkerton "Herald"	do do	8 06
do "Ontario Glocke"	do do	4 08
Wallaceburg "Herald"	do do	5 00
Waterloo "Farmer's Friend"	do do	8 52
Wingham "Advance"	do do	3 48
	Total	\$29,227 91

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

 PROVINCE OF QUEBEC.

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Quebec, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office.....	Printing and Stationery for the P. O. Department in Quebec..	10,008 63
Montreal "Dominion Illustrated".....	Advertising Money Orders do do ..	70 00
Montreal "Star".....	Advertising tenders for Letter Carriers supplies	57 20
Aylmer.....	Advertising time-tables, Post Office Notices, &c.....	37 50
Hull.....	do do	137 50
Montreal.....	do do	414 00
Quebec.....	do do	450 98
Three Rivers.....	do do	72 00
Quebec "Le Canadien".....	Advertising special subvention service.....	13 26
do "Morning Chronicle".....	do do	12 48
Fraserville "Journal".....	Advertising for mail tenders, &c.....	6 84
Hull "Dispatch".....	do do	5 22
Levis "Quotidien".....	do do	14 04
Montreal "Gazette".....	do do	7 60
do "La Minerve".....	do do	7 40
do "La Presse".....	do do	7 92
do "Le Monde".....	do do	7 00
do "Star".....	do do	9 30
Quebec "Budget".....	do do	8 00
do "Courier".....	do do	22 40
do "Daily Telegraph".....	do do	8 00
do "Journal".....	do do	8 40
do "Le Canadien".....	do do	14 80
do "L'Evenement".....	do do	8 20
do "Mercury".....	do do	14 00
do "Morning Chronicle".....	do do	14 00
Shawville "Equity".....	do do	6 40
	Total.....	11,443 07

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising in Nova Scotia, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office.....	Printing and stationery for the P. O. Dept. in Nova Scotia....	3,580 68
B. Gladwin.....	Ink and mucilage for Inspector's Office, Halifax.....	10 20
do.....	do Postmaster do.....	25 40
W. Gossip.....	do do do.....	10 20
Halifax.....	Advertising time-tables, Post Office notices, &c.....	189 18
Halifax "Morning Herald".....	Advertisng special subvention service.....	9 75
Pictou "Colonial Standard".....	do do.....	7 80
Annapolis "Spectator".....	Advertising for mail tenders, &c.....	13 44
Digby "Courier".....	do do.....	9 92
Halifax "Presbyterian Witness".....	do do.....	48 80
Kentville "Western Chronicle".....	do do.....	14 40
Liverpool "Clarion".....	do do.....	14 40
do "Times".....	do do.....	16 00
New Glasgow "Enterprise".....	do do.....	56 68
North Sydney "Herald".....	do do.....	39 60
Parrsboro' "Leader".....	do do.....	8 00
Pictou "Colonial Standard".....	do do.....	27 20
Spring Hill "Independent".....	do do.....	3 00
Stellarton "Trades Journal".....	do do.....	15 52
Sydney "Advocate".....	do do.....	33 60
Truro "Colchester Sun".....	do do.....	36 78
Windsor "Clarion".....	do do.....	4 32
do "Journal".....	do do.....	9 12
Wolfville "Acadian".....	do do.....	14 40
	Total.....	4,198 39

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCES OF NEW BRUNSWICK AND MANITOBA.

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising as below, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
PROVINCE OF NEW BRUNSWICK.		
Queen's Printer and Stationery Office.....	Printing and stationery for the P.O. Dept. in New Brunswick.	3,245 55
Barnes & Co.....	Ink and mucilage for Inspector's Office, St. John.....	18 40
do	do Postmaster do	14 10
Fredericton	Advertising time tables, Post Office notices, &c.....	17 62
St. John.....	do do	156 40
do "Evening Gazette".....	Advertising special subvention service.....	9 75
do "Sun"	do do	13 26
	Total.....	\$3,475 08

PROVINCE OF MANITOBA.

Queen's Printer and Stationery Office.....	Printing and stationery for the P.O. Dept. in Manitoba, &c....	2,777 73
A. Taylor	Ink and mucilage for Inspector's Office, Winnipeg.....	12 50
do	do Postmaster do	26 58
Brandon.....	Advertising time-tables, Post Office notices, &c.....	25 00
Winnipeg.....	do do	144 00
Brandon "Mail"	Advertising for mail tenders, &c.....	12 00
Calgary "Herald"	do do	8 40
Fort Macleod "Gazette"	do do	19 04
Fort Qu'Appelle "Vidette"	do do	11 20
Lethbridge "News"	do do	10 36
Minnedosa "Tribune"	do do	14 64
Moosomin "Courier"	do do	15 68
Morden "Monitor"	do do	5 00
Neepawa "Register"	do do	6 00
Pilot Mound "Sentinel"	do do	5 40
Portage la Prairie "Review"	do do	7 92
Qu'Appelle "Progress"	do do	5 40
Regina "Leader"	do do	31 72
St. Boniface "Le Manitoba"	do do	57 98
Selkirk "Record"	do do	11 00
Stonewall "News"	do do	5 40
Winnipeg "Heimskringla"	do do	40 00
do "Manitoba Colonist"	do do	73 30
do "Nordwesten"	do do	30 40
do "Nor'West Farmer"	do do	41 05
do "North-West Review"	do do	52 26
do "Scandinavian Canadian"	do do	24 10
do "Siftings"	do do	45 20
	Total.....	\$3,519 53

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCES OF BRITISH COLUMBIA AND PRINCE EDWARD ISLAND.

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, as below, made within the Year ended 30th June, 1890.

Name.	Service.	Amount.
		\$ cts.

PROVINCE OF BRITISH COLUMBIA.

Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department, in British Columbia.....	1,334 59
T. N. Hibben & Co.....	Ink and mucilage for Inspector's Office, Victoria.....	6 50
do	do Postmaster do	20 00
E. B. Marvin & Co.....	do do	8 25
Victoria.....	Advertising time tables, Post Office notices, &c.....	111 00
Kamloops "Inland Sentinel".....	Advertising for mail tenders, &c.....	13 00
Nanaimo "Free Press".....	do do	16 00
New Westminster "British Columbian".....	do do	21 08
Vancouver "News Advertiser".....	do do	14 00
Vancouver "World".....	do do	9 80
Victoria "Colonist".....	do do	49 20
do "Standard".....	do do	35 00
do "Times".....	do do	33 90
Port Townsend "Argus".....	do do	10 00
Seattle "Post Intelligencer".....	do do	7 50
	Total.....	\$1,639 82

PROVINCE OF PRINCE EDWARD ISLAND.

Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department in Prince Edward Island.....	565 21
T. L. Chappelle.....	Ink for Postmaster, Charlottetown.....	10 00
Charlottetown.....	Advertising time tables, Post Office notices, &c.....	96 00
do "Herald".....	do for mail tenders, &c.....	10 60
Summerside "Journal".....	do do	16 00
	Total.....	\$697 81

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF ONTARIO.

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
M. Sweetnam, Chief P.O.I.	Incidental expenses, Chief Post Office Inspector	0 45
D. Spry, P.O.I.	do Post Office Inspector, Barrie	60 80
G. E. Griffin, P.O.I.	do do Kingston	15 95
R. W. Barker, P.O.I.	do do London	58 32
T. P. French, P.O.I.	do do Ottawa	413 25
H. G. Hopkirk, P.O.I.	do do Stratford	90 20
F. D. Barwick, P.O.I.	do do Toronto	171 11
J. H. Meacham, P.M.	do Postmaster, Belleville	187 40
H. N. Case, P.M.	do do Hamilton	32 45
J. Shannon, P.M.	do do Kingston	10 20
R. J. C. Dawson, P.M.	do do London	52 09
J. A. Gouin, P.M.	do do Ottawa	585 00
T. C. Patteson, P.M.	do do Toronto	385 36
A. Wgle, P.M.	do do Windsor	89 65
Post Office Department.	Freight and express charges	29 37
C. P. Telegraph Co.	Telegrams to and from Chief Post Office Inspector	19 75
G. N. W. Telegraph Co.	do do	23 06
do	do Post Office Inspector, Barrie	26 43
C. P. Telegraph Co.	do do Kingston	16 16
G. N. W. Telegraph Co.	do do do	42 03
C. P. Telegraph Co.	do do London	0 68
G. N. W. Telegraph Co.	do do do	26 83
C. P. Telegraph Co.	do do Ottawa	11 67
G. N. W. Telegraph Co.	do do do	38 66
C. P. Telegraph Co.	do do Stratford	16 32
G. N. W. Telegraph Co.	do do do	26 70
C. P. Telegraph Co.	do do Toronto	72 32
G. N. W. Telegraph Co.	do do do	54 34
C. P. Telegraph Co.	do Postmaster, Hamilton	0 54
G. N. W. Telegraph Co.	do do do	9 72
do	do do London	6 50
C. P. Telegraph Co.	do do Ottawa	1 08
G. N. W. Telegraph Co.	do do do	13 19
do	do do Toronto	40 16
Bell Telephone Co.	Telephone messages, Post Office Inspector, Barrie	0 95
do	do do Kingston	1 10
do	do do London	0 25
do	do do Stratford	4 25
do	do do Toronto	11 10
P. O. Savings Bank	Commissions to Postmaster on Savings Bank business (15 months to 30th June, 1890)	11,782 16
Director of the International Postal Bureau.	Proportion of Postal Union expenses (12 months to 31st December, 1889)	236 70
Bell Telephone Co.	Rent of telephone at Inspector's office, Barrie (12 months to 31st August, 1890)	25 00
do	Rent of telephone at Inspector's office, Kingston (12 months to 30th June, 1890)	35 00
do	Rent of telephone at Inspector's office, London (12 months to 30th September, 1890)	55 00
do	Rent of telephone at Inspector's residence, Ottawa (12 months to 30th June, 1890)	35 00
do	Rent of telephone at Inspector's office and residence, Stratford (12 months to 31st October, 1890)	50 00
do	Rent of telephone at Inspector's residence, Stratford (12 months to 31st October, 1889)	15 00
do	Rent of telephone at Inspector's office, Toronto (12 months to 30th September, 1890)	50 00
do	Rent of telephone at Post Office, Kingston (12 months to 31st July, 1890)	35 00

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in Ontario, made within the Year ended 30th June, 1890.—*Continued.*

Name.	Particulars.	Amount.
		\$ cts.
Bell Telephone Co.	Rent of telephone at Post Office, London (12 months to 31st October, 1890).....	60 00
do	Rent of telephone at Post Office, Toronto (12 months to 31st August, 1890).....	50 00
London Street Car Co.	Street car Letter Carrier service, London	400 00
Ottawa do	do tickets for use of Letter Carriers, Ottawa	130 00
Toronto do	do Letter Carrier service, Toronto.....	2,400 00
G. Yates	To pay for Letter Carrier's ferry tickets, Toronto.....	9 20
Blackburn & Cox.....	Legal expenses <i>in re</i> Regina vs. Scott, late P.M., Dorchester Station	11 50
A. P. Sherwood, Chief Dominion Police.....	Detective services in connection with burglaries of Renfrew and Pembroke Post Offices	24 65
D. O'Leary, Inspector Dominion Police	Detective services in connection with burglaries of Post Offices at Pembroke, Osceola and Smith's Falls	19 35
Can. Secret Service Agency..	Detective services in connection with robbery of mail between Ottawa and Hull	28 50
C. H. Pope	Detective services at London Post Office	30 00
H. Montgomery	do <i>in re</i> burglary at Renfrew Post Office.....	10 75
B. Doyle	do <i>in re</i> theft of registered letter from Hamilton Post Office	10 00
J. Hodgins	do <i>in re</i> abstraction of money from letters	10 20
W. J. Jackson	Services in connection with arrest of Railway Mail Clerk Hayes	8 10
A. Ferguson	Preparing copies of trans-Atlantic mail contract	20 00
M. J. Whitty	Expenses incurred whilst on special duty at Kingston.....	55 95
W. H. Pennock	do do do	19 80
H. F. Wilmot	Expenses whilst in charge of Post Office at Exhibition building, Kingston	7 50
A. G. McWhinney	Expenses whilst in charge of Post Office at Exhibition building, London	27 50
W. C. Cochran.....	Expenses whilst in charge of Post Office at Exhibition building, Ottawa.....	12 00
W. G. Milligan	Expenses whilst in charge of Post Office at Exhibition building, Toronto.....	20 40
J. Pringle	Expenses whilst in charge of Post Office, Thorold.....	10 50
J. Walsn, in charge of Dead Letter Office	Refund of money found in a dead letter and reclaimed.....	4 00
J. McKernan	do do do	5 00
Her Majesty's Stationery Office.	Lists of Money Order Offices in the United Kingdom, supplied Post Office Department.....	4 30
Postmaster, Appleton	Compensation for postage stamps stolen from his office.....	13 00
do Baldoon	do do destroyed by fire.....	15 00
do Big Fork	do do do	6 00
do Burk's Falls.....	Arrears of salary to 30th June, 1888	300 00
do Byng Inlet North	Compensation for postage stamps lost in transmission from Post Office Department	15 00
do Camlachie.....	Compensation for Post Office funds stolen from his office.....	3 30
do Ferguson's Falls	Arrears of salary to 30th June, 1888	27 09
do Fingal	Allowance for fumigating mails during prevalence of small-pox.....	20 00
do Fisherville.....	Compensation for postage stamps destroyed by fire.....	6 80
do Fournier.....	Arrears of forward allowance to 30th June, 1888	18 00
do Gorrie.....	Compensation for Post Office funds lost in transmission to bank	30 00
do Grand Valley.....	do do do	200 00
do Mountain Grove	do postage stamps destroyed by fire.....	16 00
do Osceola.....	do do stolen from his office.....	48 00
do Puslinch.....	do Money Order funds stolen from his office	15 00
do Renfrew.....	do postage stamps and Post Office funds stolen from his office.....	19 92
do Stanleydale.....	Arrears of forward allowance to 30th June, 1888	12 00
do Trout Lake.....	do do	10 00
do Verona.....	Compensation for Post Office funds stolen from his office.....	12 63
do Wroxeter.....	do do lost in transmission to bank.....	78 58

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1890—*Concluded.*

Name.	Particulars.	Amount.
		\$ cts.
Hymen Bros. & Chamberlain.	Special use of scales by Postmaster, Berlin.....	1 00
O. & F. Shoemaker.....	do do Chatham.....	1 00
G. McDonnell, P.M.....	To pay for special use of scales at Cornwall.....	80
J. Gower.....	Special use of scales by Postmaster, Newmarket.....	1 00
J. H. Nasmyth & Co.....	do do Stratford.....	1 00
J. McEvoy.....	Compensation for cancellation of mail contract—Dawson and West Osgoode Railway Station.....	9 75
J. Bayliss.....	Services as messenger in Inspector's Office, Barrie.....	63 00
C. B. Crease.....	do do.....	14 25
A. Kelly.....	Services as night watchman in Inspector's Office, Ottawa.....	547 50
E. Hart.....	do Post Office, London.....	52 00
H. J. Grasett, Chief Police.....	To pay night watchman, Post Office, Toronto.....	130 00
G. Ottoway.....	Services as letter carrier, Barrie.....	391 25
G. Vicars.....	do do.....	300 00
W. Potter.....	Services as laborer, Post Office, Ottawa.....	365 00
H. Mailleur.....	do do.....	313 00
F. Smith.....	do do Toronto.....	456 25
W. Benson.....	do do.....	456 25
H. L. Bell.....	do do.....	200 00
T. Simmons.....	do do.....	216 00
J. Somers.....	do do.....	66 12
S. Fitzgerald.....	do do.....	56 48
G. B. Hullett.....	do do Windsor.....	226 67
G. T. Railway Co.....	To pay mail porter at Union Station, Toronto.....	187 80
Sundry persons.....	Gratuities for charge of mails at principal railway stations....	65 00
	Total.....	\$23,340 89

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in Quebec, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
E. F. King, P.O.I.	Incidental expenses, Post Office Inspector, Montreal.	40 29
A. Bolduc, P.O.I.	do do Quebec	246 96
G. A. Bourgeois, P.O.I.	do do Three Rivers	154 05
G. La Mothe, P.M.	do Postmaster, Montreal.	717 12
A. G. Tourangeau, P.M.	do do Quebec.	380 00
C. P. Telegraph Co.	Telegrams to and from Post Office Inspector, Montreal.	10 98
G. N. W. Telegraph Co.	do do do	20 45
C. P. Telegraph Co.	do do Quebec.	11 99
G. N. W. Telegraph Co.	do do do	134 78
C. P. Telegraph Co.	do do Three Rivers	1 18
G. N. W. Telegraph Co.	do do do	16 62
C. P. Telegraph Co.	do Postmaster, Montreal.	1 20
G. N. W. Telegraph Co.	do do do	277 95
C. P. Telegraph Co.	do do Percé	1 80
G. N. W. Telegraph Co.	do do Quebec	2 26
Bell Telephone Co.	do do do	29 33
do	Telephone message for Post Office Inspector, Quebec.	0 15
do	do Postmaster, Montreal.	1 10
Post Office Savings Bank.	Commissions to Postmasters upon Savings Bank business (15 months to 30th June, 1890)	1,610 73
Director of the International Postal Bureau.	Proportion of Postal Union expenses (12 months to 31st Dec., 1889)	89 15
Bell Telephone Co.	Rent of telephones for Inspector's Office and residence, Quebec (12 months to 30th June, 1890).	80 00
Bell Telephone Co.	Rent of telephones at Inspector's office and residence, also at Assistant Inspector's residence, Three Rivers (12 mos. to 30th June, 1890)	75 00
do	Rent of telephone at Post Office and at Bonaventure Depot, Montreal (7 mos. to 30th June, 1890).	35 00
do	Rent of telephone at Post Office and Receiving Houses, Montreal, (12 mos. to 30th June, 1890).	180 00
do	Rent of telephone at Post Office, Lévis (6 mos. to 30th June, 1890)	10 00
J. Neilson.	Furnishing telephonic reports of railway mail trains (12 mos. to 31st May, 1890).	120 00
A. Bolduc, P.O.I.	To pay legal expenses <i>in re</i> Regina <i>vs.</i> Michaud, accused of abstracting money from letters.	216 46
E. Maurault.	Legal services <i>in re</i> Regina <i>vs.</i> Boucher, ex-P.M., St. François du Lac.	300 00
S. A. Germain.	do do do	100 00
do	Legal services <i>in re</i> Regina <i>vs.</i> Marion, surety for ex-P.M., Lanoraie.	381 74
H. Abbott, jun.	Legal services rendered <i>in re</i> collection of balance due by ex-P.M. Lanoraie.	141 21
Beauchemin & Mallette.	Legal services <i>in re</i> Regina <i>vs.</i> Lussier, in connection with missing letter enquiry at St. Hyacinthe	95 00
J. St. Germain.	do do do	9 80
L. N. Asselin.	Legal services in connection with arrest and committal for trial of J. Michaud, accused of abstracting money from registered letters at St. Luce Station.	195 00
J. S. Hall, jun.	Legal services in connection with proceedings taken against Corbeil, for advertising private postal delivery in Montreal	30 15
S. Thiberge.	Legal services <i>in re</i> Regina <i>vs.</i> Grondin, charged with illegally retaining a letter.	20 00
A. P. Sherwood, Chief Dominion Police.	Detective services at Montreal Post Office	30 00
Can. Secret Service Agency.	do do do	47 50
E. Harpe.	Expenses in connection with arrest of D. Frenette, for robbing mails at St. Alban	6 15
A. Bolduc, P.O.I.	To pay for services of constable <i>in re</i> arrest of P. Bolduc in connection with missing letter enquiry at Lévis.	1 00
Burland Lithographic Co.	Revising postal map of Quebec and printing 200 copies.	245 92

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1890.—*Concluded.*

Name.	Particulars.	Amount.
		\$ cts.
The Gebhardt, Berthiaume Litho. and Printing Co...	300 French Postal Guides supplied Montreal Post Office.....	24 00
A. LeGresley.....	Compensation for horse and vehicle, lost while crossing the river at Douglastown with Her Majesty's mail.....	200 00
F. H. O'Brien.....	Inspection of Post Offices on north shore of Gulf of St. Lawrence.....	100 00
J. Evarts.....	Services performed in attending to English mails at Levis.....	100 00
A. Walmsley.....	To pay expenses in connection with English mails at Rimouski.....	25 00
J. J. Collins.....	To pay for Letter Carriers' street car tickets at Montreal.....	5 50
F. Pepin.....	do do do.....	5 40
J. Mathieu.....	do do do.....	1 30
F. C. Thompson, P.M.....	To pay services of clerk in charge of Post Office at exhibition building, Sherbrooke.....	5 00
L. Renois, Messenger.....	Allowance in lieu of lodging, fuel and light when use of Post Office basement as lodgings was discontinued.....	200 00
Postmaster, Danby.....	Compensation for postage stamps destroyed by fire.....	16 00
do Johnville.....	do do stolen from his office.....	20 00
do Marsden.....	Arrears of forward allowance to 30th June, 1888.....	16 00
do Notre Dame du Laus.....	Compensation for money lost in transmission to bank.....	16 00
do St. Johns, East.....	Arrears of forward allowance to 30th June, 1888.....	5 00
do St. Timothée Stn.....	Compensation for postage stamps destroyed by fire.....	2 00
do South Quebec.....	do do stolen from his office.....	180 00
do Thurso.....	do do do.....	14 04
P. Jones.....	Services as laborer at Post Office, Montreal (less fine).....	342 00
T. Cunningham.....	do do.....	456 25
J. McLaughlin.....	do do.....	456 25
J. Manning.....	do do.....	456 25
R. Lanning.....	do do (less fine).....	333 75
L. Quinlan.....	do do.....	456 25
J. Quinn.....	do do (less fine).....	455 75
J. Berthelet.....	do do.....	456 25
C. Gould.....	do do.....	183 00
W. Ryan.....	do do.....	85 00
M. Latimore.....	do do.....	43 75
R. Talbot.....	do and Sunday watchman, post office, Montreal.....	547 50
A. Trudel.....	Services as fireman and night watchman do do.....	456 25
T. F. Battle.....	do laborer at post office, Quebec.....	365 00
Postmaster, Hochelaga.....	Superintending and accommodating Letter Carriers' branch.....	72 00
do Point St. Charles.....	do do do.....	200 00
do St. Jean Baptiste.....	do do do.....	72 00
A. Dorais.....	Removal expenses, Victoriaville to Three Rivers.....	125 90
	Total.....	\$12,566 41

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

DETAIL of all payments for Miscellaneous Disbursements on account of the
Post Office Department in Nova Scotia, made within the Year ended
30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
C. J. Macdonald, P. O. I . . .	Incidental expenses, Post Office Inspector, Halifax	266 05
H. W. Blackadar, P. M.	do Postmaster do	259 22
C. P. Telegraph Co	Telegrams to and from Post Office Inspector, Halifax	4 75
Western Union Telegraph Co	do do do do	294 84
do	do Postmaster do	20 14
Nova Scotia Telephone Co	Telephone message for Post Office Inspector do	0 50
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (15 months to 30th June, 1890)	610 96
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 months to 31st December, 1889)	31 90
Nova Scotia Telephone Co	Rent of telephone at Inspector's residence, Halifax (18 months to 30th September, 1890)	67 13
do	Rent of telephone at Post Office, Halifax (12 months to 30th April, 1889)	40 00
Receiver-General	To pay for Post Office funds stolen from the Inspector's office, Halifax	180 00
N. Power	Detective services in connection with the arrest of S. Johnston, in connection with burglary of Post Office, Shubenacadie	100 60
W. Graham	Legal services in connection with arrest and committal for trial of S. Johnston	50 36
Borden, Ritchie & Co	Legal services <i>in re</i> Regina vs. Hatt, ex-P. M., Port Medway	6 31
J. McN. Gabriel	Expenses incurred whilst assorting British mails	4 00
A. W. Chisholm	Reward for finding mail bag lost on Intercolonial Railway	2 50
F. E. Atkins, ex-P. M.	Arrears of forward allowance whilst Postmaster at Acadia Mines	48 00
Postmaster, Chester	Compensation for postage stamps stolen from his office	43 55
do Little River, Middle Musquodoboit	Amount mailed to Postmaster, Halifax, in payment for postage stamps and stolen <i>en route</i>	6 00
do Middle Sackville	Arrears of salary to 30th June, 1888	105 50
do Sugar Loaf	Salary for 9 months to 30th June, 1888	7 50
do River Bourgeoise	Compensation for Post Office funds lost in transmission to bank	14 07
E. McPhail	Taking charge of Prince Edward Island mails at Pictou, season 1888-89	50 00
	Total	\$2,213 88

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

DETAIL of all payments for Miscellaneous Disbursements on account of the
Post Office Department in New Brunswick, made within the Year ended
30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
S. J. King, P.O.I.	Incidental expenses, Post Office Inspector, St. John.	158 50
P. McPeake, P.M.	do Postmaster, Fredericton.	28 22
F. S. Hilyard, P.M.	do do do	8 80
E. Willis, P.M.	do do St. John.	334 65
C. P. Telegraph Co.	Telegrams to and from Post Office Inspector, St. John.	21 30
Western Union Tel. Co.	do do do	146 94
do do	do Postmaster, Fredericton.	1 32
C. P. Telegraph Co.	do do St. John.	0 56
Western Union Tel. Co.	do do do	30 16
N. B. Telephone Co.	Telephone messages for Post Office Inspector, St. John.	2 05
Post Office Savings Bank.	Commission to Postmasters upon Savings Bank business (15 mos. to 30th June, 1890).	1,133 86
Director of the International Postal Bureau.	Proportion of Postal Union expenses (12 mos. to 31st Dec., 1889).	22 27
N. B. Telephone Co.	Rent of telephone at Inspector's Office, St. John (12 months to 30th Sept., 1890).	35 00
do do	Rent of telephone at Post Office, Fredericton (12 months to 31st July, 1890).	20 00
S. J. King, P.O.I.	Advance to pay expenses in connection with mail robbery at Campbellton.	50 00
E. McLeod	Legal expenses in <i>re</i> Regina vs. Fisher and Farmer, sureties for late Postmaster, Portland.	91 80
Bank of Montreal.	To pay for special forms for cash remittances.	8 50
J. & A. McMillan	Printing Money Order forms.	8 50
Postmaster, Alma.	Compensation for postage stamps and Post Office funds stolen from his office	54 00
do Lower Turtle Creek.	Compensation for post cards destroyed by fire.	0 75
do Salmonhurst.	do Post Office funds destroyed by fire.	36 38
do Sheffield	do postage stamps destroyed by fire.	12 00
R. W. Gregoire.	Allowance for acting Postmaster at Brigade Camp, St. Andrew's.	6 00
R. Dunbar	Gratuity for charge of mails at Chatham Junction (1 year to 31st March, 1890)	25 00
J. T. Buchanan.	Gratuity for charge of mails at Fredericton Junction, (11 months to 31st March, 1890).	55 00
W. Hagerman	Gratuity for charge of mails on Fredericton Branch Railway (18 months to 31st March, 1890).	30 00
J. W. Green.	Gratuity for charge of mails at McAdam Junction (2 years to 30th June, 1890).	400 00
	Total	\$2,721 56

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

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, 1890.

Name.	Particulars.	Amount.
		\$ cts.
W. W. McLeod, P.O.I.	Incidental expenses, Post Office Inspector, Winnipeg.....	154 50
W. Hargrave, P.M.	do Postmaster, Winnipeg.....	107 75
C. P. Telegraph Co.	Telegrams to and from Post Office Inspector, Winnipeg.....	146 04
G. N.-W. Telegraph Co.	do do.....	3 71
do	do Postmaster, Winnipeg.....	2 37
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (15 mos., to 30th June, 1890).....	68 13
Director of the Interna- tional Postal Bureau	Proportion of Postal Union expenses (12 mos., to 31st Dec., 1889)..	26 58
Bell Telephone Co.	Rent of telephone at Post Office, Winnipeg (12 mos., to 30th Nov., 1889).....	50 00
Aikins, Culver, Patterson and McCleneghan	Legal services in connection with the arrest and committal for trial of W. J. Condron, accused of abstracting money from letters..	5 00
do do	Legal services rendered in connection with the prosecution of J. B. Hart.....	22 50
G. C. King	Conveying dutiable goods from Post Office to Custom House, Calgary	25 00
W. C. Allen	do do Fort McLeod	95 00
J. Sheppard	do do Winnipeg....	20 80
G. P. Bliss	do do do.....	13 00
J. Walsh, in charge of Dead Letter Office	Refund of money found in a dead letter and reclaimed, January, 1890.....	3 00
Postmaster, Batoche	Arrears of forward allowance to 30th June, 1888.....	10 00
do Oak Lake	Arrears of salary and forward allowance.....	272 73
do Peguis	Arrears of forward allowance to 30th June, 1888.....	42 00
do Wascana	Compensation for postage stamps destroyed by fire.....	5 35
	Total.....	\$1,073 46

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

 PROVINCE OF BRITISH COLUMBIA.

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1890.

Name.	Particulars.	Amount.
		\$ cts.
E. H. Fletcher, P.O.I.	Incidental expenses, Post Office Inspector, Victoria.....	39 00
J. C. Brown, P. M.	do do Postmaster, New Westminster	48 00
N. Shakespeare, P. M.	do do do Victoria.....	6 00
C. P. Telegraph Co.	Telegrams to and from Post Office Inspector, Victoria.....	132 35
Victoria and Esquimault Telephone Co.	Rent of Telephone at Post Office, Victoria (9 mos. to 31st March, 1890).....	36 00
Post Office Savings Bank ...	Commissions to Postmasters upon Savings Bank business (15 mos. to 30th June, 1890).....	306 89
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 mos. to 31st Dec., 1889)	10 75
J. Rooney	Allowance while on special duty at Vancouver.....	495 00
H. B. Rogers.....	do do do at Wellington.....	12 00
J. Smith.....	Services as messenger in Post Office Inspector's Office, Victoria.	120 00
J. Miller.....	Conveying dutiable goods from Post Office to Custom House, Vancouver.....	36 00
Postmaster, Golden.....	Arrears of forward allowance (to 30th June, 1888).....	48 00
do Revelstoke.....	do salary (from 1st Oct., 1886, to 30th June, 1887).....	165 00
do Wellington.....	Compensation for money lost in transmission to bank.....	829 62
	Total.....	\$2,284 61

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

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, 1890.

Name.	Particulars.	Amount.
		\$ cts.
F. de St. C. Brecken, P. M., and Asst. P. O. I.	Incidental expenses, Charlottetown.....	178 50
Anglo American Telegraph Co	Telegrams to and from Postmaster, Charlottetown.....	103 23
P. E. Island Telephone Co...	Telephone messages for do do	2 60
Director of the International Postal Bureau.....	Proportion of Postal Union expenses (12 mos. to 31st Dec., 1889)	4 59
P. E. Island Telephone Co ..	Rent of telephone at Post Office, Charlottetown (12 mos. to 31st Dec., 1889).....	42 50
do do ..	Rent of telephone at Post Office, Summerside (6 mos. to 30th June, 1889)	12 50
J. D. Mason,	Special services in Post Office, Charlottetown.....	200 00
P. E. I. Steam Navigation Co	Expenses in connection with P. E. Island mails (Season 1889)..	262 16
Postmaster, O'Leary Station.	Compensation for postage stamps destroyed by fire at his office.	60 00
	Total.....	\$866 08

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

Avenue	170 12	211	4,281 18	27 11	229 44	10 92	135 00	40 00	160 00
Aylmer, West	4,201 66	2,128	22,706 94	178 58	12,182 72	62 92	1,080 00	40 00	160 00
Bayfield	2,107 34	1,341	11,616 26	96 34	25,400 27	13 56	640 00	120 00	120 00
Beachburg	983 28	273	5,155 55	38 99	1,606 54	30 40	290 00	40 00	40 00
Beaumont	1,097 66	534	6,911 31	57 18	1,517 00	17 33	320 00	40 00	40 00
Bancroft	279 92	184	1,811 13	16 14	1,162 39	5 68	100 00	12 00	12 00
Barrie	281 08	687	14,587 85	87 66	1,562 44	37 79	1,300 00	160 00	160 00
Bath	10,137 16	2,325	27,450 58	233 15	30,234 68	76 30	2,600 00	50 00	50 00
Bathurst St. (Toronto)	608 57	2,987	5,248 41	35 22	2,079 54	14 86	18 89	250 00	250 00
Bayfield	369 47	689	38,410 90	376 10	3,156 83	85 96	119 06	210 00	210 00
Bayville	266 12	233	12,625 92	81 49	2,306 74	33 03	16 38	108 00	108 00
Beaumont	3,199 24	210	3,199 24	21 08	378 22	9 27	210 00	16 00	16 00
Beaumont	445 75	124	4,519 67	11 41	833 67	4 07	144 00	48 00	48 00
Beaumont	379 26	325	1,658 95	31 95	1,090 43	11 86	3 28	144 00	144 00
Beaumont	1,290 68	1,229	16,782 07	123 75	2,832 07	42 54	25 87	380 00	380 00
Beaumont	1,573 07	508	8,530 44	58 21	3,669 62	22 85	14 32	490 00	490 00
Beaumont	1,241 27	325	4,429 60	30 89	3,140 73	11 24	400 00	400 00	400 00
Beaumont	237 19	142	2,563 41	17 53	131 67	6 64	112 00	6 64	6 64
Beaumont	523 78	73	1,503 67	10 36	1,127 86	4 16	180 00	180 00	180 00
Beaumont	15,797 36	3,957	45,903 70	406 64	55,356 28	2 92	52 00	52 00	52 00
Beaumont	139 80	51	1,105 42	7 80	272 54	7 94	210 00	16 00	16 00
Beaumont	594 82	279	3,094 14	24 52	1,033 46	20 34	170 00	16 00	16 00
Beaumont	553 33	493	8,078 14	53 72	877 15	3 87	2,040 00	400 00	400 00
Beaumont	8,511 90	2,843	24,395 25	238 25	33,074 92	71 17	2,040 00	400 00	400 00
Beaumont	509 21	611	9,378 78	62 06	1,041 25	23 70	1 82	226 00	226 00
Beaumont	337 77	106	3,936 64	22 28	66 01	9 95	160 00	160 00	160 00
Beaumont	2,529 26	1,325	7,705 38	83 69	1,921 92	2 97	60 00	60 00	60 00
Beaumont	524 15	97	1,176 66	7 31	67 37	1 05	160 00	160 00	160 00
Beaumont	1,525 12	881	13,233 21	105 23	4,065 40	34 45	750 00	160 00	160 00
Beaumont	1,562 26	773	7,463 53	60 16	3,632 87	19 31	168 00	168 00	168 00
Beaumont	386 55	93	14,189 25	96 06	2,770 61	36 58	480 00	48 00	48 00
Beaumont	1,769 96	993	1,337 44	8 88	599 16	3 43	170 00	80 00	80 00
Beaumont	4,745 60	1,551	13,289 96	103 75	4,776 85	34 88	630 00	80 00	80 00
Beaumont	2,777 22	1,968	15,732 94	129 21	10,701 54	43 89	1,360 00	160 00	160 00
Beaumont	1,734 55	634	12,752 92	98 58	8,791 84	36 04	860 00	100 00	100 00
Beaumont	4,815 15	1,071	8,991 56	65 07	3,122 60	23 37	600 00	20 00	20 00
Beaumont	23,163 31	4,567	14,257 86	116 97	22,101 39	39 00	1,335 00	200 00	200 00
Beaumont	496 08	177	50,617 61	449 32	132,991 68	147 06	4,200 00	400 00	400 00
Beaumont	255 86	224	2,151 36	15 30	523 29	6 36	160 00	10 00	10 00
Beaumont	1,136 48	463	4,756 23	27 80	784 80	12 68	122 00	24 00	24 00
Beaumont	647 76	442	4,644 83	36 83	2,867 26	11 88	389 00	4 00	4 00
Beaumont	2,009 94	1,254	4,446 45	80 14	1,608 41	11 69	200 00	80 00	80 00
Beaumont	1,537 56	1,551	10,531 54	80 14	6,607 40	30 36	710 00	150 00	150 00
Beaumont	11,574 96	3,652	7,030 11	57 68	1,782 82	18 79	15 51	360 00	360 00
Beaumont	169 57	40	41,679 36	347 68	52,723 67	116 85	3,400 00	480 00	480 00
Beaumont	656 89	614	6,740 26	3 81	1,507 94	1 37	84 00	244 00	244 00
Beaumont	473 65	101	2,503 30	17 56	2,527 94	18 38	216 00	24 00	24 00
Beaumont					835 20	7 08			

|| Including arrears

† Salaries, &c., entered elsewhere.

† Opened, 2nd January, 1889.

† Opened, 1st October, 1889.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation Paid to Post-masters on M. O. business.	Com-pensation Paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$		\$	\$	\$	\$	\$	\$	\$	\$
		cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
*Bruce Mines	Algoma	590 25	69	511 09	2 85	533 72	1 41		210 00	55 00	
Brussels	Huron	2,541 15	1,470	17,965 37	130 36	8,063 02	49 22	45 99	760 00	175 00	140 00
Burford	Brant	586 88	636	12,695 71	83 88	2,067 02	30 51	0 77	230 00	24 00	
Burk's Falls	Muskoka & P. Sound	1,178 85	445	9,007 81	62 78	3,658 90	23 27		320 00	40 00	40 00
Burlington	Huron	1,265 82	556	7,559 88	62 99	3,598 51	20 75	12 29	420 00	12 00	40 00
Byng Inlet, North	Muskoka & P. Sound	241 25	323	8,746 87	53 47	3,915 52	21 86	1 02	72 00		
Caistorville	Wentworth	145 81	56	1,098 35	6 57	269 98	2 76		50 00		
Caledon	Cardwell	399 00	205	4,934 00	29 29	1,157 35	12 48		150 00		
Caledonia	Haldimand	1,560 32	625	9,574 61	68 35	3,270 10	24 87		515 00	50 00	60 00
Cambray	Victoria	372 80	225	3,300 00	24 38	569 49	8 36	4 43	141 00	40 00	
Camden, East	Addington	464 20	384	6,568 51	43 75	369 47	16 57		144 00		
Camlachie	Lambton	489 49	148	1,885 43	14 02	1,111 02	5 16		144 00	‡ 12 50	
Campbellford	Northumberland	3,298 02	1,670	20,299 60	156 00	7,217 19	54 22	24 68	820 00		120 00
Campbellville	Halton	330 18	256	3,426 71	24 01	820 40	8 86		120 00		
Canfield	Haldimand	257 20	396	4,869 84	30 22	268 44	12 18		130 00	32 00	
Canington	Ontario	1,669 49	795	10,691 94	75 01	7,574 13	28 78	9 58	570 00	48 00	80 00
Cardinal	Greenville	1,287 02	602	12,045 36	92 98	2,108 24	30 94	25 51	420 00	14 00	60 00
Cardill	Bruce	424 59	224	2,114 14	16 48	2,341 09	5 95	2 99	136 00		
Carleton Place	Lanark	4,359 01	1,444	18,411 57	146 32	11,332 73	48 21	78 59	1,100 00		160 00
Carleton St. (Toronto)	York		2,854	34,320 96	369 56	2,682 80	87 65	138 55	+		
Castleton	Northumberland	417 89	373	5,369 68	37 88	3,915 04	13 55		166 00		
Cayuga	Haldimand	1,395 58	977	11,849 33	85 97	3,923 80	31 88	28 35	450 00	50 00	60 00
Cedar Dale	Ontario	568 36	82	1,175 65	9 93	514 76	3 35		220 00		
Chapleau	Algoma	1,022 71	366	7,305 42	57 27	1,200 78	18 97	32 10	328 00	40 00	
Charing Cross	Kent	576 21	122	2,003 59	13 98	1,179 23	5 26		200 00	90 00	
Chatham	do	13,222 09	3,920	43,557 60	391 68	38,415 05	126 54	88 07	3,300 00	240 00	
Chatsworth	Bruce	691 47	331	5,666 21	40 32	4,584 67	16 56		250 00	48 00	
Chesley	Grey	2,613 72	777	7,943 42	61 47	9,780 00	23 55	11 20	660 00	8 00	120 00
Chesterville	Dundas	1,301 10	277	3,298 26	26 81	2,439 46	9 89	14 04	400 00	40 00	40 00
Chippawa	Welland	583 86	127	1,203 93	9 07	2,088 24	5 41	12 65	340 00		40 00
Clanbeoye	Middlesex	244 21	72	1,186 35	9 88	2,40 15	3 04		104 00		
Claremont	Ontario	610 20	244	7,022 12	45 20	2,580 59	18 23		208 00		
Clarence	Russell	425 53	126	2,568 94	18 41	517 57	6 88		126 00	24 00	
Clarke	Durham	292 72	171	2,107 68	13 86	637 30	5 77		132 00		
Clarksburg	Grey	788 54	520	10,741 76	75 31	5,073 89	29 25	46 80	288 00	‡ 66 00	

Clearville	257	4,106 28	25 45	166 55	70 00	0 50	75 00	60 00
Clifford	1,058 23	6,446 96	43 86	4,057 62	16 60	9 93	80 00	200 00
Clinton	4,541 53	19,949 78	165 84	19,865 10	54 92	99 40	80 00	40 00
Cobden	977 86	4,069 75	27 54	1,574 31	10 67	12 32	240 00	120 00
Cobourg	6,728 40	23,625 50	208 11	19,247 09	69 00	30 65	240 00	40 00
Colborne	2,911 22	15,106 15	115 40	16,811 99	39 90	4 51	240 00	120 00
Coldwater	861 15	9,667 47	68 65	2,000 23	25 50	13 91	320 00	40 00
Coleman	466 08	2,330 18	21 77	546 04	6 05	3 88	114 00	240 00
Collingwood	5,822 56	21,005 18	166 85	31,785 65	63 49	52 74	1,500 00	280 00
Copoly's Bay	128 17	2,120 55	14 36	997 01	7 49		53 00	8 00
Colombus	323 90	2,720 55	16 63	2,122 88	8 11		114 00	
Conestogo	199 64	2,670 76	19 06	929 20	7 39		84 00	
Consecon	437 69	4,545 49	32 56	2,154 46	11 76		192 00	
Cookstown	939 14	4,612 84	30 60	1,522 46	11 76	15 53	348 00	40 00
Cooksville	310 99	1,906 48	12 53	1,040 23	4 96		114 00	
Corinth	222 41	4,114 01	26 34	429 07	10 41		90 00	
Cornwall	7,965 45	25,545 90	212 66	18,170 52	73 72	97 30	1,950 00	120 00
Cornwall	247 24	2,737 10	30 85	1,708 46	8 90		98 00	
Courtright	633 74	4,733 75	35 77	2,570 42	14 61		284 00	
Craigthurst	172 73	1,242 62	3 17	255 82	3 17		72 00	
Crediton	663 64	5,563 82	40 58	1,232 54	14 62		220 00	
Creemore	1,196 12	11,866 39	77 69	3,083 30	30 23	12 08	400 00	40 00
20Crysler	397 35	12,712 61	77 09	3,727 26	35 45		140 00	
Cumberland	492 96	3,963 57	28 56	1,621 21	11 17		168 00	
Deer Park	497 90	1,210 63	12 79	69 15	3 03	2 62	90 00	
Delaware	463 49	5,934 14	43 19	998 37	15 26	5 20	212 00	
Delhi	1,182 10	10,417 42	78 23	3,491 04	26 82	2 91	373 00	40 00
Delta	721 73	11,776 95	74 13	2,018 11	30 11		250 00	
Deerboro	363 72	8,151 47	62 09	1,029 78	20 72	14 87	84 00	160 00
Deerboro	4,142 66	14,192 53	112 34	4,469 64	38 05		1,100 00	
Dickinson's Landing	467 88	4,345 27	30 62	866 84	11 13		136 00	
Dorchester	467 88	3,716 23	27 54	3,356 10	9 61		185 00	
Drayton	1,544 35	5,344 33	37 42	2,882 84	14 06		490 00	60 00
Dresden	2,278 84	19,673 23	140 13	5,943 56	51 50	32 45	660 00	120 00
Drumbo	982 29	8,457 28	63 23	1,485 84	21 91		312 00	24 00
Duart	347 45	1,951 77	15 98	1,301 99	4 89		133 00	16 00
Dublin	640 91	7,501 49	43 02	955 35	20 63		270 00	32 00
Dunbarton	152 40	919 24	6 19	27 00	2 29	2 21	70 00	
Dunbarton	511 54	7,700 78	47 28	663 84	19 69		100 00	
Dundchurch	1,385 39	11,810 45	78 64	4,429 68	29 96		450 00	60 00
Dundalk	3,743 34	17,564 61	153 88	11,600 26	50 07	105 27	1,140 00	120 00
Dundas	925	12,171 99	112 69	1,394 76	31 89	34 29	186 00	
Dundas St. (Toronto)	400 13	9,353 34	59 01	1,271 70	24 19	11 71	168 00	
Dungannon	3,028 60	16,283 08	126 65	9,430 27	44 57	25 08	880 00	120 00
Dunville	291 22	2,909 58	20 85	1,391 53	8 83		100 00	
Dunvegan	2,066 86	16,890 68	115 27	7,803 16	44 60	24 91	676 00	100 00
Durham	988							

† Including arrears.

† Salary, &c., entered elsewhere.

* Closed 1st October, 1893.

Grafton	719 23	185	3,528 27	24 92	4,088 46	9 81	260 00	30 00
Grand Valley	1,167 63	477	7,856 18	53 98	1,678 05	19 75	332 00	16 00
Granton	602 57	838	2,605 08	18 81	807 81	6 84	210 00	15 00
Gravenhurst	2,802 94	838	8,120 93	65 95	5,268 93	23 00	840 00	32 00
Greenwood	221 90	190	3,507 84	25 08	461 88	9 02	100 00	80 00
Guelph	2,027 46	596	10,981 88	77 66	9,747 75	30 61	600 00	400 00
Hagersville	17,967 27	5,136	61,986 30	535 19	75,063 51	186 87	4,600 00	80 00
Haliburton	1,621 52	556	8,562 19	63 52	3,438 72	22 29	516 00	80 00
Hamilton	693 42	308	3,589 93	28 43	2,077 61	6 96	252 00	12 00
Hanover	73,302 22	10,990	141,412 16	1,418 49	341,077 36	11 07	110 00	40 00
Harrison	329 48	280	4,098 80	26 61	1,543 88	10 60	550 00	80 00
Hastings	1,687 98	612	7,915 22	62 49	5,404 73	21 70	920 00	60 00
Havelock	3,092 68	2,212	13,884 88	105 32	7,744 84	26 80	140 00	60 00
Hawkesbury	572 47	307	2,865 53	21 67	816 80	7 50	500 00	20 00
Hawkesville	1,684 93	249	4,147 03	30 51	2,386 72	11 16	168 00	28 00
Hensall	682 61	135	1,720 70	12 53	1,157 62	4 78	390 00	40 00
Hepworth	1,240 59	413	10,304 57	77 98	3,780 73	29 88	145 00	20 00
Hespeler	3,457 75	698	3,457 75	22 80	1,166 28	9 06	300 00	16 00
Hillburgh	850 63	179	10,177 82	69 83	2,014 75	25 87	300 00	24 00
Hillsdale	545 97	200	3,459 79	23 45	1,252 89	8 74	196 00	80 00
Holland Landing	198 69	72	445 26	4 00	974 95	2 12	100 00	104 00
Hollen	307 27	75	1,031 89	7 09	349 55	2 61	186 00	390 00
Hornings Mills	435 33	261	5,510 81	34 81	1,629 88	6 60	56 00	300 00
Humberstone	885 82	127	1,608 51	11 49	389 58	5 05	380 00	40 00
Huntsville	2,187 21	635	10,541 28	75 78	8,234 24	34 57	200 00	26 00
Ingersoll	8,556 22	2,847	28,201 32	237 90	51,721 26	79 02	2,200 00	400 00
Inneskip	344 58	184	3,075 96	21 78	691 89	7 72	120 00	2,200 00
International Bridge	616 38	461	4,636 63	36 47	670 46	11 70	228 00	100 00
Invermay	210 28	104	2,901 91	19 33	1,180 46	7 62	95 00	40 00
Iroquois	2,056 91	640	1,836 59	13 10	733 23	4 72	100 00	140 00
James St. (Hamilton)	1,278 70	366	6,492 87	53 44	5,059 00	18 41	680 00	50 00
Jordan	207 61	131	4,188 04	145 28	2,405 68	33 17	410 00	40 00
Keene	350 44	289	1,813 67	14 01	937 48	4 99	72 00	60 00
Kempville	1,629 53	1,449	4,291 85	28 56	360 38	10 82	126 00	80 00
Kettleby	243 84	242	26,345 36	186 43	9,258 16	71 76	534 00	60 00
Kimberley	185 68	143	3,617 14	22 99	875 58	7 39	30 00	68 00
Kincardine	4,135 61	1,239	16,529 44	122 58	17,822 67	52 90	1,040 00	72 00
King	666 82	110	1,899 91	14 14	211 44	4 78	192 00	50 00
Kingston	23,656 53	5,985	64,065 89	596 22	109,758 59	19 63	440 00	12 00
Kingville	1,538 91	667	7,060 03	63 97	3,637 42	8 33	60 00	60 00

§ Opened 1st April, 1890.
 † Opened 1st October, 1889.
 * Closed 1st October, 1889.
 † Closed 3rd November, 1889.

|| Opened 2nd January, 1890.
 ¶ Salary, &c., entered elsewhere.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation Paid to Post-masters on M. O. business.	Com-pensation Paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Kimmount.....	Victoria	892 07	429	4,958 74	37 49	2,528 06	13 74	12 02	320 00	30 00	40 00
Kippen.....	Huron.	275 46	115	1,441 81	10 50	698 47	3 97	7 27	95 00	20 00	
Kirkfield.....	Victoria	620 84	65	2,421 94	14 84	663 98	6 48	7 42	200 00		
Klenburg.....	York.	259 31	127	2,208 50	15 28	290 93	5 55	4 69	111 00		
Klock's Mills.....	Nipissing	402 56	52	897 31	8 43	99 35	2 31		120 00		
Komoka.....	Middlesex	300 40	72	1,481 42	10 79	755 67	3 81		90 00		
Lakeport.....	Peterboro'	1,753 96	823	11,337 36	87 49	3,245 91	31 30	9 89	592 00	20 00	80 00
Laleford.....	Northumberland	224 57	103	980 31	7 85	297 59	2 66		92 00		
L'Amable.....	Hastings	231 30	186	3,632 52	23 44	589 19	9 14		80 00	30 00	
Lambton Mills.....	York	342 51	163	2,804 41	22 65	975 95	7 81		132 00		
Lanark.....	Lanark	1,255 87	885	14,518 88	97 25	2,688 70	37 31	39 24	360 00	60 00	48 00
Lancaster.....	Glengarry	1,578 11	573	9,425 25	72 32	2,815 66	24 78	11 61	514 00	360 00	60 00
Lansdowne.....	Leeds	768 17	201	3,442 81	23 08	692 47	9 02	20 95	300 00	24 00	
Leamington.....	Essex	2,716 72	1,503	15,736 25	134 61	6,604 95	42 39	8 87	680 00	100 00	100 00
LeROY.....	Simcoe	282 58	187	2,296 38	17 37	798 15	5 88		114 00	16 00	
Lindsay.....	Victoria	8,091 53	2,139	26,190 07	205 44	26,645 10	74 14	45 14	2,100 00	200 00	360 00
Listowel.....	Porth.	4,120 60	2,086	20,137 76	165 37	13,078 79	54 66	10 96	1,200 00	120 00	200 00
Little Britain.....	Victoria	765 37	273	6,604 24	43 19	1,120 50	16 88		300 00	10 00	
Little Current.....	Algoma.	1,004 45	683	18,731 75	116 84	4,401 70	47 26	7 75	300 00		
Lloydtown.....	York	224 02	166	2,548 73	15 36	1,253 70	6 47		100 00		
London.....	Middlesex	51,700 97	7,331	91,669 56	829 10	347,490 61			+		
London East.....	do	1,731 67	1,084	10,936 24	108 16	3,433 07	30 14	30 29	492 00		60 00
London West.....	do	300 12	56	683 84	5 60	709 70	2 93		85 00		
L'Original.....	Prescott.	902 06	417	12,880 66	94 42	5,452 61	35 20	18 00	380 00	48 00	40 00
Lucan.....	Middlesex	4,423 06	496	4,213 06	34 81	3,036 04	11 92	2 42	400 00	160 00	80 00
Lucknow.....	Bruce	2,349 50	1,294	21,765 46	155 84	8,494 40	60 22	42 14	680 00	72 00	120 00
Lynn.....	Leeds.	668 21	296	4,075 21	30 24	2,672 63	11 00	20 02	270 00		
Lynden.....	Wentworth.	457 37	150	4,056 79	26 21	910 75	11 18		153 00		
Lynsdoch.....	Norfolk	489 55	387	5,925 55	41 42	579 58	14 93		180 00		
Madoc.....	Hastings	2,169 40	1,045	13,963 82	107 23	6,884 61	38 16	26 97	660 00	80 00	120 00
Magnetsawan.....	Muskoka & P. Sound.	459 75	139	3,484 98	22 06	3,146 68	10 10		168 00	36 00	
Manilla.....	Victoria	374 10	139	1,437 68	10 60	627 70	3 94		160 00		
Manitowaning.....	Algoma	18,934 60	636	5,227 25	49 84	5,227 25	49 84	3 75	300 00	48 00	
Manotick.....	Carleton.	559 29	301	9,166 62	55 85	1,711 49	23 43	19 15	196 00		
Maple.....	York	346 65	92	1,787 50	14 78	1,133 86	4 68		132 00	24 00	
Markdale.....	Grey.	1,649 83	697	11,251 22	78 27	4,180 63	23 81	16 94	520 00	20 00	60 00
Markham.....	York	1,902 21	547	7,799 90	62 57	8,305 82	22 62	4 41	540 00	90 00	80 00

Marmora.....	859 33	355	4,747 83	33 77	1,297 21	12 32	340 00	12 00	40 00
Marville.....	845 72	37	473 41	3 22	3,210 84	1 18	90 00	80 00	120 00
Mattawa.....	2,895 48	621	15,791 89	104 99	1,141 39	41 13	840 00	27 87	
Maxwell.....	294 37	345	7,936 86	50 25	1,191 81	20 01	95 00		
Meadowdale.....	198 87	133	2,251 11	15 85	19,613 16	5 72	84 00		
Meaford.....	3,050 49	1,981	20,483 81	157 23	1,265 32	58 30	918 00	60 00	160 00
Meibourne.....	515 85	227	3,288 48	23 71	5,348 75	9 03	180 00	12 00	60 00
Merrickville.....	1,620 86	611	8,982 22	66 33	2,710 72	25 25	490 00	48 00	40 00
Merritton.....	1,055 89	525	6,662 38	55 21	2,479 92	17 48	340 00	40 00	
Metcalfe.....	1,672 75	288	7,605 43	53 67	569 15	13 38	220 00		
Middleville.....	169 85	112	1,035 92	8 66	7,049 37	2 59	66 00	20 00	100 00
Midland.....	2,458 43	1,161	13,721 58	104 38	2,712 26	20 70	370 00	12 00	40 00
Mildmay.....	1,022 38	475	7,263 35	51 12	704 36	16 64	160 00		
Millbank.....	402 16	459	6,494 05	44 93	6,968 13	18 27	600 00	110 00	80 00
Millbrook.....	1,668 03	745	6,549 93	52 62	1,015 12	4 73	120 00	4 73	
Millie Roches.....	426 66	325	4,510 28	34 73	9,133 95	11 67	700 00	48 00	120 00
Milton West.....	2,370 82	1,530	15,303 64	123 17	2,060 04	14 36	260 00		
Milverton.....	798 04	348	5,660 23	38 88	4,355 63	16 36	312 00	12 00	
Minden.....	800 44	389	6,033 38	44 45	8,614 81	43 51	965 00	60 00	160 00
Mitchell.....	3,314 90	1,327	15,127 47	119 49	408 80	3 93	170 00	20 00	
Mohawk.....	442 82	128	1,491 67	13 66	399 86	3 91	120 00		
Mono Mills.....	251 21	74	1,565 01	10 91	700 43	4 64	144 00		
Moore.....	374 13	186	1,594 54	13 12	856 40	13 35	223 00	12 00	
Moorefield.....	586 56	467	5,294 23	34 83	530 94	7 81	176 00		
Morrish.....	410 93	251	3,075 01	22 57	9,940 07	54 53	1,100 00	240 00	180 00
Morrisburg.....	3,888 32	1,523	20,482 19	163 89	1,741 55	11 98	100 00		
Morrison.....	249 00	250	4,694 21	30 34	2,147 32	22 20	228 00	12 00	
Mount Albert.....	741 74	460	4,410 09	60 58	1,108 80	6 14	200 00	6 00	
Mount Brydges.....	576 27	276	9,012 06	61 96	524 61	22 82	120 00		
Mount Elgin.....	273 32	276	2,449 09	19 03	17,989 45	84 83	1,040 00	64 00	160 00
Mount Forest.....	3,902 88	2,428	29,994 71	215 93	157 34	7 52	76 00		
Nanticoke.....	306 28	146	2,990 02	18 78	20,022 21	66 11	1,780 00	160 00	163 35
Napanee.....	6,226 33	2,055	23,243 39	185 93	808 47	3 17	108 00		
Napier.....	234 98	149	1,213 21	9 87	437 18	14 01	90 00	8 00	
Nassagaweya.....	245 91	361	5,624 69	38 56	638 50	4 41	70 00		
Nepigon.....	298 32	125	1,685 04	12 18	1,014 51	9 44	230 00	6 00	
Newstadt.....	857 07	218	3,641 31	30 79	3,512 30	22 36	348 00	64 00	40 00
Newboro'.....	994 26	326	8,616 36	55 87	1,491 73	14 75	250 00	12 00	
Newburgh.....	624 56	362	5,736 01	40 25	1,239 03	14 00	250 00	6 00	
Newbury.....	655 72	450	5,411 80	41 72	2,614 75	35 06	440 00	72 00	60 00
Newcastle.....	1,307 75	755	13,668 48	16 33	1,315 06	5 13	290 00		
New Dundee.....	1,432 64	111	1,928 62	16 33	1,225 75	9 51	160 00		
New Edinburgh.....	1,389 82	127	3,360 09	24 38	803 96	7 78	52 00		
New Germany.....	97 33	175	3,054 46	33 94	4,884 00	16 16	600 00	24 00	100 00
New Hamburg.....	1,621 89	487	5,905 03	48 41	11,210 16	43 20	940 00	120 00	160 00
Newmarket.....	3,421 63	1,531	15,695 00	128 93	6,155 44	34 19	600 00	72 00	100 00
Niagara.....	1,886 91	926	12,392 75	97 27	7,986 04	32 55	1,440 00	200 00	
Niagara Falls.....	3,856 51	1,041	10,914 40	94 16	5,871 11	36 33	574 00		
Niagara Falls, South.....	1,291 39	844	13,424 33	97 52					

+ Salary, &c., entered elsewhere.

* Opened 1st April, 1890.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation Paid to Post-masters on M.O. business.	Com-pensation Paid to Post-masters on S.B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nobleton	York	226 74	139	3,078 45	19 54	764 84	7 69	6 96	84 00	4 00	
Norland	Victoria	250 78	31	644 22	4 19	389 42	18 91		90 00		
North Augusta	Grenville	432 68	285	6,930 32	42 74	1,098 15	15 91	12 26	140 00		
North Bay	Nipissing	2,919 42	857	17,688 42	131 29	5,178 13	45 72	40 33	750 00		120 00
North Gower	Carleton	562 53	134	4,184 47	25 80	2,064 61	11 18	13 88	240 00	8 00	
North Port	Prince Edward	327 71	243	4,869 14	31 80	928 47	13 14	2 34	144 00		
Norval	Haltou	2,044 31	1,559	17,374 35	132 58	587 91	5 28		155 00		
Norwich	Oxford	2,134 10	667	9,301 51	70 17	4,418 13	24 88	19 72	688 00	48 00	120 00
Norwood	Peterboro'	1,152 97	52	1,403 38	8 85	165 31	3 67	24 55	600 00	24 00	80 00
Oakland	Oxford	2,864 65	1,234	20,271 81	154 01	7,969 33	54 29	43 24	680 00	32 00	120 00
Oakwood	Haltou	429 92	301	4,587 97	32 15	662 59	11 51		186 00		
Odessa	Victoria	489 62	284	3,566 45	25 48	991 29	9 42	10 55	196 00	72 00	
Oil Springs	Lennox	1,225 16	558	7,143 90	54 05	3,100 98	20 00	7 60	360 00	40 00	
Oranense	Lambton	1,138 40	701	11,445 37	72 30	1,344 88	29 62	8 21	390 00	16 00	
Orangeville	Wellington	4,968 18	1,408	15,927 61	120 14	15,042 88	43 61	28 82	1,280 00	72 00	
Orillia	Simcoe	7,867 59	2,043	23,207 84	203 13	25,366 78	73 71	63 26	1,960 00	150 00	340 00
Orono	Durham	1,073 25	699	10,258 24	76 01	2,401 45	26 35	18 55	1,400 00	6 00	40 00
Oswell	Elgin	105 52	74	859 21	6 06	63 00			42 00		
Oseola	Renfrew	346 63	114	3,201 15	20 70	573 05	8 29	3 45	160 00	8 00	
Ohawa	Ontario	5,433 44	1,965	17,892 62	156 05	28,317 94	51 51	38 32	1,475 00	80 00	240 00
Ottawa	Ontario	48,821 10	12,860	213,463 57	1,833 89	172,994 41					
Otterville	Carleton	987 50	277	1,949 60	19 31	2,749 04	6 47	3 12	340 00	40 00	
Owen Sound	Oxford	9,626 71	4,259	50,697 58	423 62	49,496 43	141 91	106 24	2,300 00	265 00	40 00
Paisley	Grey	2,777 39	566	5,363 94	42 64	9,796 95	15 36	12 53	820 00	90 00	140 00
Pakenham	Bruce	1,281 52	466	10,086 15	67 89	1,625 72	25 62	9 25	410 00	24 00	40 00
Palmerston	Lenark	196 12	242	3,573 88	25 57	708 04	9 30	1 70	80 00		
Paris	Haltou	1,901 05	1,043	10,955 69	84 51	5,367 94	28 94	16 20	680 00	80 00	120 00
Paris Station	Wellington	3,661 66	1,470	13,241 82	116 88	10,097 64	39 30	43 08	1,300 00	80 00	200 00
Parkdale	Brant	5,268 56	2,699	2,735 73	22 59	281 33	6 94	0 12	332 00	20 00	40 00
Park Hill	do	2,850 25	1,776	20,896 73	213 04	9,315 35	56 17	53 48	900 00	160 00	
Parry Sound	York	1,667 32	1,061	11,979 75	92 39	8,711 21	32 69	4 32	850 00	140 00	160 00
Pelee Island	Middlesex	2,398 90	261	46,372 87	297 57	12,672 88	120 55	25 84	560 00	100 00	60 00
Pelee Island	Muskoka & P. Sound	5,756 09	2,380	33,071 16	38 77	3,182 49	89 35	92 79	84 00	220 00	240 00
Penetanguishene	Essex	2,139 90	847	10,224 84	76 50	4,973 51	28 36	31 06	1,660 00	14 00	100 00
Perrin	Renfrew	4,883 98	1,394	14,191 97	125 93	16,514 23	41 09	62 13	1,500 00	240 00	200 00

Peterboro'	14,616 26	4,693	50,262 90	498 90	48,413 19	145 62	109 95	3,650 00	300 00
Peter Street (Toronto)	2,214	2,214	27,098 82	292 92	772 86	68 48	83 65	1,640 00	16 00
Petrolas	2,307	2,307	25,251 48	200 66	11,318 13	70 60	42 90	1,322 00	400 00
Phelpton	387 85	104	1,349 66	9 07	248 65	3 38	2 62	340 00	40 00
Pickering	739 89	361	3,857 30	90 00	1,778 02	10 42	16 42	1,255 00	300 00
Pikton	5,420 44	2,269	19,850 92	50 27	18,208 62	61 64	10 24	2,320 00	240 00
Prince Edward	761 79	194	8,060 83	50 27	2,293 11	23 12	20 96	360 00	40 00
Plantagenet	1,118 34	510	5,682 16	44 87	1,601 41	14 62	20 96	90 00	40 00
Plattsville	216 85	82	1,628 49	12 66	280 30	4 15	.....	440 00	40 00
Plevna	1,007 08	601	9,630 25	72 57	2,238 94	26 22	.....	170 00	54 00
Point Edward	507 01	187	2,477 75	17 39	469 12	6 89	42 84	1,600 00	200 00
Pontypool	4,973 23	2,987	48,961 75	429 28	12,853 28	130 01	11 85	280 00	72 00
Port Arthur	625 11	402	10,105 77	63 74	1,986 62	28 08	.....	165 00	20 00
Port Burwell	400 66	186	2,716 02	18 28	2,552 33	7 43	.....	60 00	80 00
Port Colborne	1,873 12	496	6,467 52	52 82	5,605 88	19 71	16 72	570 00	.....
Port Dalhousie	637 33	304	5,142 87	36 28	2,659 00	13 60	14 98	250 00	80 00
Port Dover	1,575 39	1,267	14,107 56	112 66	3,726 09	37 37	24 18	500 00	10 00
Port Elgin	2,181 28	1,289	11,997 66	95 49	8,195 71	34 46	5 54	690 00	24 00
Port Hope	7,124 97	2,589	26,274 82	229 78	27,492 51	76 37	37 60	2,000 00	240 00
Port Ferry	2,804 62	1,059	11,800 98	94 87	8,667 13	31 84	17 42	870 00	30 00
Port Perry	443 32	114	1,761 87	12 23	819 20	4 74	0 80	200 00	140 00
Port Robinson	1,168 52	619	8,676 25	64 69	4,126 98	24 38	8 03	400 00	40 00
Port Rowan	1,108 99	110	862 31	7 20	258 54	2 31	.....	40 00	.....
Port Ryerse	677 00	231	2,479 43	22 28	1,621 12	7 59	8 31	280 00	8 00
Port Stanley	286 90	294	4,248 58	31 91	2,420 71	12 69	2 97	120 00	.....
Port Sydney	4,811 23	1,908	21,204 40	175 52	13,541 14	60 83	143 92	1,400 00	460 00
Prescott	2,158 18	808	9,212 37	81 11	6,965 39	25 54	60 83	600 00	36 00
Preston	610 69	253	3,778 14	26 81	2,676 85	11 19	6 64	220 00	6 00
Priceville	718 11	360	5,696 08	43 38	1,818 93	15 27	.....	240 00	8 00
Princeton	158 87	285	4,416 69	30 64	1,300 22	11 05	.....	65 00	.....
Puslinch .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queen Street East (Toronto)	1,972	1,972	21,362 56	243 71	753 90	54 52	85 50	.....	.....
do	388 54	27	1,589 19	3 41	384 51	1 35	.....	120 00	.....
Queen'sville	166 51	133	1,167 16	8 84	784 62	3 32	.....	87 00	.....
Rathio	2,675 96	1,797	40,326 23	306 49	5,982 80	102 51	51 20	750 00	20 00
Rat Portage	3,804 58	1,068	14,142 33	115 68	6,732 94	37 37	73 95	1,100 00	100 00
Reafrew	339 96	233	7,109 85	46 06	2,897 51	21 92	10 21	120 00	160 00
Riceville	503 32	308	7,360 32	47 54	1,204 08	18 69	5 67	192 00	12 00
Richmond West	997 89	393	9,567 56	65 78	4,176 44	24 37	17 31	400 00	40 00
Richmond Hill	3,593 28	1,129	11,652 65	89 40	9,834 46	32 19	9 94	1,000 00	160 00
Ridgetown	750 67	410	5,842 96	43 12	2,129 09	15 55	28 53	226 00	32 00
Ridgeway	110 80	84	1,581 84	9 78	1,024 33	4 97	.....	54 00	.....
Riversdale	2,215 54	690	7,842 91	93 83	1,028 60	20 80	40 60	450 00	60 00
Riverside	207 57	123	3,016 51	19 38	423 39	8 10	7 66	87 00	50 00
Rockingham	689 12	491	2,546 46	16 00	372 00	6 49	.....	84 00	30 00
Rockton	1,181 22	797	5,201 16	38 98	1,544 06	13 37	6 73	265 00	10 00
Rockwood	346 74	142	9,156 26	68 77	4,717 82	24 22	11 90	450 00	60 00
Rodney .....	.....	.....	3,636 53	21 71	985 82	9 10	4 00	144 00	45 00
Rosemont .....	.....	.....	.....	.....	.....	.....	.....	.....	.....

+ Including arrears.

+ Opened 2nd January, 1890.

* Salary, &c., entered elsewhere.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Roseau...	Muskoka & P. Sound	511 87		3,652 64	28 28	2,447 29	11 17	5 99	183 00	80 00	
Rothsay	Wellington...	352 11	247	1,257 04	7 62	445 75	3 12		125 00		
Russell		659 02	63	4,144 92	25 23	2,880 13	12 42		290 00	24 00	
St. Catharines	Lincoln and Niagara.	13,434 59	85	40,008 87	347 65	60,728 53	125 26	121 84	3,500 00	96 00	
St. George (Brant)	Brant	1,061 28	443	4,423 64	38 20	2,700 60	11 68	8 22	3,860 00	40 00	
St. Jacobs	Westerloo.	387 47	156	2,072 48	15 83	773 09	4 71		180 00	8 00	
St. Mary's (Blanchard)	Perth	5,850 03	2,250	26,915 23	212 57	20,162 65	72 21	54 19	1,440 00	50 00	220 00
St. Thomas West	Elgin.	15,040 72	3,580	36,456 53	324 53	127,269 37	108 38	144 33	3,800 00	120 00	
St. Williams	Norfolk	286 89	244	2,688 29	21 33	769 82	7 05		130 00		
Sandwich	Essex	659 36	268	3,187 79	30 24	3,733 70	11 00	0 81	320 00		70 00
Sarnia	Essex	8,505 62	2,972	34,539 46	279 98	34,572 98	98 68	89 57	2,140 00	200 00	360 00
Sault Ste. Marie	Algoma	3,548 85	2,188	35,728 18	265 89	16,280 85	94 25	0 50	780 00	80 00	120 00
Scarboro'	York	98 81	64	1,608 82	12 21	618 56	4 07	2 38	50 00		
Schomberg	do	766 77	134	2,589 35	16 13	1,476 61	6 70	19 35	260 00		
Schreiber	Algoma	663 17	355	8,141 21	64 19	423 60	20 54		220 00		
Scotland	Oxford	269 67	278	4,757 22	31 69	1,578 69	12 96		100 00		
Seaford	Huron	4,871 17	1,904	25,174 86	195 77	16,580 92	72 75	146 46	1,300 00	200 00	200 00
Selkirk	Haldimand	494 71	402	10,471 13	66 49	2,966 85	27 00		210 00	4 00	
Seyern Bridge	Ontario	416 87	291	3,109 72	22 92	1,015 53	8 35		150 00	6 00	
Shakespeare	Oxford	546 27	279	4,850 77	34 50	1,800 37	13 26		200 00		
Shannonville	Hastings	456 45	308	4,821 35	33 75	483 60	12 37		185 00	24 00	
Sharon	York	428 44	52	244 72	3 80		1 26		72 00		
Shelburne	Grey	2,357 42	1,151	17,220 20	114 32	6,321 43	45 43	39 21	660 00	36 00	120 00
Simcoe	Norfolk	5,139 83	1,696	16,252 62	140 69	15,734 09	47 98	14 73	1,440 00	300 00	200 00
Singhampton	Simcoe	303 81	216	5,099 20	31 08	1,579 20	13 82		1,200 00	36 00	
Smith's Falls	Leeds and Grenville.	6,023 10	4,890	18,648 15	153 14	27,767 93	49 85	50 63	1,500 00	50 00	240 00
Smithville	Wentworth	959 68	1,499	27,704 39	183 42	3,505 38	70 24	32 65	360 00	8 00	40 00
Sombra	Bothwell	362 18	424	7,580 43	52 77	1,687 63	19 68		100 00	20 00	
Southampton	Bruce	1,076 28	563	9,430 07	69 88	2,570 41	25 07	12 25	350 00	80 00	40 00
South Woodlee	Essex	482 09	1,069	2,169 43	13 46	405 94	5 43		150 00		
Spadina Ave. (Toronto)	York		3,133	36,233 16	388 13	6,236 84	94 59	89 73	150 00		
Sparta	Elgin	364 90	215	3,631 21	25 26	1,262 04	9 50		144 00		
Spencerville	Grenville	427 47	564	10,866 18	73 77	1,161 92	28 55	35 39	160 00	20 00	
Spring Brook	Hastings	382 79	79	1,409 45	9 53	68 60	3 52		104 00		
Springfield	Middlesex	655 87	704	9,914 10	70 33	1,303 65	25 38	5 42	245 00		
Springfield-on-the-Credit	Peel	333 51	63	1,028 09	8 31	609 67	2 75		96 00		

Springford	271 53	972 74	7 23	546 23	108 00	10 00	80 00
Stayner	2,006 70	10,864 14	78 39	5,621 02	621 00	10 00	
Stella	252 41	4,875 23	30 61	1,511 48	93 00		
Stevensville	322 25	3,841 89	28 16	897 20	136 00	\$ 12 00	
Stirling	1,274 00	14,648 24	97 82	2,737 88	240 00	20 00	60 00
Sturton	112 63	1,029 02	7 03	155 29	46 00	32 00	40 00
Stony Creek	230 26	3,178 88	28 65	1,056 70	90 00	32 00	
Stouffville	1,609 52	12,200 21	87 39	4,735 46	480 00	80 00	60 00
Strabane	161 44	2,603 57	16 62	503 90	48 00		
Stratford	10,825 25	34,547 14	311 16	35,135 10	2,960 00	166 00	
Strathroy	4,687 75	18,805 17	155 71	13,596 37	1,360 00	72 00	200 00
Streetsville	1,044 95	12,159 63	83 22	3,026 60	400 00		40 00
Sturgeon Falls	779 17	2,983 14	19 47	1,772 79	240 00		
Sudbury	2,844 57	49,672 07	395 27	4,322 79	480 00	20 00	60 00
Sunderland	954 60	1,112 13	8 89	1,792 28	310 00	16 00	40 00
Sutton West	1,021 78	20,244 98	128 31	2,284 29	400 00	30 00	40 00
Sydenham	502 29	8,225 81	54 82	969 34	180 00	12 00	
Tamworth	1,125 46	6,322 54	42 98	2,482 04	372 00	28 00	40 00
Tara	1,857 73	5,763 79	35 51	3,421 55	500 00	12 00	60 00
Tavistock	1,119 83	4,290 47	42 39	2,190 38	330 00		40 00
Teeswater	1,676 24	13,870 84	96 08	5,946 12	500 00		60 00
Thamesford	522 62	4,760 68	35 05	1,512 09	210 00		
Thamesville	1,536 78	12,744 70	89 09	2,112 54	600 00	16 00	120 00
Theford	1,040 05	6,788 56	50 03	2,861 17	400 00	20 00	40 00
Thornbury	189 17	3,436 62	22 63	153 39	60 00	2 00	
Thornhill	1,285 47	9,400 39	65 35	5,190 65	420 00		60 00
Thorndale	369 62	3,793 19	24 82	699 17	132 00	32 00	
Thornhill	1,153 41	2,674 12	22 28	1,443 08	380 00	12 00	40 00
Thorton	467 53	2,79 58	2 49	918 07	144 00	14 00	
Thorold	2,864 98	9,637 68	82 47	10,594 87	980 00		140 00
Tilbury Centre	1,437 41	8,014 71	57 71	3,489 23	490 00	\$ 43 50	60 00
Tilsburg	4,174 97	17,021 56	137 41	14,589 26	1,040 00	360 00	160 00
Tiverton	1,008 99	5,705 66	41 80	3,494 67	3,040 00	8 00	40 00
Toronto	342,677 42	3,522 77	3,522 77	1,719,953 40	+		
Tottenham	1,160 15	5,919 55	40 75	2,277 83	420 00	40 00	40 00
Trenton	5,011 03	14,921 40	121 07	16,970 95	1,300 00	200 00	166 68
Tullamore	86 84	1,488 06	10 52	594 82	40 00		
Tweed	1,305 02	6,612 08	47 53	2,673 50	380 00	50 00	40 00
Underwood	330 83	8,634 48	55 74	1,793 51	160 00		
Union	290 84	1,251 25	11 72	522 75	108 00		
Unionville	562 44	2,227 35	17 32	2,316 33	200 00	80 00	
Uxbridge	3,526 24	17,219 83	129 83	9,482 63	1,035 00	32 00	160 00
Vankleek Hill	1,676 52	5,028 77	40 37	7,250 94	22 61	64 52	24 00
Varna	339 45	2,391 49	16 85	365 27	132 00		60 00
Victoria Harbour	497 07	3,027 53	21 30	1,192 86	160 00		
Vienna	373 94	16,817 76	107 44	1,781 77	156 00	4 00	
Victoria	464 77	9,871 18	69 70	1,519 76	200 00	16 00	

+ Salary, &c., entered elsewhere.

† Late Saugreen.

§ Including arrears.

* Opened 1st April, 1890.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Concluded.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wales.....	Stormont.	444 89	19	496 92	4 59	989 94	1 80	.....	210 00	120 00	.....
Walkerton.....	Bruce	4,878 77	2,042	23,699 33	183 36	17,709 58	63 07	28 63	1,400 00	200 00	240 00
Walkerville.....	Essex	1,862 84	480	6,785 73	54 11	2,581 59	15 15	10 40	440 00	.....	40 00
Wallaceburg.....	Bothwell	2,831 03	1,422	20,734 36	151 99	6,386 26	59 49	1 47	800 00	60 00	120 00
Wallacetown.....	Elgin.	1,422 84	285	6,127 64	39 05	569 34	15 42	.....	270 00	16 00	.....
Wardville.....	Middlesex	718 54	522	11,952 82	73 92	3,202 35	30 67	12 92	300 00	.....	40 00
Warkworth.....	Northumberland	1,273 59	1,190	22,708 14	146 94	2,949 92	58 62	8 43	380 00	.....	.....
Warsaw.....	Peterboro'	384 62	116	2,444 38	15 56	241 67	6 24	.....	100 00	.....	.....
Warwick.....	Lambton.	3,829 78	251	3,829 78	26 31	482 62	9 64	.....	96 00	.....	.....
Waterdown.....	Waterdown.	684 61	425	6,170 21	44 26	1,560 14	15 83	10 86	320 00	40 00	.....
Waterford.....	Norfolk.	1,669 36	734	8,502 27	59 33	4,392 56	23 76	13 54	550 00	60 00	.....
Waterloo.....	Waterloo.	4,263 58	768	8,523 26	80 70	32,828 60	28 12	27 84	1,320 00	16 00	200 00
Waterloo West.....	Waterloo.	2,479 08	1,768	29,480 21	200 97	7,687 43	74 47	78 19	700 00	30 00	120 00
Watbushene.....	Lambton	1,029 40	481	6,470 94	49 67	1,114 13	16 70	15 42	300 00	.....	40 00
* Waverley.....	do	255 02	96	1,131 19	7 12	149 60	2 83	.....	80 00	8 00	.....
Welland.....	Welland	3,343 05	925	11,933 76	85 71	11,533 02	33 72	18 44	930 00	160 00	.....
Welland Port.....	Monck	389 66	435	8,814 01	56 39	1,020 87	23 40	2 26	136 00	.....	.....
Wellesley.....	Waterloo	734 96	595	7,642 55	58 78	1,705 85	19 46	13 12	312 00	8 00	.....
Wellington.....	Prince Edward	812 90	714	10,245 95	73 82	1,584 99	26 46	.....	316 00	.....	.....
West Lorne.....	Elgin	1,083 90	329	3,982 83	29 53	1,641 79	10 29	.....	376 00	20 00	40 00
Weston.....	York	837 55	465	6,640 26	51 11	4,198 56	19 61	26 80	320 00	16 00	40 00
Westport.....	Leeds	913 18	869	10,452 82	65 21	1,762 21	28 07	8 93	360 00	12 00	40 00
West Toronto Junction	York	3,420 58	899	10,528 46	101 59	6,275 34	30 07	.....	420 00	.....	40 00
Whitby.....	Ontario	4,285 26	1,585	14,825 14	123 37	16,022 04	46 05	16 80	1,400 00	200 00	240 00
Whitvale.....	do	289 31	4 59	637 31	.....	1,688 32	1 98	.....	84 00	.....	.....
Wiaraton.....	Bruce	2,770 15	1,425	20,504 41	143 57	9,020 93	54 61	9 39	780 00	75 00	120 00
Wilkesport.....	Bothwell	265 19	319	6,983 86	42 44	1,295 37	18 09	.....	90 00	4 00	.....
Williamstown.....	Glengarry	708 60	163	5,901 19	35 44	2,134 07	14 74	9 31	240 00	.....	.....
† Winchester.....	Dundas	1,778 00	388	3,739 03	29 58	4,823 18	12 15	10 66	520 00	.....	80 00
Windsor.....	Essex.	11,679 98	2,778	36,504 68	326 20	39,787 53	.....	.....	.....	.....	.....
Wingham.....	Huron	3,976 15	1,522	16,076 73	128 16	12,668 41	43 21	35 29	1,000 00	60 00	160 00
Winona.....	Wentworth	392 49	69	1,641 79	11 53	3,826 48	4 65	.....	140 00	36 00	40 00
Woodbridge.....	York	983 18	421	8,358 69	59 20	2,418 54	21 90	26 24	400 00	.....	.....
Woodham.....	Perth	190 62	86	1,320 12	9 17	568 47	3 39	.....	72 00	.....	.....
Woodstock.....	Essex	357 52	266	6,754 38	44 17	642 82	17 21	.....	90 00	.....	.....
Woodstock.....	Oxford	15,432 06	4,885	47,364 59	398 29	91,354 39	134 29	96 53	3,240 00	160 00	500 00
Woodville.....	Victoria	1,090 17	189	5,870 18	34 36	460 85	14 81	4 43	350 00	32 00	40 00

Wroxeter.....	931 53	494	8,898 52	62 34	4,876 83	26 27	18 93	320 00	18 00	40 00
Wyoming.....	1,370 75	1,170	13,790 38	100 86	3,429 39	35 96	22 36	440 00	6 00	60 00
Yarker.....	617 88	167	2,599 06	17 63	1,486 75	6 70	2 61	210 00		
York.....	303 87	160	3,725 03	25 38	822 16	9 79	17 74	158 00		
Yorkville.....	6,277 54	2,264	27,572 01	300 32	5,597 74	73 35	164 78	1,100 00		220 00
Zurich.....	741 09	404	9,824 80	65 36	2,133 96	25 31		220 00		
Totals.....	1,429,431 33	434,871	5,973,277 22	47,692 98	5,704,704 07	13,627 85	9,092 62	251,328 50	20,067 00	23,488 03

† Salarics, &c., entered elsewhere.

‡ Late West Winchester.

* Opened 2nd January, 1890.

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1890.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Abercorn.	Brome.	173 42	110	831 40	7 32	673 82	2 09	..	85 00	..	..
Actonvale	Bagot.	924 12	117	2,595 01	29 01	3,680 49	11 41	1 84	360 00	150 00	40 00
Agnes.	Beauce.	661 36	355	7,738 76	53 10	2,737 21	22 45	10 62	320 00	24 00	..
Arthabaska.	Arthabaska	1,419 05	493	7,142 71	56 35	5,118 92	26 12	0 54	480 00	40 00	60 00
Aylmer East	Ottawa.	1,238 52	475	10,691 12	72 44	3,807 56	28 72	33 73	496 00	108 00	25 00
Bagotville	Chicoutimi.	232 24	147	4,813 58	30 62	285 40	12 33	..	84 00	10 00	..
Beauharnois	Beauharnois	1,132 84	469	7,749 91	52 36	5,017 78	20 95	2 77	420 00	60 00	40 00
Bédford	Nicolet.	399 99	7	209 74	1 70	332 77	1 28	0 21	200 00	90 00	..
Bécanour	Missisquoi	1,308 66	521	5,831 57	52 85	3,935 30	16 70	21 62	420 00	..	60 00
Bebe Plain.	Stanstead	254 66	78	2,798 88	15 23	2,978 54	7 11	..	132 00	..	..
Bersimis.	Sagouay	105 00	..	..	..	..	..	..	50 00	50 00	..
Berthier (en haut)	Berthier	1,459 93	553	9,981 12	70 47	4,863 46	28 16	27 15	520 00	100 00	80 00
Black Cape.	Bonaventure	350 15	208	5,115 95	31 87	1,330 77	13 67	..	150 00	..	..
Bolton Centre.	Brome.	180 35	97	1,876 09	14 36	1,029 54	9 12	..	250 00	20 00	..
Bryson.	Pontiac.	413 80	235	3,893 30	27 05	1,193 60	9 74	15 04	225 00	80 00	..
Buckingham.	Ottawa.	2,327 28	824	19,968 86	140 14	4,133 62	54 93	64 05	720 00	40 00	100 00
Cacouna	Témiscouata.	657 22	54	1,218 34	8 02	3,747 15	3 93	..	300 00	..	..
Capelton	Shenbrooke.	539 22	510	9,800 40	88 48	757 48	25 59	11 60	100 00	..	..
Cap Sante.	Portneuf	277 01	13	539 18	3 63	433 09	1 36	..	228 00	..	..
Chambly Canton.	Chambly	574 84	193	1,677 39	13 68	1,702 64	5 06	16 66	110 00	..	..
Chapreau.	Pontiac.	409 93	122	2,216 51	13 76	211 56	5 55	..	200 00	8 00	..
Chelsea	Ottawa.	414 28	243	3,736 48	28 87	681 71	9 70	6 47	200 00	32 00	60 00
Chicoutimi	Chicoutimi	1,636 86	274	9,983 03	63 56	9,290 04	36 14	2 48	450 00	16 00	..
Clarenceville	Missisquoi	621 48	214	3,298 86	23 10	1,607 05	10 96	2 79	240 00	100 00	81 70
Coaticook	Stanstead	3,362 16	1,450	13,818 30	131 95	6,546 08	38 84	16 96	903 36	53 00	40 00
Compton.	Compton.	873 97	250	2,883 80	27 28	2,001 07	8 35	2 72	336 00	..	..
Cookshire.	do	1,395 77	522	7,861 80	63 23	3,469 68	22 64	22 34	420 00	..	..
Coteau Landing.	Soulanges.	583 64	328	13,890 90	83 68	1,954 04	35 12	..	240 00	48 00	80 00
Cowansville.	Missisquoi	2,059 81	697	6,859 01	58 47	10,118 89	18 85	..	580 00	..	..
Danville.	Richmond	2,176 32	533	6,591 58	60 62	7,318 04	25 26	27 57	600 00	32 00	..

Deschambault.....	430 53	65	1,983 59	13 26	997 31	6 23	42 61	120 00
Drummond.....	1,732 85	137	1,350 11	12 43	2,356 22	6 51	3 76	480 00
Dunham.....	550 13	418	7,681 08	53 07	1,821 04	21 10	.....	220 00
East Farnham.....	214 73	125	893 61	8 80	636 46	2 85	.....	80 00
Etchemin.....	828 91	182	3,068 22	24 60	941 77	9 05	.....	280 00
Farnham.....	1,826 55	866	13,745 01	105 94	2,900 56	38 10	33 75	530 00
Franklin Centre.....	246 47	62	854 68	6 68	1,745 24	2 75	.....	112 00
Freighsburg.....	578 40	325	3,783 79	33 93	1,821 10	30 22	20 20	250 00
Gaspé.....	697 66	564	11,124 17	77 86	4,823 40	10 67	15 75	350 00
Gaspé Basin.....	1,840 89	685	7,617 67	61 89	5,730 97	22 60	.....	560 00
Grandy.....	797 61	373	19,795 39	110 29	2,917 16	51 75	9 94	320 00
Grenville.....	87 19	159	5,114 71	30 69	217 44	12 79	.....	50 00
Grindstone Island.....	493 39	100	1,117 81	11 26	1,421 92	4 25	1 56	168 00
Haley.....	356 56	42	1,445 29	6 50	2,657 81	5 94	.....	180 00
Hebertville.....	965 77	98	3,079 79	19 43	2,142 73	10 97	6 46	270 00
Huntingford.....	345 74	91	3,242 36	27 28	1,773 99	9 31	.....	136 00
Henryville.....	1,451 35	461	6,941 03	68 31	1,297 04	17 90	23 36	586 00
Hochelaga.....	605 58	56	1,898 56	11 12	1,119 50	4 78	4 20	200 00
Hochelaga.....	2,974 64	737	16,062 33	112 95	7,119 59	43 89	63 83	1,000 00
Hull.....	2,058 79	475	6,979 64	55 70	8,221 51	22 29	66 35	600 00
Huntingdon.....	873 08	222	6,560 52	43 74	3,074 71	19 02	14 21	280 00
Inverness.....	2,551 43	763	12,066 25	88 59	6,969 63	36 42	2 72	160 00
Joliette.....	491 00	71	2,396 32	15 92	4,841 65	9 13	.....	84 00
Kamouraska.....	230 92	196	2,280 79	26 11	326 71	5 88	.....	84 00
Kingsbury.....	523 25	104	2,352 78	23 95	265 48	6 28	1 23	210 00
Kingsey Falls.....	302 29	77	1,716 50	14 64	597 15	5 37	16 32	120 00
Kinnear's Mills.....	1,460 78	930	13,615 19	103 04	3,945 10	36 78	31 32	420 00
Knowlton.....	759 93	332	5,623 47	55 26	2,842 49	17 74	22 46	530 00
Lachine.....	1,922 42	483	8,282 84	63 56	6,640 21	24 60	41 08	600 00
Lachute.....	845 13	216	5,774 65	39 07	1,923 10	15 65	11 41	300 00
Lacolle.....	544 08	45	1,937 93	12 47	513 19	5 31	.....	200 00
Lambton.....	439 32	205	3,268 31	25 11	1,208 69	9 35	5 38	230 00
Laprairie.....	955 10	14	607 24	3 57	1,445 26	2 48	.....	400 00
L'Assomption.....	586 96	106	1,947 44	13 03	327 25	4 94	0 47	220 00
Laurentides.....	487 89	196	4,254 38	37 07	3,110 63	16 35	.....	210 00
Lauson.....	310 33	176	4,133 47	31 34	1,610 93	9 12	.....	100 00
Lawrenceville.....	53 77	81	2,970 27	24 35	1,811 19	9 26	6 25	24 00
Leeds.....	1,969 82	776	8,365 07	81 94	6,258 41	23 78	12 90	650 00
Lennoxville.....	525 73	13	667 13	5 00	580 76	2 17	.....	200 00
L'Épiphane.....	345 00	280	5,622 31	33 59	3,286 06	19 46	.....	126 00
Les Éboulements.....	568 70	629	12,692 02	111 84	10,446 78	42 93	.....	400 00
Lévis.....	365 55	146	3,351 97	23 65	3,705 84	9 37	7 67	120 00
Little Métis.....	587 86	117	2,068 07	18 71	988 29	5 66	.....	320 00
Longueuil.....	370 94	261	4,818 48	28 62	2,865 13	16 56	.....	180 00
Lotbinière.....	1,286 50	168	3,286 78	22 45	3,191 62	11 14	.....	420 00
Mackinongé.....	1,947 09	264	4,706 65	41 70	2,380 28	13 36	11 17	480 00
Magog.....	1,436 18	615	12,469 46	81 49	1,420 59	31 63	.....	220 00
Mansonville.....	381 87	8	283 13	2 12	1,466 82	0 96	0 51	136 00
Maniwaki.....	281 83	41	506 50	4 56	577 97	2 00	.....	90 00
Massawippi.....	.....	.....	.....	.....	.....	.....	.....	.....

Stipend \$200 and Season allowance \$38

Stipend \$240 and Season allowance \$60

Open 2d January, 1891

Closed 9th September, 1889

Closed 8th October, 1889

St. Catherine St. (Montreal).....	2,215	22,694 35	279 34	2,119 59	57 81	2 50	360 00	40 00
St. Césaire.....	300	4,000 73	30 62	6,730 03	22 31	1 16		
St. Charles, River Richelieu.....	951 98		6 41	134 95	2 50		150 00	
St. Hyacinthe.....	258 26	975 62	51 03	2,710 52	21 99		220 00	
St. Chrysostome.....	600 46	7,574 28		2,710 52	10 50		550 00	60 00
St. Croix.....	291 46	2,250 22	14 63	2,225 25	5 91		180 00	
St. Eustache.....	2,726 53	2,322 65	26 19	2,800 21	11 67		220 00	
St. Cunégonde.....	598 44	4,613 38	28 05	2,237 37	6 47		180 00	
St. Enstache.....	629 80	2,207 28	15 45	1,449 35	7 42		160 00	
St. Flavie Station.....	514 32	2,324 16	16 26	1,875 30	6 07		140 00	
St. Félix de Valois.....	77	1,785 86	14 51	1,105 75				
St. François, Beauce, tisan.....	413 19			1,763 25	6 33		164 00	30 00
St. Geneviève de Ba Nicolet.....	427 47	1,968 11	18 34	382 06	2 05		190 00	82 50
St. Gregoire.....	483 48	715 72	4 20	1,994 03	8 23	1 04	528 00	60 00
St. Henri de Montreal.....	1,667 94	3,010 76	32 86	16,823 19	51 00	4 47	1,640 00	248 00
St. Hyacinthe.....	6,103 71	14,737 83	181 49	889 76	9 21		168 00	
St. Jean de Chailions.....	382 29	2,909 56	18 33	5,398 17	20 57	1 42	500 00	120 00
St. Jérôme.....	1,542 66	6,796 78	50 74	13,114 37	39 74	23 09	1,150 00	80 00
St. Jérôme.....	3,997 53	12,946 45	99 86	334 12	8 54		1,350 00	200 00
St. John's.....	5,000 48	3,385 58	29 36	2,563 78	5 01		320 00	40 00
St. John Suburb, Québec.....	812 37	1,181 82	9 08	761 28	11 06		132 00	
St. Marie de Monnoir.....	315 53	4,276 81	27 28	173 50	7 38	5 23	140 00	120 00
St. Martine.....	376 72	2,784 76	18 45	6,058 26	40 98		156 00	16 00
St. Patrick's Hill.....	716 54	13,228 70	77 80	980 97	5 22		150 00	19 00
St. Paul's Bay.....	417 85	1,541 13	12 43	433 72	0 05		230 00	32 00
St. Pie.....	357 41	1,955 16	14 43	1,137 65	5 56	7 13	220 00	650 00
St. Polycarpe.....	651 85	19,111 64	156 16	9,718 49	54 11	11 44	1,560 00	100 00
St. Rémi.....	568 73	3,326 14	25 91	1,840 59	9 78		610 00	40 00
St. Roch de Québec.....	5,571 56	4,109 50	23 08	2,165 55	11 32		320 00	72 00
St. Saviour de Québec.....	2,425 90	1,634 46	13 02	1,195 60	5 63		132 00	
St. Scholastique.....	665 05			3,426 81	13 29		280 00	18 00
St. Sylvester, East.....	359 80	5,153 02	33 53	2,173 28	12 82	3 68	290 00	20 00
St. Thérèse de Blainville.....	859 60	3,867 57	29 17	3,183 44	11 92	7 48	270 00	30 00
Scotstown.....	839 00	4,888 55	29 17	25,717 51	75 59	48 76	2,700 00	100 00
Shawville.....	911 07	23,118 27	210 32	3,037 25	5 38		420 00	32 00
Sherbrooke.....	11,694 64	735 74	6 47	9,442 44	34 49	1 66	820 00	200 00
Sherbrooke.....	1,352 20			1,180 85	3 67	6 14	220 00	40 00
Somersét.....	2,747 45	10,873 97	82 45	1,129 23	1 12		68 00	24 00
Sorel.....	2,747 45	1,298 44	9 57	3,195 56	16 71	8 46	360 00	60 00
South Durham.....	575 40	449 71	3 95	1,967 41	7 47	1 86	500 00	160 00
South Han.....	187 09	4,281 58	33 47	1,878 74	12 93	0 65	320 00	40 00
Stanford.....	1,136 07	2,648 33	27 63	1,711 62	12 36		290 00	16 00
Stantead.....	997 92	4,755 42	39 05	4,517 69	11 94	2 31	290 00	22 00
Sutton.....	808 54	4,517 69	39 05	4,569 96	52 53	15 28	1,080 00	360 00
Sweetsburg.....	687 30	4,376 09	23 20	15,041 46	13 33	4 93	300 00	16 00
Terrebonne.....	839 16	15,436 47	130 66	2,008 59	13 33		16 00	40 00
Three Rivers.....	6,679 27	1,112						
St. Maurice.....	1,112	4,808 62	34 86					
Thurso.....	845 26							
Ottawa.....								

* Including arrears.

§ Salary \$130 and Season allowance \$75.

|| Salary \$220 and Season allowance \$50.

† Salaries, &c., entered elsewhere.

† Salary \$130 and Season allowance \$75.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Concluded.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$	cts.	\$	\$	\$	\$	\$	\$	\$	\$
Trois Pistoles.....	Témiscouata.....	913 69		8,793 51	61 63	1,886 63	23 43	24	320 00	12 00	40 00
Ulverton.....	Drummond.....	291 28	55	757 76	6 47	1,026 19	2 43		120 00		
*Valcour.....	Shefford.....	266 59	5	179 75	1 22		0 45		162 00		
Valleyfield.....	Beauharnois.....	2,379 85	596	8,497 44	73 35	5,013 64	27 31		650 00	40 00	
Victoriaville.....	Arthabaska.....	1,132 62	48	917 08	6 66	776 75	2 67	0 06	400 00	200 00	40 00
Waterloo, East.....	Shefford.....	2,515 82	1,481	14,673 41	125 96	9,095 11	42 85	13 63	780 00	96 00	120 00
Windsor Mills.....	Richmond.....	1,572 45	125	2,009 40	21 76	2,174 25	8 20		408 00	20 00	40 00
Yamachiche.....	St. Maurice.....	1,803 61	50	1,784 31	12 34	1,153 21	6 38		280 00	24 00	
Totals.....		513,989 66	85,459	1,418,790 43	12,124 70	1,733,270 90	2,719 63	1,261 36	57,777 00	6,248 50	4,705 06

* Opened 1st April, 1890.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

Lunenburg	1,963 19	26,774 03	203 55	7,126 69	69 73	580 00	30 00	80 00
Inverness	413 56	11,716 96	73 28	7,675 99	39 07	290 00	170 00	
Cumberland	459 83	4,673 06	41 09	1,008 38	12 73	160 00	100 00	
Main-à-Dieu	103 01	2,115 49	13 05	8,893 36	5 90	46 00	6 00	40 00
Maitland, Hants	773 96	11,421 25	82 32	8,893 32	41 84	380 00	30 00	
Margaree Harbour	222 52	10,454 51	59 15	6,369 31	30 75	100 00	30 00	
Margaretsville	174 08	6,280 91	42 54	2,411 24	18 22	66 00	20 00	
McGray	64 00	5,784 90	38 32	1,278 61	16 76	72 00	25 00	
Shelburne	174 08	11,977 78	13 24	476 72	4 85	60 00	25 00	
Pictou	225 89	11,977 78	78 30	3,323 12	35 70	50 00	120 00	
Metaghan	151 84	8,481 79	56 89	8,004 13	31 40	192 00	60 00	
Middle Musquodoboit	512 51	2,401 67	19 90	890 50	5 78	60 00	40 00	
Halifax	140 31	2,401 67	19 90	890 50	5 78	60 00	40 00	
Middle Stewiacke	1,351 23	34,980 89	246 14	14,657 06	97 49	420 00	100 00	
Middleton	309 62	3,308 78	23 98	1,856 13	9 59	144 00	32 00	
Annapolis	456 04	7,461 73	55 89	2,389 54	20 04	200 00	100 00	
Mill Village	456 04	35,508 33	305 32	35,372 33	115 63	1,160 00	100 00	
Milton	4,918 47	8,348 33	58 80	4,258 92	27 28	384 00	40 00	
New Glasgow	502 09	8,348 33	58 80	701 42	8 93	80 00	50 00	
Newport	234 71	3,413 77	30 50	958 71	16 41	40 00	12 00	
Newport Landing	105 25	6,023 63	37 87	30 07	4 07	12 00	80 00	
New Ross	89 90	1,869 28	11 04	3,160 42	15 98	80 00	65 00	
New Victoria	165 14	4,226 15	28 66	20,898 73	92 08	740 00	50 00	
Noel	1,720 25	31,437 52	221 55	32 00	0 27	50 00	60 00	
North Sydney	107 00	1,08 12	0 82	8,604 88	72 38	440 00	80 00	
Old Barnes	1,810 19	31,749 50	221 12	9,738 62	86 16	560 00	100 00	
Oxford	4,595 24	21,753 52	253 16	45,964 50	108 91	1,200 00	100 00	
Parssboro'	329 52	1,282 35	8 63	72 43	3 23	95 00	20 00	
Port George	712 97	7,307 32	46 23	3,088 31	22 03	260 00	240 00	
Port Hastings	1,064 56	13,625 30	98 91	15,104 82	39 15	435 00	240 00	
Port Hawkesbury	1,701 14	15,668 19	95 70	9,315 26	49 06	380 00	40 00	
Port Hood	61 53	464 65	2 95	100 00	1 16	16 00	16 00	
Port Howe	182 24	1,124 94	7 38	2,684 86	6 37	56 00	100 00	
Port la Tour	378 87	5,842 15	40 14	4,340 64	21 96	100 00	130 00	
Port Maitland	364 47	3,899 43	28 74	3,061 21	13 93	200 00	24 00	
Port Medway	450 52	10,135 46	69 30	2,765 49	30 40	200 00	24 00	
Port Mulgrave	405 84	3,960 12	33 46	3,107 35	11 23	150 00	84 00	
Port Williams	178 36	6,787 57	45 03	2,902 57	22 18	84 00	10 00	
Pubnico Harbour	904 48	21,621 53	146 67	5,738 76	59 77	300 00	40 00	
Puigwash	89 55	4,283 06	25 64	985 48	11 61	50 00	8 00	
River Bourgeois	167 93	1,736 21	14 24	492 16	4 95	100 00	10 00	
River Inhabitant's Bge.	718 93	21,379 96	143 28	4,550 83	58 44	300 00	10 00	
River John	133 50	1,118 89	7 34	934 74	3 98	108 00	50 00	
River Philip	316 17	2,274 53	17 39	870 29	5 96	300 00	80 00	
Round Hill	179 28	11,518 40	72 95	4,970 93	33 42	300 00	76 00	
St. Andrew's	545 29	1,582 45	13 17	1,571 64	5 91	76 00	12 00	
St. Peter's	168 59	43,767 99	277 39	8,595 20	114 98	385 00	40 00	
Sandy Cove	953 72	1,717						
Shelburne								

§ Salary, &c., entered elsewhere.

† Closed 22nd January, 1890.

|| Including arrears.

+ Opened 1st April, 1890.

* Opened 2nd January to 22nd February, 1890.

†† Opened 2nd January, 1890.

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—Concluded.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sherbrooke.....	Guysboro'	458 61	547	12,734 79	78 91	6,103 94	37 03	.....	332 00	.....	40 00
Shubenacadie.....	Hants	807 10	357	7,535 14	53 55	6,078 52	27 19	0 27	260 00	405 00	.....
South Farmington.....	Annapolis	272 71	409	10,799 38	68 52	737 93	27 47	.....	95 00	.....	.....
Spring Hill Mines.....	Cumberland	2,234 79	2,226	28,051 71	220 68	9,004 89	76 53	25 41	750 00	.....	100 00
Stellarton.....	Pictou	1,387 64	1,048	11,146 70	91 79	11,700 14	33 30	10 34	520 00	.....	60 00
Strathlorne.....	Inverness	179 60	135	3,484 27	21 79	178 50	8 81	.....	72 00	.....	.....
Sydney Mines.....	Cape Breton	2,891 61	1,966	34,861 74	253 59	22,766 58	104 70	.....	780 00	200 00	100 00
*Tantr-r.....	do	448 47	1,980	3,957 42	35 02	2,877 17	13 65	.....	170 00	.....	.....
Tacamagouche.....	Halifax	179 23	138	3,792 94	23 13	906 92	10 02	0 53	130 00	.....	.....
†Thornburn.....	Colchester	777 62	730	17,125 12	113 00	9,501 02	57 90	.....	340 00	30 00	.....
‡Tracadie.....	Pictou	262 24	171	3,387 29	25 87	1,683 52	8 77	.....	200 00	.....	.....
§Turo.....	Antigonishe	161 39	270	4,100 35	20 26	4,930 03	19 41	.....	131 00	.....	.....
¶Tusket.....	Colchester	8,683 26	3,704	49,323 31	417 53	101,593 23	155 93	.....	1,950 00	55 00	.....
Upper Musquodoboit.....	Yarmouth	174 24	178	2,699 85	20 21	4,768 90	16 46	.....	100 00	10 00	.....
Upper Stewiacke.....	Halifax	246 33	145	4,031 61	24 96	1,525 82	11 43	.....	180 00	10 00	.....
Wallace.....	Colchester	583 75	291	5,215 99	36 95	4,233 54	17 78	0 97	160 00	30 00	.....
Wallow.....	Cumberland	648 32	985	22,888 30	157 11	9,458 96	69 33	.....	284 00	.....	.....
Waterville.....	Hants	190 86	166	2,165 88	16 65	1,859 93	8 05	.....	66 00	.....	.....
West Bay.....	King's	806 62	774	13,181 21	87 49	3,223 33	35 17	3 42	350 00	.....	40 00
Westport.....	Inverness	454 63	192	3,300 78	23 23	1,922 01	11 70	.....	140 00	4 00	.....
West River, Sheet Harbour.....	Digby	438 27	420	8,519 17	55 09	2,024 78	23 13	2 31	150 00	.....	.....
Westville.....	Halifax	715 11	496	11,696 80	76 38	3,546 43	30 72	.....	240 00	42 00	.....
Weymouth.....	Pictou	1,165 46	981	16,297 27	118 68	5,559 67	45 45	18 84	380 00	10 00	50 00
Weymouth Bridge.....	Digby	777 73	193	3,294 08	26 32	3,649 26	13 64	.....	470 00	.....	.....
Whycocomagh.....	do	1,161 81	702	9,617 13	73 23	9,002 08	28 53	.....	360 00	24 00	40 00
Wilmot.....	Inverness	521 69	363	10,779 41	68 78	4,402 78	35 15	.....	260 00	.....	.....
Windsoir.....	Annapolis	194 04	150	2,135 07	15 06	1,949 96	7 31	.....	80 00	.....	.....
Wolfville.....	Hants	4,315 03	1,825	26,769 18	221 46	25,090 51	78 92	119 30	1,100 00	.....	120 00
Yarmouth.....	King's	2,916 90	1,592	22,719 42	182 05	23,944 30	63 30	.....	1,680 00	.....	.....
Totals.....	Yarmouth	7,692 23	3,578	50,586 55	426 22	93,602 46	168 30	.....	1,950 00	400 00	.....
		180,939 14	110,456	1,880,142 67	14,013 96	1,691,601 62	5,055 22	483 78	40,524 00	5,188 00	2,430 00

+ Closed 23rd December, 1889.

* Closed 31st January, 1890.

W. H. SMITHSON, Accountant.

WILLIAM WHITE, Deputy Postmaster-General.

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended 30th June, 1890.

Name of Office.	County.	Gross Postal Revenue.		Number of Money Orders Issued.	Total Amount of Money Orders Issued.		Total Commission received from Public.		Total Amount of Money Orders Paid.		Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.
		\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		\$	cts.	
Albert.....	Albert	474	82	936	19,050	13	129	19	8,020	77	53	91	200	00	60	00		
Alma.....	do	278	23	394	5,954	74	42	65	2,171	04	16	43	90	00				
Anagance.....	King's	125	64	192	2,995	01	19	76	1,200	28	8	83	60	00				
Andover.....	Victoria	308	00	16	384	49	2	42	1,533	87	1	15	260	00	20	00		
Apoahqui.....	King's	277	53	192	3,122	80	21	70	1,522	78	8	88	110	00	30	00		
Armstrong's Brook	Restigouche	345	27	451	6,384	17	44	22	847	37	16	57	90	00	8	00		
Baie Verte.....	Westmoreland	418	70	815	22,669	57	172	74	3,614	81	59	22	180	00	20	00		
Bathurst.....	Westmoreland	1,812	70	970	16,967	13	118	60	11,019	73	45	86	520	00	150	00		
Bathurst Village.....	do	563	08	616	9,404	54	67	46	2,663	14	24	63	280	00	6	00		
Bayfield.....	Westmoreland	217	70	329	6,793	36	46	30	1,473	67	17	43	66	00				
Blackville.....	Northumberland	314	43	91	2,267	44	15	20	237	81	6	08	90	00				
Bristol.....	Carleton	383	87	184	4,719	17	31	99	1,913	38	15	06	120	00	44	00		
Buctouche.....	Kent	759	71	351	9,485	19	60	96	3,013	67	27	05	324	00	28	00		
Butternut Ridge.....	King's	401	21	421	7,558	83	53	98	2,595	84	21	13	168	00	12	00		
Campbellton.....	Restigouche	2,115	78	1,766	27,890	76	198	99	8,365	38	71	48	650	00	100	00		
Campo Bello.....	Charlotte	69	96	53	949	85	6	85	708	45	2	55	38	00				
Canterbury Station.....	York	428	33	510	6,949	00	51	36	972	25	18	24	150	00	8	00		
Caracquet.....	Carleton	479	71	442	12,601	49	78	52	1,724	60	32	30	120	00	50	00		
Carleton.....	St. John	1,294	79	497	5,867	76	51	13	6,025	41	22	56	500	00				
Chatham.....	Carleton	645	68	248	5,346	03	39	21	4,685	25	21	52	180	00	14	00		
Chippman.....	Northumberland	4,191	02	1,976	30,651	90	237	01	12,977	01	86	69	1,300	00	250	00		
Clifton, Kings.....	Queen's	241	81	248	4,726	99	37	28	1,796	30	13	69	78	00	12	00		
Coogane.....	King's	113	65	57	657	58	5	88	409	87	2	01	40	00	34	00		
Dalhousie.....	Kent	247	71	120	2,955	73	20	26	598	79	8	11	72	00	16	00		
Debec.....	Restigouche	1,135	09	837	18,992	39	125	06	6,802	01	50	20	450	00	80	00		
Dorchester.....	Carleton	202	00	171	2,744	29	20	75	851	34	6	93	84	00				
Edmundston.....	Westmoreland	1,791	52	1,218	14,351	90	107	24	10,951	45	41	98	620	00	30	00		
Elgin.....	Victoria	894	30	305	6,857	18	46	32	3,098	25	17	50	240	00	64	00		
Farville.....	Albert	344	62	398	5,608	24	39	73	2,378	29	14	58	120	00	16	00		
Farville.....	St. John	520	85	258	2,452	97	22	15	1,381	93	6	72	220	00				

Pemobiquis.....	336 59	278	4,396 66	32 77	3,329 91	12 18	140 00	8 00	40 00
do	1,336 88	886	21,864 90	133 41	8,367 13	58 11	480 00	50 00	
Westmoreland.....	350 73	242	4,084 45	25 80	1,163 03	11 22	180 00		
Gloucester.....	2,013 91	553	9,155 69	77 97	3,316 57	26 32	480 00		
St. John.....	878 35	774	18,332 58	121 89	5,437 43	48 71	370 00	40 00	
Richibucto.....	86 46	70	357 27	4 13	642 67	1 69	36 00	8 00	
Richmond Corner.....	289 39	134	2,173 06	15 06	507 23	5 66	72 00	8 00	
River Charlo.....	120 07	180	2,934 24	18 97	228 52	7 40	40 00		
River Louison.....	53 73	27	598 90	3 61	370 34	2 24	40 00		
Westmoreland.....	477 67	111	1,177 79	10 59	1,546 06	5 15	192 00	24 00	
King's.....	1,771 03	896	13,770 67	111 93	7,300 63	40 46	980 00	200 00	120 00
St. Andrews.....	1,073 20	1,107	21,128 45	148 74	6,497 96	60 50	462 00		40 00
St. George.....	44,214 95	9,338	151,005 80	1,310 84	461,556 88	8 50			
St. John.....	583 62	380	7,145 59	51 89	5,811 95	21 94	200 00		
St. Martin's.....	4,116 56	1,757	20,736 54	168 94	19,893 56	61 69	1,130 00	120 00	
Charlotte.....	2,716 25	1,883	19,132 75	156 50	33,836 06	56 37	900 00	110 00	100 00
Westmoreland.....	1,888 10	930	6,705 71	49 33	2,414 32	17 99	280 00	112 00	
do	1,119 50	204	6,928 68	135 23	13,499 59	55 74	560 00	90 00	100 00
Salisbury.....	658 91	539	19,885 68	135 23	1,783 24	17 48	186 00		
Shediac.....	211 32	80	1,928 99	13 86	516 84	4 98	96 00	20 00	
Sheffield.....	233 69	149	3,516 19	24 47	1,507 81	10 15	100 00	40 00	
Shippigan.....	202 91	229	3,156 86	24 40	872 06	8 17	60 00		
Springfield.....	2,131 73	1,587	22,199 29	178 43	18,473 76	65 66	700 00	100 00	
Stanley.....	374 18	219	5,230 62	33 45	344 47	13 34	112 00		
Sussex Vale.....	25 00	48	1,227 43	7 96	497 66	3 25	16 00		
Tracadie.....	88 16	194	3,405 64	23 78	627 90	9 01	40 00		
Upsham.....	726 36	819	13,511 41	91 80	2,080 07	35 56	380 00	12 00	40 00
Upper Gagetown.....	395 93	141	2,944 11	18 80	1,315 33	9 06	90 00	10 00	
Queen's.....	4,949 71	2,255	26,731 81	240 29	27,178 30	82 82	1,200 00	400 00	
Welsford.....									
Woodstock.....									
Totals.....	131,261 45	59,114	977,454 71	7,404 27	915,006 67	2,209 82	25,557 84	3,160 50	910 00

*Opened 1st October, 1890.

†Including arrears.

‡Salary, &c., entered elsewhere.

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the Number and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the Year ended 30th June, 1890.

Name of Office.	County.	Gross Postal Revenue.		Number of Money Orders Issued.	Total Amount of Money Orders Issued.		Total Commission received from Public.		Total Amount of Money Orders Paid.	Compensation paid to Post-masters on M. O. business.		Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$	cts.		\$	cts.	\$	cts.		\$	cts.				
* Arden Station.....	Marquette.....	413	88	234	3,341	20	23	80	837	07	8	91	90	00	
† Binscarth.....	do.....	398	16	154	3,763	79	25	15	924	52	10	22	200	00	
† Birdie.....	do.....	1,296	76	522	9,430	16	70	10	10,478	29	34	95	600	00	80
Boisevain.....	Selkirk.....	1,688	33	367	8,824	87	59	50	13,154	59	25	76	480	00	80
Brandon.....	do.....	11,232	07	2,322	37,682	78	300	54	44,776	13	128	35	2,300	00	340
Carman.....	do.....	1,097	50	514	16,926	98	104	77	5,859	57	43	16	240	00	42
† Dominion City.....	Provencher.....	428	82	266	4,265	02	30	16	4,133	16	13	67	200	00	
Elkhorn.....	Selkirk.....	1,031	19	306	3,400	86	29	34	4,169	27	16	02	380	00	40
Emerson.....	Provencher.....	1,066	06	608	9,820	89	76	66	6,865	18	27	47	480	00	60
† Gladstone.....	Marquette.....	908	45	767	22,983	57	136	55	4,277	82	63	34	360	00	40
† Glenboro.....	do.....	995	36	23	352	86	3	13	4,277	82	0	94	360	00	40
† Greta.....	Selkirk.....	1,085	88	157	1,881	63	17	82	472	27	4	78	310	00	
Holland.....	Marquette.....	730	91	133	4,054	72	28	73	2,959	68	11	18	180	00	
Killarney.....	Selkirk.....	964	51	504	8,580	55	59	11	4,475	67	22	63	380	00	40
Manitou.....	do.....	1,990	44	837	19,402	20	132	93	6,971	58	51	28	540	00	80
† Minnedusa.....	Marquette.....	2,332	31	1,032	18,742	01	138	55	11,947	80	55	66	640	00	100
† Morden.....	Selkirk.....	3,128	01	1,236	22,447	16	166	29	13,959	59	64	78	700	00	120
† Morris.....	Provencher.....	891	18	255	7,101	19	48	47	3,179	30	18	86	250	00	
† Neepawa.....	Marquette.....	2,210	74	844	19,932	62	132	77	11,194	32	57	80	580	00	80
* Newdale.....	do.....	302	17	102	2,259	67	15	09	627	37	5	81	100	00	16
† Pilot Mound.....	Selkirk.....	1,585	65	466	13,115	39	89	49	10,472	39	38	95	400	00	60
† Portage la Prairie.....	Marquette.....	7,351	80	2,169	38,263	83	292	99	25,474	44	105	97	1,480	00	280
Rapid City.....	do.....	1,280	54	724	13,107	57	94	15	9,299	79	44	67	800	00	60
Russell.....	do.....	650	68	275	5,401	87	38	59	1,647	18	14	82	160	00	40
Selkirk.....	Lusgar.....	1,067	75	634	11,025	31	82	30	4,443	35	32	01	390	00	40
Souris.....	Selkirk.....	1,553	09	631	14,448	55	93	47	4,614	39	37	96	360	00	40
Stonewall.....	Lusgar.....	884	76	379	8,934	97	63	49	3,505	38	24	87	312	00	40

Virden	Selkirk	2,723 04	797	14,312 08	101 99	11,416 58	41 11	.....	680 00	30 00	120 00
Winnipeg	Lisgar	66,718 82	11,265	171,377 98	1,596 73	293,631 59	.....	.....	\$ .....	.....	.....
Totals .....	.....	118,008 85	28,563	515,186 28	4,052 75	516,005 32	1,006 13	21 23	13,812 00	1,380 00	1,700 00

* *Opened 1st October, 1889.* † *Opened 2nd January, 1890.* ‡ *Salary, &c., entered elsewhere*

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1890.

Name of Office.	Territory.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Banff.....	Alberta.	1,254 30	587	14,409 96	106 29	4,237 74	37 36	.....	550 00	.....	80 00
Battleford.....	Saskatchewan.	752 34	468	9,106 69	63 08	1,934 72	23 40	.....	330 00	.....	40 00
Broadview.....	Assiniboia.	702 94	188	4,546 64	32 84	3,328 25	15 66	.....	340 00	.....	.....
Calgary.....	Alberta.	7,578 10	2,600	48,369 92	417 14	31,303 87	139 29	19 77	1,800 00	300 00	300 00
Cannington Manor.....	Assiniboia	550 05	172	2,415 88	22 56	1,466 48	8 29	.....	100 00	.....	.....
Edmonton.....	Alberta.	1,128 78	757	10,125 53	79 36	3,589 06	25 65	.....	490 00	52 50	60 00
Fort McLeod.....	do	1,593 96	1,144	31,176 42	219 95	6,807 23	81 23	4 22	600 00	40 00	80 00
Fort Saskatchewan.....	do	295 54	227	5,119 78	32 33	853 91	14 34	.....	100 00	24 00	.....
Lethbridge.....	do	2,326 75	1,919	33,528 60	287 04	6,422 42	86 35	.....	650 00	80 00	.....
Maple Creek.....	Assiniboia	1,361 89	423	9,342 08	65 74	2,838 87	24 31	.....	390 00	.....	.....
Medicine Hat.....	do	1,580 91	1,014	27,229 26	213 39	4,921 44	72 88	.....	450 00	.....	40 00
Moose Jaw.....	do	1,848 48	692	21,279 51	135 31	12,771 18	56 71	12 97	550 00	8 00	60 00
Moosomin.....	do	2,390 20	632	14,965 13	104 83	18,299 99	55 06	.....	700 00	225 00	100 00
*Pincher Creek.....	Alberta.	541 58	80	2,242 54	16 05	605 51	5 79	.....	160 00	.....	.....
Prince Albert.....	Saskatchewan.	1,533 88	758	18,276 16	122 53	4,899 08	47 01	.....	580 00	36 00	80 00
Qu'Appelle.....	Assiniboia	1,544 79	304	5,630 78	44 72	4,806 77	17 84	.....	400 00	.....	40 00
Qu'Appelle Station.....	do	7,627 44	346	4,917 75	44 03	6,010 01	18 99	.....	612 00	360 00	80 00
Regina.....	do	737 41	1,673	35,488 18	269 85	24,667 86	98 63	.....	1,700 00	60 00	360 00
Saltcoats.....	do	445 05	1,105	1,625 00	13 29	3,680 69	9 26	.....	280 00	.....	.....
Swift Current.....	do	980 90	421	3,195 91	29 79	3,330 83	8 01	.....	180 00	140 00	.....
Whitehead Station.....	do	621 01	135	8,179 75	56 43	5,314 16	26 46	.....	335 00	100 00	.....
Wolsley.....	do	.....	.....	2,748 78	20 09	4,936 58	12 07	.....	300 00	67 50	.....
Totals.....	.....	38,162 98	14,809	313,920 25	2,396 64	154,026 65	884 59	36 96	11,667 00	1,493 00	1,480 00

* Opened 2nd January, 1890.

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1890.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.		Total Commission received from Public.	Total Amount of Money Orders Paid.		Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Ashcroft Station.	Yale	581 57	552	12,217 42	84 06	10,677 13	30 98	200 00	200 00	120 00			
Barkerville	Cariboo	274 00	904	22,906 37	150 34	1,062 24	57 52	130 00	130 00	16 00			
St-Burgoyne Bay.	Vancouver	92 86	7	77 38	0 53	6 50	0 19	40 00	40 00				
St-Chemainus	do	304 93	214	2,712 35	22 54	1,368 93	7 17	156 00	156 00				
St-Chilliwack.	New Westminster.	780 03	990	25,823 99	170 81	13,374 43	66 56	230 00	230 00	6 00			
Clinton	Cariboo	452 74	376	7,489 40	52 44	2,632 95	18 98	280 00	280 00				
Comox	Vancouver	424 55	793	20,568 51	163 41	3,589 85	52 20	180 00	180 00			80 00	50 00
Corfield	do	73 37	89	883 63	9 62	671 90	3 23	26 00	26 00				
Coutle	Yale-Kootenay	130 09	107	1,607 23	13 11	1,009 36	4 25	50 00	50 00				80 00
Donald	do	1,374 93	642	13,700 55	119 55	1,705 56	34 51	480 00	480 00				
Hope	Yale	174 10	73	2,180 44	14 01	547 52	5 46	85 00	85 00				
Kamloops	do	2,614 35	1,428	30,707 33	239 95	8,412 17	78 37	560 00	560 00	160 00			120 00
Ladner's Landing	New Westminster.	847 24	791	19,901 30	135 90	4,609 00	51 37	280 00	280 00				
Langley	do	318 92	283	11,519 29	67 76	2,645 46	29 33	100 00	100 00				
*Lulu Island.	do	234 90	105	1,598 19	13 08	693 26	4 01	60 00	60 00				
Lytton	Yale	257 75	191	4,877 89	32 91	1,223 18	12 40	120 00	120 00				
Nanaimo	Vancouver	3,950 45	4,489	94,857 31	877 40	12,800 09	245 64	1,000 00	1,000 00				
New Westminster	New Westminster.	8,520 44	4,443	90,103 36	745 16	40,635 26	240 71	1,750 00	1,750 00	500 00			
Nicola Lake	Yale	464 47	252	6,486 82	41 25	2,711 24	19 93	140 00	140 00				
*North Saanich.	Vancouver	50 22	49	406 05	4 93	268 22	1 00	26 00	26 00				
Plummer Pass	do	141 09	87	1,076 35	9 66	91 47	2 70	28 00	28 00				
Port Hammond	New Westminster.	349 13	345	5,044 95	40 73	2,342 17	13 15	90 00	90 00				
Quamichan	Victoria	326 04	211	2,211 89	22 08	2,540 91	8 66	160 00	160 00				
Queenselle	Cariboo	263 18	538	13,168 21	83 77	2,746 20	32 94	137 00	137 00				
Soda Creek.	do	130 05	184	3,471 59	28 17	542 77	8 78	60 00	60 00				
Spence's Bridge	Yale	183 99	439	10,610 11	73 60	341 92	26 52	104 00	104 00				
Sunsee	New Westminster.	113 65	177	4,016 95	27 44	1,682 56	10 08	64 00	64 00				

+ Closed 2nd January, 1890.

* Opened 1st October, 1889.

† Opened 1st April, 1890.

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—Concluded.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vancouver.....	New Westminster.....	16,665 90	7,913	146,466 81	1,307 45	75,913 48	403 47	98 39	2,500 00	120 00	120 00
Victoria.....	Victoria.....	30,999 98	11,068	185,373 00	1,844 69	139,338 91	.....	.....	.....	.....	.....
Wellington.....	Vancouver.....	680 88	1,523	36,186 01	351 00	1,483 22	89 40	0 56	280 00	.....	.....
Yale.....	Yale.....	349 74	335	9,705 13	64 68	1,266 23	24 70	.....	170 00	.....	.....
Totals.....		72,115 62	39,598	786,955 81	6,812 08	338,934 09	1,594 21	236 71	9,486 00	1,036 00	370 00

† Salary, &c., entered elsewhere.

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1890.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Total Amount of Money Orders Paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary	Forward Allow-ance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton	Prince	1,020 27	457	7,758 47	55 80	6,276 96	29 85		360 00	20 00	40 00
Charlottetown	Queen's	12,673 22	3,857	58,015 08	510 67	75,969 70			†	100 00	
Georgetown	King's	792 29	346	8,192 78	55 33	6,176 76	28 75		390 00	80 00	
Kennington	Prince	563 59	195	3,580 66	27 04	1,270 45	9 88		300 00	100 00	
Montague Bridge	King's	791 61	539	13,515 25	89 68	8,374 15	43 68		100 00	4 00	
* Murray Harbour	do	316 68	44	614 70	3 88	8,283 00	1 54		400 00	85 00	40 00
South East	do	1,202 25	360	5,949 13	46 01	8,224 88	28 37		70 00		
Stanley Bridge	Queen's	273 96	179	3,580 30	25 36	1,878 58	11 15		1,100 00	83 33	
Summerside	Prince	3,774 16	1,240	21,027 84	162 91	27,572 97	73 65		240 00	16 00	
Tignish	do	641 23	207	3,571 37	25 22	2,937 07	10 17		80 00		
Victoria	Queen's	271 13	209	6,328 67	37 57	2,327 64	18 38				
Totals		22,320 39	7,633	132,134 25	1,039 47	139,352 16	255 42		3,240 00	488 33	80 00

* Opened, 1st April, 1890.

† Salary, &c., entered elsewhere.

WILLIAM WHITE,
Deputy Postmaster General.

W. H. SMITHSON,
Accountant.

STATEMENT :—(in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions during the Year ended 30th June, 1890, and of the total amount due to depositors at that date.

	\$	cts.
Balance due to depositors on 30th June, 1889	23,011,422	57
Deposits received during the year	6,599,896	00
Amount of depositors' accounts transferred from closed agencies of the Dominion Government Savings Bank during the year	167,501	53
Interest allowed to depositors during the year in accordance with the Statute	786,875	37
	30,565,695	47
Repayments to depositors during the year		
Balance due to depositors on 30th June, 1890 :—		
At credit of open accounts	\$21,889,674	27
Withdrawal cheques held by depositors and not presented for payment	100,979	22
	21,990,653	49
	30,565,695	47

WILLIAM WHITE,
Deputy Postmaster-General.

DAVID MATHESON,
Superintendent Savings Bank Branch.

**ANALYSIS of the Money Order Business of the Dominion of Canada, for the
Year ended 30th June, 1890.**

	No. of Orders.	\$ cts.	\$ cts.
Total amount of Money Orders issued in Ontario.....	434,871		5,973,277 22
do do Quebec.....	85,459		1,418,790 43
do do Nova Scotia.....	110,456		1,880,142 67
do do New Brunswick.....	59,114		977,454 71
do do Manitoba.....	28,563		515,186 28
do do North-West Territories.....	14,809		313,920 25
do do British Columbia.....	39,598		786,955 81
do do Prince Edward Island.....	7,633		132,134 25
Total number and amount of Money Orders issued.....	780,503		11,997,861 62
Total amount of Money Orders paid in Ontario.....		5,704,704 07	
do do Quebec.....		1,733,270 90	
do do Nova Scotia.....		1,691,601 62	
do do New Brunswick.....		915,006 67	
do do Manitoba.....		516,005 32	
do do North-West Territories.....		154,026 65	
do do British Columbia.....		338,934 09	
do do Prince Edward Island.....		139,352 16	
Total amount of Money Orders issued and paid.....			11,192,901 48
Savings Bank deposits received through Money Order Offices.....			23,190,763 10
do withdrawals paid do do.....			6,599,896 00
			8,575,041 98
Total amount of business transacted during the year.....			38,365,701 08

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order and Savings Bank systems in the Dominion of Canada, brought to account during the Year ended 30th June, 1890.

	\$ cts.
Postage stamps stolen from Appleton, Ont., on 25th April, 1889.....	13 00
Postage stamps destroyed by fire at Baldoon, Ont., on the 23rd July, 1889.....	15 00
Postage stamps destroyed by fire at Big Fork, Ont., on the 17th June, 1889.....	6 00
Postage stamps lost in transmission from Department, to Byng Inlet North, Ont., on the 26th August, 1889.....	15 00
Post office funds stolen from Camlachie, Ont., on the 5th July, 1889.....	3 30
Postage stamps destroyed by fire at Fisherville, Ont., on the 15th December, 1889.....	6 80
Post office funds lost in transmission from post office at Gorrie, Ont., to Bank of Montreal, Ottawa, on the 6th July, 1889.....	30 00
Post office funds lost in transmission from post office at Grand Valley, Ont., to the Bank of Montreal, Ottawa, on the 10th July, 1889.....	200 00
Postage stamps destroyed by fire at Mountain Grove, Ont., on the 1st June, 1890.....	16 00
Postage stamps stolen from Osceola, Ont., on the 29th June, 1889.....	48 00
Money order funds stolen from Puslinch, Ont., on the 29th October, 1889.....	15 00
Postage stamps and post office funds stolen from Renfrew, Ont., on 23rd April, 1889.....	19 92
Post office funds stolen from Verona, Ont., on the 15th September, 1888.....	12 63
Post office funds lost in transmission from post office at Wroxeter, Ont., to Bank of Montreal, Ottawa, on 9th November, 1889.....	78 58
Postage stamps destroyed by fire at Danby, Que., on 7th April, 1890.....	16 00
Postage stamps stolen from Johnville, Que., on 10th October, 1889.....	20 00
Post office funds lost in transmission from the post office at Notre Dame du Laus, Que., on 10th April, 1886.....	16 00
Postage stamps destroyed by fire at St. Timothée Station, Que., on 17th February, 1890.....	2 00
Postage stamps stolen from South Quebec, Que., on 2nd September, 1884.....	180 00
Postage stamps stolen from Thurso, Que., on 13th April, 1889.....	14 04
Postage stamps stolen from Chester, N.S., on 9th October, 1880.....	43 55
Post office funds stolen from the Inspector's Office, Halifax, N.S., on 2nd July, 1889.....	180 00
Amount mailed to postmaster, Halifax, N.S., by postmaster at Little River Middle Musquodoboit, N.S., in payment for postage stamps, and stolen <i>en route</i> on 10th June, 1889..	6 00
Post office funds lost in transmission from post office at River Bourgeoise, N.S., to the Bank on 8th January, 1877.....	14 07
Postage stamps and post office funds stolen from Alma, N.B., in December, 1881.....	54 00

STATEMENT showing losses sustained in collecting Postal Revenue, &c.—*Con.*

\	\$ cts.
Postal cards destroyed by fire at Lower Turtle Creek, N.B., on 10th January, 1890.....	0 75
Post office funds destroyed by fire at Salmonhurst, N.B., in January, 1882.....	36 38
Postage stamps destroyed by fire at Sheffield, N.B., on 9th May, 1890.....	12 00
Postage stamps destroyed by fire at Wascana, Man., on 12th May, 1890.....	5 35
Post office funds lost in transmission from post office at Wellington, B.C., to Bank of British Columbia, Victoria, B.C., on 15th July, 1889.....	829 62
Postage stamps destroyed by fire at O'Leary Station, P.E.I., on 19th September, 1889.....	60 00
Total.....	1,968 99

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

REPORT of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

I.
REGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
1	C. P. Streaton	Ashcroft Station, B. C.	1889. July 5.	\$ cts. 10 00	A. Godfrey & Co.	Vancouver, B. C.	Stated not to have been received by the persons addressed.	The Ashcroft Station Post Office was entered by burglars on the night of 6th July, 1889, and this letter stolen.	9
2	The Postmaster	Gorrie.	do 6.	30 00	Bank of Montreal.	Ottawa.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
3	William Ferns	San Francisco, Cal.	do 9.	5 00	Miss Lizzie Ferns.	Hemmingford, Q.	Stated not to have been received by the person addressed.	This letter was despatched from Chicago to Windsor, Ont., and duly received at the latter office, but no further trace of it could be obtained. Contents made good by a clerk in the Windsor Post Office through whose hands it passed, but who was unable to show what disposition she made of it.	3
	The Postmaster	Grand Valley	do 10.	200 00	Bank of Montreal.	Ottawa.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
5	A. White	Carson's Siding, Ont.	do 11.	2 00	James Cameron	Beaverton	Stated not to have been received by the person addressed.	This letter was duly received at the Beaverton Post Office, and the Postmaster of that office being unable to show how it was disposed of, made good contents.	3

6	The Postmaster	Wellington, B.C.	do	16..	850 00	Bank of British Columbia	Victoria, B.C.	do	4	This letter is believed to have been stolen from the mails between Duncan's Station and Victoria by a clerk on the staff of the Post Office Inspector at Victoria, B. C., named F. A. Carmichael. Carmichael fled the country before his arrest could be effected.
7	P. Sweetman	Port Daniel East	do	17..	11 00	Mr. Stephen Ayer	Sackville, N.B.	do	2	Stated to have been despatched from Port Daniel East to Dalhousie, N.B., on 18th July, 1889, via steamer "Admiral," but to have failed to reach the Dalhousie office.
8	E. Fortin	Hull	do	22..	20 00	E. Fortin	Cap. St. Ignace	do	3	Evidence pointed to the conclusion that this letter was stolen from the Cap. St. Ignace Post Office by some person who had been wrongfully allowed access to the correspondence passing through that office. Contents made good by Postmaster of Cap. St. Ignace.
9	E. A. Small & Co.	Montreal	do	..	6 00	L. H. R. Fullerton	St. John, N.B.	do	5	These letters were contained in a bag despatched from Montreal to St. John, N.B., stated not to have reached the latter office. Contents made good by Railway Mail Clerk between Moncton and St. John, who acknowledged receipt of the bag, but was unable to show what disposition he made of it.
10	J. Horsfall	do	do	23..	50 00	F. M. Cole	do	do		
11	Frank Leffington	Glenboro', Man.	do	26..	25 00	T. S. Leffington	Perley, Assa.	do	3	Evidence indicated strongly that these letters disappeared at the Whitehead Station Post Office. Contents made good by Postmaster of that office.
12	C. Dahm	Qu'Appelle	do	27..	18 00	R. R. Smith	Yorktown	do		
13	George Hill	Tilsonburg	Aug. 1..	..	4 50	"Sunday Sun"	Detroit, Mich.	do	3	This letter was duly received by London and Windsor Ry. Mail Clerks from Canada Southern Railway Mail Clerks on 1st Aug., 1889, but no further trace could be obtained of it. Contents made good by the clerk responsible in the matter.

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
			1889.	\$ cts.					
14	J. B. Horrell.....	Midland.....	Aug. 2..	18 52	Hamilton Vinegar Works.	Hamilton.....	Only \$2.46 stated to have been received.	No evidence to account for the alleged discrepancy.	7
15	James R. Smith..	Rowena.....	do 2..	3 50	J. S. Brown & Son.	Paris, Ont.....	Stated to have been received without contents.	do	7
16	Moise Proulx.....	St. George de Windsor.	do 5..	50 00	Louis Marcoux....	Beauport, Que..	Stated not to have been received by the person addressed.	This letter was duly entered in the books of the St. George de Windsor Post Office as registered and a certificate of registration given to the sender. There being no record, however, of its despatch from that office, the Postmaster made good contents.	3
17	The Postmaster....	Avening.....	do 5..	33 25	Bank of Montreal.	Ottawa.....	Only \$28.25 stated to have been received.	No evidence to account for the alleged discrepancy.	7
18	do	Fordwich.....	do 7..	35 00	do ..	do	Stated to have contained only \$30.00 when received.	do	7
19	Mrs. J. Kennedy	Jockvale.....	do 8..	31 00	Mrs. Jno McCrank	Masham Mills	Only \$11.00 stated to have been received.	do	7
20	M. Perreault.....	Woonsocket, R.I	do 9..	15 00	Jean Perreault....	St. Alban.....	Stated to have been received without contents.	Abstraction committed by Damase Frenette, a mail courier on the Lachevrotiere and St. Alban route, who was arrested, pleaded guilty and sentenced to five years imprisonment. Contents recovered.	5
21	Joseph Brouillette.	Rochelle, Que...	do 13..	16 00	Frost & Wood.....	Smith's Falls...	Stated not to have been received by persons addressed.	This letter was duly received at the Montreal Post Office, but no further trace of it could be obtained. Careful investigation failed to fix the responsibility of the loss upon any particular employee of the Montreal Office.	4

22	Rev. A. Andrews.	Virden, Man.	do	17..	48 00	Miss E. Whiting.	Galt.	Only \$38.00 stated to have been received.	7
23	Michel Dufresne.	Fox River.	do	14..	1 00	L. J. Demers & Frères.	Quebec.	Campbellton Post Office entered by burglars on the night of the 22nd August, 1889, and these letters stolen. No clue to the perpetrators of the robbery could be obtained.	9
24	Gilbert Samuel.	do	do	18..	10 00	Firmin Lacombe.	St. Thomas, Montmagny.		
25	Stephen Walsh.	Douglstown.	do	20..	3 00	D. H. Petty.	Geneva, N. Y.		
26	Dr. Louis Crépeault.	New Richmond.	do	21..	15 00	D. Falardeau.	St. Roch de Que.		
27	G. G. Taylor.	do	do	21..	2 00	G. H. Bradford.	Sherbrooke.		
28	G. Lefebvre.	Carleton.	do	22..	13 14	A. Cox.	Toronto		
29	W. H. Humphries.	Waldon.	do	22..	15 00	Wm. Brown.	do	This letter disappeared in the Toronto Post Office. Contents made good by the clerk responsible in the matter.	3
30	Post Office Department, Stamp Branch.	Ottawa.	do	26..	\$15 in postage stamps.	The Postmaster.	Byng Inlet, North	Stated not to have been received by the person addressed.	2
31	John Martin.	Arnprior.	do	27..	22 00	Thomas Martin.	Bruce Mines.	Only \$12 stated to have been received.	5
32	P. Verret.	Hull.	do	27..	5 00	Mme. P. Verret.	St. Alban.	Stated to have been received without contents.	5
33	S. Vickery.	Newboro'.	do	26..	100 00	Mackay Bros.	Montreal.	These letters were contained in a mail bag made up at Brockville Post Office on the morning of the 28th Aug., 1889, for Grand Trunk Ry. Mail Clerks passing East, which was stolen from a truck on the platform of the railway station at Brockville. This bag was found the same day near the railway station but the letters which it contained were opened and had been rifled of their contents. No clue was obtained to the perpetrators of the theft.	9
34	R. Janson.	Westport.	do	25..	118 67	Crathern & Caverhill.	do		
35	W. J. Webster.	do	do	26..	32 73	Green Shields, Son & Co.	do		
36	K. Sheppard.	Brockville.	do	27..	11 00	Henry Carter.	do		
37	J. W. Miller.	do	do	27..	10 00	Carsley & Co.	do		
38	J. D. Barslow.	do	do	27..	35 00	Warden, King & Son.	do		
39	Moulton & Mackay.	Delta.	do	27..	8 35	J. Consize & Co.	do		
40	R. J. Whaley.	do	do	27..	50 00	McArthur, Cornell & Co.	do		
41	Chas. Ellerbeck.	Brockville.	do	27..	10 00	Mr. Hagarty.	Oswego, N. Y.	No evidence to account for the alleged discrepancy.	7
42	H. Robinson.	Scouten, Ont.	do	28..	10 00	Fred. Pierce.	Marlbank.	Stated to have been received without contents.	

I. REGISTERED LETTERS—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reapitulation.
					Name.	Place.			
43	Mr. Ritchie.....	Cranbrook	1889. Aug. 29..	\$ cts. 11 02	S. Allen.....	Norwich.....	Stated not to have been received by the person addressed.	This letter was lost whilst in charge of a Railway Mail Clerk running between Stratford and Port Dover. Contents made good by the clerk in question.	3
44	Mr. Chas. Shufelt.	Stanbridge East.	do 30..	2 50	Samuel Booth.....	South Stukely..	do	South Stukely Post Office was entered by burglars on the night of the 11th Sept., 1889, and this letter stolen.	9
45	A. McKay.....	Ripley.....	Sept. 2..	69 52	Jondro & Goodhue	Rock Island, Que	Only \$59 stated to have been received.	No evidence to account for the alleged discrepancy.	7
46	Miss M. Shields	Montreal	do 2..	10 00	John Shields.....	St. Alphonse....	Stated to have been received without contents.	Evidence pointed to the conclusion that this letter was tampered with at the St. Alphonse Post Office. Loss made good by the Postmaster of that office.	5
47	The Postmaster.....	Purbrook.....	do 2..	10 00	The Postmaster....	Toronto	Only \$9 stated to have been received.	Shortage made good by the clerk in the Toronto Post Office who checked the contents of this letter which contained a remittance for the purchase of postage stamps, he being unwilling to make affidavit as to the amount received, and having neglected to preserve the cover of the letter.	5
48	E. Stephens	Norland	do 3..	13 00	Grange Wholesale Supply Co.	do	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
49	George W. Beall..	Lindsay	do 3..	4 70	Hemming Bros., Co.	do	Only \$2.70 stated to have been received.	do do	7

50	John Burton.....	Cobden.....	do	6..	50 00	Brophy, Cairns & Montreal..... Co.	Only \$20 stated to have been received.	Abstraction possibly attributable to the dishonesty of a Postal Clerk in the Ottawa Division, (see case No. 127, Class II), but no conclusive evidence obtainable.	7
51	M. St. Croix.....	Cap des Rosiers.	do	9..	15 00	Etienne St. Croix. Pointe à la Frégate.	Only \$10 stated to have been received.	No evidence to account for the alleged discrepancy.	5
52	Edward Wilson.....	Antrim.....	do	12..	75 00	Mrs. James Harris Morden, Man....	Only \$35 stated to have been received.	Abstractions committed by ex-Railway Mail Clerk Hayes. Losses made good out of funds obtained from his sureties. See case No. 68, Class I.	5
53	Chas. McGillis.....	Duluth, Minn....	do	12..	70 00	Mary M. McGillis Bridge End, Ont	Only \$20 stated to have been received.	Abstraction committed by Damase Frenette. Loss made good out of funds obtained from Frenette. See case No. 20, Class I.	5
54	A. Mathieu.....	Faubourg, St. Jean.	do	13..	120 00	Mme. Veuve F. X. Poiré..... Mathieu.	Only \$100 stated to have been received.	Abstraction committed by S. Hollingsworth, at the time a Railway Mail Clerk. Loss made good out of funds obtained from his sureties. See case No. 127, Class II.	7
55	D. C. Campbell.....	Laggan.....	do	14..	22 00	Noxon Bros.....	Only \$12 stated to have been received.	Abstraction committed by S. Hollingsworth, at the time a Railway Mail Clerk. Loss made good out of funds obtained from his sureties. See case No. 127, Class II.	5
56	J. & S. McEschen.....	Douglas.....	do	17..	100 00	Jondro & Goodhue Rock Island, Que	Only \$90 stated to have been received.	No evidence to account for the alleged discrepancy.	7
57	Thos. Girard, fils.....	Mont St. Nicholas.	do	19..	163 00	Hudon, Hebert & Montreal..... Co.	Stated not to have been received by the persons addressed.	This letter disappeared in the Montreal Post Office, but enquiry failed to fix the responsibility for its loss upon any particular clerk.	4
58	R. N. Lamont.....	Warton.....	do	19..	5 00	Miss R. A. Wright Renfrew.....	Stated to have been received without contents.	Abstraction probably attributable to the dishonesty of a Postal Clerk in the Ottawa Division, (see case No. 68, class I), but no conclusive evidence obtainable.	6
59	John W. Silver.....	Perth Road.....	do	19..	12 00	John L. Silver..... Sydenham.....	Stated not to have been received by the person addressed.	Stated to have been despatched in mail from Perth Road to Kingston on the 20th Sept., '89, but to have failed to reach the latter office. Enquiry failed to establish how or at what point letter disappeared.	2
60	John Coyne.....	Portage du Fort.	do	20..	25 00	J. H. Bottrell & Co-Quebec.....	Stated to have been received without contents.	Abstraction committed by ex-Railway Mail Clerk Hayes. Loss made good out of funds obtained from his sureties. See Case No. 68, Class I.	5

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
61	George Mulligan	Louisville, Ky.	1889, Sept. 20.	\$ 10 00 cts.	Mrs. D. Mulligan	Pembroke	Stated to have been received without contents.	Abstraction committed by ex-Railway Mail Clerk Cateilher. Loss made good out of funds obtained from his sureties. See Case No. 168, Class II.	5
62	A. A. Wright & Co	Renfrew	do 21.	75 00	Bernstein Electric Co.	Boston	Only \$15.00 stated to have been received.	Abstraction committed by ex-Railway Mail Clerk Hayes. Loss made good out of funds obtained from his sureties. See Case No. 68, Class I.	5
63	James Emmond	Treherne	do 21.	5 00	Messrs. Rublee, Riddell & Co.	Winnipeg	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
64	A. Bertrand	St. Alban.	do 23.	6 00	A. C. Roebuck & Co	Toronto	Stated not to have been received by the person addressed.	Stolen by D. Frenette, contents recovered. See case No. 20, Class I.	3
65	Geo. Cummings	Drumbo	do 24.	31 50	F. W. Fearman	Hamilton	Only \$21.50 stated to have been received.	No evidence to account for alleged discrepancy.	7
66	D. Killock	Spencerville	do 24.	5 75	Mrs. Cavers	Galt.	Stated not to have been received by the person addressed.	Contained in registered package despatched from Prescott 25th Sept., 1889, to Kingston and Toronto Railway Mail Clerks. The Railway Mail Clerk in charge on the occasion being unable to show how letter was disposed of, made good contents.	3
67	T. H. Bain	Victoria, B.C.	do 25.	20 00	Mrs. J. Bain	Hull	Only \$10.00 stated to have been received.	No evidence to account for alleged discrepancy.	7
68	John Sherlock	Antrim	do 27.	27 00	Noxon Bros.	Ingersoll	Only \$17.00 stated to have been received.	Abstraction committed by ex-Railway Mail Clerk F. H. Hayes, who was tried for the offence and sentenced to 5 years in penitentiary. Loss made good out of funds obtained from his sureties.	5

69	May Bros.....	Rochester, N.Y.	do	26..	5 95	Geo. O. Dupuis .. Renfrew	Stated to have been received without contents.	5
70	R. Reeves & Co.....	Eganville.....	do	27..	40 00	Simpson Merner .. New Hamburg ..	do	
71	E. M. Coleman.....	Wilberdeville, U. S.	do	28..	10 00	Miss E. M. Coleman Almonte	do	
72	Patrick Reilly.....	Almonte.....	do	28..	42 00	Wm. Farrell	Only \$32.00 stated to have been received.	
73	.....	Rochester, N.Y.	do	30..	5 00	Mrs. David Moore Renfrew	Stated to have been received without contents.	
74	Mrs. M. Scalles.....	Westmeath.....	do	27..	5 00	John Lamontagne, Lévis	do	
75	S. Clement.....	St. Alban.....	do	30..	20 00	Delina Clement .. St. Alban	Only \$10.00 stated to have been received.	
76	Archie Campbell.....	Porterfield, Wis.	do	30..	15 00	Alex. Campbell .. West Point, P. E. I.	Stated not to have been received by person addressed.	
77	J. H. Smith.....	Elmvale.....	do	30..	84 68	Lucas Park & Co. Hamilton.....	Only \$30.68 stated to have been received.	
78	James Enmond.....	Treherne, Man.	Oct.	1..	7 45	Prendergast & Turnbull.	Stated to have been received without contents.	
79	Thos. McCormack.	Antrim.....	do	1..	15 00	Dominion Harness Co. Caledonia, Ont.	Only \$5 stated to have been received.	
80	A. McIntosh.....	Dunvegan.....	do	1..	50 00	A. Bethune	Stated to have been received without contents.	
81	Mrs. E. Grégoire.....	Bryson.....	do	2..	10 00	Watson Mnf'g Co. Ayr	do	
82	James Robb.....	Almonte.....	do	5..	25 00	E. D. Smith .. Winona	Only \$5 stated to have been received.	
83	L. H. Merleau.....	Bryson.....	do	9..	15 00	Lavigne & Lesjoe; Montreal ..	do	
84	.....	Holyoke, Cal.	do	11..	25 00	Mrs. H. Sutherland Renfrew	Stated to have been received without contents.	
85	N. McCuaig.....	Bryson.....	do	18..	25 00	Estate W. T. Din-Oshawa	Only \$15 stated to have been received.	
86	M. Séguin.....	Dalkeith.....	do	28..	24 00	P. Séguin	Stated to have been received without contents.	
87	Atkinson Bros.....	Hamilton.....	do	7..	27 00	W. W. Cole	Only \$17 stated to have been received.	

Abstractions committed by ex-Railway Mail Clerk Castelier. Losses made good out of funds obtained from his sureties. See Case No. 168, Class II.

Abstraction probably attributable to the dishonesty of a Postal Clerk in the Ottawa Division (see Case No. 68, Class I), but no conclusive evidence obtainable.

Abstraction committed by D. Frenette, amount recovered. See Case No. 20, Class I. Registration dropped at the Summerville Post Office. Contents made good by Postmaster of that office.

No evidence to account for the alleged discrepancy. Loss made good by Postmaster of Treherne, who had left his office in charge of unauthorized parties on the day this letter was posted.

These abstractions were committed by ex-Railway Mail Clerk Castelier. Losses made good out of funds obtained from his sureties. See Case No. 168, Class II.

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reapitulation
					Name.	Place.			
			1889.	\$ cts.					
88	H. Hébert.....	Ste. Martine.....	Oct. 4..	180 00	Thibodeau Freres.	Montreal.....	Stated not to have been received by the persons addressed.	Ste. Martine Post Office entered by burglars on the night of the 4th October, 1889, and this letter stolen.	9
89	Jas. McDonagh.....	Mount Forest....	do 7..	25 00	James Thompson..	Belfast.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
90	L. E. Hudon.....	Rivière du Loup..	do 7..	25 00	L. D. Hudon.....	Quebec.....	Stated not to have been received by the person addressed.	There being no record of the despatch of this letter from the Rivière du Loup Post Office, although a certificate of registration was given the sender for it, the Postmaster of that office made good contents.	3
91	James Costello.....	Brudenell.....	do 7..	60 00	Jondro & Goodhue	Rock Island....	Only \$50 stated to have been received.	No evidence to account for the alleged discrepancy; cover of letter not preserved.	7
92	Blackburn & Co....	Kemptville.....	do 12..	30 00	do do ..	do do ..	Only \$5 stated to have been received.	do do ..	7
93	Jno. A. Leatherland.	Winnipeg.....	do 16..	10 00	Miss Julia Leatherland.	Seaforth.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
94	S. Leclerc.....	Quebec.....	do 18..	4 00	M. L. Sauvegeau.	St. Alban.....	do ..	Abstraction committed by Damase Frenette. Contents recovered. See Case No. 20, Class I.	5
95	Mrs. Jas. Newman	Toronto.....	do 18..	8 00	W. C. Barnes.....	Hamilton.....	Stated not to have been received by the person addressed.	Believed to have been stolen by a dishonest Letter Carrier at the Hamilton Post Office, against whom, however, the evidence was not sufficient to warrant prosecution. Contents recovered. Letter Carrier's services dispensed with.	3

96	Mme. Joseph Cou- ture.	New Liverpool..	do	18..	6 00	W. Couture.....	Desert.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
97	F. Davies.....	Glen Murray ..	do	22..	30 00	Jondro & Goodhue	Rock Island	Only \$20 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
98	John Gray	Walkerville	do	22..	25 00	James Gray.	Cartwright, Man	do	No evidence to account for the alleged discrepancy.	7
99	L. Ferland	St. Alexandre d'Iberville.	do	22..	50 00	N. Quintal & fils.	Montreal.....	Stated to have been received without contents.	do	7
100	J. H. Smith.....	Elnvale	do	30..	63 81	Brown & Erb.....	Berlin.....	Only \$53.81 stated to have been received.	do	3
101	B. Misener	Waterford, Ont.,	Nov.	5..	17 00	M. Wilson & Co.	Hamilton	Only \$7 stated to have been received.	do	3
102	Michel Larivière	St. Barnabé....	do	7..	15 00	F. Godbout, fils.	St. Aimé.....	Stated not to have been received by the person ad- dressed.	The Postmaster of St. Barnabé having failed to complete regis- tration in this case, made good contents.	7
103	The Postmaster	Wroxeter.....	do	9..	78 58	Bank of Montreal.	Ottawa.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
104	Mrs. Greig	Detroit, Mich...	do	11..	3 00	W. E. Youman...	St. Thomas, Ont.	Stated not to have been received by the person ad- dressed.	Trace of this letter was lost at the Windsor post office. Contents made good by clerk responsible.	3
105	H. O. Partridge..	Wolseley	do	16..	102 25	Lafferty & Moore.	Regina, Assa...	Only \$92.25 stated to have been received.	No evidence to account for the alleged discrepancy.	7
106	D. Leblanc.....	Mackey's Station	Dec.	3..	5 00	Mrs. L. Leblanc.	Hull.....	Only \$3 stated to have been received.	do	7
107	W. H. Banks.....	Alliston	do	16..	5 00	Robt. Mitchell	Guelph.....	Stated to have been received without contents.	do	7
108	D. Maxwell & Sons	St. Mary's.....	do	17..	25 00	C. O. Stapleton...	London.....	Only \$15 stated to have been received.	do	7
109	A. W. Burton	Hotspur.....	Jan.	1..	4 00	J. A. McIntosh.	Alliston.....	Only \$2 stated to have been received.	No evidence to account for the alleged discrepancy.	7
110	Meyers & Co.....	Toronto.....	do	4..	10 00	Walter Smith.	Kingston.....	Stated to have been received without contents.	do	7
111	Hurdman & Co.,	Hull	do	4..	25 00	Mrs. M. Sheridan.	Fitzroy Harbour	Only \$15 stated to have been received.	do	2
112	W. Sullivan	Cantley	do	7..	20 00	Frost & Wood	Smith's Falls	Stated not to have been received by the persons addressed.	These letters are stated to have been contained in a bag des- patched from Cantley to Ottawa on the 8th January, 1890, which is reported not to have reached the latter office. Enquiry failed to establish how the loss had oc- curred.	2
113	Jas. H. Brown...	do	7..	0 75	"Family Herald" Pub. Co.	Montreal.....				
114	do	do	7..	7 50	Frost & Wood ..	Smith's Falls ..				
115	do	do	7..	0 75	Toronto "News"	Toronto				
116	Mrs. McNeill.....	do	do	7..	1 00	The Massey Press.	do			
117	do	do	do	7..	5 84	John Wilson.....	Utterson.....			

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
118	W. Sanderson	Haultain	1890. Jan. 7.	\$ cts. 15 00	David Sanderson.	Blytheswood.	Stated not to have been received by persons addressed.	The responsibility in this case rested with the Postmaster of Haultain who neglected to enter the letter on his Letter Bill. Contents made good by Postmaster of Haultain.	3
119	John Purdy	Kingston	do 14.	1 00	"Family Herald & Star."	Montreal.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
120	William Boyce	Hotapur.	do 22.	8 00	D. Anderson.	Apsley.	Stated not to have been received by the person addressed.	Stated to have been despatched in a mail from Hotapur for Cheddar but to have failed to reach the latter office. Enquiry failed to establish how or at what point letter disappeared.	2
121	D. Currie.	Coutlee, B. C.	do 22.	20 00	A. Currie.	Rydal Bank	do	These registered letters were duly received at the Bruce Mines Post Office from Sudbury and 800	3
122	Edward Beattie.	Divide, Montana	do 22.	10 00	J. Beattie.	do	do	Postal Car on 27th January, 1890, but no further trace of them could be obtained. Contents made good by Postmaster of Bruce Mines.	3
123	Thomas Redmond.	Grand Maman	do 27.	30 00	R. A. Gregory.	Indiantown	Only \$20 stated to have been received.	No evidence to account for the alleged discrepancy.	7
124	Veronica Dunn.	Augusta, Me.	Feb. 3.	15 00	T. W. McKinnon.	Mount Pleasant, P. E. I.	Stated not to have been received by the person addressed.	The registration of this letter having been dropped at the Summerside, P. E. I., Post Office, the Postmaster of that office made good contents.	3
125	A. St. Onge.	Glen Robertson.	do 7.	25 00	J. Hill.	Monckland	do	Monckland Post Office destroyed by fire on the night of the 10th February, 1890, and these letters burnt.	10
126	A. McDonald	Monckland	do 10.	1 00	"The Mail"	Toronto	do		

127	The Postmaster...	Toronto	do	11	Postage stamps, \$3.	The Postmaster	Shouldice	do	3	The registration of this letter having been dropped at the Owen Sound Post Office, the Postmaster of that office made good contents.
128	Mr. Wright	Stirling	do	13	4 00	J. J. Bates	Toronto	do	3	There being no record of the despatch of this letter from the Stirling Post Office although a certificate of registration was given sender for it, the Postmaster of that office made good contents.
129	Robert Morrison	Field, B.C.	do	17	10 00	F. Morrison	Ernestown, Ont.	do	3	Contained in registered packet forwarded by Ottawa and Port Arthur Mail Clerk to Ottawa and duly received and acknowledged by Ottawa Post Office. There being no further trace of the letter the clerk in the Ottawa office who checked the mail by which the packet in question reached that office was held responsible for the loss of the letter and made good contents.
130	Sarah Bredin	Appleton	do	25	10 00	Mrs. W. Bredin	Winnipeg	do	9	These letters are believed to have been stolen from the Winnipeg Post Office by some person who obtained access to the case containing the registered letters awaiting delivery by climbing upon the ledge of the registered letter counter. No clue could be obtained to the perpetrators of the theft.
131	W. A. Bradley	Chicago, U.S.	do	27	20 00	Mrs. Jos. Brown	do	do	3	This letter was duly received at the Notre Dame du Lac Post Office, but the Postmaster of that office being unable to show how it was disposed of made good contents.
132	Canadian Watch & Jewellery Co.	Toronto	Mar.	14	1 84	Mde C. O. Tardif	Notre Dame du Lac	do	3	Stated to have been despatched from Rat Portage to Rainy River, but to have failed to reach the latter office. Evidence in this case pointed to the conclusion that the letter must have been mis-sent by the Rat Portage office and, under the circumstances, the Postmaster of that office made good contents.

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Class in Recapitulation.
					Name.	Place.		
			1890.	\$ cts.			Result of Proceedings instituted in each case by the Department.	
134	John Large.....	Walkerville.....	Mar. 17..	5 00	Mrs. Mary Large	East Saginaw, Mich.	Stated not to have been received by the person addressed.	3
135	L. A. Hart.....	Montreal.....	do 19..	8 00	Miss Synnumers.....	Montreal.....	This letter was recorded as registered in the books of the Walkerville Post Office, but not having been entered upon any Letter Bill despatched from that office, the Postmaster made good contents.	7
136	John Currie.....	Everton.....	April 3..	100 00	Arthur Johnston	Greenwood.....	No evidence to account for the alleged discrepancy.	7
137	Colin Stewart.....	Eldon Station.....	do 10..	5 00	Peter McIntyre	Woodville.....	do do do	3
138	Mrs. McArthur.....	do do	do 10..	0 50	The Postmaster.....	do do	The courier on the Kirkfield and Lorneville mail route lost the way bag from Argyle for Lorneville containing these letters. The bag was subsequently found but had been rifled of these two registered letters and a number of ordinary letters. Contents of missing letters made good by contractor for the route in question.	8
139	Charles Stark.....	Toronto.....	do 18..	Watch value 13 00	J. Cowie.....	Caledonia.....	This registered packet is believed to have been stolen from the Caledonia Post Office by burglars on the night of 21st April, 1890. Evidence in the case, however, indicating that the packet was called for by the addressee before the date of the burglary, the Postmaster of Caledonia was held responsible.	8

140	H. S. May	Huntsville	do	21	James Smart	Brockville	do	3	Despatched from Huntsville to Northern Railway and receipt acknowledged by mail clerk in charge. There being no further trace of the letter, however, the clerk in question made good contents.
141	Damase Marié	Old Lake Road	April 7	40 00	J. E. Martineau	St. Roch de Que.	Stated not to have been received by the person addressed.	3	This letter is said to have been duly despatched from Old Lake Road Post Office to Quebec and Rivière du Loup postal car, but was not accompanied by any letter bill. Contents made good partly by the Postmaster of Old Lake Road Post Office and partly by the Railway Mail Clerk through whose hands the letter would have passed.
142	Thomas Thomson	Swift Current	do	41 35	T. A. Garland	Portage la Prairie	Only \$11.35 stated to have been received.	7	No evidence to account for the alleged discrepancy.
143	Mrs. J. McMillan	Deacon	May 23	2 50	D. McNickle	Balsam Hill	These letters were stolen from the Renfrew Post Office by burglars on the morning of 24th May, 1890.	9	These letters were stolen from the Renfrew Post Office by burglars on the morning of 24th May, 1890.
144	J. H. Shaw	Renfrew	do	303 30	J. H. Shaw	Shawville			
145	Mr. Barnett	do	do	5 00	Mrs. A. Thomas	Castledford			
146	Mrs. J. McGonigal	Carleton Place	do	2 00	Miss M. McGonigal	Flower Station			
147	Louis Brochu	S. Henri de Lévis	do	50 00	Edouard Brochu	N. D. de l'Adorée	Stated not to have been received by the person addressed.	3	This letter was mis-delivered at the Notre-Dame de Laterrière Post Office. Postmaster held responsible.
148	W. J. Sullivan	Eauclaire	June 2	5 00	Mrs. John Sullivan	Westmeath	do	3	There being no record of the despatch of this letter from the Eauclaire Post Office, the Postmaster of that office made good contents.
149	W. H. Hall	Addison	do	12 00	A. Harris & Son	Brantford	do	3	A certificate of registration having been given for this letter, but no entry of it having been made on any letter bill despatched from the Addison Post Office, the Postmaster of that office was held responsible for its loss and made good contents.

II.

REPORT of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

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	W. E. Weaver...	West Winchester	July 2..	\$ cts. 25 44	J. L. Kerr.....	Toronto.....	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
2	Kate Waind....	Goldstone	do	2 00	Miss Waind	do	do	do	1
3	Wm. Morris....	Rodney.....	do	21 80	Jas. Dixon & Co.	do	do	do	
4	Wm. Walsh....	Palmerston	do	0 35	"Free Press" Printing Co.	London.....	do	do	
5	C. J. H. Jordison.	Ormsby.....	do	4 55	Mr. Renne.....	Toronto.....	Only 55c. stated to have been received.	No evidence to account for the alleged discrepancy.	7
6	B. H. Carr.....	Owen Sound...	do	10 00	Mrs. B. H. Carr	Price's Corners..	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
7	John M. Campbell	South Finch...	do	13 00	Bowie & Bate...	Brockville.....	do	do	3
8	A. Gosselin....	Lowell, Mass.	do	20 00	Mme. C. Loiselle.	St. Alban.....	do	Stolen by Damase Frenette. Portion of the loss in each case made good out of funds recovered from Frenette. See Case No. 20, Class I.	
9	P. Beaulieu....	Escanaba, Mich.	do	30 00	Mrs. A. Ricard...	do	do		
10	Jos. Paquin...	St. Hyacinthe...	do	1 00	Narcisse Rivet...	Montreal.....	do	No trace, owing to want of registration.	1
11	A. Burn.....	Perth.....	do	5 00	S. E. Watt.....	Kemptville.....	do	Stolen by Ex-Railway Mail Clerk Hughes. Contents made good out of funds obtained from his sureties. See Case No. 68, Class I.	3
12	P. Devlin.....	Windsor, Ont....	de	2 00	"Catholic Record"	London, Ont....	do	No trace, owing to want of registration.	1
13	Miss E. R. Mowat	Roslin.....	do	110 00	J. W. Murray...	Belleville.....	do	do	
14	James Flett...	Warton.....	do	11 00	Massey Manuf. Co.	Toronto.....	do	do	

15	Thomas Lawson	Stratford	July 12	5 50	P. Hendershot & Co.	London	Toronto	Stated not to have been received by the person addressed.	No trace, owing to want of registration.
16	Rev. E. A. Harrisson	Kearney	do	5 00	A. H. Harrisson	Toronto	Toronto	do	do
17	Mrs. N. Lepire	St. Hyacinthe	do	2 00	Joseph Lepire	Quebec	Quebec	do	do
18	A. D. Maloney	Montreal	do	5 00	Miss W. Corrigan	Ottawa	Ottawa	do	do
19	Rev. D. D. McLeod	Barrie	do	10 00	H. T. McLeod	Windsor	Windsor	do	do
20	W. R. Moffatt	Montreal	do	6 00	E. D. Rutted	Montreal	Montreal	do	do
21	Mrs. Germain	St. Roch de Québec	do	1 00	Rev. Mr. Poitras	Mattawa	Mattawa	do	do
22	J. L. Stoddard	Toronto	do	10 00	Mrs. J. L. Stoddard	Lindsay	Lindsay	do	do
23	J. Granery	Cacouna	do	7 00	Mrs. H. J. Granery	Toronto	Toronto	do	do
24	G. C. Merkle	North Williamsburg	do	5 00	Jacob Hopper	Morrisburg	Morrisburg	do	do
25	Miss A. Poitras	Montreal	do	6 00	Mme. C. Poitras	L'Anse à Gile	L'Anse à Gile	do	do
26	Mrs. Jas. Coughlin	Halifax	do	5 00	Rev. Sister M. Tobin	Côte des Neiges	Côte des Neiges	do	do
27	Mrs. De Les Darniers	Morrisburg	do	12 00	W. R. De Les Darniers	Toronto	Toronto	do	do
28	R. McKeown	Ottawa	do	12 00	H. F. McKeown	Garden Hill	Garden Hill	do	do
29	The Postmaster	Sand Point	do	12 05	Messrs. Watts & Co.	Brantford	Brantford	do	do
30	Mrs. A. Taylor	Belleville	do	8 00	D. C. Ferguson	Toronto	Toronto	do	do
31	H. E. Baine	Upper Clements, N.S.	do	15 00	Mrs. Baine	Ottawa	Ottawa	do	do
32	Jos. Jones	Le Breton Flats	do	20 00	Maud Jones	Peterboro'	Peterboro'	do	do
33	Thos. McGill	Emsdale	do	12 00	Chown & Cunningham	Toronto	Toronto	do	do
34	J. T. Pulsifer	Halifax, N.S.	do	3 20	Royal Silverware Co.	Windsor, Ont.	Windsor, Ont.	do	do
35	J. E. Latraverse	Montreal	do	5 00	Mme. Mathieu	St. Léon Springs	St. Léon Springs	do	do
36	Dr. Proudfoot	Hull	do	2 00	Wm. Bowden	Montreal	Montreal	do	do
37	George Thomas	Montreal	do	18 00	Capt. J. Wood	Rockland	Rockland	do	do
38	Mrs. W. Neall	Quebec	do	3 00	Norman Neall	Skead's Mills	Skead's Mills	do	do
39	Geddon Ouimet	Kingston	do	20 00	Dr. J. A. Ouimet	Quyon	Quyon	do	do
40	T. H. Phillips	Montreal	Aug. 1	1 00	Editor "Anglo-Saxon"	Ottawa	Ottawa	do	do
41	Gustave Raymond	do	do	3 00	Mme. A. B. Pelletier	Ste. Marie, Beauce	Ste. Marie, Beauce	do	do
42	E. Rawlings	do	do	4 00	F. de S. Bastien	Vaudreuil	Vaudreuil	do	do
43	Lizzie Home	do	do	3 00	Robert Home	Toronto	Toronto	do	do
44	M. McAvley	Cow Bay, N.S.	do	10 00	Wm. Ewan & Son	Montreal	Montreal	do	do
45	E. A. Barton	Montreal	do	1 00	Thos. Nichol	do	do	do	do
46	John Chanter	Stroud	do	5 00	McAllister, Story & Co.	Barrie	Barrie	do	do
47	J'no. O'Keefe	Campbellton	do	5 00	Mary Devereaux	Chatham, N.B.	Chatham, N.B.	do	do

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
48	Mr. Neilson	Amprior	1889 Aug. 13.	\$ 10 00 cts	E. & A. Gunther	Toronto	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
49	T. B. McComb	P. O. car, Brandon.	do 14.	20 00	Mrs. T. B. McComb	Meaford	do	do	3
50	Aggie McLaren	Carp	do 16.	11 00	Rev. Dr. Warden	Montreal	do	Stolen by ex-Railway Mail Clerk Cattellier. Loss made good out of funds obtained from his surties. See Case No. 168, Class II.	3
51	H. Johnston	P. O. car, Toronto.	do 17.	3 00	Miss H. Johnston	London	do	No trace, owing to want of registration.	1
52	E. R. Salter	Brantford.	do 17.	5 00	Miss Edith Nesbitt	Sarnia	do	do	3
53	Mrs. F. W. Green	Halifax, N.S.	do 17.	5 00	Miss Maggie Leach	Toronto	do	do	3
54	Dr. Black	Toronto	do 19.	15 00	Mrs. A. Gordon	Pembroke	do	do	3
55	James Devith	Port Elmsley	do 19.	2 00	Mrs. James Devith	Almonte	do	do	3
56	R. Delaney	Pembroke	do 19.	15 00	Miss O'Donohue	Brockville	do	do	3
57	Mrs. J. O'Brien	Quebec	do 20.	2 00	Patrick Boyle	Toronto	do	do	3
58	T. H. Wyman	Hawkesbury	do 22.	60 00	Goldie & McCullough	Galt	do	do	3
59	P. J. Campbell	Renfrew	do 23.	7 00	Vipond, McBride & Co.	Montreal	do	do	1
60	D. Kellett	P. O. car, Haliburton.	do 25.	7 00	Ben. Wood	Cheddar	do	do	1
61	J. E. Fry	Stratford	do 26.	9 00	J. D. Wells	Toronto	do	do	3
62	Thos. Ferguson	Toronto	do 26.	15 00	Miss M. Ferguson	Ottawa	do	do	3
63	L. B. Lemieux	Casselman Stn.	do 26.	30 00	M. Starrs & Son	do	do	do	3
64	David Ward	Lenark	do 26.	25 00	T. Gilmeur & Co.	Brockville	do	do	3
65	S. Card	Napanee	do 27.	5 00	Thos. Heblewhite	Almonte	do	do	3
66	J. R. McDonald	Sydney	do 28.	3 00	Daniel McFutyre	Boisdale	do	do	3
67	Dr. Corlis	Drumbo	do 28.	8 75	McMillan, Kirtidge & Co.	Stratford	do	do	3
68	Miss Wigglesworth	Beachburg	do 29.	7 00	H. Loucks	Pembroke	do	Stolen by ex-Railway Mail Clerk Cattellier. Loss made good out of funds obtained from his surties. See Case No. 168, Class II.	3

69	J. P. Gildersleeve.	Kingston.	do	31.	3 85	Manufacturers and Accident Insur- ance Co.	Toronto	do	No trace, owing to want of regis- tration.
70	Wm. Edgen.	Casselman	do	31.	25 00	Mrs. W. Edgen.	Hamilton.	do	do
71	Mrs. J. Hargreaves	London East, O.	do	—	5 00	Mrs. Peter Temple	London, Ont.	do	do
72	W. H. Burns	Toronto	Sept.	1	10 00	Mrs. W. H. Burns	Ottawa.	do	do
73	H. T. Sait.	Montreal	do	3.	1 13	Strange & Co.	Toronto	do	do
74	T. O'Callaghan	Cornwall	do	3.	5 00	J. M. O'Callaghan.	Kenmore.	do	do
75	G. A. Robinson	Kingston.	do	4.	5 00	Mrs. G. A. Robin- son.	Oxford Mills.	do	do
76	Smith Thompson.	Beaverton	do	5.	12 25	Jno. Igelstroen & Co.	Toronto	do	do
77	Mrs. Brown	Port Perry	do	6.	1 00	Mrs. Holmes.	Barrie	do	do
78	E. Simard	Sudbury	do	6.	20 00	Hippolyte Trem- blay.	Hull.	do	do
79	Peter Duffy.	Hillsboro', N.B.	do	6.	19 90	Wm. Peters.	St. John, N.B.	do	do
80	Eugenie Picoice	Montreal	do	7.	14 00	Joseph Picoice	Nanur.	do	do
81	Jos. Lavallee.	do	do	7.	12 00	Joseph Lavallee.	Quebec.	do	do
82	P. O'Connor	Ottawa.	do	7.	7 00	Canada Meat Co.	Montreal.	do	do
83	Msgr. Van Stone.	Brussels	do	8.	3 00	Mrs. F. E. Mont- gomery.	Toronto	do	do
84	Wm. Crookshank.	Regina.	do	8.	20 00	Miss Mary Hender- son.	do	do	do
85	G. A. Langevin.	Peninsula Har- bor.	do	8.	6 00	Mrs. G. A. Lange- vin.	St. Marie Beauce	do	do
86	A. E. Brethour	Ottawa.	do	9.	2 00	Mrs. W. Brethour.	Dresden	do	do
87	Wallace Bell	Merrickville	do	10.	3 64	"The Mail"	Toronto	do	do
88	Farley & McDonald	St. Thomas	do	11.	4 00	Mr. Askin	Sandwich.	do	do
89	G. L. Brown.	Oromocto.	do	13.	20 00	W. H. Thorne & Co	St. John, N. B.	do	do
90	Rufus McKay	Shelburne	do	15.	2 00	John Venables.	Halifax.	do	do
91	Mary Thompson	Halifax	do	15.	2 00	Wm. Thompson.	Soldier's Cove.	do	do
92	Alex. Ross	Wingham.	do	17.	3 60	E. W. Hunt	London.	do	do
93	James Price.	Montreal	do	18.	39 90	E. Kelly	Smith's Falls	do	Stolen by a dishonest clerk in the London Post Office. Contents recovered. See Case 15, Class II.
94	J. H. Halpenny	Winnipeg.	do	19.	15 00	Mrs. Robt. Hal- penny.	Balinville	do	No trace, owing to want of regis- tration.
95	J. H. Bockus	Stanbridge Sta- tion.	do	18.	7 62	Sun Life Assur. Co	Montreal	do	do
96	Mrs. Thos. McCord	Cacouna.	do	19.	7 00	Thomas McCord.	Quebec.	do	do
97	W. G. Hanson	Lepreaux	do	20.	10 00	H. W. Northrup	St. John, N.B.	do	do
98	Vve. G. Dufresne.	St. J. B. de Mon- treal.	do	21.	2 00	J. B. Dufresne.	Vainorn	do	do
99	Richard Ash	Sebringville.	do	23.	17 00	William Brown	Toronto	do	do
100	Miss McKerras.	Kingston	do	24.	7 00	Miss Cottingham.	Rockland.	do	do
101	D. R. McKay	Watford	do	24.	5 00	Mrs. D. R. McKay	London.	do	do
102	A. M. Stevenson	Strathroy	do	24	10 64	Wm. Ellis	do	do	Stolen by a dishonest clerk in the London Post Office. Contents re- covered. See Case No. 1, Class II.

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
103	Mrs. C. Hacking..	Owen Sound...	1889. Sept. 25...	\$ cts. 2 00	Robert Best	Flesherton	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
104	Peter Straith	Clinton	do 26	6 00	James Straith	Windsor	do	do	1
105	R. C. Clute	Belleville	do 26	60 00	Miss Nettie Goldsmith	Toronto	do	do	
106	Mrs. Forest	Ottawa	do 26	3 00	Mrs. Sullivan	Sault Ste. Marie	do	do	1
107	Alex. Carr	P. O. Car, Toronto	do 27	13 00	Mrs. Alex. Carr	Kingston	do	do	
108	H. L. Smith	Rat Portage	do 28	7 00	John M. Poole	Perth	do	do	
109	Stanley Cooper	Bond Head	do 29	4 00	Rev. H. D. Cooper	Duntroon	do	do	
110	Rev. T. Ferrier	P. O. Car, Deloraine	do 30	22 00	Miss Ellen Ferrier	Islington, Ont.	do	do	
111	Mrs. P. Gagnon..	Grande Baie	do —	20 00	Ernest Gagnon	Montreal	do	do	3
112	M. W. Cummiford	Strathroy	Oct. 2	32 00	Fessenden Bros.	London	do	Stolen by a dishonest clerk in the London Post Office; contents recovered. See Case No. 15, Class II.	
113	B. Valliers	Hull	do 3	6 00	Mrs. B. Valliers	Montreal	do	No trace, owing to want of registration.	1
114	E. McConnell	Mattawa	do 3	5 00	A. McConnell	Ottawa	do	do	
115	Lizzie McGill	Fournier	do 3	5 00	Mrs. Chas. McGill	East Templeton	do	do	
116	George Hoskin	Campbellford	do 3	25 00	T. Elkington	Bloomfield	do	do	
117	Maggie Meehan	London	do 3	10 00	Mrs. M. Meehan	Gordon	do	do	
118	Thos. C. Collins	Montreal	do 4	10 00	Luke Mitchell	Sherbrooke	do	do	
119	A. Gauthier	Caledonia, Ont.	do 7	6 00	Mme E. Poirier	Beauharnois	do	do	
120	T. Williams	Hamilton	do 7	8 00	Jno. W. Mullaney	Barrie	do	do	
121	W. Smyth	Rowena	do 7	2 00	Dr. Reeve	Toronto	do	do	
122	Mrs. G. T. Reynolds	Ottawa	do 7	2 00	W. A. Noyes	Rochester, N. Y.	do	Stolen by ex-Railway Mail Clerk Hayes. Contents made good out of funds obtained from his sureties. See Case No. 68, Class I.		3
123	J. B. Dickson	Pembroke	do 8	10 00	Miss L. M. Dickson	Oshawa	do	do	

Case No.	Name	Address	Amount	Date	Location	Statement	Remarks	Page
124	J. Corrigan	Richmond, Ont.	7 00	do 8	Ottawa	Mrs. J. Corrigan	No evidence to account for the alleged discrepancy	7
125	Mrs. J. Sinclair	Elora	35 00	do 8	Montreal	C. Morton & Co.	No trace, owing to want of registration	1
126	Lond. Life Ins. Co.	London	20	do 9	Kingston	John Taylor	do	3
127			3 00	do 9	Alexandria	A. J. MacDonald	This letter was stolen by Railway Mail Clerk S. Hollingsworth, who was tried for the offence, found guilty, and sentenced to five years in penitentiary.	
128	Miss Lottie Martin	Clinton, Ont.	2 00	do 11	Ottawa	Miss. M. B. Hall	No trace, owing to want of registration	3
129	R. Miller	Nanticoke	1 00	do 11	London	Farmers' Advocate	do	
130	W. D. Atwell	Norman	8 80	do 12	Toronto	William Jones	do	
131	Vermilyea Cor. Co.	Toronto	10 00	do 13	Stratford	Mrs. E. M. Lloyd	do	
132	Jos. Pepin	Montreal	10 00	do 14	Hull	Joseph Pepin	do	
133	Mrs. Thos. Moore	Armprior	5 00	do 14	Silver Creek	Mrs. F. Roy	do	
134	Miss Julia Devine	do	3 00	do 15	Smith's Falls	James Lunny	do	
135	V. Ravel	Hull	1 00	do 15	Montreal	S. E. Lefebvre	do	
136	Robert Dean	Galt	5 00	do 15	Three Mile St'n	Wm. Davidson	do	
137	James Peck	Toronto	5 00	do 16	Montreal	James Carslake	do	
138	R. Russell & Co.	Pembroke	5 00	do 16	Montreal	Mortimer, Clark & Gray	do	
139	Miss E. St. Louis	Almonte	7 00	do 17	Toronto	Mrs. E. Resignoid	do	
140	G. D. Dickson	Port Severn	3 00	do 17	Ottawa	Mrs. John Flett	do	
141	W. D. Stafford	Belleville	5 00	do 18	Mount Forest	A. C. Dickson	do	
142	Thos. Graham	Lyn	2 00	do 18	Toronto	Farmers' Advocate	do	
143	Thos. Deasy	Meadowdale	2 00	do 18	do	do	do	
144	John Sinclair	Marysville	17 00	do 18	Kingston	Mrs. Sinclair	do	
145	Mme F. Fontaine	Stratford	15 00	Oct. 19	St. Norbert	P. Verrette	do	
146	John Campbell	do	10 00	do 19	Toronto	Mrs. J. Campbell	do	
147	H. Bastard	P. O. Car, Montreal	5 00	do 20	do	Mrs. Rea	do	
148	Joseph Johns	Stratford	5 00	do 21	do	Robert Wilson	do	
149	A. Rose	Norwood	3 00	do 21	Melville	H. S. Post	do	
150	Fred. Vose	Toronto	5 00	do 22	Montreal	George Vose	do	
151	R. H. Wood	Muskoka Mills	21 00	do 22	Lakefield	Mrs. M. J. Finlay	do	
152	F. Bebbington	Ottawa	33 00	do 22	South Indian	J. MacAuley	do	
153	N. Williams	Dublin, Ont	100 00	do 23	London, Ont.	J. Birrell & Co.	do	
154	S. C. Durand	Montreal	6 00	do 24	Toronto	Mrs. Webster	do	
155	N. Gosselin	Hudson	2 00	do 25	St. Alban.	Narcisse Gosselin	do	
156	Thos. J. Roberts	Three Rivers	10 00	do 26	Hull	Winnie Roberts	do	
157	Mary Kerr	South Monaghan	6 00	do 29	Toronto	Miss J. Kerr	do	
158							Stolen by Damase Frenette. Contents recovered. See Case No. 20, Class I.	3
							No trace, owing to want of registration.	

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Class in Receptation.
					Name.	Place.		
159	Siméon Renaud	St. Tite des Caps	Nov. 1. 1889.	\$ 12 00	Isaie Simard	St. Joachim	Stated not to have been received by the person addressed.	3
160	G. H. Rankin	Belleville	do 1.	4 00	John Rankin	Smithfield	do	1
161	E. F. Rubidge	Cornwall	do 2.	1 00	Mrs. J. A. Carman	Ottawa	do	
162	S. Acheson	Westport	do 4.	1 00	Mrs. S. Acheson	Orangeville	do	
163	Mme T. Larochelle	Montreal	do 4.	7 00	Thos. Larochelle	Standon	do	
164	George Ewing	Seaforth	do 4.	10 75	F. J. Ewing	Toronto	do	
165	Sills & Bros.	Frankford	do 5.	6 00	McColl Bros.	do	do	
166	Geo. McDonald	Goderich	do 6.	10 00	Mrs G. McDonald	Ottawa	do	
167	John Houston	Missanabie	do 6.	15 00	Wm. Houston	Eastman's Springs	do	
168		Munster	do 6.	8 50	Mrs. Jas. Morgan	St. Johns, Que.	do	3
169	John Woodruff	Ottawa	do 7.	10 00	Eastman Dry Plate Co.	Montreal	do	1
170	John Firth	Galt	do 9.	1 00	Mrs. R. J. Firth	Meaford	do	
171	L. Commaert	Calgary	do 10.	2 00	S. E. Lefebvre	Montreal	do	
172	F. Chittick	Dorchester, Ont.	do 11.	0 70	"Free Press" Co.	London	do	
173	W. J. Southern	Windsor, N.S.	do 12.	2 00	A. S. Ellis	Toronto	do	
174	J. Sullivan	Armpror.	do 12.	6 00	M. Lang & Sons	Montreal	do	
175	Wm. Mills	Toronto	do 13.	2 00	Short & Reynolds	Ottawa	do	
176	Mrs. Coates	Chatham	do 14.	10 00	Whiton Novelty Co	Toronto	do	
177	G. B. Nobbs	P. O. Car, Swift Current.	do 14.	15 00	Mrs. Poskitt	Winnipeg	do	
178	E. J. Conner	Kincardine	do 15.	5 14	J. K. Spry	London	do	
179	A. D. Ritchie	Quebec	do 15.	10 00	Mrs. A. D. Ritchie	Three Rivers	do	
180	Rev. L. L. Lambert	St. Anastasie	do 20.		B. Houde et Cie.	St. John Sub.	do	

181	Rev. A. Hill	Chatham	do	20	5 00	Mrs. Boomer	London	do	Stolen by a dishonest clerk in the London Post Office. Contents recovered. See Case No. 15, Class II.	3
182	Mrs. Davy	Brockville	do	20	4 50	Mrs. John Bell	Kingston	do	No trace, owing to want of registration.	1
183	G. Boyd	Irondale	do	20	30 00	W. G. Boyd	Blairton	do	do	7
184	John Johnson	Penetanguishene	do	20	7 00	Mrs. Jno. Johnson	Toronto	do	do	
185	W. H. Campeau	Athens	do	22	20 00	Alex. A. Dumlop	Petawawa	do	do	
186	Miss H. P. Merrill	Prescott	do	22	10 00	Perry Merrill	Toronto	do	do	
187	Mrs. Stewart	Haliburton	do	22	8 00	J. E. Flood	Lindsay	do	do	
188	C. H. Chapman	River du Loup Station	do	25	50 00	Mrs. C. H. Chapman	Toronto	do	do	
189	R. Mainer	Orillia	do	25	5 00	Shipway Mfg. Co.	do	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	
190	M. Mullins	Sherbrooke	do	26	15 00	M. Mullins	Quebec	do	No trace, owing to want of registration.	
191	Adolphe Masson	Hull	do	26	2 25	B. Houde et Cie.	St. John Sub., Q.	do	do	
192	Mrs. G. M. Barrett	St. John, N. B.	do	26	3 50	Rev. W. Briggs	Toronto	do	do	
193	Jas. Fairley	Guelfh	do	26	5 00	Wm. Fairley	Norwich	do	do	
194	A. H. Filday	Victoria, B. C.	Dec.	1	15 00	J. J. Hamilton	Winnipeg	do	do	
195	Miss Kirby	Prescott	do	2	5 00	Miss Annie Kirby	Montreal	do	do	
196	Michael Walsh	Halifax, N. S.	do	2	4 00	"Catholic Record"	London	do	do	
197	A. Monbougette	West Michael, N. S.	do	2	2 00	do	do	do	do	
198	Wm. Irwin	Lindsay	do	2	2 00	A. O. Hogg	Oakwood	do	do	
199	Mrs. M. A. Rowed	Auburn	do	3	20 00	Jas. Turner & Co.	Hamilton	do	do	
200	Mrs. Joyce	Stewarton	do	4	3 00	Richard Lester	Rochesterville	do	do	
201	Mr. Lett	Collingwood	do	5	2 00	C. E. Spragge	Montreal	do	do	
202	Miss Lonergan	Montreal	do	6	7 00	Miss K. Lonergan	Quebec	do	do	
203	Rebecca Hill	Cameron town	do	6	6 00	Miss T. Hill	South Lanark	do	do	
204	F. Couillard	Carleton. Que.	do	7	34 00	J. H. Botterell & Co.	Quebec	do	do	
205	A. McNeil	Saltford	do	7	1 00	"Farmers' Advocate"	London	do	do	
206	W. H. Baldwin & Co.	Ottawa	do	7	4 00	"Pembroke Observer"	Pembroke	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
207	Mrs. Jno. Kerr	Toronto	do	9	5 00	Mrs. E. Sawtell	Whittington	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
208		Montmagny	do	10	5 00	M. Mercier et Cie.	Levis	do	Stolen by Paul Bolduc, a youth of 15 years of age in the employ of Mercier & Co. Bolduc was arrested, brought to trial and sentenced to 5 years in Reformatory Prison. Contents recovered.	8

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
209	W. Brooks, Sen.	Low, Que.	1889. Dec. 10.	\$ cts. 3 00	Willie Brooks	Ottawa	Stated not to have been received by the persons addressed.	No trace, owing to want of registration.	
210	A. G. Browning	North Bay	do 10.	20 00	Mrs. A. G. Brown- ing.	Collingwood	do	do	
211	Mr. Alex. McKay	Morewood	do 11.	10 00	H. McKay	Ottawa	do	do	1
212	W. G. Scott	Warton	do 12.	5 00	Mrs. W. G. Scott	Port Perry	do	do	
213	Mrs. Jno. Bishop	Brantford	do 13.	10 00	Miss. Kate Farr	Toronto	do	do	
214	Arthur Boag	London	do 13.	1 25	Cassgreen, Mfg. Co.	do	do	do	
215	F. W. Ingram	Grovesend	do 15.	3 00	"Farmer's Advo- cate"	London	do	do	
216	Margaret Dawas	Bennington	do 15.	1 25	do	do	do	do	7
217	W. Greenfield	St. George.	do 16.	9 06	J. D. Wells	Toronto	do	do	
218	T. S. Higginson	Winnipeg	do 16.	5 00	Mrs. C. E. Turgeon	Hull	do	do	
219	W. Mitchell	Toronto	do 16.	6 00	J. Melver	Kingston	do	do	
220	Arch. Fairbairn	do	do 16.	5 00	Mrs. A. Fairbairn.	Muskoka	do	do	
							Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	
221	H. M. Graydon	London	do 17.	1 00	E. King Dodds	Toronto	Stated not to have been received by the person address- ed.	No trace, owing to want of regis- tration.	
222	Miss M. E. Berry- man.	Laval	do 17.	2 00	Miss M. A. Cole- man.	Quebec	do	do	1
223	J. Carver	Galt	do 17.	1 00	"Farmers' Advo- cate"	London	do	do	
224	A. E. Anderson	Port Rowan	do 18.	1 00	"Advertiser"	do	do	do	
225	Mrs. A. Harrison	Moulinette	do 20.	7 00	J. L. Cassidy & Co. Printing Co.	Montreal	do	do	
226	Frank Salter	Halifax	do 20.	2 00	Miss Salter	Winnipeg	do	do	
227	C. Bailey	Mattawa	do 23.	2 00	Henry Bailey	Toronto	do	do	
228	Jno. K. Ford	Chatham, N. B.	do 23.	2 00	"Christian Guard- ian"	do	do	do	

229	A. McConnell.....	Lachute.....	do	23..	1 00	"Gazette" Print- ing Co.	Montreal.....	do	do
230	H. Lane.....	Faigrove.....	do	23..	1 00	"Free Press" Printing Co.	London.....	do	do
231	A. Glatly.....	Wyoming.....	do	24..	1 00	"Farmers Advo- cate."	do	do	do
232	W. Kennedy.....	South March.....	do	24..	2 00	"Farmers Advo- cate."	do	do	do
233	John Vickers.....	Belleville.....	do	24..	1 25	Mrs. Sarah Ken- edy.	North Port.....	do	do
234	R. McCammon.....	Kingston.....	do	24..	3 00	Mrs. N. Job.....	Smith's Falls.....	do	do
235	Eugène Chino.....	Quebec.....	do	24..	5 00	F. E. Knight.....	Ottawa.....	do	do
236	Jos. Hayter.....	Varna.....	do	25..	1 00	"Free Press" Printing Co.	London.....	do	do
237	J. Kinture.....	Ballinafad.....	do	25..	1 00	"Advertiser" Printing Co.	do	do	do
238	Emilie Julien.....	Montreal.....	do	26..	5 00	Mme Wm. N. Julien.	Beauport.....	do	do
239	Samuel Belton.....	London.....	do	28..	13 50	Patterson Bros.....	Woodstock.....	do	do
240	H. Beasley.....	Donald, B. C.....	do	29..	7 00	Miss L. Beasley.....	Parkdale.....	do	do
241	Mrs. Alice Hill.....	Toronto.....	do	30..	3 00	Mrs. M. D. Bolden.....	Collingwood.....	do	do
242	G. W. Keast.....	St. Ives.....	do	31..	1 40	"Globe" Printing Co.	Toronto.....	do	do
243	Samuel Watson.....	Carthage.....	Jan. 1..	1890.	4 00	"Christian Guard- ian."	do	do	do
244	Peter Douglas.....	Legierait.....	do	1..	1 00	"Free Press" Printing Co.	London.....	do	do
245	Thos. Lann.....	Brantford.....	do	2..	5 40	"Farmers Advo- cate."	do	do	do
246	George A. Smith.....	Peterboro'.....	do	2..	10 00	Mrs. B. W. Smith.....	Toronto.....	do	do
247	Thos. M. Studam.....	Toronto.....	do	2..	3 83	Dominion Glass Co. Miss Emily Martin.	Montreal.....	do	do
248	Miss Martin.....	Hull.....	do	3..	8 00	Auguste Lavigne.....	Mirabel.....	do	do
249	Mme Valiquette.....	Uffington.....	do	4..	3 91	Rossell & Hutchin- son.	Toronto.....	do	do
250	Rev. H. N. Burden.....	Coldstream.....	do	4..	0 75	"Globe" Printing Co.	do	do	do
251	T. McLean.....	Ayr.....	do	6..	1 00	"Free Press" Printing Co.	London.....	do	do
252	C. McGeorge.....	Canfield.....	do	7..	1 50	Jno. W. Welch.....	Toronto.....	do	do
253	Jas. Welch.....	Montreal.....	do	7..	5 00	James Scott.....	Richmond Stn. Woodstock	do	do
254	M. Scott.....	Toronto.....	do	8..	2 00	Mr. Losees.....	London.....	do	do
255	William Day.....	Crow Lake.....	do	9..	1 00	"Free Press" Printing Co.	do	do	do
256	J. C. Gale.....	St. John, N.B.....	do	9..	2 00	P. O. Draver, 2655. Co.	Toronto	do	do
257	Thos. McPherson.....	St. Ives.....	do	10..	1 40	"Globe" Printing Co.	do	do	do
258	G. W. Keast.....	Saltford.....	do	11..	1 00	J. H. Dickson.....	London.....	do	do
259	H. Beacham.....	Burnhamthorpe.....	do	11..	2 00	"Catholic Record." J. Popham & Co.	do	do	do
260	Mrs. J. Lanphier.....	Iron Dale.....	do	11..	1 79	J. Popham & Co.	Montreal.....	do	do
261	Peter Barr.....		do	11..				do	do

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTERS.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
262	W. D. Dolihan.....	Vinton.....	1890. Jan. 12..	\$ cts. 12 00	Julia A. Bolan.....	Thornby.....	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	
263	Michael Mason.....	Low.....	do 14..	20 00	B. M. Mason.....	Ottawa.....	do	do	
264	John Brooks.....	Milford.....	do 17..	2 25	E. J. B. Pense.....	Kingston.....	do	do	
265	Joseph Dantzen.....	Shaakpeare.....	do 17..	2 00	"Catholic Record".....	London.....	do	do	
266	Alex. Squair.....	Peterboro'.....	do 19..	3 00	Fred. Squair.....	Alliston.....	do	do	
267	E. N. Fillion.....	Lakefield.....	do 21..	2 00	Mrs. E. N. Fillion.....	Sydenham.....	do	do	
268	W. Gilbert.....	W. McGillivray.....	do 21..	1 00	"Free Press".....	London.....	do	do	
269	W. H. Wilson.....	Sparta.....	do 21..	1 00	Printing Co. "Farmers' Advo- cate,"	do.....	do	do	
270	N. Robson.....	Clinton, Ont.....	do 21..	7 00	J. R. Shuttleworth.....	do.....	do	do	
271	A. N. Ingersoll.....	Huntsville.....	do 21..	2 75	People's Milling Co.....	Meaford.....	do	do	
272	S. Harper.....	Kingston.....	do 22..	18 00	Mrs. J. H. Gray.....	Brampton.....	do	do	
273	Jas. McCaul.....	Hintonburg.....	do 23..	5 00	J. Shannon.....	Ashton.....	do	do	
274	J. Fairburn.....	Winnipeg.....	do 24..	10 00	N. Fairburn.....	London.....	do	do	
275	A. E. Edwards.....	Petrolia.....	do 25..	0 25	"Catholic Record".....	do.....	do	do	
276	H. J. Philips.....	Gladstone, Man.....	do 25..	2 00	"Farmers' Advo- cate,"	do.....	do	do	
277	Joseph King.....	Chatham, Ont.....	do 25..	1 00	"Catholic Record".....	do.....	do	do	
278	Nelie McLelland.....	Clinton, Ont.....	do 25..	12 00	Mrs. J. McClelland.....	Grand Bend.....	do	do	
279	Fred. Bishop.....	Hull.....	do 27..	10 00	Mrs. P. Bishop.....	Fortneuf.....	do	do	
280	Wesley McCue.....	Forfar.....	do 27..	0 87	E. J. B. Pense.....	Kingston.....	do	do	
281	W. M. Lockhart.....	Everett.....	do 28..	1 50	L. J. Beemer.....	Toronto.....	do	do	
282	Mine Veuve G. Frenel.....	St. George de Maibate.....	do 28..	10 20	Joseph Dugal.....	St. Roch de Qué- bec.....	do	do	
283	Miss E. W. Bell.....	Pembroke.....	do 29..	10 00	G. H. Ferguson.....	Toronto.....	do	do	
284	Jennie Watkins.....	Hamilton.....	do 30..	5 00	Miss M. Peterson.....	Ameliasburg.....	do	do	
285	John Gowans.....	Arnuprior.....	do 31..	5 00	Mrs. Gowans.....	Toronto.....	do	do	
286	Jas. Burnett.....	Poolo.....	do 31..	2 00	"Farmers' Advo- cate,"	London.....	do	do	
287	W. Roy.....	Fairmount.....	do 31..	1 00	"Advertiser".....	do.....	do	do	

		1			
288	J. A. Bradley.....	Dunrobin.....	Feb.	1.	do
289	Canadian Cash Register Co.	Toronto (Railway Station)	do	3.	do
290	Sam'l. Glaister.....	Stratford.....	do	3.	do
291	Miss McCallum.....	Cobourv.....	do	3.	do
292	Fillen Smith.....	Eganville.....	do	3.	do
293	D. W. Kerr.....	Cherry Valley.....	do	5.	do
294	S. Bell.....	Chaudiere Station.....	do	6.	do
295	R. Lewis.....	London.....	do	7.	do
296	T. Lavictore.....	Clarence Creek.....	do	7.	do
297	Rev. S. Quinn.....	Ottawa.....	do	7.	do
298	John Wilkins.....	Toronto.....	do	8.	do
299	John Harvey.....	Amrior.....	do	8.	do
300	A. Scott.....	Neustadt.....	do	9.	do
301	John Nott.....	Port Perry.....	do	10.	do
302	W. Paterson.....	Branford.....	do	10.	do
303	Miss A. Fleming.....	Compton.....	do	10.	do
304	Horace Bates.....	London.....	do	10.	do
305	Napoleon League.....	Ottawa.....	do	10.	do
306	F. Baby.....	Victoria, B.C.....	do	10.	do
307	J. McLaren.....	Winnipeg.....	do	12.	do
308	J. E. Cliphsham.....	Gravenhurst.....	do	12.	do
309	Uriah Wright.....	Strling.....	do	13.	do
310	Rev. John Raine.....	Sharbot Lake.....	do	14.	do
311	W. J. Wilbur.....	Shediac.....	do	14.	do
312	Mrs. Geo. Patter-son.....	Wakefield.....	do	14.	do
313	Miss Hales.....	Waubashene.....	do	17.	do
314	S. M. Vail.....	Parkhill.....	do	18.	do
315	Miss C. Delisle.....	Montreal.....	do	18.	do
316	J. A. Moorehouse.....	Fargo, Ont.....	do	20.	do
317	Joseph Germain.....	St. Ubald.....	do	20.	do
318	W. H. Babcock.....	Rednersville.....	do	21.	do
319	Jas. Stratton.....	St. John, N.B.....	do	23.	do
320	Jas. Perrin.....	Listowel.....	do	24.	do
321	F. Elkington.....	Ompah.....	do	24.	do
322	F. F. Jones.....	Comber Station.....	do	25.	do
323	V. W. Lingner.....	Berlin.....	do	25.	do
324	Mrs. D. Sheppard.....	Pembroke.....	do	26.	do
325	Mde Clara Daoust.....	Rochesterville.....	do	26.	do
326	R. R. Hall.....	Almonte.....	do	27.	do
327	Mrs. B. P. Creighton.....	Quebec.....	do	28.	do
328	W. H. Sparham.....	Brockville.....	do	28.	do
329	George Lawton.....	Stratford.....	do	—	do
330	Gavin Ross.....	Exeter.....	do	—	do
0 45	Rev. W. Briggs.....	Toronto.....	do	do	do
12 00	F. E. Sinclair.....	Trenton.....	do	do	do
8 00	W. & D. Dineen.....	Toronto.....	do	do	do
1 00	Miss McCallum.....	do	do	do	do
0 25	"Catholic Record".....	London.....	do	do	do
2 00	E. J. B. Pense.....	Kingston.....	do	do	do
5 00	Miss A. Bell.....	Maple Grove.....	do	do	do
1 95	R. J. Hovenden.....	Toronto.....	do	do	do
5 00	N. Beauchamp.....	Hull.....	do	do	do
10 00	C. W. Coates.....	Montreal.....	do	do	do
10 00	G. R. Cruikshank.....	Windsor.....	do	do	do
4 00	W. P. Page.....	Toronto.....	do	do	do
3 00	Mrs. A. Scott.....	Whiteby.....	do	do	do
11 60	Leopold Girard.....	Three Rivers.....	do	do	do
16 78	L. R. Terwilligar.....	Belleville.....	do	do	do
1 50	Miss Neil.....	Toronto.....	do	do	do
6 00	O. O. Benson.....	Straford.....	do	do	do
5 00	Mde N. Leque.....	Ste. Anne de Bellevue.....	do	do	do
7 00	L. Logan.....	Vanconver, B.C.....	do	do	do
1 75	J. F. Bryce.....	Toronto.....	do	do	do
3 50	Rev. W. Briggs.....	do	do	do	do
4 00	J. J. Bales.....	do	do	do	do
4 17	Methodist Publishing House.....	do	do	do	do
20 00	Jno. H. McRobbie.....	St. John, N.B.....	do	do	do
3 00	T. J. Bangs.....	Ottawa.....	do	do	do
11 00	Mrs. Hales.....	Walkerton.....	do	do	do
2 00	Mrs. S. M. Vail.....	Coldstream.....	do	do	do
2 00	Mde A. de la Providence.....	Three Rivers.....	do	do	do
3 00	Mrs. J. Moorehouse.....	London.....	do	do	do
7 00	Dr. E. Morin & Cie.....	Quebec.....	do	do	do
5 00	Postmaster.....	Kingston.....	do	do	do
2 00	Mrs. Mary Stratton.....	Clarendon Station, N.B.....	do	do	do
8 00	W. Perrin.....	Newmarket.....	do	do	do
1 50	R. M. Rose.....	Kingston.....	do	do	do
5 00	W. A. Slocum.....	Toronto.....	do	do	do
13 00	Solomon Hopper.....	Tavistock.....	do	do	do
10 00	Peter McGregor.....	Toronto.....	do	do	do
3 00	Dlle E. Bourgeois.....	St. Augustin.....	do	do	do
10 00	Mrs. R. R. Hall.....	Parry Sound.....	do	do	do
5 00	B. P. Creighton.....	Montreal.....	do	do	do
3 00	H. Sparham.....	Ottawa.....	do	do	do
2 00	Rev. W. Briggs.....	Toronto.....	do	do	do
0 50	Miss Murray.....	Wilton Grove.....	do	do	do

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
331	Henry Whitney...	Ardree	1890.	\$ cts. 2 00	"Farmers' Advo- cate."	London	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
332	Mrs. Hamilton	Windsor, Ont.	Mar. 1.	8 00	C. F. Hamilton	Kingston	do	do	1
333	John McElrea	P. O. Car, Sidney, Man.	do 1.	1 00	"Free Press" Office	Winnipeg	Stated not to have been received by person addressed.	No trace, owing to want of registration.	
334	Miss Skae	Toronto	do 1.	3 00	Cadet Skae	Kingston	do	do	3
335	T. Bower	Kingston	do 2.	5 00	Miss M. Smith	St. Catharines	do	Mis-delivered at the St. Catharines Post Office. Contents made good by Postmaster of that office.	
336	M. T. Smith & Co.	Toronto	do 3.	14 00	Mrs. Jos. Smith	Côte St. Paul	do	No trace, owing to want of registration.	1
337	J. H. Cunningham	London	do 6.	3 94	Warwick & Sons	Toronto	do	do	
338	Barbara Sicle	Arkona	do 7.	1 30	D. M. Ferry & Co.	Windsor	do	do	
339	R. Brodie	Quebec	do 7.	1 25	do	do	do	do	
340	Geo. Tucker	Poplar Hill	do 7.	1 00	do	do	do	do	
341	Jos. V. Poliquin	Montreal	do 7.	2 00	Laurent Poliquin	Montreal	do	do	
342	E. G. Scovil	St. John, N.B.	do 7.	1 00	Frank Berton	Fredericton, N.B.	do	do	
343	W. H. Boyd	Montreal	do 8.	5 00	J. Morissette	Cap Blanc	do	do	
344	E. Puddington	Victoria Corner	do 10.	10 00	Merchants Bank of Halifax	Woodstock, N.B.	do	do	
345	Miss C. Darrah	Hull	do 10.	4 00	Mrs. Fred Church	Aylmer, Que.	do	do	5
346	C. J. Campbell	Toronto	do 12.	6 00	J. W. Sharpe	Dresden	Stated to have been received without contents.	This letter was mis-sent from Sar- nia to Port Lambton, and evi- dence in the case pointed to the conclusion that it was tampered with at the latter office, unauthor- ized parties having been allowed access to the correspondence. Loss made good by Postmaster of Port Lambton.	

347	Miss A. Andrew...	Peterboro'	Mar. 12..	2 00	Mrs. Andrew.....	Toronto.....	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
348	H. J. Lamb	Toronto	do	15 00	John Lamb	Winnipeg	do	do	
349	Wm. Elliott	Winnipeg	do	6 00	Thos. Conley	Kemptville	do	do	
350	C. D. McArthur	St. Phillip's Sta-tion	do	5 00	Mrs. C. D. McArthur	Hull	do	do	
351	E. East	Bristol Mines	do	7 00	Mrs. E. East	do	do	do	
352	E. G. Scovil	St. John, N. B.	do	1 00	Frank Berton	Fredericton	do	do	
353	Imperial Oil Co	do	do	20 00	C. L. Drury	do	do	do	
354	C. N. Griffin	Wingham	do	10 00	Geo. Carslake	Montreal	do	do	
355	W. A. Turner	Barrie	do	9 50	N. N. Cole & Co.	Winnipeg	do	do	
356	Grace M. Wilson	Greenway	do	2 00	R. L. Wilson	Belleville	do	do	
357	G. C. Mills	Playfair	do	2 00	Rev. W. H. Withrow	Toronto	do	do	
358	Miss Ballenden	P. O. Car, Montreal	do	3 00	John Ballenden	Dunbar	do	do	
359	Wm. Loreys	Embros	do	1 00	D. M. Ferry & Co.	Windsor	do	do	
360	M. A. Christie	Montreal	do	10 00	Mrs. E. Thompson	Lennoxville	do	do	
361	Albert Lafond	St. Hyacinthe	do	1 25	E. Decelles	Montreal	do	do	
362	H. W. Judd	Peterboro'	do	10 00	S. M. Durkee	Burlington	do	do	
363	Captain Farley	Quebec	do	5 00	Cadet Farley	Kingston	do	do	
364	J. E. C. McGillivray	Callander	do	1 00	Mrs. J. E. C. McGillivray	Guelph	do	do	
365	W. G. Walton	Orillia	do	1 00	Miss M. Walton	Hamilton	do	do	
366	Chas. de W. Smith	Windsor, N. S.	do	20 00	H. S. Smith	Sackville, N. B.	do	do	
367	Mrs. W. J. Purdy	Kingston	do	7 15	R. S. McGill	Simcoe	do	do	
368	Miss McClarty	St. Mary's, Ont.	do	1 35	Mrs. J. S. Shipman	Toronto	do	do	
369	Thos. Tipling	Clinton	do	2 00	G. H. Tipling	do	do	do	
370	R. E. Mercer	Southampton	do	3 80	Mrs. R. E. Mercer	Tiverton	do	do	
371	Miss N. McHardy	Wingham	do	3 80	Miss McHardy	Toronto	do	do	
372	R. Glen	Upper Caverhill, N. B.	do	1 00	D. M. Ferry & Co.	Windsor	do	do	
373	J. Gareau	St Roch de Quebec	do	1 10	do	do	do	do	
374	Mrs. Telfer	Toronto	April 1.	5 00	Mrs. W. Telfer	Parkhill	do	do	
375	C. H. Blaxham	Norwich	do	1 00	Rev. E. H. Dewar	Toronto	do	do	
376	Geo. McRae	Toronto	do	4 00	Wm. Braithwait	Windsor	do	do	
377	Wm. Malcolm	St. Mary's, West	do	5 00	Peter Malcolm	Toronto	do	do	
378	H. P. Cook	Belleville	do	9 00	John Druce	Kingston	do	do	
379	Miss R. M. Cookman	Hamilton	do	10 00	Mrs. Jane Harlow	Coboconk	do	do	
380	W. J. James	Portage la Prairie	do	4 00	Mrs. James	Winnipeg	do	do	
381	A. Meloche	St. Thothée	do	5 00	J. D. Meloche	Montreal	do	do	
382	E. Neff	Fernhill	do	0 25	D. M. Ferry & Co.	Windsor	do	do	
383	J. H. McIntosh	Strathroy	do	6 20	A. & S. Nordheimer	Toronto	do	do	

II.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Results of Proceedings instituted in each case by the Department.	Class in Reception.
					Name.	Place.			
384	C. E. Smeaton	Ferguson's Falls.	April 9.	\$ cts. 27 33	Geo. Robertson & Kingston. Son.	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1	
385	P. L. de Carteret	Guelph	do 10.	8 62	New York Domestic Fashion.	Toronto	do		
386	A. Fonrouge	Longueuil	do 10	4 00	Geo. Fonrouge	Montreal	do		
387	Jas. Webb	Osringe	do 11	1 00	D. M. Ferry & Co.	Windsor	do		
388	G. H. Green	Carberry	do 14	2 00	Mrs. Bella Green.	Sheppardton	do		
389	Henry Lane	Amherst, N.S.	do 14	3 00	Mrs. Henry Lane.	Halifax	do		
390	Agnes Barrett	Hesper.	do 15	1 00	D. M. Ferry & Co.	Windsor	do		
391	Archibald, Howell & Cumberland.	Winnipeg.	do 16	1 00	J. Angus	Emerson, Man.	do		
392	G. H. Green	Whitemouth, Man.	do 20	1 00	Miss Bella Green.	Sheppardton, Ont.	do		
393	Thomas Scullard	Chatham	do 21	10 00	Scovel & Co.	Toronto	do		
394	Charles Harrison	Thorndale	do 22	16 00	Miss M. C. Harrison.	do	do		
395	S. Jolicœur	Joliette	do 22	40 00	J. M. Jolicœur	Montreal	do		
396	Mrs. Mackenzie	Sherbrooke	do 23	20 00	James Linton	do	do		
397	T. T. Mann	Postal Car, Aymer, Ont.	do 23	5 00	"Empire" Printing Co.	Toronto	do		
398	Rev. D. J. Gillis	Fairfield, P.E.I.	do 24	20 00	Rev. Sister St. Mary of Mercy.	Charlottetown, P.E.I.	do		
399	John Madden	Railway Station, London.	do 25	7 00	Geo. Cutler	Toronto	do		
400	Mde. C. Dozois	Montreal	do 25	5 00	Joseph Allard	Ste. Hélène	Contents made good by a Railway Mail Clerk to whom this letter was handed at the London Railway Station, the evidence taken in the case pointing strongly to the conclusion that the letter was lost or mislaid by the clerk in question.		
401	A. J. Cox	Bridgewater	do 25	5 00	Mrs. A. J. Cox	Halifax	No trace, owing to want of registration.	1	

402	Louis Courtois.....	Montreal.....	do	28..	8 00	Angélique Picard.....	Lorette.....	do	do	1
403	A. Leclerc & Co....	St. Roch de Qué- bec.....	do	29..	10 00	E. Muir.....	Montreal.....	do	do	1
404	Geo. Grandin.....	Notre Dame du Portage.....	do	30..	3 00	Hypolite Caron.....	St. Roch de Qué- bec.....	do	do	1
405	Geo. Moore.....	Lisgar Station..	May	1..	2 80	H. C. Miller.....	Drummondville..	do	do	1
406	Mrs. C. Hislop.....	Winnipeg.....	do	5..	10 00	Mrs. Thos. Ban- croft.....	Crossland.....	do	do	1
407	W. P. O'Donnell..	Peterboro'.....	do	5..	5 00	Mrs. P. O'Donnell..	Toronto.....	do	do	1
408	Miss H. Flynn....	Grand Rivière..	do	—	0 50	Thomas Flynn.....	Percé.....	do	do	3
Stolen from the mails by a courier on the Newport and Percé mail route named Herbert Collin, who was tried and sentenced to 5 years in penitentiary. Contents re-covered.										
409	S. Mackenzie.....	Brandon, Man..	do	6..	10 00	Mrs. S. Mackenzie	Paris Station...	do	No trace, owing to want of regis- tration.	1
410	Mrs. Reid.....	Montreal.....	do	12..	2 00	Mrs. Clark Murray	Montreal.....	do	do	1
411	J. H. Owens.....	Trent Bridge..	do	12..	3 00	Emery Owens.....	Warkworth.....	do	do	1
412	Mrs. J. Stephens..	Gananoque.....	do	13..	5 00	Mrs. Lindsay.....	Toronto.....	do	do	1
413	E. P. Brintwell..	Belleville.....	do	16..	1 50	S. S. Brintwell....	Colborne.....	do	do	1
414	Mrs. Jas. Hamilton	St. John, N.B., (Ry. Station)	do	18..	55 00	Thos. J. Bentley..	Halifax.....	do	do	1
415	W. H. Pylé.....	Strathroy.....	do	20..	9 12	Oshawa Stove Co..	Oshawa.....	do	do	1
416	Mrs. H. Francis..	Halifax.....	do	21..	15 00	Mrs. Francis.....	Moncton.....	do	do	1
417	Spencer's Island Co	Spencer's Island, N.S.	do	23..	10 00	James Goldie.....	Guelph.....	do	do	1
418	Alex. Ricard.....	Inkerman.....	do	23..	2 00	Miss E. Redmond..	Kingston.....	do	do	1
419	M. Campbell.....	Sand Point.....	do	24..	5 00	Mrs. Alex. Ricard	Calumet Island..	do	do	1
420	D. Martin.....	Montréal.....	do	26..	15 00	Miss A. Campbell..	Aldboro'.....	do	do	1
421	Mrs. Hubble.....	Guelph.....	do	30..	5 00	Geo. Carlsake.....	Montreal.....	do	do	1
422	Thomas Dale.....	Kingston.....	do	30..	4 50	R. Smith & Co....	Toronto.....	do	do	1
423	Annie Owen.....	Toronto.....	June	1..	5 00	Mrs. T. Dale.....	Belleville.....	do	do	1
424	G. A. Varin.....	St. Catharines	do	2..	3 00	Mrs. J. Owen.....	Price's Corners..	do	do	1
425	Edward Hayes....	Pembroke.....	do	2..	15 00	Mrs. J. A. Varin..	Hull.....	do	do	1
426	W. Stuart.....	St. John, N.B.	do	3..	10 00	Hon. P. A. Landry	Dorchester.....	do	do	1
427	E. Levallée.....	Kingston.....	do	4..	5 00	Mrs. W. Stuart....	Toronto.....	do	do	1
428	A. Peatman.....	Montreal.....	do	4..	10 00	Fusée Lavallée... St. Lin.....	St. Lin.....	do	do	1
429	J. McCormick....	Frederickton	do	11..	10 00	Mrs. A. Peatman..	Indiantown.....	do	do	1
430	A. M. Clark.....	St. John, N.B.	do	11..	20 00	Mrs. J. McCormick	South Nelson....	do	do	1
431	Louis Poulin....	Pictou.....	do	11..	17 00	Patterson Bros...	Woodstock, Ont..	do	do	1
432	G. A. Machum....	Stottville.....	do	12..	5 00	L. J. Poulin.....	Montreal.....	do	do	1
433	Wm. May.....	Indian town....	do	12..	14 00	H. W. Machum....	Carlisle.....	do	No evidence to account for the alleged discrepancy.	7
434	Wm. Baird.....	St. J. B. de Montreal.....	do	13..	6 00	Mrs. Wm. May....	Thurso.....	do	do	1
435	D. Beliveau.....	Montreal.....	do	14..	5 00	John Baird.....	Toronto.....	do	do	1
436	St. Celestin.....	St. Celestin....	do	14..	25 00	D. Burke.....	Montreal.....	do	do	1
Stated not to have been received by the person addressed.										

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1890, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receipt.
					Name.	Place.			
437	Mary Mulligan...	London East....	1890. June 16..	\$ cts. 3 00	Mrs. Jno. Kenny..	St. Mary's West.	No trace, owing to want of registration.	1	
438	T. S. Clark.....	Belleville.....	do 16..	1 59	T. E. Carrie.....	Toronto.....	do		
439	M. E. Agar.....	St. John, N.B....	do 17..	20 00	Mrs. M. E. Agar..	Halifax.....	do		
440	Mde A. Duchesne.	Montreal.....	do 18..	4 00	J. E. Duchesne..	Sherbrooke..	do		
441	George Woods...	Ottawa.....	do 20..	5 00	Mrs. Geo. Woods..	Montreal.....	do		
442	Jos. Jobin.....	Sorel.....	do 20..	5 00	Mde. J. Jobin...	do	do		
443	W. R. Tudhope...	Gravenhurst....	do 21..	12 00	The Williams Mfg. Co.	do	do		
444	Annie Bird.....	Niagara.....	do 23..	5 00	Mrs. I. Bird.....	Kingston.....	do		
445	Mrs. Geo. Brown..	St. John, N.B....	do 23..	4 00	Miss M. Laurence.	Fredericton..	do		

RECAPITULATION.

Classification of Cases.	Registered.	Unregistered.
1. Letters stated not to have been received by persons addressed ; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office	10	416
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended ; cause of failure not discoverable.	35	19
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible, or otherwise made good	3	3
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.	30	1
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible	3	3
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered	41	8
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy	1	1
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails <i>en route</i> , the contents of which (or a portion thereof) were recovered or made good	24	2
9. Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered	2	2
10. Letters accidentally destroyed during course of Post	149	445
Totals	149	445

W. D. LE SUEUR,
Secretary.

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT of Letters received at the Dead Letter Office, Canada, during the showing how such Dead

TABLE No. 1.—Showing the number of letters of all

Number received.				
DEAD LETTERS :—				
Returned from Great Britain; (of these were registered 267)		10,443		
do United States (do .. 2,560)		98,281		
do Newfoundland (do .. 1)		727		
do New South Wales (do .. 1)		170		
do Victoria (do .. 2)		140		
do Mexico (do .. 2)		101		
do Barbadoes (do .. —)		88		
do Queensland (do .. 1)		69		
do New Zealand (do .. 4)		67		
do Other colonies and foreign countries; (of these were registered .. 2)		210		
	(2,840)	110,296		
LESS—Registered, accounted for below.....		2,840		
Returned from Post Offices in Canada, classified as follows :—			107,456	
Registered Letters on hand on 30th June, 1889	334			
do in hands of Postmasters on 30th June, 1889.....	329			
do received during the year ended 30th June, 1890 (including those of foreign origin).....	16,229			
		16,892		
Letters found to contain value and recorded, on hand 30th June, 1889.....	135			
Letters found to contain value and recorded, in hands of Postmasters, 30th June, 1889.....	286			
Letters found to contain value and recorded, received during the year ended 30th June, 1890	3,329			
		3,750		
			20,642	
Ordinary Dead Letters originating in Canada :—				
On hand, 30th June, 1889	1,496			
Received during the year ended 30th June, 1890	218,716			
		220,212		
Ordinary Dead Letters originating in other countries received during the year ended 30th June, 1890.....		105,085		
Dead Letters with printed addresses of senders		35,858		
do official franks.....		9,679		
Returned Dead Letters, i.e., Letters sent out from Dead Letter Office and again returned unclaimed.....		67,302		
Dead Books, Parcels, &c. :—				
On hand, 30th June, 1889	3,305			
Received during the year ended 30th June, 1890	21,147			
		24,452		
Circulars, Postal Cards, &c.....		256,275		
			718,863	
				846,961
Carried forward.....				846,961

Year ended 30th June, 1890, and of their contents, valuable or otherwise, Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.				
DEAD LETTERS:—				
Returned to Great Britain, including all foreign letters not enumerated below; (of these were registered).....	575)	22,672		
Returned to the United States; (of these were registered).....	397)	80,085		
Returned to Newfoundland; (of these were registered).....	(5)	574		
Returned to New South Wales; (of these were registered).....	2)	86		
Returned to Victoria; (of these were registered).....	1)	78		
do New Zealand (do).....	1)	65		
do Japan (do).....	—)	61		
do Queensland (do).....	4)	51		
do Other colonies and foreign countries; (of these were registered).....	7)	387		
	(992)			
Letters of British, colonial or foreign origin remaining on hand, 30th June, 1890; of these were registered.....	(33)	1,026		
Registered Letters returned to writers, including those of foreign origin.....	10,237		105,085	
do in hands of Postmasters.....	171			
do failed of delivery to writers, owing to refusal to redeem, want of address, &c., found to be of no value and destroyed.....	5,675			
do in Dead Letter Office awaiting claim.....	809			
		16,892		
Letters found to contain value returned to writers.....	3,271			
do do in hands of Postmasters.....	100			
do do in Dead Letter Office awaiting claim.....	379			
		3,750		
Ordinary Dead Letters returned to writers.....		203,122		20,642
do do with printed addresses returned to senders.....		35,858		
do do returned to Government Departments.....		9,679		
do do without signatures or postmarks, accounts, &c., destroyed.....	124,546			
Returned Dead Letters destroyed.....	67,302			
		191,848		
Dead Books, Parcels, &c., returned to senders.....	16,634			
do do of no value disposed of.....	4,578			
do do disposed of by auction sale.....	2,877			
do do remaining in Dead Letter Office.....	363			
		24,452		
Circulars, Post Cards, &c., destroyed or otherwise disposed of.....		256,275		
			721,234	
				846,961
Carried forward.....				846,961

STATEMENT of Letters received at the Dead Letter Office, Canada,

TABLE No. 1—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward.....				846,961
SPECIAL LETTERS, classified as follows :—				
Registered Letters on hand on 30th June, 1889.....	114			
do in hands of Postmasters, 30th June, 1889.....	70			
do received for better address, postage, &c.....	2,918	3,102		
Letters found to contain value and recorded :—				
On hand 30th June, 1889.....	114			
In hands of Postmasters on 30th June, 1889.....	24			
Received for better address, postage, &c.....	925	1,063		
Ordinary letters on hand on 30th June, 1889.....	379		4,165	
do received for postage.....	17,433			
do do better address.....		17,812		
		11,412		29,224
Drop letters received for postage.....				5,652
Letters for foreign countries on hand on 30th June, 1889.....			182	
do do received as unpaid or short paid.....			11,952	
Returned Dead Letters received.....				12,134
Postal Cards received for postage.....			5,041	3,085
do do address.....			4,296	
				9,337
Circulars received for postage.....			741	
do do address.....			713	
				1,454
Books, Parcels, &c. :—				
On hand on 30th June, 1889, received in that and previous years.....			3,309	
Received for postage, better address or not claimed. (Of these 1,109 contained enclosures contrary to law).....			7,220	
				10,529
Carried forward.....				75,580
				922,541

during the Year ended 30th June, 1890, &c.—Continued.

received, with the disposition made of them—Continued.

How disposed of.	—	—	—	—
Brought forward.....				846,961
SPECIAL LETTERS :—				
Registered Letters returned to writers or forwarded to address.....	2,934			
Registered Letters in hands of Postmasters.....	41			
do unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver...	39			
do in Dead Letter Office awaiting claim.....	88	3,102		
Letters found to contain value, returned to writers or forwarded to address.....	990			
Letters found to contain value, in hands of Postmasters...	16			
do do in Dead Letter Office awaiting claim.....	57	1,063		
Ordinary letters received for postage :—				4,165
Returned to writers.....	9,567			
Forwarded to address.....	6,797			
Destroyed in consequence of the inability of the Department to return or deliver.....	1,117			
Remaining on hand on 30th June, 1890.....	331	17,812		
Ordinary letters received for better address :—				
Returned to writers.....	8,799			
Forwarded to address.....	465			
Destroyed in consequence of the inability of the Department to return or deliver.....	2,148	11,412		
Drop letters received for postage :—				29,224
Returned to writers.....		4,184		
Forwarded to address.....		655		
Destroyed in consequence of the inability of the Department to return or deliver.....		813		
Letters for foreign countries :—				5,652
Returned to writers.....		4,300		
Forwarded to address.....		7,413		
Destroyed in consequence of the inability of the Department to return or deliver.....		164		
Remaining on hand on 30th June, 1890.....		257		
Returned Dead Letters destroyed.....				12,134
Postal Cards received for postage, returned to writers or forwarded to address.....	1,738			3,085
Postal Cards received for postage, destroyed in consequence of the inability of the Department to return or deliver.....	3,303	5,041		
Postal Cards received for better address, returned to writers or forwarded to address.....	2,003			
Postal Cards received for better address, destroyed in consequence of the inability of the Department to return or deliver.....	2,293	4,296		
			9,337	
Carried forward.....			63,597	846,961

STATEMENT of Letters received at the Dead Letter Office, Canada,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward.....				922,541
Grand Total.....				922,541

	S U M
Letters on hand on the 30th June, 1889, including those in hands of Postmasters	10,077
Dead Letters received.....	841,076
Special Letters received.....	71,388
	922,541

JOHN WALSH,
Superintendent.

during the Year ended 30th June, 1890, &c.—*Concluded.*

received, with the disposition made of them—*Concluded.*

How disposed of.	—	—	—	—
Brought forward.....			63,597	846,961
SPECIAL LETTERS—<i>Concluded.</i>				
Circulars received for postage, returned to senders.....	445			
do do destroyed.....	296			
		741		
do received for better address, returned to senders or forwarded to address.....	300			
do received for better address, destroyed.....	413			
		713		
			1,454	
Books, Parcels, &c., held for postage, address, enclosures, or not called for, returned to senders.....		1,685		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, sent to address.....		3,000		
Books, Parcels, &c., disposed of by auction sale.....		363		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, destroyed, being of no value and the Department being unable to deliver or return.....		3,895		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, remaining on hand (including balance of previous years) on 30th June, 1890.....		1,586		
			10,529	
				75,580
Grand Total.....				922,541

M A R Y.

Dead Letters disposed of.....	844,113
Special Letters disposed of.....	73,204
Letters on hand 30th June, 1890, including those in hands of Postmasters.....	5,224

922,541

WILLIAM WHITE,
Deputy Postmaster General.

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1890.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1890.	No. of Letters delivered of those received during the Year ended 30th June, 1890.	No. of Letters undelivered on 30th June, 1890, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1890, and now in hands of Postmasters awaiting claim.
		\$ cts.			
4,271	Money (including \$9.56 enclosed in letters under other heads).....	18,393 02	3,925	221	125
52	Bills of Exchange.....	19,565 60	47	3	2
6	Bonds.....	11 02	6		
453	Cheques.....	61,156 29	441	3	9
4	Coupons.....	8,075 48	4		
269	Drafts.....	41,815 92	257	7	5
664	Money Orders.....	11,758 80	624	17	23
45	Orders.....	1,839 44	41	1	3
14	Passage Certificates.....	577 63	12		2
356	Promissory Notes.....	67,799 70	342	7	7
655	Receipts.....	74,714 13	620	24	11
7	Stock Certificates.....	4,295 00	7		
25	Various Certificates.....	3,380 53	24	1	
575	Registered Letters sent to Dead Letter Office, London, England.....		575		
397	Registered Letters sent to Dead Letter Office, Washington, U.S.A.....		397		
20	Registered Letters sent to Dead Letter Offices, other countries.....		20		
64	Deeds.....		60	3	1
63	Documents of Value.....		59	3	1
1	Certificates—A. O. U. W.....		1		
7	do Baptism.....		6	1	
1	do Barristers.....		1		
6	do Birth.....		5	1	
1	do Builders Association.....		1		
2	do Canada Mutual Aid Ass'n.....		2		
26	do Character.....		20	1	5
19	do Church Membership.....		15	1	3
2	do Collegiate Institute.....		2		
1	do Commercial Traveller.....		1		
1	do Death.....		1		
1	do Endowment.....		1		
4	do Entrance Examination.....		4		
4	do Forresters.....		4		
1	do General Proficiency.....		1		
1	do Grain Inspector.....			1	
5	do I. O. O. F.....		4		1
1	do Infantry.....		1		
3	do Insurance.....		3		
2	do Inspector of Weights.....		2		
1	do Knights of Labour.....		1		
1	do Lachine Boating Club.....		1		
1	do Land Purchase.....		1		
2	do Law Society.....		2		
1	do Locomotive Fireman.....		1		
1	do Lunacy.....		1		
12	do Marriage.....		10	2	
6	do Masonic.....		5	1	
11	do Medical.....		10	1	
4	do Membership.....		4		
15	do Montreal Board of Trade.....		15		
4	do Orange.....		4		
11	do Ownership.....		11		
1	do Partnership.....		1		
2	do P. O. Registration.....		2		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1890.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1890.	No. of Letters delivered of those received during the Year ended 30th June, 1890.	No. of Letters undelivered on 30th June, 1890, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1890, and now in hands of Postmasters awaiting claim.
		\$ cts.			
1	Certificate—Railway Section Foreman.....		1		
1	do Railway Ticket Agent.....		1		
1	do Registrar.....		1		
1	do Royal Arcanum.....		1		
1	do School Promotion.....			1	
2	do Seamen.....		1	1	
1	do Surrogate Court.....		1		
1	do Tax Collector.....		1		
11	do Teachers.....		11		
7	do Templars.....		7		
1	do Title of Land.....		1		
1	do Tract Society.....		1		
1	do Transfer of Stock.....		1		
2	do Typographical Union.....		2		
1	do Yorkshire Flying Club.....		1		
4	Abstracts.....		3	1	
1	Accident Insurance Ticket.....		1		
2	Account Books.....		2		
12	Affidavits.....		12		
17	Agreements.....		16	1	
1	Application for Grant.....		1		
4	do Insurance.....		4		
1	do Loan.....		1		
2	do Permit.....		2		
3	Assignments.....		2		1
4	Baggage Checks.....		4		
1	Bank Returns.....		1		
1	Base ball Contract.....		1		
1	Bead Work.....		1		
1	Bill of Sale.....		1		
21	Books.....		18	3	
2	do of References.....		2		
1	Bracelet (Gold Plated).....		1		
1	do (Metallic).....		1		
6	Brooches (Gilt).....		2	5	
2	do (Pearl).....		1		
1	Buggy Pins.....		1		
1	Butter Knife.....			1	
1	Buttons.....			1	
1	Cap.....		1		
2	Chains (Gilt).....		1	1	
1	Charter Party.....		1		
1	Cigars.....		1		
1	Cigar Case.....		1		
3	Contracts.....		3		
1	Copper and Zinc.....		1		
3	Cotton Handkerchiefs.....		2	1	
1	Coupons.....			1	
4	Crochet Work.....		4		
2	Cuff Buttons (Gilt).....		1	1	
1	do (Pearl).....		1		
8	Declarations.....		5		3
1	Diamond Ring.....		1		
3	Diamond Shirt Studs.....		2	1	
5	Diplomas.....		4	1	
2	Discharge—Seamen.....		2		
2	do Soldiers.....		1		1
1	Dog Collar (Gilt).....			1	
1	Dominion Land Grant.....		1		
2	Ear-drums.....		2		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1890.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1890.	No. of Letters delivered of those received during the Year ended 30th June, 1890.	No. of Letters undelivered on 30th June, 1890, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1890, and now in hands of Postmasters awaiting claim.
		£ cts.			
3	Ear-rings (Gilt).....		2	1	
1	Elastic Knee Cap.....		1		
1	Electric Inhaler.....		1		
1	Excursion Ticket.....			1	
1	False Teeth.....		1		
1	Fancy Pins (Gilt).....		1		
2	do Stationery.....		2		
6	do Work.....		6		
8	Finger Rings (Gilt).....		1		
1	do (Gold Plated).....			1	
1	Flannel.....		1		
1	Foreign Post Cards.....		1		
6	do Stamps.....		6		
2	Fountain Pens.....		2		
3	Furs.....		2	1	
1	Galvanic Belt.....		1		
1	do Liver Pad.....		1		
1	Glass Eye.....		1		
3	Gloves.....		2	1	
1	Gold Dust.....		1		
1	Gold Jewellery—Beads.....		1		
2	do Bracelets.....		2		
19	do Brooches.....		15	3	1
1	do Chain.....		1		
3	do Cuff Buttons.....		3		
1	do Ear Drops.....			1	
9	do Ear-rings.....		7	2	
75	do Finger Rings.....		59	14	2
2	do Locketts.....		2		
14	do Pins.....		12	1	1
3	do Spectacles.....		3		
2	do Studs.....		2		
6	do Watches.....		6		
1	do Watch Case.....		1		
1	do Watch Charm.....		1		
1	Gold Leaf.....			1	
1	Gold Quartz.....		1		
1	Gold Spoon.....			1	
1	Gun Shells.....		1		
2	Hair Chain.....		2		
1	Heather.....			1	
2	Illustrated Papers, &c.....		2		
121	Insurance Policies.....		119	1	1
7	Keys.....		5	2	
1	Lady's Work Box.....		1		
2	Lamp Mats.....		2		
6	Leases.....		6		
1	Leather Gloves.....		1		
1	do Mitts.....		1		
101	Legal Documents.....		95	1	5
1	Letter Bill.....		1		
1	Libel for Divorce.....		1		
2	Licenses, Pedlar.....		2		
1	Life Membership Ticket.....		1		
1	Linen Collars.....			1	
2	do Handkerchiefs.....		2		
1	Liquid (Bottle of).....		1		
1	Locket and Chain (Gilt).....		1		
31	Lottery Tickets.....		30	1	
1	Machinery.....		1		

TABLE No. 2.—Showing the Number of Letters received containing Money or other enclosures of value, &c—Continued.

No. of Letters received during the Year ended 30th June, 1890.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1890.	No. of Letters delivered of those received during the Year ended 30th June, 1890.	No. of Letters undelivered on 30th June, 1890, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1890, and now in hands of Postmasters awaiting claims.
		s cts.			
1	Mail Contract.....		1		
1	Manicure Set.....		1		
1	Manuscript.....		1		
1	Medals, Bronze.....		1		
1	do Crimea.....			1	
1	do North West.....		1		
1	do Victoria Cross.....		1		
16	Medicine.....		16		
3	Memo. Books.....		3		
1	Mercantile Agency Book.....			1	
1	Moccasins.....		1		
23	Mortgages.....		22		1
4	do Discharge of.....		4		
64	Music Books.....		64		
2	Naval Pension Papers.....		2		
2	Neck-ties.....		2		
1	Oddfellows Jewel.....		1		
2	do Scarf Pins.....			2	
1	Oxidized Silver Brooch.....		1		
1	Painted Plaque.....		1		
1	Paper Collars.....		1		
1	do Knife.....		1		
14	Pass Books, Bank.....		12	2	
2	do Building and Loan.....		2		
1	Pass Books—Collectors.....		1		
1	do Forresters.....		1		
8	do Savings Bank.....		8		
5	do Store.....		4	1	
1	Patent.....		1		
1	Pearls.....		1		
4	Permits—Hay (to cut).....		4		
26	do Liquor.....		26		
1	do Railway.....		1		
2	do Timber.....		2		
3	Photos.....		3		
1	Picnic Ticket.....		1		
3	Pipes.....		3		
6	Plans.....		6		
10	Powers of Attorney.....		8	1	1
1	Prayer Book.....		1		
3	Probate of Wills.....		3		
2	Protests.....			2	
1	Purse.....		1		
4	Railway Passes.....		4		
25	do Tickets.....		22	2	1
2	Receipt Books.....		2		
1	Record Book.....		1		
1	Registered Letter Returns.....		1		
3	Releases.....		3		
2	Revolvers.....			2	
2	Ribbons.....		2		
1	Rosary Beads.....		1		
1	Rubber Coat.....		1		
1	Rules and Regulations.....		1		
2	Saving Bank Withdrawal Notices.....		2		
2	Scarf Pins (Gilt).....		1	1	
1	Schedule.....		1		
1	School Returns.....		1		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended 30th June, 1890.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1890.	No. of Letters delivered of those received during the Year ended 30th June, 1890.	No. of Letters undelivered on 30th June, 1890, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1890, and now in hands of Postmasters awaiting claim.
		\$ cts.			
1	Silk.....		1		
29	do Handkerchiefs.....		28	1	
1	do Socks.....		1		
1	Silver Jewellery—Bracelet.....		1		
6	do Brooches.....		5	1	
2	do Chains.....		2		
1	do Finger Ring.....		1		
1	do Monogram.....		1		
1	do Necklace.....		1		
1	do Ornament (Miniature).....			1	
1	do Pencil.....		1		
1	do Scent Bottle.....		1		
15	do Watches.....		13	2	
2	Silver Napkin Rings.....		2		
1	do Sheeting.....			1	
1	Spectacles.....		1		
1	Spirit Level.....			1	
3	Statements of Claim.....		3		
2	Steamboat Tickets.....		1	1	
1	Stockings.....		1		
1	Stock Book.....		1		
3	Subpœnas.....		3		
5	Summons.....		5		
1	Sun-dial Compass.....			1	
1	Surgical Instrument.....		1		
1	Tea (Package of).....			1	
2	Tobacco.....		2		
3	do Pouches.....		2	1	
3	Transfers of Property.....		1	1	1
23	Unopened Letters.....		23		
1	do Packet.....		1		
2	Views.....		1	1	
1	Watch Chain (Gilt).....		1		
1	Watches, Gilt.....		1		
1	do Nickel.....			1	
1	Watch, Metal.....			1	
3	do Works.....		3		
6	Wills.....		4		2
2	Woollen Cuffs.....		2		
1	do Goods.....		1		
1	do Jacket.....		1		
1	do Mitts.....		1		
4	do Socks.....		4		
9	Writs.....		9		
9,172		313,382 56	8,561	392	219
15,636	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.....		14,586	941	109

TABLE No. 2—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Concluded.*

No. of Letters received during the Year ended 30th June, 1890.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1890.	No. of Letters delivered of those received during the Year ended 30th June, 1890.	No. of Letters undelivered on 30th June, 1890, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1890, and now in hands of Postmasters awaiting claim.
		% cts.			
	Grand Total of Letters containing value disposed of		23,147	1,333	328
	Grand Total of Letters unclaimed in Dead Letter Branch		1,333		
	Grand Total of Letters in hands of Postmasters		328		
24,808			24,808		

310 letters remained in hands of Postmasters on 30th June, 1889, and all of these have since been satisfactorily accounted for.

WILLIAM WHITE,
Deputy Postmaster General.

JOHN WALSH,
Superintendent.

ANNUAL STATEMENT, 1889-90.

PRINTING AND SUPPLY.

The Honourable
The POSTMASTER-GENERAL.

SIR,—I have the honour to submit for your information and approval the annual statement in detail of the Printing and Supply Branch of this Department for the fiscal year ended 30th June, 1890.

The results for the year 1888-89 and 1889-90 as exhibited by the appended tables show that while the total cost of *all* classes of stores dealt with by the Printing and Supply Branch fell from \$111,593.95 in 1888-89 to \$102,975.73 in 1889-90—a decrease of \$8,618.22—the increase in the volume of work done by the Branch nevertheless kept pace with the general expansion of the business of the Postal Service generally during the latter period.

Printing, Binding, Lithographing, &c.

	<i>Quantity.</i>		<i>Cost.</i>
1889-90.....	23,753,654	1888-89	\$58,407 64
1888-89.....	17,842,650	1889-90	45,955 70
	<u>5,911,004</u>		<u>\$12,451 94</u>
Increase, 1889-90		Decrease, 1889-90.....	

Consequent upon the changes and improvements which marked the year 1889-90 appertaining to the working of some particular features of the outside service, certain of the old forms and envelopes that had survived their usefulness, and others that had become obsolete, were superseded by new ones, notably the ordinary letter bill, and the ordinary registered letter bill and acknowledgment; also the railway registered letter bill, together with the ordinary railway letter bill. Prior to last year the latter two bills had been specially printed in a variety of forms and colours designed to distinguish from each other every railway and branch railway in the Dominion, thereby involving a heavy extra cost for printing, ink and paper. The new bills being of uniform size, quality of paper and colour, and in a form common to all railways in Canada, are printed in larger quantities than before and held in stock for issue on demand to all postal divisions in the Dominion at a great economy of time and expense.

The more general application, as time passes, of this principle in dealing with all printed articles, the exercise of constant care, with a view to keeping the reserve stock within, yet up to the ever-increasing but fluctuating requirements of the service (rendered possible by closer concentration of the staff, and better subdivision of the work, through improved facilities afforded in a measure by the new quarters occupied during the past year), the decrease last year in the number of books furnished as compared with 1888-89, when the change in the financial system of the Department was provided for, and the establishment of the Government Printing Bureau all contributed to the reduction noted in the cost of printing, binding, &c., for 1889-90.

New envelopes of a pattern designed to ensure greater security were introduced during the year for registered packages, and initiatory steps were taken for the adoption of the safety envelopes known as the "express" or "double flap" pattern, for use throughout the service for all letters containing money or articles of value.

Stationery.

	<i>Quantity.</i>		<i>Cost.</i>
1889-90.....	489,746	1889-90	\$14,467 24
1888-89.....	458,884	1888-89	14,168 26
	<u>30,862</u>		<u>\$ 298 98</u>
Increase, 1889-90		Increase, 1889-90.....	

During the year the issue of *plain* stationery and penknives to the inside and outside service was discontinued by Order in Council, resulting in a slight decrease in the expenditure in that respect, but this decrease was offset by the normal annual increase for other classes of stationery.

Reference should also be made under this head to the undermentioned amounts expended for twine and baskets (ordinarily classed as stationery) for outlying Provinces, and charged to "tradesmen's bills":—1888-89, \$527.20; 1889-90, \$517.90; a decrease of \$9.30.

Mail Bags and Labels.

	<i>Quantity.</i>		<i>Cost.</i>
1889-90.....	28,767	1889-90	\$17,707 41
1888-89.....	27,598	1888-89	13,467 67
	<u>1,169</u>		<u>\$ 4,239 74</u>
Increase, 1889-90.....		Increase, 1889-90.....	

In order to the increased security of the bag fastenings steps were taken for superseding as soon as practicable the old with a new system of fastening—for registered purposes the red striped bag fitted with the new combined "bolt and wax seal cup" fastening taking the place of the "lead seal" lock, while for ordinary mail matter the "bolt and brass lock" fastening replaced the "strap and staple" padlock fastening, the new fastening in each case having by actual test proved its superiority.

The newspaper sacks hitherto closed with the "cord and grommet" fastening are for the future to be provided with a "slip clasp and cord" fastening, being a more rapidly closed and secure fastening, and generally accepted by practical post office men as the best known for these sacks. Combined with these new fastenings all bags will now be provided with an "iron slip label case" permanently attached thereto, with which will be used an inexpensive cardboard label. The adoption of this label case and label

is intended to supersede the multifarious and expensive labels and tags hitherto generally in use, and to result in a considerable saving to the Department, while at the same time increasing the efficiency of the service, so that it is not too much to say that this Department is now, or shortly will be, equipped with bag fastenings and labels second to none extant.

The Customs Department called for, and was supplied with, during the year 969 special blue linen bags, at a cost of \$1,594.60, for use exclusively in connection with dutiable mail matter.

The introduction of all these new bags and fastenings explains the increase for 1889-90 for this class of supplies, though it may be noted that a decrease of \$688.53 occurred in the year for the "repair of mail bags."

Letter Carriers' Uniforms.

	<i>Quantity.</i>		<i>Cost.</i>
1888-89	5,930	1889-90	\$14,043 93
1889-90	3,914	1888-89	12,288 30
Decrease, 1889-90.....	2,016	Increase, 1889-90	\$ 1,755 63

By reason of delay incurred through the necessity for the return, after receipt, to the then contractor for clothing, of many garments for alterations, the fiscal year 1888-89 had closed before the accounts for uniforms for the summer of 1889 were finally passed for payment; hence a large proportion of the cost of the same became chargeable against 1889-90. The decrease under the head of quantity is attributable to the adoption of the "contract" system for the supply of uniforms, inclusive of the issue of buttons, monograms and numbers, which had previously been furnished to the several clothing makers from this Branch. A marked change for the better has resulted by the change of contractors, both in the quality of material and fit of the different articles of uniform furnished, the improved appearance of the Carriers on duty and the increased comfort afforded the men attesting this.

Stamping Material, Scales and Weights, &c.

	<i>Quantity.</i>		<i>Cost.</i>
1888-89	335,748	1888-89	\$12,734 88
1889-90	196,759	1889-90	10,283 55
Decrease, 1889-90.....	139,989	Decrease, 1889-90.....	\$ 2,451 33

The decrease in cost under this head may be principally accounted for as follows: Most, if not all of the older class of post offices having previously been put in possession of scales and weights, the supply from time to time of these articles to newly established offices, offices destroyed by fire, &c., only had to be provided for in 1889-90.

Since the introduction of the existing financial system the rule has obtained that as a condition of payment of the same, the Postmaster's "Salary Warrant" shall bear the impression of the office dated stamp. This necessitated the supply of such a stamp to every Postmaster not previously supplied, and caused an increased demand for this article in 1888-89, but this special demand having been met, the supply for 1889-90 reverted to the normal condition, causing a decrease in this item.

In conformity with the practice obtaining in England and elsewhere, the issue of a special stamp for obliterating postage stamps was discontinued and the office dated stamp made to serve the purpose of post-marking and dating the letters and at the same time of defacing the stamps, resulting in a saving of time and in the cancelling of postage stamps, without involving the cost to the Department as heretofore of the supply of the obliterating stamp.

With a view to preventing the accumulation of unused mail locks a circular was sent to Inspectors and Postmasters recalling all the surplus locks lying in their offices, resulting in the return to this Branch of about 4,000 locks, thereby rendering unnecessary the purchase of so many locks as in the previous year.

The decrease in quantity is chiefly accounted for by the substitution of the new registered bag fastening for the "rivet seal" lock—the quantity of the former corresponding exactly with the number of bags obtained, whilst that of the latter was limited only by the frequency of use of each bag fitted with the rivet seal lock.

Street letter boxes of a new and improved pattern were introduced during the year and a number issued in that period to Quebec and other cities, to replace old and defective boxes, and for use at new points to meet the extension of the service. These new boxes are fitted with a patent inside dial plate, which indicates the hours of collection, and also whether the boxes are emptied of their contents at the appointed hours. While an increased expenditure has been temporarily involved by replacing the old with these new and superior boxes, the latter will in the end prove to be the cheaper, for the reason that the lock is furnished as a permanent part of the new box without extra charge, but in the case of the old box the use of a separate padlock was necessary at a special cost.

All of which is respectfully submitted.

SIDNEY SMITH,
Superintendent.

POST OFFICE DEPARTMENT, CANADA,
PRINTING AND SUPPLY BRANCH,
OTTAWA, 15th August, 1890.

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, Letter Carriers' Uniform, Stamping Material, Scales and Weights, &c.*, supplied to the Department at Ottawa, and to the different Provinces of the Dominion, through the Printing and Supply Branch, Post Office Department, from 1st July, 1889, to 30th June, 1890.

	\$	cts.	\$	cts.
<i>a</i> Printing, Binding, Lithographing, &c. :—				
Queen's Printer's Accounts, <i>Civil Government (Contingencies, inside service)</i>	10,089	82		
Queen's Printer's Accounts, <i>outside service</i>	35,865	88		
<i>b</i> Stationery :—			45,955	70
Stationery Office Accounts, <i>Civil Government (Contingencies, inside service)</i>	2,955	14		
Stationery Office Accounts, <i>outside service</i>	11,349	70		
Other Accounts, <i>outside service</i>		162	14,467	24
Twine and Sorting Baskets (charged under head of "tradesmen's bills").....				517
Mail Bags and Labels.....				17,707
*Letter Carriers' Uniforms.....				14,043
Stamping Material, Scales and Weights, &c.....				10,283
Total.....			102,975	73

<i>a b</i> Not shewn above—				
<i>Printing, &c.</i> , for M. O. Branch, <i>Civil Government (Contingencies, inside service)</i> obtained by requisition from that Branch direct to Queen's Printer.....	\$	1,027	53	
<i>Printing, &c.</i> , for S. B. Branch do do		2,478	86	
				\$ 3,506
<i>Stationery</i> for M. O. Branch do Stationery Office do	\$	104	45	
<i>Stationery</i> for S. B. Branch do do do		218	48	
				322
				\$ 3,829

a Advertising..... \$ 6,873 63

* Contract for Carriers' clothing terminated, owing to failure to comply with terms. New contract entered upon 5th February, 1890. Contract for Carriers' boots terminated, owing to failure to comply with terms.

SIDNEY SMITH,
Superintendent.

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT shewing the transactions in connection with *Printing, Binding, &c.*, from 1st July, 1889, to 30th June, 1890.

	Forms.	Envelopes	Books.	Cards and Labels.	Writing Paper (reams.)	Miscellaneous.	Value.
							\$ cts.
Balance in Stock, 30th June, 1889.....	2,269,878	1,325,383	4,798	398,764	201½		12,555 98
Taken over from Savings Bank Branch.....	198,689	132,000	54,523	420			1,222 00
Received from Queen's Printer.....	18,419,121	2,475,775	22,387	2,816,556	231½	19,583	45,955 70
Total.....	20,887,688	3,933,158	81,708	3,215,740	432¾	19,583	59,733 68
Issued,—Inside service.....	413,379	515,750	2,832	43,712	95	19,059	3,079 85
do Outside service.....	14,236,366	1,756,106	24,175	2,369,513	106¾	524	41,390 33
Total issue.....	14,649,745	2,271,856	27,007	2,413,225	201¾	19,583	44,470 18
Obsolete Articles destroyed.....	626,299		1,267	370			1,184 57
Balance in Stock, 30th June, 1890.....	5,611,644	1,661,302	53,434	802,145	231		14,078 93

SIDNEY SMITH,
Superintendent.

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT shewing the transactions in connection with Stationery, from 1st July, 1889, to 30th June, 1890.

	Books.	Scratch Blocks.	Almanacs.	Maps.	Envelopes.	Writing Paper (reams).	Wrapping Paper (reams).	Blotting Paper (reams).	Newspaper Bands.	Paper Bands.	Elastic Bands (boxes).	Pens (boxes).	Penholders.	Lead Pencils.	Leads for Pencils (boxes).	Ink (bottles).	Ink Wells.	Mucilage (bottles).	Gum Arabic (lbs).	
Balance in stock, 30th June, 1889.	4	72	21	8	15,600	1,354	81	2 1/2	1,500	10,000	710	1,833	2,517	10,191	663	77	202	16	20	
Stationery received during the year	1,470	927	21	8	15,600	1,354	524 1/2	49	3,200	10,000	710	1,833	2,517	10,191	663	947	202	252	254	
Total	1,474	999	21	8	15,600	1,354	532 1/2	51 1/2	4,700	10,000	710	1,833	2,517	10,191	663	1,024	202	268	274	
Issued,—																				
Inside service	322	259	13	6	5,650	644	454	5 1/2	2,200	10,000	166	235	259	767	19	211	57	72	97	
do Outside service	1,126	680	8	2	9,950	639 1/2	478 1/2	41	2,000	10,000	544	1,598	2,258	9,424	644	745	145	187	174	
Total issue	1,448	939	21	8	15,600	1,333 1/2	523 1/2	46 1/2	2,200	10,000	710	1,833	2,517	10,191	663	956	202	259	271	
Balance in stock, 30th June, 1890.	26	60				2	9	5	2,500							68		9	3	

	Mucilage Wells.	Brushes.	Wax Bougies.	Twine (lbs).	Sealing Wax (lbs).	Knives.	Erasers.	Scissors.	Sponges.	Red Tape (Hanks).	Pins (packages).	Paper Fasteners (boxes).	Tags, Cards and Labels.	Official Seals (boxes).	Type Writers.	Blotting Pads.	Miscellaneous.	Value.	
Balance in stock, 30th June, 1889.	90	140	1,000	246 1/2	3,702	419	607	350	334	95	340	150	412,262	159	5	17	6,241	\$ 218 90	
Stationery received during the year	90	140	1,000	14,483 1/2	3,702	419	607	350	334	95	340	150	412,262	159	5	116	9,241	14,467 24	
Total	90	140	1,000	14,483 1/2	3,702	419	607	350	334	95	340	150	412,262	159	5	133	6,241	14,686 14	
Issued,—																			
Inside service	9	19		445 1/2	118	121	85	20	60	30	30	44	627	6	22	996	2,897 16		
do Outside service	81	121	413	13,935	3,582	298	522	330	274	65	310	106	371,810	153	5	102	5,125 10		
Total issue	90	140	413	14,380 1/2	3,650	419	607	350	334	95	340	150	372,437	159	5	124	6,121	14,409 26	
Balance in stock, 30th June, 1890.			587	105	52								39,825			9	120	276 88	

WILLIAM WHITE,
Deputy Postmaster-General.

SIDNEY SMITH,
Superintendent.

STATEMENT shewing the transactions in connection with *Mail Bags and Labels*, from 1st July, 1889, to 30th June, 1890.

	Leather Mail Bags.	Red Striped and Blue Linen Bags, with Wax Sealing Cup and Bolt Fastening.	Cotton Duck Bags, with Padlock Fastening.	Cotton Duck Bags, with Rivet Seal Fastening.	Cotton Duck Bags, without Fastening.	Linen Mail Bags, with out Fastening.	Waterproof Cotton Duck Bags.	Seamless Cotton Bags.	Jute Newspaper Sacks.	Leather Satchels.	Waterproof Cotton Duck Satchels.	Cotton Duck Letter Pouches.	Reversible Leather Labels.	Combined Wood & Lea- ther Reversible Labels.	Leather.	Cotton Duck.	Jute News- paper Sacks.	Satchels.	Value.	
																			\$	cts.
Balance in stock, 30th June, 1889.	78	3,424	1,009	196	584	122	46	713	1,000	20	144	642	4,722	300	27	2,559	8,414	68	870 00	
Received during the year	78	3,424	1,009	196	584	122	46	713	6,699	20	144	642	4,722	300	27	2,559	8,414	68	17,707 41	
Total	78	3,424	1,009	196	584	122	46	713	6,699	20	144	642	4,722	300	27	2,559	8,414	68	18,577 41	
Issued,—Inside service.....		6								10						49		1	59 23	
do Outside service.....	78	3,418	1,009	196	584	122	46	713	4,699	10	144	642	4,722	300	27	2,510	8,414	67	16,793 18	
Total issue.....	78	3,424	1,009	196	584	122	46	713	4,699	20	144	642	4,722	300	27	2,559	8,414	68	\$ 16,852 41	
Balance in stock, 30th June, 1890.									2,000										\$ 1,725 00	

WILLIAM WHITE,
Deputy Postmaster-General.

SIDNEY SMITH,
Superintendent.

STATEMENT shewing the transactions in connection with *Stamping Material, Scales and Weights, &c.*, from 1st July, 1889, to 30th June, 1890.

	Dated Stamps.	Mechanical Dated Stamps (Repaired.)	Fac simile Stamps.	Rubber Stamps.	Re-cut Dated Stamps.	Bag Seals.	Numbering Machines.	Rating Stamps.	Obitertors.	Stencill Plates.	Ribbons for Dated Stamps.	Tins of Stencilg Paste.	Stencilling Brushes.	Stamping Pads.	Stamping Ink.				Type for Dated Stamps.		Wooden & other Tags.	Rubber Stamping Cushions.	Springs for Mechanical Dated Stamps.	Spring Handles for Dated Stamps.	Tins of Kxeolograph Composition.	Bottles of Kxeolograph Ink.	Fons of Rubber Type.	16 oz. Letter Scales and Weights.	Parcel Scales, 7 lbs.	Extra Brass Weights.
															Quarts.	Pints.	3 Pints.	Gills.	Figures.	Months.										
Balance in Stock, 30th June, 1889.								1,659	282					293		15 16	100			2,140	745							158 46	50	
Received during the year	634	3	8 63	112	418	5		1,262		1	25	1	1	658	106	1 14	4		6,653	2,264	8,404	17	38	23	9		10 13	300 25	557	
Total	634	3	8 63	112	418	5		2,921	282	1	25	1	1	951	106 16 30	104		8,793	3,009	8,404	17	38	23	9		10 13	458 71	607		
Issued,—Inside service.	3		5 15	12	2	2		2		1	13			41		7	6	36	14	450	6									
do Outside service.	631	3	3 48	100	416	3		910	278		12	1	1	596	106 16 3	58		8,862	2,946	7,954	11	38	23	9		10 13	278 40	88		
Total issue	634	3	8 63	112	418	5		912	278	1	25	1	1	637	106 16 10	64		8,898	2,960	8,404	17	38	23	9		10 13	278 40	88		
Balance in Stock, 30th June, 1890.								2,009	4					314		20	40	395	49								180 31	519		

STATEMENT shewing the transactions in connection with *Stamping Material, Scales and Weights, &c.—Concluded.*

	Dominion Ensigns		Rivet Seal Presses.	Rivet Seal Punches.	Letter Copying Presses Repaired.	Screw Drivers.	Hammers.	Chisels.	Baskets.	Trucks (Repaired.)	Taper Torches.	Pincers and Wrenches.	Gongs.	Sponges.	Dial Plates for Street Letter Boxes.	Speem Oil for Type Writers (bottles).	Value.
	Large, 6 yds.	Small, 3½ yds.																$	cts.
Balance in Stock, 30th June, 1889.			16	9 716													\$ 3,394 91
Received during the year.....			1 244		3 12	1 6	2 214	1 2							52	1	10,283 55
Total			16	9 716	3 12	1 6	2 214	1 2							52	1	\$13,678 46
Issued,—Inside service.....					2												\$ 383 42
do Outside service.....			3 8	5	1 12	1 6	2 214	1 2							52	1	9,355 34
Total issued			3 8	5	3 12	1 6	2 214	1 2							52	1	\$ 9,738 76
Balance in Stock, 30th June, 1890.			13	1 711													\$ 3,939 70

Continued.

WILLIAM WHITE,
Deputy Postmaster-General.

SIDNEY SMITH,
Superintendent.

STATEMENT showing the transactions in connection with *Material, &c., for Letter Carriers' Uniforms*, from 1st July, '89, to 30th June, '90.

	Garments.		Monograms.		Water-proof Coats.		Oleikin Capes.	Summer Helmets.	Cloth Caps.	Waterproof Cap Covers.	Fur Caps.	Fur Collarettes.	Chamois and Fibre cloth Vests.	Waist-belts.	Leather Leggings (pairs).	Leather Boots (prs.).	Rubber Boots (prs.).	Moccasins (pairs).	Buton Sticks.	Buton Brushes.	Lamps.	Straps.	Camphor, lbs.	Pipe-clay, lbs.	Sperm Oil for Candles.	Trowsers.	Tunics.	Overcoats.	Value.	
					New.	Con-demned.																								
Balance in Stock, 30th June, 1889	1	1	1	227	246	193	111	115	232						87	1			42	38	42								2,173	90
Received during the year	231	832	1,065			35	70	125	103	98	119	1	13	86	100	695			38	24	24	139	3	5	5				14,043	93
Total	232	833	1,066	237	246	35	236	218	329	330	119	1	13	86	187	696			138	66	62	42	139	3	5	5			\$16,217	83
Issued during the year	231	832	1,065	65	40	35	82	151	164	119	1	13	86	89	695				38	47	47	16	139	3	5	5			\$14,493	21
Sold do						2	1																						12	32
Total	231	832	1,065	65	40	35	82	151	164	119	1	13	86	89	695				38	47	47	16	138	3	5	5			\$14,506	53
Balance in Stock, 30th June, 1890	1	1	1	172	206	162	154	67	178	166					98	1			19	15	26								\$ 1,712	30

WILLIAM WHITE,
Deputy Postmaster-General.

SIDNEY SMITH,
Superintendent.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1890.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1891.

*To His Excellency the Right Honourable Lord STANLEY of PRESTON, Governor General
of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

The Undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the year ending 31st October, 1890.

Respectfully submitted,

E. DEWDNEY,

Minister of the Interior.

OTTAWA, 3rd March, 1891.

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ANNUAL REPORT
OF THE
DEPARTMENT OF THE INTERIOR
FOR THE YEAR 1890.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 28th February, 1891.

To the Honourable EDGAR DEWDNEY,
Minister of the Interior.

SIR,—I have the honour to submit the Annual Report of the Department of the Interior for 1890. This report covers the transactions of the Department in all its agencies in Manitoba, the North-West Territories and British Columbia, as well as at the Head Office, up to the 31st October last, and it also contains a statement of everything of importance which has happened in relation to the Departmental business up to the close of the calendar year.

INSIDE SERVICE.

I regret to have to record the death of the following members of the staff at headquarters: Messrs. William Howe, Archibald Graham, James Macpherson, George P. Drummond and J. A. Sawyer.

Representations having been made by the Association of Dominion Land Surveyors and others as to the unsatisfactory condition of the nomenclature of the North-West, owing to the frequent duplication of names of places, rivers, lakes, &c., it was decided, in order to overcome and remove the difficulty which, year by year, becomes a more serious practical inconvenience, to transfer to the Head Office Mr. A. H. Whitcher, the Agent of Dominion Lands at Winnipeg, to take charge of the work of revising the nomenclature and of compiling a geographical dictionary. Mr. Whitcher's professional and technical qualifications, and his long residence in and knowledge of the North-West, render him specially qualified for this work.

OUTSIDE SERVICE.

The duties of Mr. Whitcher as Agent of Dominion Lands at Winnipeg were assumed by Mr. E. F. Stephenson, the Crown Timber Agent at that point, who now holds both offices, but without additional remuneration.

During the year the resignations of Mr. J. J. McHugh, Agent of Dominion Lands at Cannington, and of Mr. E. M. Bovill, Agent at Kamloops, were accepted. Mr. C. E. Phipps was appointed as the successor of Mr. McHugh, and the vacancy at Kamloops was filled by the removal to that point of Mr. E. A. Nash, of the Dominion Lands Commissioner's Office, who formerly was Agent at Battleford and for a short time in the Rocky Mountains Park.

In consequence of the services of Mr. W. J. O. Bouchier, Assistant Agent for the Calgary district, having been terminated, Mr. E. G. Kirby, the agent at Lethbridge, was transferred to the Calgary Agency as assistant agent. Mr. Kirby's

place at Lethbridge was taken by Mr. George Young, who was agent for the Dufferin district when the business of the agency was transferred to Winnipeg, and who had latterly been employed in the Winnipeg office.

There were three deaths in the Outside Service of the Department during the year, viz., Lieut.-Col. A. Sproat, Registrar for the East Saskatchewan district; Mr. Thomas Swan, Homestead Inspector; and Mr. John Connor, Forest Ranger in the Rocky Mountains Park. Mr. Stephen Brewster, barrister, of Prince Albert, was appointed Registrar in Mr. Sproat's stead, and Mr. W. C. De Balinhard was appointed Homestead Inspector in the place of Mr. Swan—a transfer from the Department of Indian Affairs. By an arrangement made with the Comptroller of the North-West Mounted Police, whereby an efficient police patrol was established in the Park at Banff, the necessity of appointing a successor to the late Mr. Connor was obviated.

HOMESTEAD AND PRE-EMPTION ENTRIES AND SALES.

The following is a comparative statement of the homestead and pre-emption entries and sales which have been made at the several agencies of the Department during the years 1889 and 1890:—

	1889.	1890.
Homesteads, (acres).....	696,050	471,040
Pre-emptions “	212,651	57,600
Sales “	177,092	139,030

It is to be regretted that there is so large a reduction in the area of land taken up as homesteads by actual settlers. This, no doubt, is caused by the unfavourable impression created by the drought of the previous year. The area of land granted under pre-emption entry is necessarily very small, as the right to obtain pre-emption entries lapsed under the provisions of the statute on the 1st January, 1890.

The usual statement is submitted, showing the number of homestead and pre-emption entries reported in each year since 1874, and the number and proportion of those entries which have been cancelled for non-fulfillment of the conditions of entry:

Year.	Homestead.			Pre-emption.		
	No. of Entries.	No. Cancelled.	Percentage Cancelled.	No. of Entries.	No. Cancelled.	Percentage Cancelled.
1874.....	1,376	871	63	643	602	93
1875.....	499	298	60	391	225	57
1876.....	347	147	42	263	132	50
1877.....	845	444	52	594	339	57
1878.....	1,788	1,352	75	1,580	902	57
1879.....	4,068	1,989	49	1,729	1,420	82
1880.....	2,074	658	32	1,004	453	45
1881.....	2,753	895	32	1,649	635	38
1882.....	7,383	3,244	44	5,654	2,355	42
1883.....	6,063	1,539	25	4,120	1,040	25
1884.....	3,753	878	23	2,762	632	23
1885.....	1,858	402	21	653	233	35
1886.....	2,657	481	18	1,046	253	24
1887.....	2,036	264	13	585	87	14
1888.....	2,655	280	10	454	57	12
1889.....	4,416	322	07	1,355	80	06
1890.....	2,955	66	02	371		

The remarks under this head contained in my report of last year will apply to this year's transactions also.

CORRESPONDENCE.

The following statement shows the number of letters received and sent by the Department in each year since its establishment :—

Year.	Letters Received.	Letters Sent.	Total.
1874.....	3,482	4,150	7,632
1875.....	1,974	2,189	4,163
1876.....	2,236	3,097	5,353
1877.....	3,137	3,677	6,814
1878.....	4,642	6,009	10,651
1879.....	5,526	6,179	11,705
1880.....	8,222	9,940	18,162
1881.....	13,605	15,829	29,424
1882.....	25,500	30,300	55,800
1883.....	27,180	33,500	60,680
1884.....	27,525	33,386	60,911
1885.....	33,970	43,997	77,967
1886.....	60,964	67,973	128,937
1887.....	47,845	60,890	108,735
1888.....	43,407	52,298	95,705
1889.....	49,316	50,500	99,816
1890.....	36,200	36,008	72,208

The decrease in the number for the last year by no means indicates a falling off in the correspondence of the Department. In previous years the number of letters received and sent by the Geological Survey Department, then a branch of this Department, was included.

As, however, by an Act passed at the last Session of Parliament the Survey became a separate Department, no portion of its transactions is included in this report.

The correspondence of the Department, as will be observed, has grown to such proportions during recent years as to become unwieldy, and the mere registration, classification, and keeping trace of such a mass of letters in such a systematic way as to ensure that each newly received communication should be so filed as to enable the responsible officers to dispose of it with due reference to previous action on the same subject, involved the necessity of employing a large staff of clerks for that class of duty alone. How to reduce the volume of letters passing into and out of the Department and the processes heretofore regarded as necessary for recording and keeping trace of them, without, however, impairing the efficiency of that branch of the business, and how, consistently with reasonable certainty that the responsible officer had all previously filed papers on the subject before him when dealing with each letter received, the correspondence of the Department might be disposed of with greater promptitude, was a task to which I personally devoted much time and attention during the summer and autumn. In this work I had the hearty co-operation of the Secretary of the Department and the Commissioner of Dominion Lands, and although the results attained have probably up to the present not been as complete as could be desired, it can be said that they are such as to permit of a considerable reduction in the cost of the clerical staff, especially at head-quarters,

and of confining within the smallest possible bounds the controllable correspondence—that is to say, the correspondence between the Department at Ottawa and the various officers in the Outside Service.

The figures given for 1890 make no account of a very large number of circular letters which are sent out of the Department from time to time, and which involve a certain proportion of the time and labour required for ordinary correspondence. There were for instance 11,500 notices inviting tenders for timber berths despatched of which no account is taken.

REVENUE STATEMENT.

Herewith is a statement showing the receipts of the Department from year to year since its establishment, from every source except Ordnance and Admiralty Lands, of which an entirely separate account is kept. The net revenue for the last Departmental year was \$454,326.52, as compared with \$588,861.81 for the previous year. The decrease is undoubtedly traceable to the same causes as the decrease in homestead entries, and to the indisposition to press settlers for payment of their over-due pre-emptions which you have manifested, in consideration of the comparative shortness of the crops of last season :

STATEMENT showing Receipts on account of Dominion Lands, from 1st July, 1872, to 30th June, 1890.

Fiscal Year.	Homestead Fees.	Pre-emption Fees.	Improvements.	SALES.		Map Sales, Office and Registration Fees, &c.	Surveyors' Examination Fees.	Miscellaneous.	Inspection, Cancellation, and Sundry Fees.	Timber Dues.	GRAZING LANDS.		HAY, PERMITS, MINING FEES, STONE QUARRIED, &c.		Rocky Mountains Park of Canada.	COLONIZATION LANDS.		Gross Revenue.	Refunds.	Net Revenue.
				Cash.	Scrup. &c.						Cash.	Scrup. &c.	Cash.	Scrup.		Cash.	Scrup.			
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1872-73	6,960 00			19,170 20						109 25								26,239 45		26,239 45
1873-74	7,310 00			19,834 75				125 50		2,710 55								29,980 80		29,980 80
1874-75	11,510 00			13,666 90		129 00				2,335 25								27,641 15		27,641 15
1875-76	4,680 00			3,478 94	320 00					387 00								8,865 94		8,865 94
1876-77	2,250 00			1,085 86	136,955 16	4 00		100 00	40 00	320 00								140,755 02		140,755 02
1877-78	14,540 00			2,794 86	120,159 54		180 00		290 00	1,620 00								139,584 40		139,584 40
1878-79	17,690 00			4,998 39	210,904 84	81 00	310 00	13 70	410 00	325 00								234,732 93		234,732 93
1879-80	41,255 00	10,241 43		45,708 97	81,685 86	245 40	580 00	183 25	1,780 00	25,121 46								206,801 37	4,636 08	202,165 29
1880-81	20,450 00	10,801 75	269 00	71,170 17	70,828 30	985 40	420 00	37 58		32,028 34								206,990 54	5,038 22	201,952 32
1881-82	54,155 00	39,843 90	1,758 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		58,753 14	2,245 00		40 00					1,805,734 87	10,687 55	1,795,047 32
1882-83	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		90,066 46	22,844 43		913 91					1,051,403 60	8,746 05	1,042,657 55
1883-84	41,580 00	28,810 00	2,596 11	424,863 36	40,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10	11,370 60		640 90					1,001,776 67	9,220 50	992,556 17
1884-85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99	17,089 75		815 63					451,564 65	12,070 85	439,493 80
1885-86	26,110 00	14,371 00	1,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31	29,562 51		1,284 83					457,973 95	63,389 12	394,584 83
1886-87	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	44,561 00	7,778 40	65,111 74	14,242 77		39,487 67					588,532 80	19,543 16	568,989 64
1887-88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 41	12,078 53	94,964 55	5,922 47		2,273 73		2,951 58		10,000 00	569,986 68	6,277 66	563,709 02
1888-89	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,402 50	90,290 00	2,207 69		3,946 55		2,528 73		16,000 00	594,088 04	5,226 23	588,861 81
1889-90	35,920 00	8,580 00	3,250 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	20,232 50	84,642 95	1,305 57		9,242 08		1,094 37			462,536 26	8,209 74	454,326 52
Totals	465,835 00	206,741 01	26,437 19	2,851,432 74	2,204,682 08	18,182 83	5,420 00	195,783 21	72,435 38	849,064 09	106,790 79	91,466 29	20,728 03	160 00	6,574 68	857,455 80	26,000 00	8,005,189 12	153,045 16	7,852,143 96

PATENTS.

The number of letters patent issued by the Department in each year since 1874, and the number of those issued in each year which have since been cancelled, is shown by the following statement :—

Year.	Letters Patent.	
	Number Issued.	Number Cancelled.
Departmental year ending 31st October, 1874	536	6
do do 1875	492	4
do do 1876	375	4
do do 1877	2,156	13
do do 1878	2,597	32
do do 1879	2,194	57
do do 1880	1,704	41
do do 1881	1,768	11
do do 1882	2,866	11
do do 1883	3,591	16
do do 1884	3,837	24
do do 1885	3,257	18
do do 1886	4,570	17
do do 1887	4,599	26
do do 1888	3,275	34
do do 1889	3,282	30
do do 1890	3,273	20

I explained last year how by statutory provision the actual number of patents necessary to be issued had been greatly decreased; and I have nothing to add to that statement, except that as the business grows in the Territories the greater is the relative extent to which this statutory provision affects the number of patents issued.

TIMBER, MINERAL AND GRAZING LANDS.

The revenue from the above sources during the past year amounted to \$125,878.12, an increase as compared with 1889 of \$23,145.51. The timber dues are larger than those of 1889 by \$25,878.79, being for this year \$102,950.76. Of the revenue from timber, \$45,485.09 was derived from bonuses, ground rents and royalties on timber cut from lands in the railway belt in British Columbia, being an increase of \$27,440.32 over the previous year.

Grazing lands show a decreased revenue, as compared with 1889, of \$5,840.03, but the dues received for hay, \$9,764.94, exceed the amount received the previous year by \$2,855.39.

The receipts for minerals other than coal were \$621. The amount received for coal lands was \$8,898.75, being \$7,236.25 more than the previous year. The total area of coal lands sold up to date is 13,079.76 acres, and the total sum received therefor \$135,070.07.

PRICE OF LUMBER.

Following is a comparative statement of the average prices of lumber within the several Crown Timber Agencies within the last six years. The cost of this

article to the settler has been very much reduced within that time, and I do not think any further reduction can reasonably be looked for, except at remote points :—

	1885.	1887.	1889.	1890.
	Per M.	Per M.	Per M.	Per M.
Edmonton	\$25 to \$30	\$15 to \$23	\$20 to \$23	\$20 to \$23
Calgary	25 to 30	17	12 to 18	12 to 18
Fort Macleod	30	20 to 40	15 to 43	15 to 43
Prince Albert	30 to 45	21 to 42	20 to 42	20 to 42
Winnipeg	13.50 25	10 to 40	12.50 40	12.50 40
Cypress Hills	10 to 15	10 to 12	13	13
Lethbridge		30	30	30
British Columbia			9 to 10	9 to 10

PRICE OF FUEL.

The Crown Timber Agent at Winnipeg reports that fuel is somewhat cheaper than last year, cordwood on the railway car at Winnipeg being \$2.25 to \$4 per cord for poplar and spruce, respectively, and \$8 is asked for American anthracite coal on car, and \$6.75 for native soft coal. The agent further reports that about 18,000 cords of wood and 30,000 tons of coal were sold in the Winnipeg and western markets during the year, and of the coal thus disposed of about 12,000 tons came from the North-West Territories.

LIVE STOCK.

The total number of cattle, horses and sheep in what are known at present as the grazing districts of Alberta and Assiniboia, as reported by lessees of ranches, and computed from information derived from other sources, is as follows :—

Cattle.....	117,659
Horses	16,519
Sheep	44,762

In the several sub-reports hereto a great deal of valuable information will be found under this head, and it will be observed, amongst other things, that while the winter of 1889-90 was very hard, and reduced the crop of calves largely, last summer and the remainder of the season were most favourable in every way. The live stock industry is clearly in a flourishing condition, and export to European markets has commenced. So far, fortunately for those engaged in the business, a good and paying market has been found at their very doors. The beef supplied to the Indians and Mounted Police, instead of being imported from the United States, as in the years previous to the establishment of the ranching industry, is now procured at home; and, as I understand, beef is now used extensively for the maintenance of the Indians, instead of the Chicago pork which at one time was supplied.

An excellent class of horses is being imported. Export on a small scale is expected to commence next year, and the prospects for the future are very encouraging. A good market has hitherto been found for the surplus product among the incoming settlers, and this market is likely to improve, so far as relates to animals intended for farm work.

There has also been a satisfactory increase in the number of sheep, although on account of the low price of wool progress has not maintained the same ratio as in the case of horses and cattle.

TIMBER.

The regulations of the 17th of September, 1889, governing the disposal of timber in Manitoba and the North-West Territories, were, on the 18th of December, 1890, amended so that licensees have now the option of either paying the royalty of 5 per cent. provided for by the regulations on the value of the lumber in the log, or at the period at which the lumber, when manufactured, is sold; and if the dues are paid at the former period the royalty is to be on the average price received for lumber during the three months next prior to the date upon which the dues are paid. The reason for making this change was, that in British Columbia it was found impossible for those persons holding licenses for Dominion and Provincial lands to separate the lumber manufactured from timber cut upon Dominion lands from that manufactured from timber cut on Provincial lands.

It was also thought advisable to cancel the provision for a rebate of one half of the royalty, amounting to about 25 cents per thousand feet, paid upon timber which had been exported beyond the limits of Canada, and the Order in Council of the 18th of December, 1890, above quoted, repealed section 20 of the regulations which authorized the rebate. The Provincial regulations of British Columbia provide for a rebate of 25 cents per thousand feet on timber exported, but it was considered that the timber on Dominion lands was more valuable than that on Provincial lands owing to the fact that the towage from the nearest point on the latter to Vancouver exceeds 75 cents per thousand feet, whereas from Dominion lands it does not average 25 cents per thousand feet. It will thus be seen that the licensees of timber berths on Dominion lands, even although not allowed a rebate, have the advantage over those holding licenses for timber berths on Provincial lands, who are allowed a rebate of 25 cents per thousand feet.

HAY.

In consequence of the injury to the hay crops, resulting from cutting the hay before the seed matures, the regulations provide that no hay shall be cut prior to a date to be fixed each year by the Minister of the Interior, which date may vary according to whether the season is early or late. The date fixed for the commencement of the cutting of hay during the coming season is the 25th of July next. Representations having been made to the Department that the farmers desire to cut reeds for fodder—which they urge make excellent food for stock if cut early enough, but become valueless if left till after the 25th of July—the agents of Dominion lands have been instructed to issue permits for this purpose, irrespective of date, with the proviso, however, that no infringement of the hay regulations will be permitted.

FOREST FIRES.

The subject of the protection of the timber of Manitoba, the North-West Territories, and that on Dominion lands in the Province of British Columbia, has received, as in former years, much and very careful consideration. At the beginning of the present calendar year a circular letter was sent to all persons who had acquired

timber berths, inviting them to co-operate with the Government in giving effect to the provisions of the Act for the prevention of forest fires, and asking them to share with the Government the expense of maintaining forest rangers to guard their berths from fire. The proposition has been readily accepted by the licensees from whom replies have so far been received. Effect, however, cannot be given to the proposition until the proportion of the expenditure involved which has to be paid by the Government has been voted by Parliament.

MINERALS OTHER THAN COAL.

The arrangement between the Provincial and Dominion Governments, that all minerals, with the exception of coal, on Dominion lands in the Province of British Columbia, are to be administered under the mining laws of the Province, is still in force. The only amendments which have been made to the Mining Regulations since my last report are those set forth in the Order in Council of the 18th of December last, by which an applicant for a petroleum location, who has otherwise complied with the requirements of the regulations, may be able to obtain an entry for a location upon his making affidavit that from indications he verily believes that petroleum exists on the location applied for—the location, however, not to be sold to the applicant until a period of five years from the date of entry prescribed by the regulations, unless he can, in addition to compliance with the requirements aforesaid, furnish proof to the satisfaction of the Minister of the Interior that he has at least one oil well in operation thereon, and is producing therefrom petroleum in paying quantities; and provided, further, that if at the end of five years from the date when the applicant obtains entry he cannot furnish such proof, the entry shall be cancelled and the rights and privileges of the person obtaining the entry shall thereupon cease and determine in respect of such location. The regulations, before they were thus amended, provided that no mining location or mining claim should be granted until actual discovery had been made of the mineral applied for within the limits of the location or claim. This being the law, it prevented a large number of applicants from receiving entry for petroleum locations for which they had applied, because they were not able to make the requisite affidavit of actual discovery; and it was thought that this might operate to retard the development of lands supposed to contain petroleum. Since the regulations have been amended, as explained, the Agent of Dominion Lands at Lethbridge has granted eighty-four entries for petroleum locations in Townships 1, 2, 3 and 4, Ranges 29 and 30, west of the 4th Meridian.

TREE CULTURE.

The problem of re-forestation such of the great plains of the North-West as are devoid of timber is one for which, so far, a satisfactory solution cannot be said to have been found. Mr. J. H. Morgan, of Amherstburg, Ont., who has been employed under this Department for several years to enquire into the subject, has completed his investigations, and his engagement has been terminated. What information he has been able to obtain, and what the Department has acquired from other sources, has made it quite clear that the problem is as far from solution in the prairie States of the adjoining Republic as it is in our own land, and that the operations of European countries in that direction, which have been attended with great success, have been conducted under circumstances so different from those which prevail in our North-West as to make the experience thus acquired of comparatively little value to us.

The experiments which are being conducted by the Department of Agriculture, under the supervision of Professor Saunders, at the various Government Experimental Farms in the North-West, are in my opinion more likely to be useful to us than anything else that has so far been undertaken by the Government.

SMELTERS AT GOLDEN AND REVELSTOKE.

In 1887, while it was still anticipated that the precious metals in the railway belt in British Columbia would belong to the Government of Canada, the late Minister of the Interior, the Hon. Thomas White, made arrangements with people of responsible financial standing to give them a free grant of 320 acres of land in consideration of the erection of a smelter at the points above mentioned. The Order in Council of the 15th October, 1889, sanctioned this arrangement; and the Superintendent of Mines has reported that smelting works have been constructed at both places. At Revelstoke the land grant of 320 acres has been conveyed to the company, and at Golden there merely remain to be adjusted some matters of detail, upon the settlement of which that subsidy will be also conveyed. Both smelters are now completely equipped and in running order, and as there appears to be no doubt that the section of British Columbia tributary to them is rich in productive ores, especially in those bearing silver, it is anticipated that the works will find immediate profitable employment. Their existence, of course, will be of great importance in encouraging the development of the mining industry.

SCHOOL LANDS.

No general sales of school lands were held during the past year, either in Manitoba or the North-West Territories.

Numerous applications to purchase these lands continue, however, to be made, both to this Office and to that of the Commissioner of Dominion Lands, and the indications are that at the next auction sales of school lands in Manitoba the prices realized will be considerably higher than those of the auction sales of January, 1888, which averaged nearly \$7.30 per acre.

The question of the title of the Canadian Pacific Railway Company to the land in school sections necessary for the right-of-way and station grounds of the railway has been finally settled, in accordance with the decision of the Minister of Justice that the company are entitled under their charter to a free grant of the land necessary for their right-of-way and station grounds in sections which were not surveyed until after the location of the railway through them, but that in cases where the survey of the section preceded the location of the line through it, the land required for railway purposes therein must be acquired under section 99 of "The Railway Act"—that is to say, on terms to be prescribed by the Governor in Council. The company were duly advised of this decision, and furnished with a statement of the lands to which they are entitled as a free grant, and also of those which they must acquire under the provisions of "The Railway Act." With respect to the latter, representing $182\frac{54}{100}$ acres, an Order in Council of the 7th of February, 1891, provides that they shall be sold to the company at the rate of \$5.20 per acre, this being the average of the prices placed upon the several parcels by Mr. Pearce, who was entrusted with the duty of valuing them. The area to which the company are entitled as a free grant is $858\frac{10}{100}$ acres.

The amounts received on account of school lands between the 1st of November, 1889, and the 31st of October, 1890, are as follows:—

Manitoba.

Payments on account of sales.....	\$31,953 84
Revenue from hay lands.....	1,215 47
do timber.....	918 18
do stone quarry.....	17 50
	<hr/>
	\$34,104 99
	<hr/>

Assiniboia.

Payments on account of sales.....	\$ 199 00
Revenue from hay lands.....	190 85
	<hr/>
	\$ 389 85
	<hr/>

Alberta.

Payments on account of sales.....	\$10,398 43
Revenue from hay lands.....	94 45
	<hr/>
	\$10,492 88
	<hr/>

Saskatchewan.

Revenue from hay lands.....	\$ 28 50
	<hr/>

This gives a total revenue for the year from School Lands in Manitoba and the North-West Territories of \$15,016.22.

OPERATIONS OF THE TOPOGRAPHICAL SURVEY BRANCH.

The surveys of last season were on a somewhat limited scale, but notwithstanding the small number of surveyors employed and the moderate amount expended, it is satisfactory to be able to state that the requirements of settlers in new and unsurveyed districts have in a large measure been provided for.

The season was not particularly favourable for surveying operations, owing to the wet weather which prevailed during the greater part of the summer.

TOPOGRAPHICAL SURVEYS.

The triangulation survey in the Rocky Mountains was continued under the direction of Mr. W. S. Drewry. The system of main triangles was carried as far west as the Beaver Foot Range, near the Columbia River, and easterly from the Mountains to the 5th Initial Meridian, and was tied in to that line, thus enabling the geographical position of a number of points in the mountains to be accurately determined. In connection with the main work of triangulation, considerable exploration of unfrequented passes in the mountains was accomplished by Mr. Drewry and his staff, and valuable information relative to the mineral and timber wealth of the districts obtained.

Mr. McArthur continued the photo-topographical survey of the Rocky Mountains, and covered some 400 square miles of country. His operations extended

over the Cascade Trough or coal-bearing area and the districts adjoining Healy's Creek, Forty Mile Creek, Simpson River and Johnston Creek. These surveys will enable us to make settlement, timber and mineral subdivisions in all the districts to which they extend, at any time we may find it necessary or expedient to do so.

BLOCK AND OUTLINE SURVEYS.

Block and township outline surveys were performed in the Prince Albert, Lake Dauphin and Beaver Hills districts by Messrs. Klotz, Fawcett and Belanger, respectively. These surveys became necessary owing to the demand for subdivision of portions of these districts in which settlement is making rapid progress.

CORRECTION SURVEYS.

Two parties, under Mr. Miles and Mr. Gosselin, were employed in effecting correction surveys—the former on the 2nd Meridian and in adjoining townships, and the latter on the 5th Meridian and in the south-western part of the Territories. A number of required corrections have been made, which will enable the records of the original surveys to be amended.

SUBDIVISION SURVEYS.

Subdivision surveys were effected in the Lake Dauphin, Beaver Hills, Prince Albert and Calgary districts—sixteen contracts for work of this kind being let. Subdivision surveys were also made in New Westminster and Kamloops districts, in British Columbia, by Mr. Driscoll, D. L. S. Hereunder will be found the usual table of subdivision or settlement survey work completed each year since the commencement of the surveys, with the results of last season's operations added:—

	Acres.	No. of Farms of 160 acres each.
Previous to June, 1873.....	4,792,292	29,952
In 1874.....	4,237,864	26,487
1875.....	665,000	4,156
1876.....	420,507	2,628
1877.....	231,691	1,448
1878.....	306,936	1,918
1879.....	1,130,482	7,066
1880.....	4,472,000	27,950
1881.....	8,147,000	50,919
1882.....	9,460,000	59,125
1883.....	27,000,000	168,750
1884.....	6,400,000	40,000
1885.....	391,680	2,448
1886.....	1,379,010	8,620
1887.....	643,710	4,023
1888.....	1,131,840	7,074
1889.....	516,960	3,231
1890.....	817,075	5,106
	<u>72,144,047</u>	<u>450,901</u>

Though the surveys during the last few years have kept pace fairly well with the requirements of settlement, the completion of the branch railways north and south from the Canadian Pacific Railway, and the consequent influx of settlers into unsurveyed townships along and in the vicinity of these lines, will in the near future call for much work in new districts.

EXPLORATORY SURVEYS.

An important exploration to James Bay *via* the Ottawa River and connecting waters, was effected during last season by Mr. Wm. Ogilvie. The object of this exploration was to determine by astronomical observation the latitude and longitude of some points on James Bay, in connection with the inter-provincial boundaries, and to complete a rapid survey of a portion of the shore of the Bay and the route travelled over in reaching it. Mr. Ogilvie's report, which forms Part V of this report, will be found of much interest. His work in this relation was characterized by the same quiet determination, energy and care which has marked all the valuable service he has rendered the Government and people of Canada.

ROCKY MOUNTAINS PARK.

The work of improving and beautifying the Park has been continued, with due regard to economy.

Buffalo Avenue has been carried round the face of Tunnel Mountain, giving easy access by carriages to some of the most beautiful spots in the Park, and, connecting with this carriage drive, a bridle path 6 or 8 feet wide and 9,240 feet in length has been constructed to the top of Tunnel Mountain, from which a magnificent view of the surrounding valleys and mountain ranges is obtained.

Owing to a steam launch having been placed on Minnewanka Lake, early in the season, it was found necessary to provide a safe and convenient landing place for visitors, and a wharf was accordingly constructed at a suitable place.

No trouble or anxiety seems to have been experienced from forest fires during the season, partly owing to the late spring and cool summer, and partly owing also to the removal each year of dead fallen timber and rubbish, which has had the effect of preventing the occurrence of local fires.

There was a gratifying increase in the number of visitors last year, the books of the Canadian Pacific Railway Hotel and the Sanitarium showing the number of guests at these places for the season to have been 4,343, as against 3,644 for the previous season, or an increase of 699. Taking into consideration the number of visitors who stayed at the smaller hotels and those who camped out, the total number would be at least 5,000.

In accordance with your instructions, the work of converting the building formerly intended for the Superintendent's residence into a Museum has been commenced, and I have no doubt that this addition to the attractions of the Park will be much appreciated by visitors.

I would also call attention to Mr. Stewart's suggestion that the value of the Museum would be greatly increased to visitors desiring to make themselves familiar

with the natural features of the district by the contribution to it of a small reference library, with a collection of the maps and plans already published of the geology and topography of the region.

It is also a question whether it would not be desirable to have reports made by officers of the Department of Geology and Natural History upon the geology and natural history of the mountains, for the information of scientific visitors.

Mr. Carpmael, of the Toronto Observatory, has recommended that proper instruments be placed on the summit of Tunnel Mountain for registering the wind currents, which cannot be correctly observed in the valleys.

The Cave and Basin seem to have been much resorted to, and there is no doubt that the interest and beauty of the former would be greatly enhanced by the introduction of a few electric lights, as a great deal is now lost in the gloom and darkness of the place; and, as the Superintendent points out, this could be done at comparatively little cost, as there is sufficient water power on the spot to drive a dynamo.

Mr. Stewart submits with his report an interesting statement showing the record of the weather between the 1st of January and the 31st of October, 1890, and also a statement showing the number and nationality of the visitors to the Park.

KILLARNEY CROFTERS.

Last season the settlers in this colony had under cultivation 1,430 acres, mostly in wheat, in addition to which they have broken for the coming season 859 acres, so that they will have a total acreage of crop during 1891 of about 2,300 acres. The hay cut amounted to over 500 tons, and the crops generally were very good. The wheat was short in the straw, but the heads were large and well filled. Oats were a good average crop; potatoes a good crop; and all the live stock is looking well. Two schools have been established in this colony, and gratifying progress is being made by the children. Religious services are held in the school houses by Mr. K. A. Gollan, who preaches in Gaelic every Sunday and Wednesday.

The advantage of locating crofters amongst practical farmers has been fully demonstrated in this case. Their ploughing and the area they have under cultivation show that the example set them by earlier settlers has not been lost upon them. Their comfortable financial condition also indicates that they have taken advantage of the opportunity of obtaining remunerative employment offered them by their more advanced neighbours. It is generally understood that the young crofters are good workers, and they are therefore in great demand.

SALTCOATS CROFTERS.

Last season the settlers in this colony had under cultivation 239 acres, mostly in wheat and oats, besides which they have broken for the coming season 182 acres, thus giving them a total acreage of crop during 1891 of about 421 acres. The hay cut amounted to 568 tons; the wheat and oat crops were excellent, the straw strong and the heads very large and full; and potatoes, where properly cared for, were a very good crop. On only two farms have gophers done any damage, and this is owing to the fact that the crofters were supplied by the Department with gopher traps. Some damage resulted to grain and hay during harvest from the rain. The live stock is in good condition.

The small amount of acreage under cultivation and breaking ready for 1891 is accounted for by the fact that many heads of families and young men went out of the colony to work. Those who did not leave their farms have made more improvements, and have also earned money breaking land for new settlers and by the sale of wood. They were also anxious to see a crop harvested before breaking more land, their experience the first year having been disappointing on account of the drought.

When in the North-West last summer I visited this colony, and found that a missionary from Winnipeg conducted religious service in the settlement, but that there were no schools, although two school districts had been laid off by the Government of the North-West Territories. The cause of this was that the people, although getting on well, and with every prospect of a successful season, were in the meantime without ready money, and unable to tax themselves in order to raise the funds to build a school-house and pay one-third of the salary of a teacher, as required by the School Ordinance of the Territories. In consequence of this, the children were without education, and were growing up without even a knowledge of English, Gaelic being the language of the family circle. On my return to Winnipeg I saw Professor Bryce, of Manitoba College (Principal King being at the time absent from the city), Dr. Duval, and Mr. Scarth, then M.P., all of whom are interested very directly in the success of the crofters, and laid the facts and necessities of the case before them. They all responded most warmly, and on returning to Ottawa I was able to raise among friends a small sum of money, which I placed in the hands of Professor Bryce, in trust, for the purpose of helping to establish schools. I am told by him that during the whole winter Mr. Colin McLeay, B.A., who holds a first-class certificate in the North-West Territories, and speaks and writes English and Gaelic, has been labouring amongst them in the settlement, and that the children have made satisfactory progress under his tuition.

CROP REPORTS.

A new departure has been made this year by the collection of reports by this Department respecting the condition of the crops in Manitoba and the North-West Territories. This step was considered necessary in order that reliable information might be obtained, as it was observed that conflicting statements regarding the crop prospects had been published in Britain and the United States, which we had no means of officially correcting. To overcome this difficulty, a printed form of inquiry was last season widely circulated, copies having been sent to all agents of the Interior and Indian Departments and to all the officers of the North-West Mounted Police in charge of stations. The forms were prepared so that they might be used monthly throughout the year, and furnish information as to dates of seeding, progress of growth, time of harvesting, areas under crop, effects of weather, &c. These periodical reports have been received in large numbers, and contain a very considerable amount of useful and reliable information regarding the state of the crops in the North-West; and they show, as does information received from other reliable sources, the result of the season's operations to have been most satisfactory. Generally speaking, the yield has been very fair, and the quality of the grain when threshed good. Frost was confined to a few localities, and its effects on the crop as a whole so slight as to be hardly worthy of mention. It was feared that injury to

wheat might result from the heavy rains which came before threshing time, by causing the grain to heat or sprout, but the cold weather which immediately followed the rainfall prevented the occurrence of any considerable harm from the causes mentioned, and a slight discolouration of a small portion of the wheat appears to have been the only effect. Taken as a whole, the other grain crops have been highly satisfactory, and the yield of vegetables large and of the usual excellent quality.

Seeding commenced during the first week in April, and lasted until the middle of May. Harvesting was started early in August, but was not general until after the 15th of the month. The farmers have been so well pleased with the result of the season's operations that in many instances they delayed threshing their grain in order to prepare as much land as possible for seeding this spring.

The total area under cultivation in 1890, although upwards of a million acres, would be represented on the map of the Province of Manitoba by the tier of townships along the international boundary line. Taking this as a scale of comparison, a glance at the map cannot fail to convince any one of the immense agricultural resources of our great North-West, and the great possibilities with which the future is pregnant.

The acreage under crop in Manitoba last season, as shown by the statistical records of the Provincial Government, was 1,053,263 acres, or about 160,000 acres in excess of the previous season. The weather during seeding time was well suited for carrying on the work, but growth in the early part of the season was backward. After the month of May there was a great improvement in the weather; the progress of the crops was consequently rapid, and there seemed to be an excellent prospect of a very abundant harvest. The result, though not as satisfactory as expected in the early summer, is above the average.

Slight damage from hail and frost occurred in a few localities, as already stated, and harvest operations were much retarded by heavy rains. A hail-storm which passed over the southern part of the Province on the 2nd of August caused a considerable loss, reducing the average for the locality very materially where it did not completely destroy the crop. The frost of 22nd of August caused a very considerable shrinkage to unripe grain, and shelling resulted from the protracted wet weather during harvest time. About one-third of the crop was cut before the frost, and about the same proportion was too ripe to be materially injured. The remainder was only slightly affected in particular districts. The injury done to wheat by frost and rain reduced the yield and spoiled the colour, and the wet caused sprouting in the unstacked grain in some localities. In spite, however, of these drawbacks, the average yield per acre, as deduced from reliable data, was in Manitoba 22 bushels of wheat, 40 bushels of oats, and 30 bushels of barley, or a total yield for the Province of about 16,000,000 bushels of wheat, 9,500,000 bushels of oats, and 2,000,000 bushels of barley. The samples of oats and barley are reported as fair. The yield of potatoes was about 235 bushels per acre, which would give at least 2,541,000 bushels for the Province. The quality was well spoken of. There is not sufficient data upon which to base a similar estimate for the Territories, but the information available indicates the average yield to be about the same as that of Manitoba. The late rains delayed the fall ploughing, but the abundance of moisture will undoubtedly tend to

give the crops of the coming season an early start, and the farmers, far from being discouraged, are as a rule making arrangements for extending their operations.

MANITOBA UNIVERSITY LAND GRANT.

By the Act 48-49 Victoria, chapter 50, which was assented to on the 20th July, 1885, authority was given for an allotment of land not to exceed 150,000 acres, for the purpose of an endowment to the University of Manitoba for its maintenance as a University capable of giving proper training in the higher branches of education, and to be held in trust for that purpose upon some basis or scheme to be framed by the University and approved by the Dominion Government.

Up to the present date the University authorities have selected about 132,000 acres, mostly in districts adjacent to the line of railway, and therefore immediately available and saleable.

MANITOBA ACT CLAIMS.

The Act 33 Victoria, chapter 3 (commonly called "The Manitoba Act") made the following provisions for the quieting of titles to land in the Province of Manitoba:—

"1. All grants of land in freehold made by the Hudson's Bay Company up to the eighth day of March, in the year 1869, shall, if required by the owner, be confirmed by grant from the Crown.

"2. All grants of estates less than freehold in land made by the Hudson's Bay Company up to the eighth of March aforesaid shall, if required by the owner, be converted into an estate in freehold by grant from the Crown.

"3. All titles by occupancy with the sanction and under the license and authority of the Hudson's Bay Company up to the eighth day of March aforesaid, of land in that part of the Province in which the Indian title has been extinguished, shall, if required by the owner, be converted into an estate in freehold by grant from the Crown.

"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."

With a view to afford further facilities to parties claiming lands under the third and fourth sub-sections of the Act cited, the following enactment was placed upon the Statute Book in 1874 (38 Vic., chap. 52):—

"Be it enacted that persons satisfactorily establishing undisturbed occupancy of any lands within the Province prior to, and being by themselves or their servants, tenants or agents, or those through whom they claim, in actual peaceable possession thereof on the fifteenth day of July, one thousand eight hundred and seventy, shall be entitled to receive letters patent therefor, granting the same absolutely to them respectively in fee simple."

It was found that there would be a considerable number of cases of adverse or conflicting claims to lands mentioned in the Act, and to facilitate the settlement of those claims the "Act respecting conflicting Claims to Lands of Occupants in Manitoba" (38 Vic., chap. 53) was passed, authorizing the issue of a commission for the

investigation of all disputed cases under the "Manitoba Act," referred by the Minister of the Interior for such action and report. This statute required that the sittings of the commission should be held at the places of the sittings of the county court, in each of the counties in Manitoba, the time and place of sitting to be advertised for three months, together with a list of claims for hearing. The claimants were thus afforded every opportunity for preparing their cases and bringing their witnesses before the commission, at very little expense to themselves. The evidence was of a more satisfactory nature than that previously furnished by the disputing claimants, thereby facilitating the preparation of reports and rendering of decisions in the various cases submitted.

Another class of claims preferred under the "Manitoba Act" consisted of what are known as the "staked claims." They did not come within the purview of the Act, and could not therefore be entertained as first presented to the Department. Subsequently, they were dealt with under the provisions of Orders in Council dated respectively the 20th April, 1876, and 25th February, 1881. Under the latter Order certain claims admitted to have been staked out by the claimants in June or the beginning of July, 1870, were divided into three classes, and rulings laid down for the disposal of them, by allowing the claimants homestead entry to the extent of 160 acres, or by homestead entry and purchase, or by purchase only, according to the facts in the respective cases.

In 1873, as soon as the settlement surveys and plans were sufficiently advanced to admit of letters patent being prepared, public notices and circulars were issued, informing all intending claimants that their applications for patents, with the necessary evidence in support thereof, would be received. Many applications were soon filed in the Winnipeg Office; these were ere long followed by the commencement of the issue of patents for parish lots; and 2,730 applications for patents under the Manitoba Act have been received, 2,562 of which have been approved and patents have issued. The "staked claims" would increase the number of applications about 25 per cent. 184 cases of "conflicting claims" were dealt with as provided for by the Act 38 Vic., chap. 53. Of these, 11 were investigated and reported upon by the late Hon. Alexander Morris, who was appointed sole commissioner under the Act, on the 3rd of December, 1875. Mr. Morris resigned the appointment, after leaving Manitoba, at the expiration of his term of office as Lieutenant-Governor, and the late Chief Justice Wood was appointed commissioner in his stead on the 23rd of May, 1878. The Chief Justice disposed of 112 additional cases. Of the remainder, a number were amicably settled by the interested parties, and were consequently withdrawn from the list of conflicting claims, and dealt with in the ordinary course. Shortly after the creation of the Land Board, Chief Justice Wood's appointment as commissioner was cancelled, and it was provided that one of the duties of the Board should be to investigate such claims in connection with other land matters in dispute, and all cases which were still undisposed of were accordingly referred to the Board, under authority of the Orders in Council of the 20th February, 1882, and 14th June, 1884. 108 claims to lands in St. Peter's parish, which were found not to come within the meaning of the Manitoba Act, were investigated and reported upon under a joint commission, issued pursuant to an arrangement made between the Department of the Interior and the Department of Indian Affairs, on account of the lands being within

the limits of an Indian reserve. The commissioners were officers from both Departments, Mr. E. McColl representing the Indian Department, and Mr. A. H. Whiteher the Interior. The claims referred to were chiefly made by or through Indians who had become parties to the treaty of August, 1871, and were in receipt of annuities thereunder. A few other claims in the same parish were recommended under the Manitoba Act, and have been approved and patents have issued.

Through the means described, all claims to land by virtue of occupation at the time of the transfer of the North-West to Canada have been disposed of, except about 60 in various parishes which are in course of settlement, and most of these are awaiting evidence, which the interested parties have been notified to furnish, but have not yet furnished, or are cases in which issue of patent has been withheld pending payment of Grasshopper Relief Mortgages.

HAY AND COMMON RIGHTS.

The provisions contained in sub-section 5 of section 32, of 33 Vic., chap. 3, for ascertaining and adjusting, on fair and equitable terms, the rights of common, and rights of cutting hay, held and enjoyed by the settlers in the Province, and for the commutation of the same, were given effect to by the appointment of a commission composed of Messrs. (now Judges) Bain and Dubuc, whose report and recommendations were embodied in and approved by an Order in Council dated the 17th of April, 1874, under authority of which grants of land and scrip have been made from time to time in commutation of these rights.

From the foregoing, it will be observed that full provision was made for the settlement of all claims arising out of the tenure of land in any form at or prior to the transfer of Rupert's Land and the North-West Territories to Canada.

It is expected that the few remaining cases of Manitoba Act claims will be disposed of during the coming year. If any such claims have not been brought to the notice of the Department, the onus of the delay rests with the claimants, as they have had ample time and repeated opportunities afforded them for taking action during the past seventeen years.

RAILWAYS.

There has been a good deal of discussion in Parliament respecting the estimate made in 1883 by Sir Charles Tupper, upon a short memorandum I had prepared for his information, as to the revenue likely to be derived from Dominion Lands. The result has proved that the estimate was too hopeful; but this, I think, is a proper time to point out that there are facts in connection with the revenue to which it related that have been entirely over-looked.

The lands which the Government intended selling at the date when this prediction was made have since either been thrown open for free homestead entry, as, for example, the even-numbered sections in Southern Manitoba and the south-eastern portion of the Territories, which were then under reserve for the purpose of being sold; or have been granted to colonization railway companies, as, for instance, the Manitoba South-Western Railway Company, the Manitoba North-Western Railway

Company, and others. The total mileage of railways now actually constructed in Manitoba and the North-West Territories, for which free grants of land have been made since the date of the prediction referred to, is as follows:—

	Miles.
Manitoba South-Western Railway.....	212
Manitoba North-Western Railway.....	205
Shell River Branch of same.....	11.5
Canadian Pacific Railway—Kenmay and Melita Branch.....	75
do Glenboro' Branch.....	17
Qu'Appelle, Long Lake and Saskatchewan Railway.....	248
North-West Coal and Navigation Company.....	109
Alberta Railway and Coal Company.....	60
Calgary and Edmonton Railway to Red Deer, about.....	100
North-West Central.....	50
Total....	<u>1,087.5</u>

Assuming the cost of constructing these lines to be not more than the value of the land subsidy at the regulation price, (6,400 acres per mile, at \$2.50 per acre, or \$16,000 per mile), lands have been earned by these several companies to the whole amount of \$17,400,000.

In addition to this, there is every prospect that the following railway companies will shortly have constructed the mileage set opposite their names:—

	Miles.
Calgary and Edmonton (remainder of line to Edmonton).....	90
Calgary and Edmonton, south to boundary.....	150
North-West Coal and Navigation Co., to Crow's Nest Pass.....	100
Manitoba North-Western Railway to Prince Albert.....	225
Great North-West Central Ry. (remainder of line to Battleford)	400
Wood Mountain and Qu'Appelle Railway.....	240
Lake Manitoba Railway and Canal Company.....	17
Brandon and South-Western Railway.....	17
Red Deer Valley Railway and Coal Company.....	55
Lac Seul Railway.....	18
Manitoba and South-Eastern Railway.....	110
Total.....	<u>1,422</u>

When this has been done the companies will be entitled under their charters to lands to the value, at \$2.50 per acre, of \$22,752,000.

In addition to these lines, there is the Winnipeg and Hudson's Bay Railway, of which 40 miles are ironed but not quite completed, and in regard to which there is a prospect of immediate construction. Assuming the length of this road to be 650 miles, and the land grant to be no greater in value than that to the other companies (although in the North-West Territories it is 12,800 acres per mile), the lands which will have been earned when the road has been built will be worth \$10,400,000.

It will thus be seen that although the Government have not received in money they have received in money's worth from the lands disposed of, a proportion of the sum mentioned in my memorandum to Sir Charles Tupper as likely to be realized, which is surprisingly large, considering the several depressing and wholly unexpected occurrences which have affected all the interests of Manitoba and the Territories.

MILEAGE OF RAILWAYS IN MANITOBA, THE NORTH WEST TERRITORIES AND BRITISH COLUMBIA.

In relation to the next preceding paragraph the following table, compiled from the most reliable sources, will be found of some interest.

<i>Manitoba—</i>	Miles.	
Main Line Canadian Pacific Railway.....	313	
Branch Lines, Canadian Pacific Railway.....	523.1	
Northern Pacific and Manitoba Railway.....	265.6	
Manitoba North-Western Railway.....	250	
Hudson's Bay Railway.....	40	
Great North-West Central Railway.....	50	
	————	1,441.7
 <i>North-West Territories—</i>		
Main Line Canadian Pacific Railway.....	752	
Qu'Appelle, Long Lake and Saskatchewan Railway..	246.8	
Alberta Railway and North-West Coal and Navigation Companies.....	173	
Calgary and Edmonton Railway—completed.....	93	
do (under construction to Edmonton).....	97	
	————	1,361.8
 <i>British Columbia—</i>		
Main Line, Canadian Pacific Railway.....	519	
New Westminster Branch, Canadian Pacific Railway.	9.2	
Vancouver to Coal Harbour, do ...	1.2	
Mission Branch do ...	11	
Columbia and Kootenay Railway do ...	28.5	
Shuswap and Okanagan Ry. (under construction)...	50	
	————	618.9
Total.....		3,422.4

Mileage of Branch Lines Constructed in 1890.

<i>Manitoba—</i>	Miles.	
Souris Branch—Kenmay to Hartney.....	34.7	
Under construction from Hartney south-west and nearly completed.....	37.8	
Glenboro' Extension.....	27.5	
	————	100.0
 <i>North-West Territories—</i>		
Qu'Appelle, Long Lake and Saskatchewan Railway.	246.8	
Calgary and Edmonton.....	93	
	————	339.8

British Columbia—

Mission Branch.....	11	
Columbia and Kootenay Railway (C.P.R.).....	28.5	
Shuswap and Okanagon Ry. (under construction)...	50	
		89.5
		<hr/>
Total		<u>529.3</u>

Note.—The above includes only lines owned or operated by the Canadian Pacific. The following lines have also been extended during the year:—

Manitoba North-Western,
Northern Pacific and Manitoba,
Great North-West Central,
Alberta Coal and Navigation Co..

*Construction Contemplated during the Year (1891) by the Canadian Pacific Railway.**Manitoba—*

	Miles.
Souris Branch Extension, from Melita to coal fields in Assiniboia.....	85
Extension of Glenboro' Branch.....	13

North-West Territories—

Qu'Appelle, Long Lake and Saskatchewan Railway Extension from Saskatoon to North Saskatchewan.....	23
Calgary and Edmonton Railway—to complete line to Edmonton.....	97
Calgary and Edmonton Railway to Old Man's River, near Fort Macleod.....	110
	<hr/> 207

British Columbia—

Shuswap and Okanagon Railway, under construction and to be completed this year.....	50
	<hr/> 383

Note.—Between 50 and 60 miles of the extension to the coal fields will be in Assiniboia, N.W.T.

GOVERNMENT OF THE NORTH-WEST TERRITORIES.

Part III of this report relates to the government of the North-West Territories.

His Honour the Lieutenant-Governor speaks in most satisfactory terms concerning the crops of last year throughout the Territories, as well as of business in the ranching districts; and with the increased railway facilities referred to in his report, the prospect for the future is most promising.

Mention is made of the fact that His Honour's territorial advisers are devoting themselves to the task of promoting immigration by bringing the attention of the European public to the great natural advantages which the Territories possess. In

this connection also reference is made to the visit of the delegated farmers from England, and the benefits likely to accrue therefrom; also to the recent passage through the Territories of their Royal Highnesses the Duke and Duchess of Connaught.

The report of the Board of Education shows that at the close of the quarter ending June last, there were 195 schools in operation in the Territories, with 224 teachers and 5,398 pupils; an increase of 31 schools, 41 teachers and 824 pupils, as compared with the previous year.

During the year Union Schools were established in Lacombe, Moosomin, Moose Jaw and Prince Albert School districts, in addition to those already in existence at Regina and Calgary.

DISTRICT OF KEEWATIN.

Part VI of this report is a brief summary by His Honour Lieutenant-Governor Schultz, of the state of affairs in the District of Keewatin.

The entire absence of contagious diseases, as well as of crime, in the district, is reported by His Honour, the latter being chiefly owing to the prevention of the introduction among the Indians of intoxicating drinks, for which credit is due to the officers and men of the North-West Mounted Police.

The several reports mentioned by His Honour as having been made to the Department during the year are as follows:—

Report upon the navigability of Lake Winnipeg, which was referred to the Marine Department.

Report upon the Indian population of Keewatin. Referred to the Department of Indian Affairs.

Report upon the wreck of the patrol boat "Keewatin," during a storm on Lake Winnipeg, on the 8th September, 1890.

I have the honour to be, Sir,

Your obedient servant,

A. M. BURGESS,

Deputy of the Minister of the Interior.

PART I.

—

DOMINION LANDS.

No. 1.

REPORT OF THE COMMISSIONER OF DOMINION LANDS.

OFFICE OF THE DOMINION LANDS COMMISSION,
WINNIPEG, 1st November, 1890.

To the Hon. EDGAR DEWDNEY,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows concerning the business of the Department of Interior under my control for the year ending 31st October, 1890, and respecting other matters closely connected therewith.

WORK OF COMMISSIONER'S OFFICE.

The following is the work performed by my office during the year, so far as it can be presented in tabulated form:—

Correspondence Branch.

Month.	Letters received.	Sent.
November.....	2,613	2,658
December.....	2,621	2,533
January.....	2,359	2,754
February.....	1,728	1,935
March.....	2,137	2,078
April.....	2,056	2,493
May.....	2,509	2,528
June.....	2,923	2,823
July.....	2,816	2,961
August.....	2,489	2,519
September.....	2,228	2,194
October.....	1,638	2,046
Total for the year.....	<u>28,117</u>	<u>29,522</u>

Cancellation Branch.

Cancellations carried out.....	873
do refused.....	136
do cases pending.....	168
	<u>1,177</u>

This statement shows only the cancellations carried out on Land Board orders; the cancellations carried out by agents on abandonment by homesteaders are not included.

Patents Branch.

Applications for patent approved..... 1,470.

The following table gives a comparison of the chief branches of the work performed and the cost of the office for this year, as compared with each previous year of its existence:—

SCHEDULE

DEPARTMENTAL YEAR.	LETTERS RECEIVED.				LETTERS SENT OUT.				CANCELLATIONS CARRIED OUT.						
	No.	Increase.		Decrease.		No.	Increase.		Decrease.		No.	Increase.		Decrease.	
		No.	Per cent.	No.	Per cent.		No.	Per cent.	No.	Per cent.		No.	Per cent.	No.	Per cent.
1882..... (8 months)	1,546					1,752					335				
1882-83...	8,523					8,449					389				
1883-84...	17,936	9,413	110			14,673	6,224	73			1,358	969	250		
1884-85...	18,491	555	3			14,273			400	3	1,243			115	8
1885-86...	24,488	5,997	32			21,094	6,821	48			924			319	25
1886-87...	28,096	3,608	15			29,874	8,780	42			616			308	33
1887-88...	33,309	5,213	19			32,100	2,226	7 $\frac{1}{2}$			976	360	59		
1888-89...	36,289	2,980	9			35,416	3,316	10 $\frac{1}{2}$			1,079	103	11		
1889-90..	28,117			8,172	22 $\frac{1}{2}$	29,522			5,894	16 $\frac{1}{2}$	873			206	19

“ A.”

APPLICATIONS FOR HOMESTEAD PATENT APPROVED.					SALARIES, ANNUAL.					CONTINGENCIES, ANNUAL.				
No.	Increase.		Decrease.		Amount.	Increase.		Decrease.		Amount.	Increase and Decrease.			
	No.	Per cent.	No.	Per cent.		Amount.	Per cent.	Amount.	Per cent.		Increase.	Decrease.		
													\$	cts.
424					12,349	20								
1,448	1,024	240			16,380	00								
1,919	471	32			18,256	69	1,876	69	11½	2,155	92			
2,983	1,064	55			20,987	58	2,730	89	15	2,786	93	631 01		
1,367			1 616	54	21,066	18	78	60	½	2,241	22	545 71		
1,645	278	20			21,286	45	220	27	1	2,274	95	33 73		
1,730	85	5			22,464	11	1,177	66	5½	1,858	96	415 99		
1,470			260	15	20,669	28				1,794	83	8	1,494 57	364 39

It will be noticed that there has been a decrease compared with last year, both in the amount of work performed and in the cost of operation. The decrease in the number of applications for cancellation applied for and in the number of cancellations ordered is not a matter for regret. It indicates that there are fewer homestead entries liable to cancellation, and consequently that the settlers are complying with the settlement conditions of the Land Act better than formerly. This is an encouraging sign, as it seems to show that the condition of the farmers is more prosperous, and that they do not need to desert their lands for work elsewhere.

The fact that the number of applications for patent has fallen off might appear at first sight to contradict the theory that homestead duties are now being better performed, but in reality it does not. As a rule, it takes settlers longer than three years to earn their patents, many not completing their duties until four or five years from the date of entry. Consequently, a very large number of those who became entitled to patents this year are those who made entry about 1885. The number of homestead entries granted during that year was the smallest granted since the year 1878, and was only about one-fourth of what had been granted three years previously. This, I think, accounts for a smaller number of people than usual being entitled to patent this year. The decrease of work in this branch is, therefore, I consider, but temporary.

The decrease in the correspondence is accounted for partly by the decrease of work in the foregoing branches, and partly because, by arrangement with the head office, this office and the local agencies, there has been an endeavour to minimize correspondence by dispensing with letters of acknowledgement, covering letters when transmitting files, &c.

The reduction in the cost of the office, though not in exactly the same proportion as the decrease in work, is appreciable. This is the first year since its establishment that the cost of the office has not exceeded that of the previous year. The cost is now less than it has been in any year since 1884-85. During your visit to the North-West this summer I, in conjunction with the Deputy Minister, submitted to you suggestions for certain changes in connection with this office and the rest of the outside service of the Department, with a view to lessening work and reducing expenditure. To some of these proposals, viz., those relating to cancellation procedure, you have signified your assent. These will go into force with the new departmental year. The remainder are still under your consideration.

Dominion Lands Agencies.

The work performed by the Dominion Lands Agencies being dealt with by Mr. Gordon, the Inspector of Agencies, in his report, I do not think there is any necessity for my making special reference thereto.

Homestead Inspection.

The following statement shows the work of the Homestead Inspection Service during the year.

Inspector.	No. of Inspections made.	No. of Applications for Patent taken.	No. of Miles travelled.
J. Allison	406	151	5,782
W. H. Allison	434	100	4,688
T. H. Aikman	337	108	4,973
J. J. Arsenault	322	100	3,686
W. C. de Ballinhard (7 months)	253	37	3,238
R. S. Park	413	158	4,841
John Rogers	351	66	4,648
Thomas Swan, deceased, (2 months)	68	15	776
Homestead inspections performed by forest rangers, intelligence officers and others	495		
Total	3,079	735	32,632

I may mention that the revenue derived during the year from the fees collected by the Inspectors for taking applications for patent has been \$1,950. This is the first complete year that the system of collecting fees for this work has been in operation. The reasons for its being adopted were given in my last report.

Seed Grain Repayments.

Owing to the light crop in the North-West Territories in 1889 no special efforts were made during the year to collect repayments of seed grain advances.

The sum paid in since my last report by settlers on account of the advances made in Assiniboia and Saskatchewan in 1887 has been \$1,894.12. Somewhat more than half of these advances has now been repaid. The crop of this year having been a much better one than that of 1889, it is only reasonable to suppose that next year's repayments will exceed those of this year.

The amount received during the year on account of the advances made at the time of the grasshopper visitation in 1876 has been \$2,999.55.

Crops, and General Condition of the Country.

Manitoba and the North-West Territories have reason to be satisfied with this year's crop. Though the expectations which were formed during the summer have not been quite realized, the result of the harvest, on the whole, is above the average. The chief drawbacks have been some local damage from hail and frost, and the wet weather that has prevailed generally during harvest time. During the early part of the summer the weather was everything that could be desired for favourable growth, the dry season of 1889 being followed by plenty of moisture. On the 2nd August a hail storm passed over a considerable district in Southern Manitoba, by which it is estimated a loss of 500,000 bushels of wheat, 250,000 bushels of oats and 20,000 bushels of barley was occasioned. Later in August summer frosts affected the grain in certain localities, but the damage done was not widespread or heavy. About a third of the crop is estimated to have been cut before there was any frost; another third is thought to have been too mature for the few degrees of frost there were to affect it; and of the remaining third only a small proportion, viz., that in particular districts, was touched. A great deal of rain fell in the latter part of August and during September, which caused a large quantity of grain to be left in the fields for a considerable time, with the result that some of the wheat sprouted or became otherwise so injured in quality as to seriously affect its market value. Making allowance for losses from the first two causes, however, and deducting the probable quantity of grain rendered utterly unmarketable by the rain, I do not think, basing my opinion on the Local Government's reports and information derived from other sources, that the average yield per acre in Manitoba is likely to be less than 22 bushels of wheat, 40 bushels of oats and 30 bushels of barley. The total yield for the Province will, on this basis, be about 16,000,000 bushels of wheat, 9,500,000 bushels of oats and 2,000,000 bushels of barley. As far as the Territories are concerned, there are no means of making a very accurate estimate; but from information I have obtained from those who are well qualified to express an opinion on the subject, I fancy the average yield per acre is about the same as that of this Province. There can be no doubt that the crop has been excellent as regards quantity, but its quality, so far as wheat is concerned, is not what was at one time hoped for. The rain and the frosts have reduced the value of the wheat crop, as estimated in August, by about 30 or 40 per cent. There will probably be 10,000,000 bushels of wheat exported, and as the price being paid is high, and likely to continue so, the farmers, especially those who by careful stacking have kept their grain in fairly good condition, will, on the whole, find the season has been a profitable one. The sample of oats is, I believe, very good; and root crops have done very well in both the Territories and Manitoba.

I have not heard of much damage being done this year by gophers, whose ravages last year were very serious. The increased rainfall perhaps accounts for this to some extent; but I have no doubt that the distribution of traps by this Department to

the settlers for the destruction of these vermin has materially tended to lessen loss to the crops from this source. The traps in question were forwarded to me for distribution to the various agricultural societies in the Territories, who, in turn, distributed them to the settlers in their respective districts. The societies are to make returns of the number of gophers destroyed by the traps received by them, which you will receive in due course.

I think it is safe to expect a considerably increased acreage being put under crop next year, although the delay in getting the harvest in has somewhat interfered with fall ploughing. The heavy fall rains insure the ground being sufficiently moist to give an early start to the growth of the next crop. Business men appear to be well satisfied and hopeful for the future, and to be making preparations for extending their operations. Real estate is more active than it has been for some time, and a considerable amount of building has been done in Winnipeg and in other towns to the west, which is a practical exemplification of the confidence felt in the prospects of the country.

Railway Construction.

There has been great activity in the construction of railways in the North-West since my last report, which indicates that the faith of capitalists in the country has not been shaken by the somewhat unsatisfactory crop of 1889.

Twenty-four miles of track have been laid by the Canadian Pacific Railway Company on the 58 $\frac{1}{4}$ miles of its branch from Kenmay to Melita graded last year, and the balance of the track is to be laid this season. This company has also graded 27 $\frac{1}{2}$ miles west of Glenboro', on its south-western branch. Of this extension 13 $\frac{1}{2}$ miles has been tracked, and the balance is to be completed before the winter.

The Manitoba and North-Western Railway Company has tracked and put in operation its extension from Saltcoats to Yorkton, some 17 miles.

The Alberta Railway and Coal Company has now completed its extension from Lethbridge to the International Boundary, where it connects with a line running to Great Falls, Montana.

The Calgary and Edmonton Railway has laid about 65 miles of track, and, it is thought, will be completed as far as the Red Deer River this fall.

The Regina and Long Lake Railway, running from Regina to Prince Albert, has been finished this season and is now in operation.

The advantage which will result to the North-West from these additions to its transport facilities will be very considerable. The last three roads referred to will particularly assist in the country's development. The Alberta Railway and Coal Company's line will greatly stimulate the coal mining industry in the Lethbridge district, as it opens a new market for North-West coal. The railways from Calgary to Edmonton, and from Regina to the Saskatchewan, open to settlement large tracts of country of great fertility and plentifully supplied with wood and water, which are capable of sustaining an immense agricultural population.

Immigration.

I have no statistics as to the number of people who have come into the country during the year; but, in my opinion, this season's immigration, while perhaps not unusually large in point of numbers, has been satisfactory so far as the class of settlers is concerned. Everything points to a considerable increase in settlement next year. The large appropriation made by Parliament last Session for immigration purposes, combined with the fairly good crop of this year, must result in considerably augmenting the population of the North-West. During the year delegates representing the tenant farmers of Great Britain and Ireland have been making a thorough inspection of Manitoba and the Territories. As far as I can learn, they are very well satisfied with their visit, and much impressed with the country as a field for settlement. The publication of their report and the information they will disseminate on their return to the British Isles will not fail, I think, to induce a large number of practical agriculturists to make their homes here. The farmers' excursion

sions from Ontario have been continued this season by the Canadian Pacific Railway Company, and have probably been the means of inducing many in the Eastern Provinces, who were considering the advisability of removing to a new district, that their sons might obtain land near them, to settle in the Canadian North-West in preference to a foreign country.

A great many enquiries have lately been directed to me and to the local agents by settlers in Dakota for information about the Canadian North-West, particularly concerning the land laws and the best localities in which to take up land. A considerable number of the enquirers have been Canadians. From the information these letters contain it is very evident that, in consequence of a long succession of bad seasons, the condition of the farmers in both the Dakotas, particularly in South Dakota, is very deplorable, and that a very considerable number are desirous of leaving for some more favourable place for the prosecution of agricultural pursuits. Several families have already crossed the boundary and taken up land on the Canadian side, and some delegations have also been exploring portions of our territory, with a view to finding suitable districts for themselves and their neighbours, for whom they are acting, to settle in.

Mennonites.

Among the delegations just referred to have been some from Mennonite settlements in Dakota. I learn that these particular delegations have returned very much pleased with what they have seen of the country, and that in the spring a colony of American Mennonites will be formed somewhere along the line of the Manitoba and North-Western Railway. In view of the rumours which were circulated some little time ago, that the Canadian Mennonites were leaving for the United States, this is worthy of attention. I have recently made enquiries as to the alleged emigration of our own Mennonites, and have ascertained the following interesting particulars: Two years ago there was a movement among the Mennonites in Southern Manitoba in favour of migrating to Oregon, and a delegation was sent by certain families to inspect the Pacific States of the Union and report as to their suitability for Mennonite settlement. The only reason for desiring a change was a wish to find a place where the winter was not so long and severe as in Manitoba. The delegation, on its return, reported against any movement to the United States; but ten families, however, left for Oregon and bought farms there, in Polk County. Of these, three have already returned, and the remaining seven intend returning. Those who have come back report that the season there is too short for successful grain farming, and that they found the winter too wet and the summer too dry. They also say that the cost of land is too much, the price of farms ranging from \$12 to \$44 per acre. Those who came back had bought lands, but disposed of them before leaving at considerable loss. There are no other German-speaking people there, but it was thought that others would follow those who went, and that a German colony would be established; for, it is said, almost all the land in Oregon being in the hands of loan and mortgage companies, there would have been no difficulty about buying all the lands in Polk County. Some of the Mennonites who remain in Oregon would already have returned could they have found purchasers for the lands they have bought. Those who went to the States sold their lands in Southern Manitoba to other Mennonites living there. Those of them who have come back have, with one exception, re-purchased their old places, and the one who did not get his own farm purchased land elsewhere in the settlement. They have had to pay higher prices than what they sold for, one paying \$300 extra and allowing the vendor to take off the growing crop.

From all I can learn, the Mennonites in this country are contented and prosperous, many of them having become quite wealthy.

Crofters.

The Crofter colonies established by the British Government's Colonization Board in Manitoba and the North-West Territories have progressed favourably during

the year. The Killarney settlement is now self-supporting, the progress it has made being very encouraging. This year the heads of the families there had an average of 35 acres of land each under cultivation, and they have broken an additional 15 acres each, on an average, for next year. The good harvest has given them a plentiful return for their industry. There are now in the settlement 81 oxen, 62 cows, 50 heifers, 37 steers, 5 bulls, 813 chickens, 33 pigs and 5 sheep. The Salt-coats settlement is in a much better position than last year. Though not yet as advanced as the Killarney settlement there is no reason why it should not be in as good a position when it has been in existence for the same length of time. The average area cropped by each of the heads of families during the year was 5 acres, and an additional average area of 4 acres each has been broken for cropping next spring. The colony possesses 75 oxen, 59 cows, 36 heifers, 24 steers, 4 bulls and 277 chickens.

During the summer eighteen members of this colony have abandoned their homesteads, and they are now working at Rat Portage and elsewhere. These are Crofters who refused to take the lands selected for them before their arrival, and selected homesteads for themselves which they considered more suitable. They have now become dissatisfied with their own choice, the lands they chose being farther from the railway than the locations intended for them, and they have consequently concluded to give up farming. Their removal is entirely their own act, and is in opposition to the advice given them by those interested in their welfare.

Since my last report the Colonization Board has appointed a local sub-committee, in Winnipeg, through which communications from the Board to its agent pass, and which it asks for advice upon matters arising from time to time in connection with its colonies. This committee consists of myself, as chairman, Mr. W. B. Scarth, M. P., Land Commissioner of the Canada North-West Land Company; Mr. L. A. Hamilton, Land Commissioner of the Canadian Pacific Railway Company; Mr. A. F. Eden, Land Commissioner of the Manitoba and North-Western Railway Company; and Mr. J. H. Lawson, Land Commissioner of the Hudson's Bay Company.

I have the honour to be, Sir,

Your obedient servant,

H. H. SMITH,

Commissioner of Dominion Lands.

No. 2.

REPORT OF THE SUPERINTENDENT OF MINES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SUPERINTENDENT OF MINES,
CALGARY, 31st December, 1890.

The Commissioner of Dominion Lands,
Winnipeg, Manitoba.

SIR,—I have the honour to report through you to the Honourable the Minister of the Interior on the work of my office for the past twelve months.

As noticed in my last annual report, I was at the time of writing it engaged in the inspection of the lands which the Canadian Pacific Railway Company desired to reject, which together with a trip to Ottawa occupied my time fully until late in March.

In April, I visited Revelstoke and Lethbridge; in May, Canmore and Banff; in June, the Porcupine Hills and a considerable extent of the ranching district. In July I met you in Winnipeg and afterwards visited Banff. In August I went to Canmore and made several inspections in the vicinity of Calgary. In September I visited Revelstoke and also Lethbridge, and in October I inspected some stock trails and went to Golden and Lethbridge.

Reports embodying the results of the foregoing inspections were forwarded to you from time to time.

Stock Interests.

Last winter proved unusually severe and trying for stock, but outside of the immediate vicinity of the Bow River, between Calgary and the Blackfoot Indian Reserve, the losses to range cattle were light. The severity of the weather however caused the calf crop to be much less than it otherwise would have been. The past summer was an admirable one for grazing.

There would appear to be an inclination on the part of stockmen to wean the calves, providing feed for them as well as for the weaker cows. If this system is generally adopted there is no doubt that the loss incident to the results of severe winters will be materially lessened, and after moderate seasons the unused provender can without any appreciable loss be carried over to the succeeding year, or until actually required.

Sheep Raising.

This industry is doing fairly well. The very low price obtainable for wool has however prevented its expansion at the rate which would otherwise have obtained. Had the rates been ordinarily high the condition would have been at least as favourable as with our neighbours to the south of the 49th parallel.

Horses.

The outlook in this regard appears to be very bright and promising. Every year a great many high class stallions are imported, chiefly from England, though a great many come from Kentucky and the eastern provinces of Canada. Already is the influence of this importation perceptible, and ere long it is unquestionable that as high a class of horse will be obtainable in the North-West as anywhere. Ever condition is favourable to the breeding of a strong, sound, healthy animal, well developed

in muscle, and sound in hoofs and lungs. Some men, whose opinions are worthy of careful consideration, have asserted that there was a danger of the offspring growing too large, that is, to a size far beyond what would generally in the east be obtained from the same sires and dams. The change of climate, pasturage and water, unlimited in quantity and extent and unequalled in quality, as well as the immensity of the ranges, would naturally tend to produce this result. It will be interesting to note the change that actually does take place under these conditions.

Dairy Products.

It is to be regretted that more development cannot be reported in this branch of farming. The chief obstacle would appear to be the high price of labour and the impossibility sometimes of obtaining it at any cost. Those who possess the necessary knowledge and skill—and there must be many in Great Britain and the Eastern provinces—to qualify them for undertaking this business, or who would devote themselves to acquiring it, have a splendid opening here worthy of their serious consideration and attention. The locations suitable, that is possessing every natural advantage, are practically without limit, and the market which is to the west is ever growing. At present the demand for dairy products is very much in excess of the supply, and this disproportion is from present appearances more inclined to increase than diminish. With the abundant and nutritious grasses, pure water, the cool nights of the foot-hills country, and the minimum of annoyance from flies and other insects, as well as the best of conditions for curing and keeping milk, butter and cheese, the quality of these products should be beyond competition.

Poultry and Eggs.

In former reports the favourable opening for those who are inclined to go in for this branch of production has been commented upon: it might, however, be as well to again direct public attention thereto. There is a very heavy demand, and, as in dairy supplies, the market is likely to be an increasing one for many years to come.

Crops.

For the purpose of considering its crop yield for the past season the North-West Territories may be divided into two portions by an imaginary line commencing where the International Boundary intersects Range 32 west of 1st Principal Meridian; and running from thence in a north-westerly direction to the west end of the Moose Mountain, thence to a point on the South Saskatchewan due north of Swift Current, and thence south-westerly to about the headwaters of Mosquito Creek.

South of this line the rainfall during the past season has been too slight to properly mature the crops, though in very few instances have the crops been total failures. At some points in this district they were, in fact, fair; but in the majority of cases they were inferior.

North of this line the crops were large, though in the greater portion of Assiniboia the wet harvest materially reduced the yield and quality.

Throughout the whole of the North-West there has been more than the usual amount of precipitation of moisture during the autumn, so that for next year's crop the prospects are very hopeful.

Even in those portions of the country where there was a deficiency of rain-fall the crops were good where the soil was heavy and well cultivated, except in some few localities where the prevalence of strong, hot winds about the time the grain was heading out almost destroyed stalk and prevented the ears from filling out as they otherwise would have done.

Prairie Fires.

This is a matter which is probably at present of more importance to the Territories than any other.

If the occurrence of these fires could be prevented for even four or five years such an improvement would be apparent in certain portions of the country that they would hardly be identified.

Unless some means of checking these fires can be brought into operation those districts where precipitation is light and the soil at all gravelly will become almost absolutely useless for pasturage, which is, and for many years must be, their chief if not their only source of revenue.

There is no doubt that organization on the lines of volunteer fire brigades would tend greatly to lessen the wide-spread destruction which these fires occasion, particularly in the partially settled districts. As it is at present, unless a settler who sees a fire is certain that it is making directly for his property he is indifferent as to how far it spreads. The results of regulations which would secure efficient fire guardians in every district and the proper turning out of the settlers in any locality where a fire makes its appearance to extinguish it would be extremely beneficial. An organization somewhat similar to that in force in the Mormon Settlement at Lee's Creek for this purpose would, I think, if adopted in other settled parts of the country, serve to greatly reduce the number and extent of these fires.

Shipments of Live stock to Great Britain.

During the past summer a considerable number of beef-cattle were shipped to Great Britain with, it is reported, satisfactory results.

This year also witnessed a new departure in the exportation of stock, viz., some shipments of store cattle to Great Britain.

It is understood that the horsemen of Alberta intend next season to ship, more as an advertisement of the stock being reared in the North-West than for the purposes of sale, a small consignment of horses to Great Britain, probably one or two car-loads. It is generally understood that the Farmers' Delegates from Great Britain were very favourably impressed with the capabilities of the country in this line.

Tree Culture.

So far as experiments in this line have been carried on with any degree of persistency, success has been fairly well attained.

The more the question is looked into the more it becomes manifest that the maximum of success will be reached only by the establishment of local nurseries, which will grow trees from seeds obtained from districts where climatic and other conditions are similar to those of the North-West.

Tanneries, Natural Gas and Diamond Drills.

On these points I would repeat what I have said in former reports. I still think the establishment of tanneries would be not only a good investment but would result in great benefit to the stock-raising districts, that tests for natural gas are important in view of the advantages which would result from them if successful, and that the time is opportune for the formation of a Diamond Drill Company.

Smelters.

During the past season two smelters have been established, one at Revelstoke, the other at Golden.

The latter is just about completed but will not be able to begin operations until next spring, when, it is anticipated, a plentiful supply of ore may be obtained.

The one at Revelstoke was completed early in the summer, and obtained some ore to operate on. The proprietors expected to receive their principal supply from the Kootenay Lake district, but unfortunately the railway from the Kootenay Lake to the Columbia River will not be completed in time for the supply to be available during the coming winter. Next season it is expected this smelter will be run to its fullest capacity.

The establishment and working of these smelters will do more for mineral development than any other factor that has yet presented itself. They will undoubtedly

edly result in a considerably larger out-put, and lead to the establishment of many more at these and other points.

Railways.

The completion of the Great Falls and Canada Railway, running from Great Falls, Montana, to Lethbridge, will largely tend to the development of our coal-fields, and an increase in the out-put from the Lethbridge mines. This coal, I may say, appears to be taking extremely well with the public, both with regard to quality and price.

The Calgary and Edmonton Railway has been extended north about 100 miles. Before next harvest it will probably be completed to Edmonton, and in addition 100 miles of it may be constructed south of Calgary. The northern portion of this road, that is from Calgary north, will open for settlement a large area of very attractive country. It will also, no doubt, be the means of drawing attention to the petroleum and other mineral deposits in the Peace, Athabaska and Mackenzie River Districts, to which, when they are sufficiently developed, it will very likely be ultimately extended. It is understood that these petroleum deposits have been visited during the year by representatives of the oil producing companies of the east.

The completion of the line from Regina to Prince Albert during the past season will open up a large extent of country particularly attractive for settlement. This line, with the probable early construction of the branch from Saskatoon to Battleford, renders all the principal points at present established on the Saskatchewan easily accessible by railway from the main line of the Canadian Pacific Railway, and, while no doubt contributing greatly to the importance of the latter road, brings within range of settlement an illimitable area hitherto lying unoccupied, and which offers natural advantages which must render it an important centre in future immigration.

Coal.

The Alberta Railway and Coal Company has now an output of 1,000 tons a day. Of this Canadian customers take about 300 or 400 tons; the balance goes to the various business and mining centres of Montana. The company is still sinking shafts, and it is anticipated that by the first of July it will have increased its output to 2,000 tons a day, and will have a market for that quantity if it can be forwarded.

At Anthracite nothing has been done in the way of mining since February last. I understand that the company to which these mines belong has been reorganized and has obtained fresh capital, and that next season it will not only resume operations at Anthracite but will also open some of its Canmore properties.

At Canmore the Canada North-West Coal and Lumber Syndicate is opening up what was known as the Brinkerhoff claim. The output from this mine is about 80 tons per diem, but a tunnel is being constructed which, when completed, will intersect four seams of coal, enabling them all to be worked, so that in the future the output may be indefinitely increased. The seams intersected are of various qualities, so that a variety of requirements in coal can be met.

The mines in the vicinity of Medicine Hat have it seems got into financial difficulties, with the result that there has been no output this year.

The mines at Cochrane are not now being operated by the Canada North-West Coal and Lumber Syndicate, which seems to have devoted the whole of its energies to the development of the property at Canmore. The company, it is stated, intends shortly to open coking ovens, this coal being particularly valuable for the production of both gas and coke.

Woollen Factory.

A small woollen factory has been in operation in the vicinity of Calgary for some months past, the product being manufactured from Alberta wool, which for quality cannot be surpassed. This enterprise has lately been converted into a joint stock affair, so that there is every prospect of its operations being largely extended.

Petroleum.

In Townships 1 and 2, Ranges 29 and 30, west 4th Meridian, a large number of claims for petroleum have been staked out, but during the past year nothing has been done in the way of development, and this, it is probable, will not take place until there is a combination of interests, as the average claim holder has not the necessary capital wherewith to undertake the necessary operations.

The more the valleys of the Bow River in the Rocky Mountains and of its tributaries are explored the more convincing are the proofs of its resources in, certainly, coal, iron and copper and, probably, argentiferous galena and gold.

It is not improbable that the day is not far distant when the establishment of iron producing works in these valleys will receive the earnest attention of capitalists.

I have the honour to be, Sir,

Your obedient servant,

WM. PEARCE,

Superintendent of Mines.

No. 3.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE INSPECTOR OF AGENCIES,
WINNIPEG, MAN., 31st October, 1890.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honour to submit, for the information of the Minister of the Interior, a report on the work of my office for the departmental year ending this day.

Leaving Winnipeg on the 13th of November last I visited Lethbridge, Calgary, Banff and New Westminster, making an inspection of the agency at each of these points.

At Lethbridge I found that the discovery of petroleum fields at the Crow's Nest was followed by the location of many claims by prospectors and others. Their inadvertence, however, in complying with the regulations, resulted in delay when application was made to record these claims, and this so largely increased the work of the office that the agent was eventually unable to cope with it, and much dissatisfaction was caused thereby.

At Calgary I made arrangements for the transfer of the land and timber offices to more commodious quarters, the old ones having been found too small. These offices are much in need of increased desk accommodation and other furniture to facilitate the work of the officials.

In December I visited Ottawa in connection with the work of the agencies, and from there went to New Westminster, to take over the land office upon Mr. Aikman's retirement, to instal his successor—Mr. John McKenzie—and arrange a division of the records to be transferred to the agency of the Kamloops district.

On my way from Ottawa to British Columbia, in compliance with the suggestion of Mr. Burgess, I remained over at the Rocky Mountains Park to confer with Mr. Rothwell, law clerk of the Department. In February I returned to the Rocky Mountains Park to relieve the Superintendent during his absence in Ontario, but later came to Winnipeg to take charge of your office during your absence in Ottawa.

Upon your return in March I resumed control of the office at the Rocky Mountains Park and remained there until the middle of April, when I visited Kamloops and arranged for the opening of the office for that district, and I subsequently visited the office at Calgary.

During the month of May I was engaged in office work in Winnipeg. In June, previous to the removal of Mr. Whiteher to Ottawa, I made an inspection of the office for the Winnipeg district.

In August, during your absence, I took charge of your office, and, as occasion permitted, visited Qu'Appelle to enquire into the dispute relating to hay lands amongst settlers in Township 20, Range 15 W. 2nd, and Brandon to look into certain irregularities alleged to exist there. An inspection of the office at Deloraine was also made during this month.

In September inspections were made of the land and timber offices at Prince Albert, also of the land offices at Saltcoats, Birtle and Minnedosa.

In October the offices at Lethbridge and Edmonton were inspected.

In addition to the work of inspecting the agencies on the ground, the work of my office has entailed the examination and comparison of 911 returns, and the preparation of 854 letters and reports.

The inspections of the several agencies have, as a general thing, shown their affairs to be in a satisfactory condition. The reports of the results of these inspections have from time to time been submitted to you for the information of the Hon. the Minister of the Interior.

I enclose a statement of the returns of work done during the departmental year at the different agencies.

I have the honour to be, Sir,

Your obedient servant,

J. M. GORDON,

Inspector of Agencies.

15 STATEMENT giving an outline of the Work performed at the several Dominion Land Agencies during the Year ended 31st October, 1890.

AGENCY.	ENTRIES.		SALES.		ENTRIES CANCELLED.		Mining Locations Recorded.	Hay Permits Issued.	PATENTS APPLIED FOR.		LETTERS.		Returns.
	Home-steads.	Pre-emptions.	Pre-emptions.	General.	Home-steads.	Pre-emptions.			Granted.	Refused.	Received.	Sent.	
Battleford	27	4		7	2			76	10	397	682	60	
Birtle	305	19	16	14	110	89		315	134	3,110	2,701	50	
Calgary	312	53	15	57	64	40		103	62	2,010	1,463	104	
Coburn	132	28	5	7	58	41		65	43	1,410	1,251	106	
Edmonton	117	33	4	10	8	4		87	20	564	507	49	
Kamloops	31			10			2	9	10	869	691	31	
Lethbridge	95	41	2	22	15	2		24	3	1,285	1,172	30	
Little Saskatchewan	269	60	29	6	68	18	11	328	78	2,722	2,774	56	
New Westminster	241			48	181		2	5	67	2,974	2,578	51	
Prince Albert	90	18	5	7	20	7		55	26	745	765	63	
Qu'Appelle	444	57	42	19	164	66		345	204	57	4,901	55	
Souris	337	12	143	31	144	53		398	275	5,655	4,378	56	
Swift Current	12	3			4			35	8	280	396	40	
Touchwood	53	6	3	5	18	11		132	22	1,065	730	43	
Turtle Mountain	168	32	89	50	141	77		90	201	18	2,803	2,507	
Winnipeg	322	5	64	101	170	31		662	267	24	6,202	5,182	65
Totals	2,955	371	417	374	1,167	439	15	2,729	1,430	188	37,411	32,678	911

[PART I.]

J. M. GORDON,
Inspector of Agencies.

WINNIPEG, 31st October, 1890.

No. 4.

TIMBER, MINERAL AND GRAZING LANDS.

DEPARTMENT OF THE INTERIOR.

OTTAWA, 27th December, 1890.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the eleventh annual report of the Timber, Mineral and Grazing Lands Office of the Department of the Interior.

Statements showing the revenue, amounting to \$125,878.12, derived from Crown timber, mineral and grazing lands, but exclusive of sales of mineral lands, for the Departmental year which ended on the 31st of October last, are appended hereto, together with the reports of the Crown Timber Agents at Winnipeg, Edmonton, Calgary, Prince Albert and New Westminster, B.C. The above amount includes the dues on timber and hay cut on school lands.

The revenue exceeded that of last year by \$23,145.51. There was an increase for timber dues of \$25,878.79, for hay dues of \$2,855.39, for stone quarries of \$99.42; but a decrease for grazing lands of \$5,840.03, for coal lands of \$4.91, and for mining fees of \$3.15.

For the sake of reference and comparison, statements showing, both by Fiscal and Departmental years, the revenue received for timber, mineral and grazing lands, from 1872 up to the 31st of October last, have been prepared, and may be found at the end of this report.

The total revenue from the Winnipeg office amounted to \$38,056.56, being an increase of \$3,246.62 as compared with the previous year.

The price of lumber within the Winnipeg agency varies from \$12.50 to \$40 according to the kind and quality of the lumber. There are nineteen mills in operation within this agency cutting under Government license.

The revenue received from the British Columbia Crown Timber agency during the last year was \$45,485.09, an increase of \$27,440.32. Of the amount collected, the sum of \$11,131.25 has been received for bonuses of berths put up to public competition. The total area so acquired was about 138 $\frac{7}{10}$ square miles, averaging a bonus of \$80.16 per square mile. The total quantity of lumber manufactured for the year amounted to 13,546,943 feet, B.M., as compared with 23,759,942 feet, B.M., for last year, and sold at the rate of \$9 to \$10 per thousand. There are twelve mills cutting timber within this agency. Their capacity, &c., are shown in Schedule "B," annexed to the agent's report.

The total amount of dues collected for timber within the Calgary agency during the year amounted to \$8,232.88, being a decrease of \$8,578.24. The price of lumber at Calgary was from \$12 to \$18, at Cochrane \$12 to \$16, at Fort McLeod \$15 to \$43, at Lethbridge \$30, and at Cypress Hills \$13. Two saw mills were cutting lumber within this agency last year under Government license, and several portable mills under permit.

The total amount of dues collected within the Edmonton agency was \$4,910.59, being an increase of \$868.86 as compared with the previous year. The price of lumber at Edmonton during the year was \$20 to \$23 per M. feet B.M., and at St. Albert \$23 to \$25. The agent reports three saw mills in operation within his agency.

The total amount of dues collected within the Prince Albert agency was \$7,689.91, being an increase of \$3,596.32 over the previous year. Lumber sold at Prince Albert from \$20 to \$42 per thousand, and at Battleford from \$30 to \$35. There is only one saw mill in this agency cutting timber under license, namely, the one at Prince Albert erected by Messrs. Moore and Macdowall in 1876. There are however several saw mills at Prince Albert and Battleford cutting timber under permit.

Saw mill returns received at the head office give the following quantities of building material as having been manufactured and sold during the year within the five agencies:—

	Manufactured.	Sold.
Sawn lumber.....	30,605,906	27,097,480
Shingles.....	1,449,916	1,610,247
Laths.....	156,402	142,146

Sixty-four licenses to cut timber over a total area of 2,212.88 square miles were issued during the year. The areas licensed in the Province of Manitoba, the three Provisional Territorial Districts, and on Dominion lands in the Province of British Columbia, are as follows:—

	Miles.
Manitoba.....	575.33
Alberta.....	1,336.47
Assiniboia.....	59.75
Saskatchewan.....	197.83
British Columbia.....	43.50

The area under license in British Columbia appears small, seeing that the authority of Council has been obtained to issue licenses to cut timber on seventy berths containing, approximately, a total area of 663 square miles, and that twenty berths containing, approximately, a total area of 203 square miles, were acquired by public competition. This is caused from the fact that the returns of surveys of the majority of these berths have not yet been filed here. The regulations provide that this must be done before a license issues.

In addition to the 2,169.38 square miles in Manitoba and the North-West Territories, under yearly license, an area of 612 square miles is covered by twenty-one year leases, which were issued prior to December, 1883. Of this latter area, 380 square miles are situated on the shores of Lake Winnipegosis. The leases in question were acquired by public auction.

The number of applications received during the year to cut timber was 88, of which 48 were for licenses to cut timber in Manitoba and the North-West Territories and the remainder to cut timber on Dominion lands in British Columbia. The number of applications during the previous year was 81. Within the past year 18 Orders in Council, which authorized the issue of yearly licenses to applicants to cut timber on lands in Manitoba and the North-West Territories upon their complying with certain conditions, were cancelled for non-compliance. The total area of the berths described in these Orders in Council was, approximately, 866 square miles. The number of berths still under license or authorized to be licensed in the Province and Territories is 165, and on Dominion lands in the Province of British Columbia 90.

MINING LANDS OTHER THAN COAL.

Returns from the Dominion lands agents show that during the past year twenty entries were made for mining locations other than coal. The revenue from mining lands other than coal for the year was \$621.00, of which amount the sum of \$181 was received in payment for fees for entry, and for registration of assignments. The total area of mining locations sold up to date is 1,152.56 acres, which realized \$5,846.50.

All minerals, with the exception of coal, on Dominion lands within the railway belt in the Province of British Columbia, are now administered under the mining laws of that Province. This is in accordance with an arrangement made between

the Federal and Provincial Governments, and ratified by Orders in Council dated the 11th and 28th of February, 1890. This agreement may be terminated at any time by either Government.

During the year about 170 applications were filed with the agent of Dominion lands at Lethbridge for petroleum locations situated in Townships 1, 2, 3 and 4, Ranges 29 and 30, west of the 4th Meridian, and in Townships 1 and 2, Range 1, west of the 5th Meridian, in the District of Alberta; but as the applicants could not furnish affidavits in accordance with the requirements of the mining regulations that they had discovered petroleum on the locations applied for, entry could not then be granted to them.

As it was thought that this provision of the regulations might operate to retard the development of lands supposed to contain petroleum, it was amended by an Order in Council of the 18th of December, 1890, so that now an applicant who has otherwise complied with the requirements of the regulations is able to obtain an entry for a location upon his making affidavit that from indications he verily believes that petroleum exists on the location applied for. The location, however, not to be sold to the applicant within the period of five years from the date of entry prescribed by the regulations, unless he can, in addition to compliance with the requirements aforesaid, furnish proof to the satisfaction of the Minister of the Interior that he has at least one oil well in operation thereon, and is producing therefrom petroleum in paying quantities; provided further, that if at the end of five years from the date when the applicant obtains entry he cannot furnish such proof, the entry shall be cancelled, and the rights and privileges of the person obtaining the entry shall thereupon cease and determine in respect of such location.

The majority of the applicants above referred to will now be in a position to obtain entries for the locations applied for.

COAL MINING LANDS.

The number of applications during the year was 107, and 11 of the applicants were given the privilege of purchasing, within a specified time, the location for which they applied, and 18 of the applicants were given permission to prospect thereon. Five of them bought the land applied for, or a portion thereof, and one of the applicants being a homesteader was permitted to mine coal by paying 5 per cent. royalty on the coal mined.

The revenue for the year derived from the sale of coal lands was \$8,898.75, being an increase of \$7,236.25 over the previous year. The total area of coal lands sold up to date is 13,079.76 acres, and the total amount received therefor, \$135,070.07.

GRAZING LANDS.

The total number of leases issued by the Department to date is 218. A number of these leases have been cancelled—twenty-seven within the last year. The number of leases now in force is 126, covering a total area of 2,288,347 acres.

The following schedule shows the names of the lessees of grazing lands, the number of their ranches, and the area covered by their leases:—

No. of Ranches.	Name of Lessee.	Area in Acres.	No. of Ranches.	Name of Lessee.	Area in Acres.
1	North-West Cattle Company.	44,000	248	A. E. Cross.	11,000
2	do do	48,960	256	H. H. Bailey and associates.	2,880
11	Alexander Begg	320	263	H. W. Savory and others.	7,350
15	Sir F. de Winton and A. J. Williams.	15,000	264	George Alexander.	2,250
16a	D. McEachran	15,391	265	Jonathan Henderson.	1,280
16b	do	29,383	268	F. W. & J. W. Ings	7,040
22	Stewart Rancho Company.	23,000	280	H. D. Beveridge	22,000
25	Cochrane Rancho Company	73,500	287	S. L. Bedson.	880
26	do do	38,000	288	O. Greig	5,000
28	A. B. Few.	100,000	289	Canadian Pacific Colonization Corporation	44,000
33	G. F. Wachter.	7,000	290	A. Caswell	1,920
34	Cochrane Rancho Company.	33,000	295	C. W. Martin	14,666
35	North-West Cattle Company.	55,000	300	Cochrane Rancho Company	22,000
35a	Moore & Martin.	33,700	305	J. C. Slater.	320
36	C. W. Martin	59,270	308	J. & R. Mitchell	3,400
38	Alfrey & Brooke.	10,000	309	Canadian Pacific Colonization Corporation	11,000
42	Bow River Horse Rancho Company.	34,788	310	Joseph Fisher.	2,500
45	Wells & Brown	12,000	311	Boright and Parsons	6,400
48	New Oxley (Canada) Rancho Co.	80,000	312	Mowal & Hunter	6,400
55	Windsor Rancho Company.	50,000	313	E. H. Maunsell	4,640
56	Bell Brothers.	5,000	315	H. T. Morton	640
59	New Oxley (Canada) Rancho Co.	62,934	316	J. H. Willoughby	2,560
59a	C. W. Martin	37,066	317	Francis White	34,529
62	Brunskill & Geddes	8,606	318	F. W. Peacock	1,120
65	Bell & Paterson	6,000	319	Sir John Lister Kaye	1,920
74	Sir J. Walrond	100,000	320	Charles Carey	1,920
77	New Oxley (Canada) Rancho Co.	100,000	321	James Fidler	1,760
82	Walrond Rancho Company.	100,000	322	W. A. Blakely	1,440
92	W. G. Conrad	100,000	323	R. G. Robinson	2,560
93	Garnett Bros.	20,000	325	E. Fearon	480
94	F. W. Godsall	20,000	326	R. Mitchell.	2,240
96	W. F. N. Scobie	12,000	327	P. Byrne	480
101	Alberta Rancho Company	27,750	328	J. Mitchell	2,240
104	W. Bell Irving	5,280	329	Lachlan Collie	306
108	D. McDougall	6,000	330	Geo. Crossick	2,560
111	J. Walter Ings	1,920	331	E. Murray-Honey & Lewis Parsons.	5,280
116	N. Boyd	5,120	332	C. P. Ohlson	1,280
120	M. Oxarart	11,000	333	R. G. Robinson	1,120
122	George Alexander	40,800	334	Wm. Collie	160
123	W. C. Skrine	8,200	335	Thos. J. Spence	427
124	B. M. Godsall	720	336	John Walter	2,085
126	W. H. Somerton	9,700	337	Chas. McCarthy	480
129	Rev. J. McDougall.	7,680	338	Frank Ward	160
135	D. Macpherson	41,400	339	Les Soeurs de la Charité des Terri- toires du Nord-Ouest, H.L.S.S.	37
137	Brown Rancho Company	33,500	340	Robert McKernon.	1,920
140	J. B. Boustead	88,000	341	Geo. J. Gagen & W. A. H. à Court	5,760
141	P. McLaren	7,500	342	Samuel Perry (5 years' hay lease).	40
143	T. P. McHugh & Co.	9,700	343	Walter R. Johnson	2,400
146	Canadian Agricultural Coal and Colonization Company.	32,062	344	A. T. Wallace	1,920
153	Capt. W. Thorburn.	2,835	345	M. H. Boulais.	960
154	D. McEachran	16,640	346	T. O. Davis	320
160	J. K. Kerr	42,700	347	Jeremiah M. J. Mulvihill.	259
167	Glengarry Rancho Company.	52,320	348	Leeson & Scott.	1,920
176	McDermid & Ross	36,588	349	John G. Collins	1,280
189	Greely & Wood	8,960	350	L. G. McDonald.	320
193	Cypress Cattle Company	38,750	351	Samson & Harford.	27,200
195	Riddell & Green	13,400	352	Thomas Johnson	2,560
197	W. C. Skrine	6,938	353	W. W. Stewart	2,080
201	A. Adzit	1,920	354	Sibbald & Alford	1,280
206	H. D. & F. E. Beveridge	3,675	355	Alfred Chevigny	960
207	D. Macpherson	18,800	356	Wm. Grahame	477
217	W. Carter	5,120	357	F. W. Peacock	513
218	R. A. Carter	9,760	358	J. & R. Mitchell	960
240	W. G. Conrad	32,580			
244	W. Tait	960			
247	George Alexander	2,232			
				Total	2,288,347

These lands are situated principally in the District of Alberta and the southern portion of Assiniboia, with a few tracts in the District of Saskatchewan and the Province of Manitoba. The number of applications received for leases of grazing lands during the year was 100.

The amount received for rent of grazing lands was \$12,597.68, as compared with \$18,437.71 for the year which ended on the 31st of October, 1889. The revenue from this source has been decreasing rapidly since 1886. In that year it amounted to \$47,337.01; in 1887 to \$39,577.10; in 1888 to \$26,248.83; in 1889 to \$18,437.71, and in 1890 as above stated.

The following statement shows approximately the total number of cattle, horses and sheep in what is known at present as the grazing districts of Alberta and Assiniboia, as reported by lessees of ranches, and computed from information derived from other sources:—

Cattle.....	117,659
Horses.....	16,519
Sheep.....	44,762

The following is a statement of the work performed during the year:—

Number of letters sent.....	3,254
Number of pages of memoranda and schedules.....	1,434
Number of plans and sketches prepared.....	303
Number of notices inviting tenders for timber berths.....	11,500

Timber:—

Number of berths applied for.....	88
Number of berths acquired by public competition.....	58
Number of licenses for timber berths drawn up.....	74
Number of returns for saw-mills received and verified.....	66
Number of returns of surveys of timber berths received and examined.....	11
Number of permits to cut timber issued by agents.....	3,438

Grazing:—

Number of applications for grazing lands received.....	100
Number of leases of grazing lands authorized to be issued.....	30
Number of leases of grazing lands issued.....	11
Number of leases of hay lands issued.....	1
Number of applications for hay lands.....	20
Number of permits to cut hay issued by the Dominion Lands Agents.....	2,820

Mining:—

Number of applications for coal locations received.....	107
Number of coal locations of 320 acres and less sold.....	7
Number of applications for mineral locations other than coal.....	20
Number of entries for mining locations by Dominion Lands Agents.....	20
Number of mining locations other than coal sold.....	3
Number of stone quarries applied for.....	9
Number of mill sites applied for.....	1
Number of applications for water power.....	2
Number of sites for smelting works applied for.....	1

I have the honour to be, Sir,

Your obedient servant,

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands.

[PART I]

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1890.

Month.	Bonus.	Ground Rent.	Royalty on Returns of Sales.	Permit Fees and Dues.	Seizures, Dues and Fines for Trespass.	Miscellaneous.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889.							
November	1,905 00	5 00	965 31	7,517 20	69 14	5 00	10,466 55
December	62 00	2,578 64	2,787 23	3,180 53	98 77		8,707 17
1890.							
January.....	267 00	6,397 68	144 75	1,416 12	188 21	54 90	8,468 66
February.....	445 00	1,752 18	400 00	5,824 50	91 75		8,513 43
March.....	189 20	1,290 80	0 90	2,487 08	573 75	20 00	4,561 73
April.....	327 75	518 58	136 57	1,336 56	220 21		2,539 67
May.....	3,977 00	1,135 87	188 07	6,882 81	443 95		12,627 70
June.....	2,124 96	2,420 33	277 19	820 37	185 92	81 00	5,909 77
July.....	2,630 09	247 72	1,446 00	496 02	288 83		5,108 57
August.....	699 00	1,177 50	2,186 99	543 32	109 84	18 20	4,734 85
September.....	2,207 00	725 82	11 46	1,197 10	251 17		4,392 55
October.....	3,072 00	2,748 46	8,855 62	10,968 09	357 76		26,001 93
Total.....	17,905 91	20,998 58	17,400 09	42,669 60	2,879 30	179 10	102,032 58
School Lands.....							918 18
Total.....							102,950 76

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1890.

STATEMENT of Receipts on account of Grazing, Hay and Mineral Lands, for the
Twelve Months ending the 31st October, 1890.

Month.	Grazing Lands.		Hay Lands.	Mining Fees.	Royalty from Coal Lands.	Royalty from Stone Quarries.	Rent from Mill Sites, Scrip.	Totals.
	Cash.	Scrip.						
1889.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November	107 65	2,000 00	604 08	35 00	.....	81 41	.....	2,828 14
December	73 60	160 00	111 95	52 00	1 10	.....	.....	398 65
1890.								
January		1,100 00	180 60	.....	.....	7 80	.....	1,288 40
February	141 21	100 00	177 35	.....	40 05	.....	.....	458 61
March	14 48	.....	73 70	.....	.....	.....	.....	88 18
April	61 25	490 00	345 66	.....	7 30	.....	.....	904 21
May	12 77	1,054 23	748 10	.....	2 50	.....	.....	1,817 60
June	616 17	837 49	1,045 07	14 00	.....	16 33	.....	2,528 97
July	284 90	1,020 00	1,457 65	5 00	.....	19 36	.....	2,786 91
August	12 93	180 00	2,492 19	65 00	15 77	6 52	160 00	2,932 41
September	206 81	2,360 00	781 25	5 00	.....	6 48	.....	3,359 54
October	1,524 28	240 00	218 07	5 00	1 62	.....	.....	1,988 97
	3,056 05	9,541 63	8,235 67	181 00	68 34	137 90	160 00	21,380 59
School lands .....	.....	.....	1,529 27	.....	.....	17 50	.....	1,546 77
Totals	3,056 05	9,541 63	9,764 94	181 00	68 34	155 40	160 00	22,927 36

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1890.

2A.—STATEMENT showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Departmental Year 1872-73 and ending the 31st October, 1890.

From 1st November to 31st October each Year.	Timber Dues.		Grazing Lands.		Hay Lands.		Rents and Bonuses from Coal Lands.		Mining Fees.		Royalty from Stone Quarried.		Rent from Mill Sites—Scrip.		Gross Revenue.		Refunds.		Net Revenue.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1872 73.	662 05														662 05					662 05
1873 74.	2,347 00														2,347 00					2,347 00
1874 75.	2,146 00														2,146 00					2,146 00
1875 76.	387 00														387 00					387 00
1876 77.	320 00														320 00					320 00
1877 78.	1,820 00														1,820 00					1,820 00
1878 79.	3,388 15														3,388 15					3,388 15
1879 80.	31,339 95														31,339 95					31,339 95
1880 81.	44,524 35														44,524 35					44,524 35
1881 82.	55,791 26														55,791 26					55,791 26
1882 83.	150,712 27														150,712 27					150,712 27
1883 84.	98,765 86														98,765 86					98,765 86
1884 85.	63,533 84														63,533 84					63,533 84
1885 86.	70,927 70														70,927 70					70,927 70
1886 87.	77,871 91														77,871 91					77,871 91
1887 88.	91,538 24														91,538 24					91,538 24
1888 89.	76,203 83														76,203 83					76,203 83
1889 90.	102,032 58														102,032 58					102,032 58
Gross Revenue.	889,301 99														889,301 99					889,301 99
Deduct Refunds.	23,854 88														23,854 88					23,854 88
Net Revenue.	865,447 11														865,447 11					865,447 11

*Scrip Note for \$80 included.

G. U. RYLLY,
Clerk of Timber, Mineral and Grazing Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1890.

B.—STATEMENT showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Fiscal Year 1872-73, and ending the 30th June, 1890.

Fiscal Year.	Timber Dues.		Grazing Lands.		Hay Dues.	Rents and Bonuses from Coal Lands.		Royalty from Stone Quarried.	Gross Revenue.	Refunds.	Net Revenue.
	\$ cts.	% cts.	Cash.	Scrip.		\$ cts.	% cts.					$ cts.	% cts.
1872-73	109 25	.....	.....	.....	.....	.....	.....	.....	109 25	.....	109 25
1873-74	2,710 55	.....	.....	.....	.....	.....	.....	.....	2,710 55	.....	2,710 55
1874-75	2,335 25	.....	.....	.....	.....	.....	.....	.....	2,335 25	.....	2,335 25
1875-76	387 00	.....	.....	.....	.....	.....	.....	.....	387 00	.....	387 00
1876-77	320 00	.....	.....	.....	.....	.....	.....	.....	320 00	.....	320 00
1877-78	1,620 00	.....	.....	.....	.....	.....	.....	.....	1,620 00	.....	1,620 00
1878-79	325 00	.....	.....	.....	.....	.....	.....	.....	325 00	.....	325 00
1879-80	25,121 46	.....	.....	.....	.....	.....	.....	.....	25,121 46	8 50	25,112 96
1880-81	58,753 14	.....	2,245 00	.....	.....	.....	40 00	.....	61,038 14	21 00	61,008 14
1881-82	90,046 46	.....	22,844 43	.....	.....	.....	880 00	.....	113,824 80	30 00	113,794 80
1882-83	147,983 10	.....	11,370 60	.....	23 00	.....	498 90	.....	159,994 60	716 50	159,278 10
1883-84	87,474 99	.....	17,089 75	.....	207 25	.....	232 40	.....	105,386 37	140 92	105,245 45
1884-85	64,820 31	.....	29,562 51	3,131 08	966 05	.....	40 00	.....	98,798 73	4,009 53	94,789 20
1885-86	65,111 74	.....	14,242 77	39,487 67	* 1,509 40	.....	.....	.....	120,492 58	13,471 07	107,021 51
1886-87	94,964 55	.....	5,922 47	23,023 28	** 2,123 52	.....	.....	.....	126,264 03	10 02	126,254 01
1887-88	90,290 00	.....	2,207 69	16,802 63	3,621 10	.....	39 80	.....	113,246 87	1,110 68	112,136 19
1888-89	84,642 95	.....	1,305 57	9,021 63	8,832 06	.....	87 50	.....	104,212 23	1,296 80	102,915 43
1889-90	849,064 09	.....	106,790 79	91,466 29	17,282 38	.....	1,832 60	.....	1,068,209 20	24,277 82	1,043,931 38
Totals, Gross Revenue.....	23,818 87	.....	131 60	.....	142 35	.....	160 00	.....	24,277 82	.....	.....
Deduct Refunds.....	825,245 22	.....	106,659 19	91,466 29	17,140 03	.....	1,672 60	.....	1,043,931 38	.....	.....
Totals, Net Revenue.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*Scrip Note for \$80 included.

G. U. RYLEY,
Clerk of Timber, Mineral and Grazing Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 30th June, 1890.

WINNIPEG CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,

CROWN TIMBER OFFICE, WINNIPEG, 31st October, 1890.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit my annual report of the business transacted within the Winnipeg district for the year ended this date, to be read in connection with which are the following detailed statements, namely:—

(a.) Statement of revenue derived from timber dues and other sources.

(b.) Statement of mills operated under Government license in Manitoba and the Provisional District of Assiniboia, as far west as the 3rd Initial Meridian, together with the quantities of material manufactured, sold and on hand by each licensee respectively.

(c.) General office returns and other information respecting the work of the office.

As compared with last year the business transacted in this agency amounts in volume to about the same, although a slight increase in revenue, namely, \$3,246.62, stands in favour of this year.

Lumbering in Manitoba reached its highest point a few years since, and the business in future must necessarily decline, the great bulk of the merchantable timber having already been cut away or destroyed by fire, except in the most northerly portion of the Province which is pretty generally timbered; and of this the timber suitable for manufacture is only to be found in limited areas. Much has been said of the extensive timber resources of the country about Lake Winnipeg, but a less cursory inspection than that given by those who have written about it would reveal that the country, although generally well timbered and possessing a good deal that is suitable for manufacture, has not those advantages as a lumbering district which have been claimed for it, the timber being scattered and the limits expensive to operate.

The Selkirk Lumber Company and Messrs. Brouse & Co. have abandoned their berths and ceased operations on Lake Winnipeg, and the cut this winter by the remaining licensees will not exceed 4,000,000 feet, being less than half of last season's cut.

The lumbermen operating on the Riding Mountains and in the more westerly part of the Province have displayed a great deal of enterprise in their endeavour to secure as much as possible of the burnt timber in those districts while it remains good for manufacture. Upwards of 16,000,000 feet of this class of timber, and about 500,000 railway ties, were cut on the Riding and Duck Mountains during the past two seasons.

During the past year there has been a demand for timber berths on the northerly side of the Riding Mountains and on streams tributary to Lake Dauphin, the demand for lumber coming from the large and growing settlements on the Dauphin plains. Considerable lumber has already been manufactured there during the present season. There are now three mills (one, that of Messrs. Shaw Bros., being combined with a grist mill), ready for operation.

Mr. Peter McArthur is the only operator on Lake Manitoba; while the licensees on Lake Winnipegosis are waiting for facilities to enable them to reach a market.

The total cut of lumber for the year just closed amounts to 13,943,973 feet, being a trifle in excess of that for the preceding year.

As having a direct influence on the operations of lumbermen in my district, I may mention that the cut for this season at the mills operating at the Lake of the Woods amounts to about 60,000,000 feet B.M., of which about one half was cut from American logs imported from the State of Minnesota and floated to the mills.

The prices of the different grades of lumber remain about the same as last year; nor is there any change in the prices of wood used for fuel. Coal, also, is about the same price as last year.

No damage to timber from fires in this district during the season has been reported; sloughs and muskegs which have been dry for the last few years, being now filled with water, afford efficient stops to the spread of prairie and bush fires.

I have the honour to be, Sir,

Your obedient servant,

E. F. STEPHENSON,

Crown Timber Agent.

SCHEDULE A.
STATEMENT of Receipts from Crown Timber Agent, Winnipeg, for Year ending 31st October, 1890.

Month.	Bonus.	Ground Rent.	Royalty.	Permits.	Seizures, Dues, and Fines for Trespass.	Refunded Disbursements.	Dues on Timber Cut on School Lands.	Dues on Hay Cut on School Lands.	Dues on Stone Quarried on School Lands.	Coal Mines.	Stone Quarries.	Hay Illegally Cut on Dominion Lands.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889.													
November			942 20	1,206 48	64 14	54 90	117 85	94 20	17 50	81 41	198 20	2,721 98	
December			2,028 49	2,028 49	98 77		77 85	33 00		1 10	71 90	2,311 11	
1890.													
January		13 00		1,131 77	143 47	54 90	75 35	7 00		7 80	120 05	1,553 34	
February		828 00	400 00	1,138 68	85 75		62 75			40 05	163 30	2,718 53	
March		83 25		1,325 85	220 21	20 00	104 35	13 70			2 00	2,122 90	
April			23 00	1,140 00	220 21		99 96				129 50	1,612 67	
May		455 00	163 07	1,050 40	376 95		18 89	70 45		2 50	26 30	2,163 56	
June				600 87	175 17		113 82	4 40			15 40	1,006 99	
July			1,000 00	431 87	211 94		23 25			16 33	8 36	1,675 42	
August		369 99		1,166 36	100 56	18 20	1 00	27 30		0 75	75 60	2,235 33	
September		187 60		1,152 85	202 65		1 25	44 50		6 48	78 05	1,684 84	
October		694 34		4,802 53	355 01		159 86	34 10		1 62	24 90	10,236 03	
Collections at Head Office.	5,410 66						62 00						6,013 86
Totals.	5,410 66	3,172 38	8,508 62	15,839 98	2,608 37	174 10	918 18	328 65	17 50	46 02	126 90	905 20	38,056 56

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1890.

SCHEDULE "B"—Showing the number of Saw Mills in the Province of Manitoba and the Provisional District of Assiniboia operating under Government license, for the Year ending 31st October, 1890.

Name of Owner or Owner and Assignee.	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations.	Location of Limits.	Description of Timber.
1. Brouse & Co.	Bad Throat River.	Water.	20	7,000	1879	Bad Throat River.	Spruce and tamarac.
2. Brown, Rutherford & Neilson	Fisher Bay.	Steam.	30	10,000	1884	Fisher Bay.	do
3. Bucknall Bros.	Millwood	do	75	30,000	1885	Little Bogy Creek.	do
4. Cameron, Alexander	Minnedosa	do	25	6,000	1878	Riding Mountain.	do
5. Drake & Co.	Black Island	do	25	6,000	1889	Black Island, Lake Winnipeg.	do
6. Federal Bank of Canada.	Ebb and Flow Lake.	do	75	20,000	1883	Ebb and Flow Lake.	do
7. Hancock, George.	Balmoral	do	16	3,500	1889	Secs. 33, 9, 10, Tps. 17, 18, R. 3 E.	do
8. Imperial Bank of Canada.	Rapid City	do	20	4,000	1879	Riding Mountain.	do
9. Jermyn, Jas. E.	Minnedosa	do	50	15,000	1880	do	do
10. Jonasson, Sigt.	Bad Throat River	do	40	12,000	1886	Bad Throat River	do
11. Miller & Paton	Bird Tail Creek	do	50	20,000	1880	Riding Mountain.	do
12. Morton, George	Turtle Mountain	do	40	12,000	1882	Turtle Mountain.	Oak and poplar.
13. McArthur, Peter	Lake Manitoba	do	20	6,000	1885	Basket Creek	Spruce and tamarac.
14. McFadyen, David.	Sec. 19, Tp. 11, R. 16 W.	do	16	3,000	1884	Riding Mountain	do
15. Ross, David	Whitemouth	do	35	10,000	1880	Whitemouth River	do
16. Selkirk Lumber Co.	Fisher River	do	75	30,000	1880	Fisher River.	do
17. Sprague, Daniel	Winnipeg	do	75	30,000	1882	Roseau River.	do
18. Wells Bros.	Grindstone Point.	do	25	6,000	1889	Lake Winnipeg.	do
19. Whimster, W. H.	Strathclair	do	25	6,000	1880	Riding Mountain.	do
							Grand Totals.....

SCHEDULE "B"—Showing the number of Saw Mills in the Province of Manitoba, &c.—*Concluded.*

	Ft. B.M.	Quantity of Lumber manufactured during Year ending 31st October, 1890.	Quantity of Lumber on hand, 31st October, 1890.	Quantity of Shingles manufactured during Year ending 31st October, 1890.	Quantity of Shingles on hand, 31st October, 1890.	No.	No.	Quantity of Laths manufactured during Year ending 31st October, 1890.	Quantity of Laths on hand, 31st October, 1890.	Quantity of Laths sold from amount on hand 31st October, 1889, and manufactured to 31st October, 1890.	Quantity of Laths on hand 31st October, 1890.	Remarks.
	Ft. B.M.	Quantity of Lumber sold from amount on hand 31st October, 1889, and manufactured to 31st October, 1890.	Ft. B.M.	No.	No.	No.	No.	Quantity of Laths sold from amount on hand 31st October, 1889, and manufactured to 31st October, 1890.	Quantity of Laths on hand, 31st October, 1890.	Quantity of Laths sold from amount on hand 31st October, 1889, and manufactured to 31st October, 1890.	Quantity of Laths on hand 31st October, 1890.	Remarks.
1	717,982	687,982	30,000									
2	1,350,000	700,000	1,150,000									
3	1,696,100	648,380	648,600	179,000	163,000	73,250	30,650	46,900	152,000 railway ties. 2,960 ties sold.			
4	31,200	36,321	18,510									
5	1,204,698	1,264,205	275,000									
6	45,000	40,000	5,000									
7												
8												
9												
10	944,259	1,405,352	283,539	398,000	476,500		16,700	2,850	301 ship knees on hand. 273,000 ties manufactured. 24,804 ties sold ; 1,950 posts manufactured.			
11	584,680	1,180,352	35,249	60,000	2,750	57,250						
12	85,000	49,751	680,442									
13	980,000	680,442	850,000									
14												
15	4,799,050	3,811,550	987,500									
16		955,606	737,007									
17	670,000	292,682	667,285									
18	98,219	98,219	478,100	88,750	164,750	24,000	71,150	71,150	425 poles sold.			
19	737,785	830,685										
	13,943,973	12,260,537	6,165,790	725,750	807,000	154,500	118,500	49,250				

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE C.

GENERAL OFFICE Return for the Twelve Months ending 31st October, 1890.

Description of Return.	Number.	Compared with last year.	
		Increase.	Decrease.
Number of letters written and circulars sent	6,625	703	
do do received	2,446	131	
do free permits issued	613		161
do subject to dues permits issued	2,369		499
do seizures made	858	417	
do mill returns received and verified	30		5

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1890.

EDMONTON CROWN TIMBER OFFICE.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
EDMONTON, 3rd November, 1890.

SIR,—I have the honour to enclose the annual returns of my office for the year ending 31st ulto.

There is an increase in the receipts of the office amounting to \$868.86 as compared with last year. There has also been an increase in the number of permits granted of thirty-seven, and of letters received six, and of those sent sixty-six.

The working expenses of the office show a small increase, owing to the looking after illegal cutting of hay being added to the duties of my office.

The railroad from Calgary to Edmonton now in course of construction will give a much wanted facility to settlers and others wishing to come here. A good many are already arriving in anticipation of the railroad. It will also cause a good demand for timber and hay, and I hope by next year to show a much more marked improvement than this year.

The crops in this district have been unusually heavy, and fairly well saved.

The whole respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

THOS. 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, for the twelve months ending the 31st October, 1890.

Month.	Bonus.	Ground Rent.	Royalty.	Permits.	Seizures, Dues and Fines for Trespass.	Total Collected at Edmonton	Total Collected at Head Office.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889.								
November.....				5 25		5 25		5 25
December.....			119 48	60 25		179 73		179 73
1890.								
January.....			139 10	27 75		166 85	3,205 00	3,371 85
February.....		250 00		8 75		258 75		258 75
March.....				101 00		101 00		101 00
April.....			40 62	71 01		111 63		111 63
May.....		75 00	25 00	6 26		106 26		106 26
June.....				19 00		19 00		19 00
July.....		47 40	87 47	3 00		137 87		137 87
August.....		230 00		36 45		266 45		266 45
September.....				0 25		0 25		0 25
October.....			243 63	173 75		417 38		417 38
Amount collected at Head Office.....		602 40	655 30	512 72		1,770 42	3,205 00	4,975 42
Totals.....		3,807 40	655 30	512 72				
Add \$22.92 collected prior to the 31st October, 1889, and received at Head Office subsequent to that date.....								22 92
Deduct \$87.75 collected prior to the 31st October, 1890, but not received at Head Office until after that date.....								87 75
Total.....								4,910 59

Hay lands (October, 1890), \$3.25.

THOS. ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1890.

SCHEDULE B.

SHOWING the Saw Mills in the Edmonton Crown Timber Agency, operating under Government License, during the Year ending the 31st October, 1890.

Name of Owner or Owner and Assignee.	Where Mill Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations in.	Description of Timber.	Logs Cut on Limit at	Quantity of Lumber manufactured during the Year ending the 31st October, 1890.	Quantity of Shingles sold during the Year ending the 31st October, 1890.	Quantity of Laths manufactured during the Year ending the 31st October, 1890.	Quantity of Laths sold during the Year ending the 31st October, 1890.
				Feet.			Feet, B. M.	Feet, B. M.	M.	M.	M.
Moore & Macdowall...	White Mud River	Steam	40	10,000	1885	Spruce...	White Mud River, N. S. R.	230,396	75,249	83,100	15,800
*Frazer & Co.....	Edmonton.....	do	30	10,000	1880	do	South side of North Saskatchewan River	204,945	201,000	.....	.....
Lamoureux Bros.....	Stoney Plain....	do	20	5,000	1883	do	Stoney Plain.....	187,784	184,332	.....	.....
†St. Albert Mission...	St. Albert.....	Water	20	5,000	1883	do	Near Egg Lake...	.....	.....	.....	.....
							840,180	623,125	400,581	83,100	15,800

*Messrs. Frazer and Co. are cutting on lands licensed to the Hudson's Bay Co.
 †Mill burned down; not rebuilt.

THOS. ANDERSON,
 Crown Timber Agent.

CROWN TIMBER OFFICE,
 EDMONTON, 31st October, 1890.

SCHEDULE C.

GENERAL OFFICE Return for the Twelve Months ending 31st October, 1890.

Description of Return.	Number.	Compared with previous year.	
		Increase.	Decrease.
Number of letters written	715	66	
do do received	273	6	
do permits issued	127	37	
do seizures made	4		
do mill returns received	12		2

THOS. ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1890.

SCHEDULE A.
STATEMENT of Receipts on account of Crown Timber for the Twelve Months ending the 31st October, 1890.

Month.	Bonus. \$ cts.	Ground Rent. \$ cts.	Royalty. \$ cts.	Permits. \$ cts.	Seizures, Dues and Fines for Trespass. \$ cts.	Total collected at Calgary. \$ cts.	Total collected at Head Office. \$ cts.	Totals. \$ cts.
1889.								
November			0 85	80 25		81 11		81 11
December				27 35		27 35		27 35
1890.								
January		367 18	5 65	3 50		376 33	2,567 50	2,943 83
February				4 25		4 25	845 91	850 16
March			0 90	135 38		136 28	888 85	1,025 13
April				16 50		16 50	250 00	266 50
May				4 25		4 25		4 25
June		161 69		33 50		195 19		195 19
July				14 50		14 50	1,004 00	1,018 50
August			0 28	5 25		5 53		5 53
September				3 50		3 50	105 00	108 50
October		1,665 62		1 25		1,666 87	20 00	1,686 87
Amounts collected at Head Office.	1,379 00	2,194 49	7 69	329 48		2,531 66	5,681 26	8,212 92
Totals	1,379 00	4,302 26	7 69	329 48				19 96
Add \$19.96 collected prior to the 31st October, 1889, and received at Head Office subsequent to that date.								19 96
Total								8,232 88

Coal Lands (April 1890) \$7.30.

C. L. GOUIN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
 CALGARY, 31st October, 1890.

SCHEDULE B.
Showing the Saw Mills in the Calgary Crown Timber Agency, operating under Government License, during the Year ending the 31st October, 1890.

Name of Owner or Owner and Assignee.	Where Mill Situated.	Horse power.	Kind of power.	Capacity per 12 hours.	Commenced operations.	Description of Timber.	Logs Cut on Limit situated.	Quantity of Lumber manufactured during the Year ending the 31st October, 1890.		Quantity of Laths manufactured during the Year ending the 31st October, 1890.	
								Feet, B.M.	Feet, B.M.	No.	No.	Feet, B.M.	No.
a. Peter McLaren.....	Mill Creek.....	20	Water	5,000	1882	Spruce, red fir and pine.	Mill Creek.....				
b. Peter McLaren.....	Fort McLeod.....	25	Steam	10,000	1888	Spruce, fir and pine.....	South Fork of Old Man River.....				
c. James Walker.....	Kanaaskis.....	60	do	15,000	1887	Spruce, pine and cypress.	Bow River.....				
d. Eau Claire and Bow River Lumber Co.....	Cochrane.....	75	do	20,000	1885	Spruce and fir.....	Cochrane.....	5,000			4,000
Louis Sands.....	Calgary.....	75	do	25,000	1887	Fir, spruce and Douglas pine.....	Bow River.....				
e. North Western Coal & Navigation Co.....	Cypress Hills.....	30	do	18,000		Pine and spruce.....	Cypress Hills.....	427			
f. D. Morrison.....	Lethbridge.....	20	do	5,000	1885	Spruce.....	South Fork of Old Man River.....				
g. Alberta Lumber Co.....	Sheep Creek.....										
	Red Deer.....										
								5,427			4,000

a. Last return received 31st March, 1889.
 b. do do 31st December, 1888.
 c. do do 31st October, 1888.
 d. do do 1st July, 1889.
 e. Mill closed in August, 1888.
 f. Last return received 31st October, 1887.
 g. Not operating as yet.

C. L. GOUIN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1890.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber for the Twelve Months ending the 31st October, 1890.

Month.	Bonus	Ground Rent.	Royalty	Permits.	Seizures, Dues and Fines for Tresspass.	Total collected at Prince Albert.	Total collected at Head Office.	Totals.
1889.	§ cts.	§ cts.	§ cts.	/ § cts.	§ cts.	§ cts.	§ cts.	§ cts.
November				100 85		109 69		109 69
December				8 84*		39 55	2,505 00	2,784 35
				239 80*				
1890.								
January				33 20	6 00	44 70		44 70
February				5 50*		33 20	5 00	90 00
March				51 80*		5 35		16 55
April				11 20*		6 90		89 35
May				82 45*		3,774 70	77 75	3,867 80
June				15 35*		141 80	33 50	177 40
July				2 10*		24 90	6 00	52 05
August				21 15*		26 72	51 80	82 82
September				4 30*		18 00	2 75	22 00
October				1 25*		8 65	16 50	26 10
				0 95*				
Amounts collected at Head Office.....	5 00	2,505 00		4,658 51	194 30	4,852 81	2,510 00	7,362 81
Totals.....	5 00	2,505 00		4,658 51	194 30			

Add \$353.20 collected prior to the 31st October, 1889, and received at Head Office subsequent to that date 353 20

Deduct \$26.10 collected prior to the 31st October, 1890, but not received at Head Office until after that date..... 26 10

Total..... 7,689 91

*Collected at Battleford.

JOHN McTAGGART,
Crown Timber Agent.

CROWN TIMBER AGENT,
PRINCE ALBERT, 31st October, 1890.

SCHEDULE B.

SHOWING the Saw Mills in the Prince Albert Crown Timber Agency, operating under Government License, during the Year ending the 31st October, 1890.

Name of Owner or 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 the 31st October, 1890.		Quantity of Laths manufactured during the Year ending the 31st October, 1890.		
								Ft., B. M. Ft., B. M.	M. M.	M. M.	M.	
Moore & Macdowall...	Prince Albert, N.W.T.	Steam	75	35,000	1876	Spruce, pine and poplar		661,875	276,666 $\frac{2}{3}$	342,666	2,101	3,846
James Sanderson.....	do	do	25	5,000	1880	do		147,611	121,333 $\frac{1}{3}$		31	
							Totals.	661,875	398,000	342,666	2,132	3,846

[PART I]

JOHN McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1890.

SCHEDULE C.

GENERAL OFFICE Return for the Twelve Months ending the 31st October, 1890.

Description of Return.	Number.	Compared with previous year.	
		Increase.	Decrease.
Number of letters sent.....	808	422	
do do received.....	218		73
do permits issued at Battleford and Prince Albert.....	130		77
do mill returns received.....	3		9
do seizures made.....	35	32	

JOHN McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1890.

BRITISH COLUMBIA CROWN TIMBER AGENCY.

NEW WESTMINSTER, B.C., 1st November, 1890.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to herewith submit the annual statement of timber matters connected with my agency, which embraces all the Dominion lands in this Province, covering an area of about 20,000 square miles. In my last statement I remarked that the timber trade of the Province was only in its infancy, and that our almost inexhaustible supply of the very finest Douglas pine or fir, spruce and red cedar, to be found in the world, were attracting the attention of foreign capitalists. I am now pleased to be able to say that since the date of that report large purchases have been made of valuable timber lands by both Eastern Canadian and foreign capitalists. Our foreign as well as domestic lumber trade is developing rapidly, as will be seen by statement attached. Already our trade with the South American States, China and Japan, has assumed considerable proportions, and with the wise and patriotic establishment of our line of fast steamships, at a very early day, between Vancouver and Australia, not only will this trade receive an extraordinary impetus, but so also will the various manufactures of Eastern Canada, diverting an enormous trade now existing between the United States and Australia, New Zealand, and New South Wales, to Canadian territory, its natural channel, thus materially cementing, commercially and otherwise, the most important of Her Majesty's Anglo-Saxon colonies. This Province does not claim to be an agricultural one, the extent of arable land being limited; but what is not of that class is still more valuable, containing inexhaustible supplies of either timber, minerals or fish. Providence having sown for us these most valuable commodities, Dominion and Provincial Governments give every legitimate encouragement, and invite capitalists to come and reap, the harvest so reaped being only limited by the amount of capital so invested, if invested judiciously. It is only four years since our greatest of national highways, the Canadian Pacific Railway, the wonder of the world, the amazement and admiration of Russian, German and other eastern officers and engineers, who could not believe it possible that a nation of our proportions had the indomitable pluck, engineering skill and resources to thus unite two continents by 3,000 miles of the finest railway in the world—only four years, I say, since its completion. And what do we find? We find, even at this early day, the output of our timber and salmon limited only by the demand, the latter already amounting to about \$2,000,000 annually; while the silver and lead mines in the Selkirk Range of our Rocky Mountains are being rapidly developed, that range containing, from all appearances, sufficient of these minerals to supply the world, the lead containing such a high percentage of silver, from \$25 to \$2,000 to the ton, that we will soon undersell the world in lead. This mineral, of which large quantities are consumed in China and Japan, will soon be supplied from these mines by way of Vancouver, direct communication having already been established from there by most commodious and fast-sailing Canadian steamships.

In my report of last year I anticipated a revenue of \$50,000 for the present year. It is therefore with pride that I can state that it has almost fulfilled my then apparently sanguine expectations, the revenue being \$45,485.09—an increase of \$27,440.32 over last year's returns.

The whole respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

T. S. HIGGINSON,

Dominion Crown Timber Agent for British Columbia.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1890.

Month.	Bonus.	Ground Rent.	Royalty.	Permits.	Seizures, Dues and Fines and Forfeitures for Trespass.	Refunded Disbursements.	Total Collected at New Westminster.	Total Collected at Head Office.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1890.									
November				5,785 48	5 00	5 00	5,795 48	110 00	5,905 48
December			2,667 75	1,025 50			3,693 25	78 64	3,771 89
1890.									
January				4,617 12	44 74		4,661 86	267 00	4,928 86
February				926 66			926 66	68 70	995 36
March							136 53	420 25	556 78
April		63 58	72 95	2,000 00			2,000 00	3,486 67	5,486 67
May							277 19	2,258 64	2,535 83
June							401 92	1,826 32	2,228 24
July			358 53		43 39		358 53	1,310 28	1,668 81
August		171 23	1,020 35				1,191 58	2,410 22	2,501 80
September								3,333 50	3,333 50
October			3,809 46	6,697 67			10,507 13	15,893 49	18,840 63
Amounts collected at Head Office		234 81	8,206 23	21,052 43	93 13	5 00	29,591 60		
		4,762 24							
Totals		4,997 05	8,206 23	21,052 43	93 13	5 00			
Grand Total									45,485 00

T. S. HIGGINSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., 31st October, 1890.

SCHEDULE B.
SHOWING Saw Mills in the Railway Belt in British Columbia, and amount of Timber Cut by them during the Twelve Months ending 31st October, 1890.

Name of Owner or Assignee.	Where Situated.	Kind of Power.	Capacity per 12 Hours.	Description of Timber.	Logs Cut on Limits at	Quantity Cut during the Year.	Remarks.
Royal City Planing Mills Co.	New Westminster.	Steam.	100,000	Douglas pine, cedar, spruce, alder and maple.	New Westminster District.	7,893,255	Cutting on alienated lands.
Brunette Saw Mill Co	do	do	100,000	do	do		Operations not commenced.
Ross McLauren Lumber Co.	do	do	200,000	do	do		Cutting on alienated lands.
H. V. Edmonds.	Port Moody	do	25,000	do	do		do
Knight Bros.	Topcum	Water.	30,000	do	do		do
Henry West.	Langley	Steam.	15,000	do	do	247,683	do
Shuswap Milling Co.	Kamloops	do	20,000	Fine, cedar and spruce	Spallumcheen	930,000	
Palliser Lumber Co.	Palliser	do	25,000	do	Palliser.	2,013,312	
Stain & Robinson, Assignees of Henry Valentine.	Henry Revelstoke	do	15,000	do	Revelstoke.		Cutting on lands of C. P. R. Co.
Columbia River Lumber Co., Assignees of F. Robinson.	Beaver	do	75,000	do	Beaver	1,177,434	
Ottetail Lumber Co., Assignees of D. McArthur.	Ottetail	do	15,000	do	Ottetail		Returns incomplete.
Grant & Kerr.	Ladners	do	15,000	do	New Westminster District.	1,285,259	
						13,546,943	

T. S. HIGGINSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
 NEW WESTMINSTER, B.C., 31st October, 1890.

No. 5.

ORDNANCE AND ADMIRALTY LANDS.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 31st December, 1890.

SIR,—I have the honour to submit a report of the transactions in connection with the Ordnance and Admiralty Lands Branch of the Department of the Interior for the fiscal year ended the 30th of June, 1890.

The schedules (3) annexed, marked respectively A, B and C, exhibit in a summarized form the receipts for the year, and the several localities of the properties from the sales or rentals of which the revenue was derived.

(A.) Statement of sales. Total amount, \$66,181.36.

The following properties were disposed of during the year:—

(1.) At Amherstburg, the water frontage of Lot No. 4, west Laird's Avenue, was sold to the proprietors of the said lot for the nominal sum of \$1, an additional amount of \$10 being paid for the Letters Patent for the same.

(2.) At Grand Falls, in the County of Victoria, New Brunswick, 3 lots, comprising an area of about 39 acres, were sold for \$225 (average per acre, \$5.77), of which sum \$56.25, being one-fourth of the purchase money, was paid down at time of sale.

(3.) At Kingston a small piece of land (13½ superficial feet), forming part of the Artillery Park property, was sold by authority of an Order in Council to the owner of the adjoining lot for \$20.

(4.) At Niagara $7\frac{11}{100}$ acres of land, in the vicinity of the Queen's Hotel, was sold to Miss Agnes Dick by authority of an Order in Council for the sum of \$1,777.50, or at the rate of \$250 per acre, being the value placed upon the land, irrespective of improvements, by Mr. G. B. Abrey, P.L.S. This property had been in possession of the purchaser under a license of occupation for many years prior to date of sale, and had during that time been greatly improved, at considerable expense to the occupant.

(5.) At Montreal, on the 27th of June, 1889, 97 lots, forming part of the Logan's Farm property, were sold by public auction at the rooms of W. H. Arnton, auctioneer, 1747 Notre Dame street, for the aggregate sum of \$55,240.55. As stated in my report of last year, the return of the sales could not be made until after the close of the fiscal year ended the 30th of June, 1889, and therefore the receipts on account of the said sale are included in my present report. Of the amount above mentioned, \$10,555.92 was received by Mr. Arnton, who failed to deposit the moneys in the Bank of Montreal, as he was instructed to do, immediately after the sale, or at all events not later than the 30th of June. It was not until the month of November following that any payment was made by Mr. Arnton to this Department on account of the said sales, when the sum of \$2,555.92 was received from him. Subsequently, proceedings were taken against him for the recovery of the balance, \$8,000, and interest. Judgment was obtained for the amount with interest. Two notes, one for \$4,245.91, the other for \$4,286.68, together representing \$8,532.59, were made by W. H. Arnton in favour of Arnton Bros., by whom they were made payable to the Minister of the Interior. Both these notes, on presentation for payment, were dishonoured, and have been protested. In the month of August last Mr. W. H. Arnton became insolvent, and his estate is now in course of liquidation.

The 97 lots that were sold comprised an area of 284,628 square feet, and realized an average price of about 19½ cents per square foot.

(6.) At Ottawa city 3 ordinary town lots, formerly held under lease, but recently resumed by the Government in consequence of the lessees having for many years neglected to pay the rent chargeable under their respective leases and to otherwise observe the covenants and obligations contained in the said leases, were sold by public auction for \$1,654, of which amount \$1,294 was paid at time of sale. The sale realized \$984 in excess of the aggregate amount (\$670) at which the lots were held redeemable under the terms of the old lease.

(7.) In the same city 17 ordinary town lots have, by the payment of \$3,701.31, made by the respective lessees, been converted into freehold, in accordance with the terms and conditions contained in the original leases granted by the principal officers of Her Majesty's Ordnance.

(8.) At Prescott 40 lots, representing a total area of 10¼ acres, were sold for \$3,562, of which amount \$856.20 was paid at time of sale. Average price per lot, \$89.05; per acre, \$347.51.

(B.) Statement showing the several localities of Ordnance properties on account of which moneys have been received.

(C.) Statement of amounts received (monthly) during the fiscal year. Total receipts, \$30,601.41, less \$679.80, amount of a refund to Miss Dick, on account of a reduction in the quality of land sold to her, under Order in Council.

The receipts for the fiscal year were not entirely satisfactory; a marked improvement has, however, taken place since the 30th of June last up to the present date, the amount received during that period being \$41,879.01, as against \$12,730.05 collected during the corresponding six months of last year, showing an increase of \$29,148.96, and equalling, within \$193.06, the total receipts of the preceding fiscal year.

Since the 1st of July sales have been made of Ordnance lands situated in the townships of Nepean, Pittsburg, South Crosby and Vespra, and in the city of Kingston, Ontario, and at Edmundston and Grand Falls, New Brunswick. The prices realized were good. The particulars of the sales referred to will appear in the report of the transactions in connection with the Ordnance and Admiralty lands for the current fiscal year.

The following summary of the work done in this office during the fiscal year bears satisfactory testimony to the amount of labour involved in the zealous discharge of the duties entrusted to the clerk in charge of the branch and his two assistants:

Letters received, 543; letters written (including several special and lengthy reports), 659, occupying 1,005 folios of the official letter-book; upwards of 500 notices and statements of account prepared and forwarded to tenants and purchasers of Ordnance lands in arrears; leases issued, 2; drafts prepared for letters patent, 42; assignments registered, 52; and warrants issued for the Bank of Montreal to receive moneys, 123; in addition to which the accounts, about 1,100 in number, at present open in the books of this branch, have been carefully kept. Other duties might be referred to, but as they were of minor importance it is not thought necessary to say more than that the time occupied in their discharge was considerable.

I have the honour to be, Sir,

Your obedient servant,

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior.
Ottawa.

A.

STATEMENT of Sales made during the Fiscal Year ended 30th June, 1890.

Locality.	Number of Lots Sold or Redeemed.	Amount	
		Sold for.	Received on Account.
		\$ cts.	\$ cts.
Amherstburg	1 water lot.....	1 00	1 00
Grand Falls, N.B.....	3 lots.....	225 00	56 25
Kingston.....	1 lot (13½ sup. ft.).....	20 00	20 00
Montreal	97 lots.....	55,240 55	2,555 92
Niagara.....	7.11 acres.....	1,777 50	1,777 50
Ottawa.....	17 lots redeemed.....	3,701 31	3,701 31
do.....	3 lots sold.....	1,654 00	1,294 00
Prescott.....	40 lots.....	3,562 00	856 20
	Total.....	66,181 36	10,262 18

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,

ORDNANCE AND ADMIRALTY LANDS,

OTTAWA, 31st December, 1890.

B.

STATEMENT showing the several Localities on account of which Moneys have been received during the Fiscal Year ended 30th June, 1890.

Locality.	Amount.	Locality.	Amount.
	\$ cts.		\$ cts.
		Brought forward.....	15,327 49
Amherstburg	59 00	Oxford.....	1 60
Chambly.....	600 00	Ottawa.....	11,767 37
Crosby, South.....	10 00	Prescott.....	856 20
Chatham, Que.....	339 26	Point Pelee.....	400 00
Elmsley.....	9 70	Sorel.....	448 15
Fort Erie.....	41 00	Sarnia.....	40 00
Grand Falls.....	59 37	South River.....	25 00
Kingston.....	2,223 21	St. Mary's Island.....	20 00
Longueuil.....	525 00	Temiscouata.....	169 60
Montreal.....	8,679 67	Toronto.....	761 60
Nova Scotia.....	12 00	Wolford.....	10 60
Nepean.....	716 70	Registration fees.....	94 00
Niagara.....	2,001 58		
Niagara Falls.....	51 00	Total.....	29,921 61
Carried forward.....	15,327 49		

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,

ORDNANCE AND ADMIRALTY LANDS,

OTTAWA, 31st December, 1890.

C.

STATEMENT of Receipts on account of Ordnance and Admiralty Lands, for the Fiscal Year ended 30th June, 1890.

Date.	Registration Fees.	Rent or Interest.	Principal.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889.				
July.....		478 87	248 09	726 96
August.....		896 37	3,041 99	3,938 36
September.....	4 00	895 78	2,526 70	3,426 48
October.....	4 00	374 54	1,286 20	1,664 74
November.....	6 00	1,601 00	20 00	1,627 00
December.....		358 41	988 10	1,346 51
1890.				
January.....		718 41	700 60	1,419 01
February.....		681 60	544 00	1,225 60
March.....	4 00	583 56	557 00	1,144 56
April.....	16 00	426 08	2,555 92	2,998 00
May.....	6 00	1,466 27	705 82	2,178 09
June.....	54 00	1,592 11	7,259 99	8,906 10
Totals.....	94 00	10,077 00	20,430 41	30,601 41
Less—Refund to Miss Dick under O.C., 11th April, 1890.....				679 80
Total.....				29,921 61

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS,
OTTAWA, 31st December, 1890.

No. 6.

ACCOUNTANT'S BRANCH.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH.

OTTAWA, 2nd February, 1891.

SIR,—I have the honour to submit the following report, referring to the accounts of this Department for the year ending 31st October, 1890.

Owing to the fact that the Public Accounts, as now published in a condensed form, give no details of our accounts, it is important that my report should contain more information than usual, in order that the public may see in a more comprehensible shape the financial transactions of this Department, one of the most important of the public service.

This branch has had, during the fiscal year ending 30th June, 1890, the keeping of accounts for expenditure incurred under the following sub-heads, viz.: Civil Government Salaries; Civil Government Contingencies; Dominion Lands chargeable to Income; Dominion Lands chargeable to Capital; Survey, construction of roads, bridges and other necessary works in connection with the Hot Springs Reservation near Banff Station, N. W. T.; Relief of Distresses among Half-Breeds in the North-West Territories; Expenses of Government in the District of Keewatin; Ordnance Lands; Canada Military Asylum Pensions; Expenses of Government in the North-West Territories; School Lands, and several other minor items.

This expenditure represents a very large number of accounts, all requiring proper checking and close examination. A complete set of books, showing in detail expenditure under each sub-head, is kept in this office, as well as a duplicate of each account paid—so that any information required may be obtained on very short notice.

The Department derives revenue from different sources, which appear in a tabular form in statements hereto attached and marked *A, B, C, D, E, F, G*.

"*A*" Shows the revenue received during the Departmental year ending 31st October, 1890, from the several agencies of the outside service and at headquarters in Ottawa. The total cash received is \$241,202.56; the total scrip is \$267,763.24, or a grand total of \$508,965.80 for cash and scrip.

"*B*" Shows revenue received from Ordnance lands, month by month, during the Departmental year—a total in cash receipts of \$40,898.26.

"*C*" Shows revenue received from sale of school lands during the Departmental year, from each of the school districts in Manitoba and the North-West Territories, amounting to a total of \$45,016.22.

"*D*" Shows revenue received for registration fees from each of the registration districts in the North-West Territories during the Departmental year, amounting to a total of \$11,891.72.

"*E*" Shows revenue received for fines and forfeitures in the North-West Territories during the Departmental year, amounting to \$874.62.

"*F*" Shows amount received on account of casual revenue during the Departmental year, amounting to \$93.33.

"*G*" Shows revenue received on account of Dominion lands during the Departmental year. The revenue is shown month by month under each sub-head. The total cash received is \$241,202.56, and total scrip is \$267,763.24, or a grand total of \$508,965.80.

The correspondence relating to the transactions of this branch of the Department, which is specially assigned to an officer of the Secretary's branch, is voluminous, and requires a knowledge of accounts to carry out properly instructions received. Some 2,500 letters containing enclosures were sent during the year. Of these, about 500 were letters dealing with special matters, requiring particular care in their preparation. It may be stated that all accounts and statements received from the officers of the outside service, as well as those received from the several branches of this Department, are thoroughly checked in this office and sent to the Auditor General in proper form. The statements required by the Auditor General for the proper checking of revenue are becoming more numerous, and cause a very large increase of work to both outside and inside service officers. A considerable amount of work was occasioned during the year by the adjustment of school lands accounts from the beginning to present date. The adjustment of accounts for seed grain advances, now being made, is also a cause of an increase of work in this office.

The staff of this branch is composed of four permanent officers and four extra clerks.

Respectfully submitted,

J. A. PINARD,

Accountant.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior.

A.

STATEMENT of Receipts on account of Dominion Lands for the Year commencing 1st November, 1889, and ending 31st October, 1890.

	Cash.	Scrip and Warrants.	Total.
	\$ cts.	\$ cts.	\$ cts.
Dominion Lands Agencies.—			
Winnipeg	17,045 65	57,179 56	74,225 21
Souris	11,989 91	68,300 86	80,290 77
Calgary	8,114 65	24,184 31	32,298 96
Turtle Mountain	8,935 08	50,394 08	59,329 16
Qu'Appelle	13,887 72	8,164 76	22,052 48
Little Saskatchewan	6,575 88	5,481 07	12,056 95
Birtle	6,859 12	4,415 14	11,274 26
Touchwood	1,165 85	660 00	1,825 85
Edmonton	2,632 06	3,793 31	6,425 37
Lethbridge	2,932 24	7,189 98	10,122 22
Prince Albert	1,937 67	7,742 36	9,680 03
Battleford	1,853 09	936 18	2,789 27
Coteau	3,488 74	980 00	4,468 74
Swift Current	215 00		215 00
New Westminster	21,533 20	18,640 00	40,223 20
Kamloops	2,971 30		2,971 30
Crown Timber Agents—			
Winnipeg	35,714 11		35,714 11
Edmonton	4,910 59		4,910 59
Prince Albert	7,689 91		7,689 91
Calgary	8,232 88		8,232 88
New Westminster	45,485 09		45,485 09
Temperance Colonization Company	250 00		250 00
Rocky Mountains Park of Canada	1,459 30		1,459 30
Grazing lands	3,056 05	9,541 63	12,597 68
Hay permits	8,235 67		8,235 67
Mining fees	181 00		181 00
Stone quarries	137 90		137 90
Coal lands	68 34		68 34
Map sales and office fees	1,302 56		1,302 56
Surveyors examination fees	188 00		188 00
Rent of mill site		160 00	160 00
Fees <i>re</i> applications for patents	1,950 00		1,950 00
Town sites	2,000 00		2,000 00
Miscellaneous	8,154 00		8,154 00
Total	241,202 56	267,763 24	508,965 80

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 2nd February, 1891.

B.

STATEMENT of Receipts on account of Ordnance Lands for the Year commencing 1st November, 1889, and ending 31st October, 1890.

Month.	Amount.	Total.
1889.	\$ cts.	\$ cts.
November.....	4,194 92	
December.....	1,342 51	
1890.		
January.....	1,423 01	
February.....	1,233 60	
March.....	1,146 56	
April.....	442 08	
May.....	2,178 09	
June.....	8,968 60	
July.....	8,472 57	
August.....	6,253 85	
September.....	2,302 98	
October.....	2,939 49	
		40,898 26

J. A. PINARD,

Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 2nd February, 1891.

C.

STATEMENT of Receipts on account of School Lands for the Year commencing 1st November, 1889, and ending 31st October, 1890.

School District.	Amount.	Total.
	\$ cts.	\$ cts.
Manitoba.....	34,104 99	
Assiniboia.....	389 85	
Alberta.....	10,492 88	
Saskatchewan.....	28 50	
		45,016 22

J. A. PINARD,

Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 2nd February, 1891.

D.

STATEMENT of Fees received from Registrars for the Year commencing 1st November, 1889, and ending 31st October, 1890.

Registration District.	Amount.	Total.
	\$ cts.	\$ cts.
Assiniboia	5,395 32	
South Alberta	4,443 55	
North Alberta	467 12	
East Saskatchewan	1,475 74	
West Saskatchewan	109 99	
		11,891 72

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 2nd February, 1891.

E.

STATEMENT of Receipts on account of Fines and Forfeitures in the North-West Territories for the Year commencing 1st November, 1889, and ending 31st October, 1890.

Date.	Through whom Paid.	Amount.	Total.
1890.		\$ cts.	\$ cts.
Jan. 11....	His Honour the Lieut. Governor of the North-West Territories. . .	417 00	
April 2....	do do	50 00	
Aug. 2....	do do	49 00	
Oct. 27....	do do	358 62	
			874 62

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 2nd February, 1891.

F.

STATEMENT of Receipts on account of Casual Revenue for the Year commencing
1st November, 1889, and ending 31st October, 1890.

Name.	Particulars.	Amount.	Total.
		\$ cts.	\$ cts.
D. J. Waggoner.....	Refund of overpayment.....	26 50	
Lt. Gov. of the N.W.T.....	Outstanding cheques.....	1 00	
Department of the Interior.....	do.....	17 68	
R. S. Park.....	On account proceeds of sale of horse.....	15 00	
Lt. Gov. of the N.W.T.....	Refund of overpayment made to Librairie Palmé.....	19 15	
W. B. McLellan.....	Refund on account payment made to him <i>re</i> St. Catharines M. & L. Co. <i>vs.</i> The Queen.....	14 00	
			93 33

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 2nd February, 1891.

56 G.—STATEMENT of Receipts on account of Dominion Lands for the Year commencing 1st November, 1889, and ending 31st October, 1890.

MONTH.	Total.													
	Homestead Fees.	Pre-emption Fees.	Improvements.	General Sales of Lands.	Timber Dues.	Rents from Grazing Lands.	Royalty from Stone Quarries, Mining Permits, &c.	Inspection Fees, Fees for Application for Patents, &c.	Surveyors' Examination Fees.	Trust Account.	Rocky Mountains Park of Canada.	Map Sales, Office Fees, &c.	Miscellaneous.	Total.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1889.														
November.....	3,440 00	1,150 00	222 47	7,540 16	10,465 55	107 65	720 49	1,767 50			65 70	234 95	74 00	25,789 47
December.....	3,070 00	1,170 00	223 50	4,256 68	8,707 17	73 60	165 05	2,087 50			14 50	265 42	366 09	20,400 11
1890.														
January.....	2,440 00	1,150 00	241 25	3,703 46	8,468 66		188 40	1,542 50			15 75	113 50		17,863 52
February.....	1,420 00	360 00	199 50	2,413 01	8,513 43	141 21	217 40	865 00			72 45	121 30		14,383 30
March.....	2,250 00	20 00	312 00	3,894 98	4,561 73	14 48	73 70	1,125 00			72 50	118 31		12,382 70
April.....	2,270 00	20 00	263 15	5,953 33	2,539 97	61 25	352 96	1,410 00	20 00		40 70	221 35		13,132 41
May.....	2,370 00		140 00	4,976 21	12,627 70	12 77	750 60	1,235 00	2,117 72		40 00	107 85	160 00	24,537 85
June.....	3,390 00		273 85	2,941 23	5,909 77	616 17	1,075 40	1,472 50	40 00		77 25	227 00	252 82	16,275 99
July.....	3,740 00		306 62	4,167 81	5,108 57	284 90	1,482 01	1,840 00	87 00		147 50	180 50		17,344 91
August.....	2,010 00		204 75	7,949 24	4,734 85	12 33	2,573 48	1,045 00	83 00		205 25	176 42	7,223 28	26,224 20
September.....	1,954 00	30 00	376 50	3,920 73	4,392 55	206 81	732 73	1,137 50	48 00		470 20	176 95	2 21	13,548 18
October.....	1,540 00	10 00	782 67	7,605 90	26,001 93	1,524 28	224 69	1,102 50	30 00		237 50	165 45	75 00	39,259 92
Script and warrants.....	29,894 00	3,910 00	3,546 26	59,262 74	102,032 58	3,056 05	8,622 91	16,570 00	2,397 72	1,439 30	2,109 30	8,154 00		241,202 56
Total.....				258,061 61		9,541 63	100 00							267,763 24
														508,965 80

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 2nd February, 1891.

APPENDIX A.

STATEMENT of Entries affecting Dominion Lands, which were made at the Head Office and at the Agency of the undermentioned Colonization Company, during the year commencing the 1st November, 1889, and ending the 31st of October, 1890.

Where Made.	Homesteads.		Pre-emptions.		Special Grants.		Hudson's Bay Company.		C. P. Railway.		Manitoba and North-Western Railway.		Manitoba and South-Western Railway.		North-Western Coal and Navigation Company.		Total.	
	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
Head Office					168	9,085	9	22,821	294	109,662	28	12,394	20	4,780	182	92,973	701	251,715
The Temperance Colonization Society	17	2,704	8	1,280													25	3,984
Total	17	2,704	8	1,280	168	9,085	9	22,821	294	109,662	28	12,394	20	4,780	182	92,973	726	255,699

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH, OTTAWA, December, 1890.

APPENDIX B.

ABSTRACT of Letters Patents covering Dominion Lands situated in Manitoba, the North-West Territories, and British Columbia, issued from the Department of the Interior between the 1st of November, 1889, and the 31st of October, 1890.

Number.	Nature of Grant.	1889-1890.		1888-1889.	
		Number of Patents.	Area in Acres.	Number of Patents.	Area in Acres.
1	Homesteads.....	1,385	212,405	1,568	246,380
2	Sales.....	813	114,238	911	176,533
3	British Columbia homesteads.....	41	6,470	57	8,495
4	do sales.....	84	11,314	30	3,222
5	Canadian Pacific Railway.....	294	99,296	323	108,210
6	Military homesteads.....	88	27,603	41	12,794
7	Half-Breed allotments.....	49	11,760	68	16,320
8	North-West Half-Breed grants.....	32	5,721	30	5,667
9	Manitoba Act grants.....	16	1,595	17	1,715
10	Special grants.....	169	9,354	44	6,164
11	Manitoba North-Western Railway.....	27	12,183	37	19,737
12	Manitoba South-Western Colonization Railway.....	24	5,217	16	3,748
13	Commutation right of common and cutting hay.....	22	1,786	19	1,843
14	Hudson's Bay Company.....	8	22,182	5	1,679
15	North West Coal and Navigation Company.....	178	80,677	69	39,933
16	School lands sales.....	4	640	10	2,052
17	Canadian Pacific Railway road bed and station grounds.....	11	501		
18	Mineral rights.....	4			
19	Parish sales.....	3	45		
20	Coal lands sale.....	17	2,792	25	4,822
21	Forest tree culture claim.....	1	160	1	160
22	Mining sales.....	3	80	6	681
23	Military bounty grants.....			2	320
24	North-West Mounted Police grants.....			1	160
25	Leases.....			1	1,000
26	Fore-shore rights.....			1	1
	Totals.....	3,273	626,019	3,282	661,636

WM. M. GOODEVE,

Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH,
OTTAWA, December, 1890.

APPENDIX C.

STATEMENT showing the number of Patents forwarded to the several Registrars of the Land Registration Districts of the North-West Territories, and number of notifications mailed to Patentees from 1st November, 1889, to 31st October, 1890, inclusive.

Registration District.	Number of Patents sent Registrars.	Number of Notifications mailed to Patentees.
Assiniboia	490	450
East Saskatchewan	83	85
West do	39	40
North Alberta	47	48
South do	313	225
Totals	972	848

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH, OTTAWA, December, 1890.

APPENDIX D.

STATEMENT showing the number of Deeds of Transfer recorded at Head Office from the 1st November, 1889, to the 31st October, 1890, and the amount received as fees therefor.

Number of Deeds registered.	258	Amount received as fees	\$ cts. 514 00
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WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH, OTTAWA, December, 1890.

PART II.

DOMINION LANDS SURVEYS.

No. 1.

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR.

TOPOGRAPHICAL SURVEY BRANCH,

OTTAWA, 6th March, 1891.

A. M. BURGESS, Esq.,
Deputy Minister of Interior.
Ottawa.

SIR,—I have honour to submit the following report upon the operations of the Topographical Survey Branch of the Department of the Interior during the year 1890.

The season has been a somewhat unfavourable one for the prosecution of surveys, on account of the frequent rains. The wetness of the season has been especially marked in the western part of the Territories and the Rocky Mountains.

MANITOBA.

The surveys have been continued in what is commonly known as the Dauphin Lake district, north of Riding Mountain, where settlement is making rapid progress.

D. L. S. Edgar Bray established the outline of townships in that locality during the winter of 1889-90, returning in February, and his work was continued during the summer by D. T. S. Fawcett, who worked westward to a connection with the surveys already made in the valley of the Assiniboine, following generally the depression between Riding and Duck Mountains. The soil is reported very fertile, with a large quantity of timber and hay lands, making a region very suitable for settlement.

Mr. Fawcett also surveyed the township outlines north of Lake Dauphin, towards Lakes Manitoba and Winnipegosis.

D. T. S. John McAree and D. L. S.'s J. E. Woods, Jos. Doupe and John Vicars had contracts for the subdivision of townships in the Dauphin Lake district. They surveyed eleven townships.

D. L. S. R. C. McPhillips made a survey of claims of settlers on the occupied tract of land within the Indian Reserve at Fort Alexander.

NORTH-WEST TERRITORIES.

D. L. S. P. R. A. Belanger continued the survey of the township outlines in the Whitesand River and Beaver Hills district, and surveyed a part of the 10th Base Line and township outlines based upon it west from the Second Meridian in the Upper Assiniboine basin. Contracts for the subdivision of fifteen townships in all, in the White River district, were let to D. L. S.'s W. Beatty, John McLatchie, A. J. Tremblay, F. Vincent, W. R. Burke and D. T. S. W. T. Thomson. This locality is very inviting to settlement, and will shortly be reached by the extension of the Manitoba and North-Western Railway.

In the Prince Albert district the survey of block and township outlines was made by D. T. S. Otto J. Klotz, and subdivision surveys under contract by D. L. S.'s J. L. Reid and A. J. Brabazon in seven townships.

D. T. S. Wilkins subdivided under contract four and a half townships between the Bow and Elbow Rivers near Morleyville, and D. L. S.'s Jas. A. MacMillan and E. W. Hubbell surveyed thirteen townships between Calgary and Red Deer River in the vicinity of the route of the Calgary and Edmonton Railway.

[PART II]

3

ROCKY MOUNTAINS AND BRITISH COLUMBIA.

The topographical survey of the Rocky Mountains in the vicinity of the Canadian Pacific Railway line has been continued.

The main triangulation upon which the topographical work depends was under the direction of D.L.S. W. S. Drewry, assisted by D.L.S. A. St. Cyr, who observed the angles of the triangles, while Mr. Drewry chose the points for the instrument stations. The object of this triangulation is, as stated in my report of last year, to provide points from which townships may be laid off to accord with the Dominion Land system without surveying continuous lines to connect with the base lines and Initial Meridians, an operation which is expensive in so rugged a country.

The sides of these large triangles are from fifteen to twenty-five miles in length, and the work has been completed from the Fifth Meridian, near Calgary, to the vicinity of the Columbia River in British Columbia. The new instrument supplied by Messrs. Cooke & Sons, of York, England, for the angle measurements, has proved very satisfactory, as shown by the small closing errors of the triangles. Much valuable information is incidentally obtained by the triangulation parties as to the mountain passes and the natural resources of the country.

Another object of the triangulation is to afford reference points for the photogrammetrical survey of the mountains. This latter work was continued by D.L.S. McArthur, who covered some 400 square miles of the mountains adjacent to the valley of Bow River.

It is expected that the topographical sheets showing the photographic work already done will be issued at an early date. They will furnish very accurate and complete information regarding the topography and contours of the country covered by this survey, and will be of value in aiding ready and accurate determination of the boundaries of mining claims, timber berths, &c.

Unfortunately, owing to the large rainfall this year, much time was lost, and the unusually early and heavy snows forced the surveyors to abandon the work in the mountains much sooner than in ordinary seasons.

D.L.S. Driscoll surveyed the town-site at Revelstoke, B.C., and performed a large number of urgently needed subdivision surveys in New Westminster district. The country is mountainous, and generally very heavily wooded, and progress is consequently slow; but, nevertheless, the demands of settlement have been fairly well supplied.

EXPLORATION.

D.L.S. Wm. Ogilvie effected an exploratory survey from Lake Temiscamingue to Moose Factory, and thence along the shore of James Bay as far as East Main River. The object of the exploration was to determine where the meridian of the head of Lake Temiscamingue, which forms the eastern boundary of the Province of Ontario, intersects the shore of James Bay. To this end Mr. Ogilvie made careful observations of longitude by moon culminations, at the mouth of East Main River. In order to determine the longitude of the meridian of the head of Lake Temiscamingue Mr. Ogilvie connected that meridian by survey with a point at Mattawa. The difference of longitude between the latter place and Ottawa was determined by telegraph by Mr. King, the Chief Astronomer of the Department, and myself. The longitude of Ottawa itself, however, is not accurately known, and hence the determination of longitude of the provincial boundary is not complete. Owing to various delays we were unable, as was intended, to determine the difference of longitude between Ottawa and any known point.

MISCELLANEOUS.

In October last, it having been represented that many of the monuments marking the international boundary line between Richelieu River and the St. Lawrence had fallen down or been destroyed, Mr. King was sent to make an inspection of the line. His report on the state of the monuments is submitted herewith.

Numerous minor surveys are required in surveyed townships, especially of water areas. Lakes and marshes shown on the plan of the original survey may, by

a succession of dry seasons, partially dry up, or may be drained. In order that the additional land may be patented correction surveys are needed, in order to correct the plans of record in this Department so as to show the amended areas. To insure uniformity in this work, a number of surveyors residing in different centres in Manitoba and the North-West Territories have been authorized to make these surveys. Time is saved by the surveyor, who works under special instructions, not having to refer to the Department before making the survey, and the public is assured of the services of competent men.

It has been deemed advisable to amend the general instructions for township surveys, particularly as to the manner of marking corners of townships and sections. Accordingly, a new edition of that part of the Manual of Surveys which refers to subdivision surveys was published last spring. The general opinion of the surveyors to whom has fallen the duty of carrying out these instructions is that the new method of marking corners is calculated to ensure permanence, a most important matter in any surveys, but especially where a wide extent of country is covered, and where, by the necessities of the case, settlement is scattered, and the land is not at once occupied by settlers interested in preserving their land marks.

INSPECTION AND CORRECTION OF SURVEYS.

Mr. J. S. Dennis, Inspector of Surveys, was, as in previous years, in charge of the field examination of survey contracts and of the corrections to old surveys. He had under his direction two parties under D.L.S's. C. F. Miles and L. Gosselin.

Mr. Miles made corrections to certain erroneous surveys adjacent to the 2nd Initial Meridian, and Mr. Gosselin made a re-survey of the southern part of the 5th Initial Meridian, and made other correction surveys in that neighbourhood.

These gentlemen also made examinations of the several subdivision contracts. Examinations were also made by D.T.S. Fawcett.

The subdivision work is reported to have been, in general, very well and faithfully performed.

OFFICE WORK.

The correspondence consisted of:—

Letters received.....	1,000
Letters sent.....	1,571

The accounts examined and payments made were:—

Accounts examined and passed.....	186
Amount of accounts.....	\$115,634.65
Cheques forwarded.....	895

The draughting office has been occupied as usual chiefly with the examination of survey returns and the preparation of township plans.

The following is a synopsis of the plans received, examined, &c., during the twelve months:—

Plans received, with corresponding field notes—:

Subdivision.....	60
Outline.....	22
Road surveys.....	7
Correction and inspection.....	135
Settlements and town plots.....	5
Miscellaneous.....	36
Number of plans examined.....	273
Township plans compiled.....	98
Township plans copied by hand.....	17
Miscellaneous plans and diagrams made.....	78
Miscellaneous tracings.....	66
Plans completed for printing.....	135
Lithographic proofs examined.....	130
Declarations of settlers received.....	85
Progress sketches received.....	81

In the spring of this year a map of Manitoba and the North-West Territories was prepared for exhibition at Bremen, to illustrate the agricultural and mineral resources of the country, and appears to have excited much interest.

A new edition was prepared and published of the map of the railway belt in British Columbia, on the scale of 12½ miles to an inch, revised to 10th of September last.

The two remaining sheets of the map of the belt on a three mile scale have been compiled, and the three sheets drawn last year have been revised and traced for printing.

An account against the Hudson's Bay Company for their share in the cost of surveys was completed on 10th May.

Among the miscellaneous work may be mentioned the preparation of contracts for surveys, with accompanying sketches, the revision and copying of surveyors' reports, making descriptions for patents, copying field notes and checking the progress accounts and final accounts of contract surveys; also, checking the list of "Sumass dyking lands" and making schedules of lands surveyed and subsequently included in Indian reserves.

The miscellaneous maps and plans kept in the office for reference have accumulated so much that it has been found necessary to make an alphabetical index to them.

The index, commenced last year, showing the names of surveyors who have made surveys for the Department and the nature and extent of their work, has been completed in a rough state, and progress made in the fair copy as time could be spared from more pressing work.

Mr. H. N. Topley, the photographer, developed and printed the photographs required for the topographical survey of the Rocky Mountains, and has made many copies of maps, besides enlargements and reductions. He also has developed for the Geological Survey Department 350 negatives and printed 563 photographs, many being finished in crayon, and has besides made copies of plans, &c. Mr. Topley also spent several weeks in photographing the copper and nickel mines at Sudbury and phosphate mines to illustrate the different methods of mining.

The appended schedule of work of the lithographic office shows a total of 42,851 copies of maps, forms, &c.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

Meetings of the Board of Examiners were held in February and August, 1890.

The following gentlemen having passed the requisite examinations were granted commissions as Dominion Land Surveyors:—

C. H. Wallace, P.L.S., Hamilton, Ont.; J. H. Moore, P.L.S., Newmarket, Ont.; Owen McKay, P.L.S., Windsor, Ont.; D. B. Brown, P.L.S., Cornwall, Ont.; L. Tallan, P.L.S., Ottawa, Ont.; J. L. Côté, Ottawa, Ont.; A. J. Tremblay, St. Roch des Aulnets, Que.

The correspondence of the Board of Examiners amounted to:—

Letters received.....	117
Letters sent.....	101

APPENDICES.

The following documents are appended:—

1. Schedule showing Dominion Land Surveyors employed during the year.
2. Schedule showing work done in the lithographic office.
3. Mr. King's report on boundary line monuments; reports of the Inspector of Surveys and surveyors in charge of parties.
4. Examination papers of the Board of Examiners for Dominion Land Surveyors.

I have the honour to be, Sir,

Your obedient servant,

E. DEVILLE,

Surveyor General.

SCHEDULE of Dominion Land Surveyors employed during the Year ending
31st October, 1890.

Surveyor.	Residence.	Description of Work.
Belanger, P. R. A.	L'Islet, Que	Survey of Township outlines and correction of Surveys.
Bowman, A. M.	Toronto, Ont	Sub-division of Townships 24 and 25 in Range 22, west of the Principal Meridian.
Burke, W. R.	Ingersoll, Ont.	Sub-division of Townships 29 and 30 in Range 3, and 30 in Range 4, all west of the 2nd Initial Meridian, and correction of Surveys.
Beatty, W	Delta, Ont.	Sub-division of Townships 29 in Range 10, and 30 in Range 11, all west of the 2nd Initial Meridian.
Brabazon, A. J.	Portage du Fort, Que	Sub-division of Townships 45 in Range 21A, and 46 and 47 in Range 21 and re-sub-division of 44 in Range 20, all west of the 2nd Initial Meridian.
Dennis, J. S.	Ottawa, Ont.	Inspector of Surveys.
Doupe, Jos.	Winnipeg, Man.	Sub-division of Townships 23 and 24 in Range 23, west of the Principal Meridian.
Drewry, W. S.	Belleville, Ont.	Triangulation of Railway Belt.
Driscoll, A.	New Westminster, B.C.	Sub-division and other surveys New Westminster District, B.C.
Fawcett, T.	Gravenhurst, Ont.	Survey of Township outlines, correction of surveys and examination of sub-division contracts.
Gosselin, L.	Quebec, Que	Correction of Surveys.
Hubbell, E. W.	Ottawa, Ont.	Sub-division of Townships 31 and 32 in Range 1, and 30, 31 and 32 in Range 2, all west of the 5th Initial Meridian.
Klotz, Otto J.	Preston, Ont.	Survey of Block and Township outlines, and correction of surveys.
Laurie, R. C.	Battleford, Sask	Re-posting Battleford town plot.
Miles, C. F.	Walkerton, Ont.	Correction of surveys and examination of sub-division contracts.
McAree, J.	Toronto, Ont.	Sub-division of Townships 27 and 28 in Range 18, and 26 in Ranges 19 and 20, all west of the 2nd Principal Meridian.
McLatchie, J.	Ottawa, Ont.	Sub-division of Townships 29 in Range 9, and 30 in Range 10, all west of the 2nd Initial Meridian.
Macmillan, J. A.	Calgary, Alta.	Sub-division of Townships 28 and 30 in Range 27, and 29 and 30 in Ranges 28 and 29, all west of the 4th Initial Meridian—and 29 and 30 in Range 1, all west of the 5th Initial Meridian.
McArthur, J. J.	Ottawa, Ont.	Topographical Survey of Rocky Mountains.
McPhillips, R. C.	Winnipeg, Man.	Survey of lots in Indian Reserves at Fort Alexander, and district correction Surveys.
Ogilvie, W	Ottawa, Ont.	Exploratory survey between Lake Temiscamingue and Hudson's Bay.
Reid, J. L.	Port Hope, Ont.	Sub-division of Township 44 in Range 26, and re-survey of Townships 46 and 47A in Range 24, all west of the 2nd Initial Meridian.
Thompson, W. T.	Qu'Appelle, Assa.	Sub-division of Township 31 in Ranges 6, 7 and 8, all west of 2nd Initial Meridian, and correction of Surveys.
Tremblay, A. J.	St. Roch des Aulnets, Que	Sub-division of Townships 29 in Range 11, and 30 in Range 12, all west of 2nd Initial Meridian.
Vicars, John	Cannington, Ont	Sub-division of Townships 25 and 26 in Range 23, and 25 in Range 24, all west of the Principal Meridian, and correction of Surveys.
Vincent, F.	Fraserville, Que.	Sub-division of Townships 30 in Range 5, and 29 and 30 in Range 6, all west of 2nd Initial Meridian.
Wilkins, F. W.	Norwood, Ont	Sub-division of Townships 24, 25 and part of 26 in Range 5, and 24 and 25 in Range 6, all west of 5th Initial Meridian.
Woods, J. E.	Aylmer, Que.	Sub-division of Townships 24 in Ranges 20 and 21, all west of Principal Meridian.

LITHOGRAPHING done during the Departmental Year.

Months.	Maps.		Townships.		Circulars.		Forms.	
	No. of Maps.	No. of Copies.	No. of Townsh'ps	No. of Copies.	No. of Circulars.	No. of Copies.	No. of Forms.	No. of Copies.
1889.								
November.....	4	405	11	605			5	1,750
December.....	3	295	9	495	1	300	9	4,310
1890.								
January.....	5	515	7	385			2	39
February.....	4	395	4	220			6	2,144
March.....	8	765	3	215	1	50	6	6,601
April.....	4	430	20	1,100	5	900	5	866
May.....	2	210	12	660	1	60	8	2,520
June.....	6	990	11	605	4	620	4	168
July.....	3	195	14	770	1	500	10	2,100
August.....	4	905	5	275			1	6
September.....	4	350	19	1,045			5	5,406
October.....	2	185	18	990			6	1,506
Total.....	49	5,640	133	7,365	13	2,430	67	27,416

RECAPITULATION.

Number of Maps.....	49	Number of Copies.....	5,640
do Townships.....	133	do.....	7,365
do Circulars.....	13	do.....	2,430
do Forms.....	67	do.....	27,416
	262		42,851

No. 2.

REPORT OF W. F. KING, D.T.S., CHIEF ASTRONOMER.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEY BRANCH,
OTTAWA, 20th January, 1891.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report that on the 6th October last, according to your instructions, I went to Rouse's Point, where it had been arranged that I should meet Mr. A.S. Kibbe, the engineer who had been appointed by the Government of the State of New York to examine into the condition of the monuments on the International Boundary, from Champlain River to the St. Lawrence at St. Regis village.

When I reached Rouse's Point I found that Mr. Kibbe had begun work some days previously, and his whereabouts were then unknown. I therefore proceeded with the examination on my own account, and travelled over some 20 miles of the line before I met him at Chateaugay, N. Y., on 14th of October.

After consultation we decided that it would be to our mutual advantage that I should guide his party to the monuments which I had already seen, in return for which they were to show me those which they had visited, since the greater number of the monuments are in woods, and difficult to find.

On 26th October, the work having been completed, I returned home.

On 31st October I reported that I had not sufficient data for the compilation of my report, there being in Ottawa no copy of the original plans and field notes from which I could identify the monuments; but I have lately received from Mr. Kibbe a copy of his plan, on which are marked the original numbers of the monuments. He states that these numbers were taken from an original map in the possession of the War Department at Washington. The numbers should, therefore, be reliable, and I use them in the description below, although in one case (689 *a*) a post is standing in the ground which is not indicated on the map.

The numbering begins, I believe, from the post planted where the boundary line leaves St. Croix River, and the posts count west along the whole line to St. Regis. My work begins with post No. 645, on the west bank of Richelieu River. This post has disappeared.

DESCRIPTION OF THE MONUMENTS.

The monuments placed by the Boundary Commissioners are pillars of cast iron 6 feet long. They are 6 inches square at the base, and for half their length. For the upper half of their length they taper to 4 inches at the top, and are finished in pyramidal form. They are hollow, about $\frac{3}{8}$ inch thick. Flanges at the bottoms of the pillars serve to hold them more firmly in the ground. They were placed on cedar posts, half of the iron pillar being below the surface of the ground.

On two opposite sides of the pillar are put the names of the Commissioners, and on the other sides: "Treaty of Washington," and "Boundary, 9th August, 1842," respectively.

The pillars are not planted at regular distances. The average interval between them is rather more than half a mile, besides some placed at highway and river crossings.

Besides these pillars there is one stone monument marking the boundary line at the Astronomical Station near Richelieu River.

CONDITION OF THE MONUMENTS.

No. 645.—On the bank of Richelieu River. This post has disappeared.

No. 646.—About 25 chains west of the river is a stone obelisk, surrounded by an iron railing. This monument is in good condition. It is marked with the names of the Commissioners and the Astronomers. It marks the meridian of an astronomical station, the remains of which, in the form of some stone pillars, evidently used for supporting the instruments, still stand on a hill opposite Fort Montgomery about a quarter of a mile south. The latitude, $45^{\circ} 00' 42''.8$, and the longitude, $75^{\circ} 21' 27''$ are also marked on the stone.

Between No. 646 and the river, and on the line, stand two stone pillars, evidently bench marks. These are of recent date, one being marked 1884. All the rest of the monuments after No. 646 are of iron.

No. 647.—About 50 chains west of 646. Iron post, nearly plumb, stands alongside fence on south side of road, about one chain west of where it is crossed by the highway running north from Rouse's Point, and the Grand Trunk Railway.

No. 648.—Fifteen chains west of No. 647. At south-east corner of two roads. Iron post, leans considerably to the north-west, but is firm.

No. 649.—About 60 chains west of 648. In a swampy place, with small cedars. Post in good condition, and plumb.

No. 650.—About 35 chains further, on west side of a road. Plumb and firm.

No. 651.—About 55 chains further. Plumb and firm.

No. 652.—About the same distance west of 651. In a prominent position in a field. Firm and plumb.

No. 653.—About the same distance west of 652. On east side of highway. Plumb and firm.

No. 654.—About 45 chains west of 653. On east side of a north and south road and on south side of a cross road. Plumb and firm.

No. 655.—About 32 chains west of 654. Stands plumb and firm in a gap in a stone wall, by which it is nearly hidden, except when exactly alongside.

No. 656.—Is in a bad cedar swamp. West of No. 655. I did not see this post, but I am told on good authority that it stands in its place, plumb, though loose.

No. 657.—Is $7\frac{1}{2}$ chains east of a road, on a knoll, on north side of a rail fence. Leans 10 inches to the north-east, but is firm.

No. 658.—At edge of a ditch, broken, and top gone, but remainder of post resting over stub. This post I passed without seeing it.

No. 659.—Under a shed at the west side of a highway. Plumb and firm.

No. 660.—West of a road, a little north of a brick house, opposite to a burned-down stone store. Has been heaved 10 inches by frost, and is loose, though plumb.

No. 661.—Stands plumb and firm, on the west side of a road.

No. 662.—About half a mile west of 661, in a cedar and tamarac swamp, on south side of a brush fence. Plumb; not heaved, but rather loose.

No. 663.—Was not seen. It is in a swamp, and has probably fallen down.

No. 664.—On south side of a fence, at corner of a fence running north. Cleared land to the north-west; the rest second-growth woods. About 15 chains west of a cross road. Post heaved 3 inches, but firm and plumb. A small crack in south side of post, but no part gone.

No. 665.—About half-a-mile west of No. 664. On the north side of a fence, on a high cleared ridge. Post broken off about 6 inches from ground, the stump remaining firm. The upper part of the post is supported upright and clear of the stump by the cedar core of the post.

No. 666.—About three-quarters of a mile west of 665, and three-eighths of a mile west of the Grand Trunk Railway. On the south side of a rail fence. Second-growth brush to the north, clearing to the south. A fence runs south $\frac{1}{4}$ chains east of post. Post plumb, but not quite firm.

No. 667.—Firm and plumb. On a high, stony ridge, clear of trees, about three-eighths of a mile east of Goodspeed's store.

No. 668.—On west side of road, in front of a store. Post erect, but loose, having been heaved by frost 18 inches.

No. 669.—In south-west angle of fence on the line and a north and south fence crossing it. On high land. Firm and plumb.

No. 670.—In spruce and second-growth maple. Land sloping to west. No fence on line here. Heaved 6 inches, and loose, though plumb.

No. 671.—On south side of a rail fence, in a low pile of stones, 25 feet east of a fence running south. Land cleared both north and south. Post firm, but leaning slightly towards north-east. A small piece is broken out of the south-east corner of the post near the base.

No. 672.—South of rail fence, on a knoll falling to south. Small brush on the north; cleared pasture to south. Post plumb and firm, but having a small crack in the south-east corner.

No. 673.—Fifteen feet north of rail fence in a field, and 100 yards east of a road. Heaved 6 inches; not quite firm, and inclined to the north-east at an angle of 60° to the horizon.

No. 674.—On the west limit of the road, a few chains east of the English River. In hard ground, but rather loose, and inclined towards the north-west at 40° to horizon.

No. 675.—On south side of a rail fence 15 feet east of a north and south fence crossing the line. Clearing on both sides of the line. Plumb and firm.

No. 676.—In small brush, about 23 chains east of cross-road, and 100 feet west of a small creek. Plumb, but not quite firm, though not sensibly raised by frost.

No. 677.—This post should stand north-west of a small house west of the road. It cannot be found. It is supposed to have been entirely broken up.

No. 678.—Stands in small brush, on a rocky hill side. On farm of Luke Connolly. Post stands four feet out of ground, but is plumb and firm.

No. 679.—Four hundred yards east of Armstrong's house on cross-road. Post stands at edge of brush at north side of a pasture. Wet ground. Post heaved one foot; loose, and leans towards the south. A piece has been broken out of the south side near the ground.

No. 680.—West of Armstrong's about a quarter of a mile. Heaved four inches, but firm and plumb. Several cracks in the east side of the post, but no part broken out.

No. 681.—Half a mile west of No. 680. At rear (north end) of Simpson's farm. Near summit of a high hill in open woods. Heaved three inches, but plumb and firm.

No. 682.—At west side of road opposite Shea's store. In hard ground, but loose, and leans 10 inches to the west.

No. 683.—In woods 10 feet from the edge of a clearing north of the line, and on the hill overlooking the wooded valley of a creek to the east. Post plumb and firm.

No. 684.—Among small trees and bushes some distance north of a small house. Fifteen feet south of rail fence. Heaved 3 inches by frost, and loose, though plumb. Eighteen inches broken out of west side of post.

No. 685.—Among second-growth trees and bushes. About a quarter of a mile east of a creek. In hard ground; plumb and firm.

No. 686.—In the woods, in firm ground. Plumb and firm.

No. 687.—This post stands in rock, on the north edge of the rocky chasm called the "Gulf." Post stands firm and plumb, 4 feet out of ground. Some flat stones piled around it. Among small pines.

No. 688.—On south (or south-west) side of the "Gulf" on a sort of a projecting point of the flat rock called "Huckleberry Rock." Rock covered with thin layer of moss, and small brushes, &c. The Gulf, below this point, is thickly wooded with pines, &c. Post has been broken up, three small pieces only remaining in the hole. The point is at present marked by a small pile of stones, one stone standing on edge. It is south-west 2 or 3 feet from a small second-growth pine tree.

No. 689.—Stands in woods, small second-growth trees, 4 chains east of a little travelled road. Heaved 1 foot, and quite loose, leaning 10 inches to west. A few stones piled at base help to support it.

No. 689a. This post is not shown on the map. It is approximately 35 chains west of No. 689 and 45 chains east of No. 690. On a small knoll in the woods, in a grove of large hemlocks. No fence here. Heaved 6 inches, and loose, but stands plumb.

No. 690.—In woods. Plumb and firm. A large piece has been broken out of the east side near the base, and a triangular piece out of the north side.

No. 691.—About 35 chains west of 690. Fifteen feet west of the south-west corner of a small buckwheat field, surrounded by woods. On a high ridge. The post stands with its whole length out of ground, propped up plumb by a small pile of stones. Hence, possibly it does not stand in its proper place.

No. 692.—Is in a very bad swamp. Post plumb and firm.

Nos. 693 and 694.—These posts were not found, the woods and swamps here being very difficult to traverse in a straight line. It is doubtful whether the post called above No. 692 is not No. 693.

No. 695.—In small second-growth brush, on burnt land. About 15 chains east of Clinton Mills road; 20 feet north of rail fence. Post plumb and firm.

No. 696.—In second-growth brush, about 40 feet south-west of a good sized spruce tree; 20 feet south of a brush fence. Post plumb and firm.

No. 697.—On south edge of bush, an open field to the south. A low pile of stones marks boundary line, and a rail fence stands 10 feet north. A line fence from the north comes in about 40 feet to the west. The post stands in the pile of stones. The upper part of the post has been broken off and replaced upside down in the lower part. Quite firm. A wooden post, about 12 feet north of the iron post, marks the corner between lots 49 and 50, Township of Franklin, P.Q.

No. 698.—On north side of fence, about 2 chains east of fence running north. In open between two strips of woods. On high ground, giving an extensive view to the north. Firm, being half buried in stones. Leans an inch or two to the north.

No. 699.—On ridge half a mile east of a cross-road. St. Lawrence River and hills beyond visible from post. On north side of fence, at a maple tree. Plumb and firm in hard ground.

No. 700.—On hill 100 yards east of a creek flowing in a rocky ravine, and 200 yards west of a cross-road. Just north of a brush fence. Post plumb and firm in hard ground.

No. 701.—On north side of rail fence, 30 feet south of two high elm trees. Woods to the north, and wet cleared ground, with bushes, to the south. Fence running south 50 feet east of post. Post heaved 6 inches by frost, and quite loose in hole.

No. 702.—Half a mile east of Frontier P. O. On a stony hill, 3 chains west of a small brook, and on south side of a fence. Post plumb, but quite loose.

No. 703.—On east side of road at cross-roads at Frontier P. O. Post firm, but leaning to the north. A hole 1 inch square has been cut in the west side of post, and an irregular oval hole in the opposite side. Used as a hitching post.

Nos. 704 and 705.—There are here two posts, 8 feet apart on line, the presence of two posts together indicating that this was an astronomical station. Both plumb and firm. Twelve feet north of line fence, 150 feet west of the fence running north, and 175 feet east of another fence. Pasture land sloping to north.

No. 706.—On north side of fence about midway of a lot on the Canada side, 600 feet wide. Woods to south. Post pretty firm, but leaning to north-west at an angle of 60° to horizon. A large fallen tree partly covers the post with its branches.

No. 707.—Could not be found. Probably about 15 chains west of a little-travelled cross-road, on northern edge of a pasture (bush to north of line).

No. 708.—In woods. Ground undulating; stands in a brush fence, about 60 feet east of the north-east corner of a fenced field, and about $\frac{1}{3}$ mile east of the line between the counties of Franklin and Clinton, N. Y. Post firm and plumb.

No. 709.—On north side of fence, about $\frac{1}{4}$ mile north of a house, and a few yards east of a clump of woods on the Canadian side of line. Firm, but inclined at 45° towards the north.

No. 710.—About 6 chains east of a store on the line at cross-road. On north side of fence, by which it is supported, being nearly its whole length out of ground, and leaning to the north at an angle of 45° .

No. 711.—On east side of road in front of Cook's store. Firm, but leans 6 inches to west. Has ring attached, and is used as a hitching post. This post is marked No. 711 on the west side, being the only post I have seen having its number marked upon it.

No. 712.—About $\frac{1}{2}$ mile west of No. 711. About 5 chains north of a house and on south side of a rail fence. Stands firm, in a pile of stones, inclined to south-west.

No. 713.—On south side of a rail fence, about 5 chains east of woods and 1 chain east of a fence running south. Cleared land on both sides of line. Post plumb and firm.

No. 714.—On east side of road in front of store. (Boyd's store on opposite side of road). Post firm, and nearly plumb. Has been painted white.

No. 715.—About $\frac{3}{4}$ mile west of No. 6, in the woods. There is no fence here marking the line, but the old cutting is easy to follow. In thin open woods, on flat ground, sloping a little towards the north. Post plumb and firm. Has been painted white, but paint is nearly altogether washed off.

No. 716.—About $\frac{1}{2}$ mile west of No. 715. Low-lying, level ground; open woods, with some windfall. Post plumb and firm.

No. 717.—About $\frac{1}{2}$ mile west of 716. About 10 feet south-east of a spruce tree at the northern edge of a clearing, and about 2 chains west of a rail fence running south and the same distance east of a slab fence. Post plumb and firm.

No. 718.—About half a mile west of 717. Plumb and firm. About 8 feet north-east of a large elm tree, on south side of a rail fence, in a clearing about 4 chains east of a fence running south.

No. 719.—On the east side of the road running east of Chateaugay River. Leans towards south-east, but is firm. A piece has been broken from the east side of the post about 2 feet from the top, making a hole 2 by 3 inches. It is cracked also around this hole. There is a bullet hole in the west side, 1 foot from top. There is a story that this post is not in its original place, but has been moved south. This seems unlikely, since the cutting is visible both ways from the post. The prismatic compass, however, showed that the line west deflects towards the north about $3\frac{1}{2}^\circ$.

No. 720.—On west side of Chateaugay River, in the valley, about 10 feet from river bank. Heaved 4 inches by frost, and rather loose, though plumb. There is a bullet hole in the south-west side of the post, which is otherwise perfect.

No. 721.—On west side of road, opposite Bush's store. Firm, in hard ground; about 2 feet of the post above ground. Leans a little towards the west. A piece 8 inches long has been cracked out of west side.

No. 722.—About $\frac{1}{3}$ mile west of 721. On a slight rise of ground at the south side of a pasture. Post stands on south side of fence, about 2 chains west of where the fence turns to the north. Firm, and very nearly plumb.

No. 723.—About 30 chains west of Jamieson's store. In thin woods on level ground. Plumb and firm.

No. 724.—About 50 chains west of No. 723. In woods, small trees, on low and wet ground, about 100 yards west of a swampy creek. North side of a rail fence. Plumb and firm.

No. 725.—About 50 chains west of 724. In woods, with much windfall, and swampy. Post plumb, but rather loose.

No. 726.—About $\frac{1}{2}$ mile east of F'ynn's house. On level ground. In second growth woods, 12 feet south of brush fence. Post plumb and firm.

No. 727.—Post stands in a brush fence, and is almost hidden thereby, on ground rising to the east and overlooking a swamp to the west. In open woods. Post plumb and firm.

No. 728.—In the woods north of Stebbens' Creek. Land falling to north-west. Open woods. Post plumb and firm, though raised 2 inches by frost. Post badly cracked; large loose pieces on two sides of post.

No. 729.—A few yards east of the creek on Hiram Stebbens' farm. In solid ground. Post leans a little to the south, and can be shaken slightly.

No. 730.—On north side of fence. On top of stony ridge overlooking a swampy tract of woods to the east and south. Near some rock-elm trees. Very firm in ground, being in the midst of a pile of stones. Plumb.

No. 731.—At north edge of woods, north-east of J. Martin's sugar house. Post badly broken; two sides completely gone, except just at top. Leans towards the west, but is firm.

Nos. 732 and 733.—Two posts, about 10 feet apart, a few yards east of Trout River. Both posts firm in ground, but inclined at 30° to the horizon towards W. S. W. Said to have been pushed over by ice.

No. 734.—Could not find this post. Was told by an old resident that it stood among the bushes on the peninsula in the mill dam (Trout River), and was knocked down by the ice some twenty years ago.

No. 735.—Stood originally in the street in the village of Trout River Lines, about 10 feet from the platform in front of the Franklin House, but was broken off even with ground by a runaway team. The lower part of the post remains in its place.

No. 736.—About 10 chains west of No. 9, behind the houses of the village. Alongside fence. Post leans 12 inches to the north, and is loose.

No. 737.—Stands on a small hill. Land clear on both sides of line. Post plumb and firm.

No. 738.—At foot of a small stony hill, on cleared land. Post stands south of the fence, about 4 feet out of ground, having been heaved by frost. It is quite firm, though leaning a little to the south-west.

No. 739.—Stands upright in the middle of the ditch, east of Sulphur Springs Creek. The post is very nearly its whole length out of the mud in the bottom of the ditch, and is supported only by the cedar post. It can be swayed to and fro with ease.

No. 740.—North-west of the brick house at Sulphur Springs. On south side of fence. Firm, leaning towards the south-west.

No. 741.—On top of a hill, on south side of fence. Plumb and firm.

No. 742.—On west side of road near store. Plumb and firm.

No. 743.—On south side of fence, in wet pasture, 10 feet west of a fence running north. Nearly plumb, and not quite firm. Cracked on south side for about 2 feet, but no pieces broken out.

No. 744.—In cedar swamp. Could not find this post, although I went twice through the swamp. Have been informed that the post is lying on the ground. This accounts for my not finding it, as the place is a very difficult one to follow a line in.

No. 745.—At edge of cedar swamp, alongside and north of fence. Post plumb, but can be shaken a little.

No. 746.—On south side of lane, on a stony ridge. Alongside rail fence and bushes. Plumb and firm.

No. 747.—In bushes north of fence, a few feet east of where the fence turns north. Plumb and firm.

No. 748.—On east side of a road in front of a store. Broken off close to ground, the stub of post remaining. Two or three small pieces of the rest of the post also were found.

No. 749.—On wooded hill north of fence. Leans 6 inches to north-west, and is loose.

No. 750.—On rocky ridge, 45 chains west of No. 2. Plumb and firm.

No. 751.—About 60 chains west of No. 3. On north side of fence, on a low hill. Plumb, but rather loose.

No. 752.—Stands on the east side of the road running north from the freight sheds of Grand Trunk Railway at Fort Covington. Nearly plumb and firm.

No. 753.—North side of fence, in meadow land. Plumb and firm.

No. 754.—Stood originally on west side of road at Dundee village, in front of a store and opposite to the hotel. It was broken off many years ago, and it is said that the stump remains in the ground but has been covered up with 4 or 5 feet of gravel, put there to repair the road. Was told by one of the town supervisors that they had dug for it, but failed to find it.

No. 755.—On east side of road, just west of Salmon River at Dundee. Broken off some years ago close to ground. Could not find the stump, which is said to have been covered up with earth in making the road. The upper part of the post lies in front of Fraser's bakery, on the other side of the road.

No. 756.—In Dundee Swamp, a few feet south of the winter road, at the back (north) of Hiram Russell's place, and about $2\frac{1}{2}$ chains west of his east line. Leans a little to the south-east, but is firm.

No. 757.—About 45 chains west of No. 756. Also in the swamp. About 15 feet south of the middle of the winter road. At rear of David Smith's farm. Tamarac tree 8 inches in diameter 10 feet east of post. Post loose, and leaning 8 inches to the west.

No. 758.—On "Tyo's Island," which is a small area of dry land rising from the swamp. Post 200 or 300 yards east of Pike Creek. Near some elms. Heaved 6 or 8 inches, and loose. Leans a trifle to the west.

No. 759.—This post lies flat, with its base under the fence. At the edge of the swamp, which extends to Pike Creek. There is no sign of the cedar post on which the post originally stood. Jacob Hollenbeck states that the post lies 15 or 20 feet from its original position.

No. 760.—Stands at end of stone wall on east side of road. Firm, but leans 10 inches to the north.

No. 761.—About 40 chains west of No. 760. On north side of rail fence. Cleared woodland, stumps remaining, low-lying, wet. In willows, about $\frac{1}{4}$ mile north of Jacob Hollenbeck's house. Post has been heaved by frost, and now stands 4 feet out of ground, and is loose, though plumb.

No. 762.—Thirty chains west of No. 761. A little west of a fence corner, where stone and brush fence running north-west meets line fence 4 feet out of ground. Plumb and firm.

No. 763.—If this post exists at all, it is in an almost impassable swamp, and could not be found. Could find no one who knows anything of it.

No. 764.—On a stony ridge, well wooded with hardwood trees, overlooking swamp to the east. On north side of rail fence. Plumb and firm.

No. 765.—In cleared land, wet pasture, just east of a small stream. Firm, but broken off about 2 feet above ground.

No. 766.—Cleared land. Line marked here by a line of small bushes. A small house just south of line 600 feet west of post. Post firm, and very nearly plumb, leaning slightly to the east.

No. 767.—Line here marked by a strip of bushes and small trees; no fence. Cleared and cultivated land on both sides. Post pretty firm, leaning 6 inches to north-west.

No. 768.—Near western edge of a clearing. Small brush and thorn bushes to the west and south. Post in hard ground, plumb and firm.

No. 769.—In the woods near Pike's house. Post firm, but not quite plumb, leaning to north-east.

No. 770.—On bank on St. Régis River. I was told by the Indian, Pike, that the bank of the river had been washed away by the current, and cut by the ice, so that the post had fallen into the river, and probably now lies 10 or 15 feet out from the present bank. The post fell many years ago.

No. 771.—Stands on the west side of the main street in St. Régis village. Plumb and firm.

No. 772.—On hill in the middle of the peninsula on which the village stands. Plumb and firm.

No. 773.—Near a little-used trail, close to a small log outhouse in a fenced enclosure. Plumb and firm.

No. 774.—On bank of St. Lawrence. This post has fallen into the river, owing to the caving of the bank. Said to have been missing fifteen or twenty years.

There is one post in a perfect condition standing on the main street of Fort Covington village. This is said to be a post which the Commissioners did not require, and left unplanted. Some one took possession of it, and planted it as a hitching post.

Résumé.

The posts on this portion of the boundary line number 131 (that is, from 645 to 774, inclusive, according to the Commissioners' numbering, together with one post they have not noted, which I have called 689a).

The condition of these posts may be stated in tabular form thus:—

	Number.	Percentage of whole Number.
Posts plumb and firm.....	51	39
do inclined, though firm	19	14.5
do loose.....	27	20.6
do partly broken, but standing.....	13	10
do broken; stump remaining.....	7	5.3
do completely gone	7	5.3
do fallen down.....	2	1.5
do not found	5	3.8
Total	<u>131</u>	

This table shows that only about 53 per cent. of the posts stand firm and unbroken; 14 posts, or about 11 per cent. of the total, are either known to be completely lost or have fallen down out of their places, or could not be found. Possibly, some of these last might be found standing in thick bush, or otherwise hidden, if a survey were made of the line, clearing away the trees and chaining from post to post. This I had neither the authority nor the means to do.

I would respectfully recommend that when a new survey of this line is made the present rather slight hollow iron pillars be replaced by either solid iron or stone monuments. The difficulties and expense of transport will not now be so great as they were when the present line was established, nearly fifty years ago.

I have the honour to be, Sir,

Your obedient servant,

W. F. KING,

Chief Astronomer.

No. 3.

REPORT OF J. S. DENNIS, CHIEF INSPECTOR OF SURVEYS.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEY BRANCH,
OTTAWA, 27th January, 1891.

E. DEVILLE, ESQ.,
Surveyor General.

SIR,—I have the honour to submit my annual report regarding the operations under my charge during the past year.

The early part of the year, prior to my departure on my annual trip to Manitoba and the North-West Territories, was fully occupied with office work in connection with the previous season's surveys, and in compiling information regarding Indian reserves, the latter work being performed conjointly with Mr. J. C. Nelson, D.L.S., of the Department of Indian Affairs.

Owing to the late date at which arrangements for the season's field operations were completed I did not find it necessary to leave the office for my western trip until the 23rd of July, at which date most of the surveyors had begun their work.

I proceeded to Winnipeg *via* Toronto and the lakes, and arrived there on 25th of July. Leaving again on the 26th, I went to Calgary, which point was to be, as it had been during the two previous seasons, my headquarters. Mr. Wm. Pearce, the Superintendent of Mines, added to past kindnesses by again giving me office room in his commodious office.

Previous to my departure from Ottawa, two parties had been detailed for work in connection with corrections to existing surveys, and the necessary detailed instructions for this work had been issued. The first party, under direction of Mr. D. L. S. Miles, was sent to complete the examination and correction of surveys on the 2nd Initial Meridian and in adjoining townships. The other party, under Mr. D. L. S. Gosselin, was instructed to effect the investigation of errors on the 5th Initial Meridian, between the 3rd and 4th Bases, and to perform other re-surveys required in the south-western portion of the Territories. Both these gentlemen were at work when I arrived at Calgary, where I remained until the 5th of August. I then visited Mr. Miles on the 2nd Initial Meridian, travelling by the Canadian Pacific Railway and Manitoba and North-Western Railway to Saltcoats, and driving from that point to his camp. After conferring with him regarding the work he had in hand, and issuing some further necessary instructions, I returned to Calgary on the 16th of August, where I remained for a few days getting up arrears of office work. I then drove to Fort Macleod and visited Mr. Gosselin, who was working near the Porcupine Hills, investigating errors on the 5th Initial Meridian and adjoining township outlines. The results of Mr. Gosselin's examination up to that time necessitated the issue of further instructions, which were handed him during my visit.

I returned to Calgary on the 24th August, and, leaving again on the 3rd September, I visited and made a partial examination of subdivision contract No. 15, returning to headquarters on the 8th. I left again on the 9th, and visited contract No. 17, for the purpose of making an examination of the work performed, but owing to a very heavy snow storm which occurred on the 10th and 11th I was unable to accomplish anything. During this storm the snow fell at my camp, which was situated about thirty miles west of Calgary, to a depth of 18 inches.

I reached Calgary again on the 13th, and, leaving on the morning of the 17th, I visited and completed the necessary examination in subdivision contracts Nos. 13, 15 and 17. Returning to headquarters on 1st October, I remained until the 6th,

when I proceeded to Prince Albert *viâ* the Canadian Pacific Railway and the newly constructed Long Lake and Saskatchewan Railway. At Prince Albert I met Mr. D. L. S. Reid and discussed with him the correction surveys which he was performing in that district. I also, while there, issued instructions to Messrs. Reid and Brabazon for their guidance in completing certain re-surveys which they had in hand.

I returned to Calgary on the 18th October, and, having completed my season's field work, I visited Banff on the 21st, and then left for home, reaching Ottawa on the 27th October.

While at headquarters during the summer my time was fully occupied with correspondence and general matters connected with the season's surveys. Full reports regarding these different matters were submitted from time to time.

CORRECTION SURVEYS.

In addition to the correction surveys performed by Messrs. Miles and Gosselin in the districts above referred to, correction surveys were effected at the following points:—

Mr. D. T. S. Fawcett re-surveyed certain township outlines in the Lake Dauphin district. Mr. D. L. S. Vicars re-posted certain of the township outlines run during the winter of 1889-90 by D. L. S. Bray in the Lake Dauphin district. Mr. D. L. S. Belanger re-surveyed a number of township outlines in the vicinity of Beaver Hills. Mr. D. T. S. Klotz re-surveyed the 12th Base, across Ranges 18, 19, 20 and 21A, west of the 2nd Initial Meridian. Messrs. D. L. S.'s Reid and Brabazon completed the re-subdivision of three townships in the Prince Albert district, and re-surveys of minor importance were completed at other points by Mr. D. T. S. Thompson and D. L. S. Burke.

The usual schedule is appended, giving details of all the correction surveys performed during the year. Special reports regarding a number of these surveys have been submitted from time to time, and further detailed reports in reference to the work on and in the vicinity of the 2nd and 5th Initial Meridians will be submitted so soon as the complete returns of Messrs. Miles and Gosselin's investigations are received.

SUBDIVISION CONTRACTS.

The necessary examinations in the townships comprising the sixteen subdivision contracts of this season were performed by Messrs. Miles, Fawcett and myself.

The usual detailed reports of these inspections have been submitted, and it is gratifying to note that with one exception the work in all the subdivision contracts has been well and honestly performed.

The subdivision surveys of this season were carried on in three different districts, viz.: The Lake Dauphin district, the Beaver Hills district, and the Calgary district. Outside of these, the only other subdivision surveys were those near Prince Albert, and of the six townships subdivided there, three were re-surveys.

The returns of the subdivision surveys show that the larger portion of the land subdivided this season is good agricultural land, and a very considerable area of desirable farm holdings has been added to the already large area of subdivided townships. A number of the townships subdivided were found more or less thickly settled, which is of itself proof of their being desirable localities for settlement.

NEW EDITION OF MANUAL OF SURVEYS.

In the early part of last year a new edition of the first part of the Manual of Surveys was issued. This new issue provided instructions for many cases which had arisen owing to changes in our system, and made important amendments in the manner of marking our surveys. This season's surveys were performed under this amended edition of the Manual, and its issue has improved our subdivision surveys very materially.

Judging from the results of our examinations of the subdivision contracts of last season it may, I think, be safely said that as a whole they are, in both accuracy of closings and permanence of marking, in advance of any season's work yet effected. One of the weak points in our survey system was the marking of corners in wooded country with wooden posts and bearing trees. These rapidly disappeared, owing to the numerous fires which over-ran the wooded portions of the country, and as a consequence, the re-establishment of the surveys became in certain districts almost an impossibility. Under the new system all corners in wooded spots are marked with iron posts and mounds, and as the fires cannot affect these our surveys will now be very thoroughly perpetuated.

BRITISH COLUMBIA SURVEYS.

I did not visit British Columbia last season. We only had one party working there, and the work being done did not require any field inspection.

GENERAL REMARKS.

The past season, owing to the great rainfall, was not a particularly favourable one for surveying operations; but the wet weather very materially helped the country, by producing an exceedingly bountiful harvest. The cycle of dry seasons which have prevailed in the west during the past few years seems to have been broken by last summer's abundant rainfall, and the probabilities are that during the next few years there will be no complaints of want of rain. I have carefully observed the succession of wet and dry seasons in Manitoba and the North-West during the past eighteen years, and I am of opinion that were careful statistics compiled regarding this subject they would be of great benefit in enabling a probable forecast of the season's rainfall being made in the early part of the year, and thus assist the farmers, by giving them timely warning of the kind of season they would probably have to contend with.

The rapid construction of branch railways from the Canadian Pacific Railway to the northern portions of the Territories has opened up large tracts of magnificent agricultural country for settlement, and has filled a long-felt want, in giving the settlers in those portions of the Territories a market for their produce.

The reports of Messrs. Miles and Gosselin regarding their season's operations which are being forwarded to you direct, will give full particulars of the work accomplished by them.

I have the honour to be, Sir,
Your obedient servant,
J. S. DENNIS,
Chief Inspector of Surveys.

SCHEDULE of Correction Surveys performed during Season of 1890.

Township.	Range.	West of	By whom Performed.	Description of Work.
26	23	1	John Vicars	North boundary re-posted.
25	24	1	do	do and east boundaries re-posted.
24	24	1	do	do boundary re-posted.
28	24	1	do	East do
25	25	1	do	do do
44	18	2	O. J. Klotz	North boundary re-surveyed.
44	19	2	do	do do
44	20	2	do	do do
44	21 A	2	do	do do
44	20	2	A. J. Brabazon	Township re-subdivided.
47	21	2	do	East, north and west boundaries re-surveyed.
46	24	2	J. L. Reid	Township re-subdivided.
47 A	24	2	do	do
29	3	2	W. R. Burke	Re-survey of north boundary.
14	6	1	R. C. McPhillips	Survey of parts of sections, south-west corner of township.
9	26	4	J. F. Ritchie	Traverse of Willow Creek.
26	9	2	P. R. A. Belanger	North boundary of township re-surveyed.
26	10	2	do	do do do
25	9	2	do	do do do
25	8	2	do	do and east boundaries of township re-surveyed.
25	7	2	do	do boundary of township re-surveyed.
26	7	2	do	East do do
26	8	2	do	do do do
24	8	2	do	North and east boundaries of township re-surveyed.
33	12	2	do	East boundary of township re-surveyed.
32	8	2	W. T. Thompson	West boundary re-surveyed.
21	21	1	Thos. Fawcett	East do
22	21	1	do	do do
24	16	1	do	do do
23	18	1	do	North do
26	6	5	W. S. Drewry	Road allowance on rear limit Morley Settlement surveyed, and part north boundary Section 13 run, and Bow River traversed.
20	33	1	C. F. Miles	North boundary re-surveyed, west boundary re-measured.
21	33	1	do	West boundary and certain interior section lines re-measured.
22	33	1	do	do and interior section lines re-surveyed.
22	1	2	do	East boundary re-measured and township re-surveyed.
33	33	1	do	West do do
24	33	1	do	do do and township re-subdivided.
25	1	2	do	North boundaries of sections adjoining 2nd Initial Meridian re-surveyed.
26	1	2	do	do do do do
27	33	1	do	Outlines re-surveyed and township re-subdivided.
27	1	2	do	Boundaries of certain sections and south boundary of township re-surveyed.
28	33	1	do	Outlines re-surveyed and township re-subdivided.
28	1	2	do	South boundary and certain interior section lines re-measured.
9	27	4	L. Gosselin	East boundary re-measured.
10	27	4	do	do do
11	27	4	do	do do
12	27	4	do	do do
9	28	4	do	do do
10	28	4	do	do do
11	28	4	do	do do
12	28	4	do	do do
11	29	4	do	do do
12	29	4	do	do do
11	30	4	do	do do
12	30	4	do	do do
9	30	4	do	do do
Fort Macleod town plot			do	South boundary re-surveyed and closing on 5th Initial Meridian determined.
8	22	4	do	Part of town plot survey re-marked.
38	N. W. D.		A. Driscoll	Survey of Section 3, cut out of Blood Indian Reserve.
10	N. W. D.		do	Lot 480 re-surveyed.
15	N. W. D.		do	Certain section lines surveyed and marked.
			do	do re-surveyed do

J. S. DENNIS,
Chief Inspector of Surveys.

No. 4.

SURVEY OF BLOCK AND TOWNSHIP OUTLINES NEAR PRINCE ALBERT.

REPORT OF OTTO J. KLOTZ, D.T.S.

PRESTON, 8th January, 1891.

SIR,—I have the honour to submit the following report in connection with my field work during the past season.

Two days after receipt of my instructions, dated 17th June, 1890, I left home for the field, going as far as Qu'Appelle by train, and driving from there *via* Prince Albert, about 350 miles, to Township 44, Range 21, west of the 2nd Initial Meridian, where the re-survey of the 12th Base Line began.

It may be remarked that as the Regina and Prince Albert Railway is now completed, the Calgary and Edmonton Railway built to the Red Deer, and other roads extending their steel arms in various directions throughout the North-West, my 350-mile drive to work is probably the last long drive necessary to be made in connection with Dominion Lands Surveys.

Never before in my years of service in the North-West did I see the vegetation more luxuriant than last summer, and, generally speaking, the luxuriance increased as we proceeded northward, natural grasses, roses, flowers, pea vines and vetches giving an ocular demonstration of the richness of the soil, and showing the natural resources which still lie dormant, and which will eventually furnish beef and bread-stuffs to hungry nations.

In my report of 1880, on the Touchwood Hills district, I said: "Although at present the block is covered with innumerable marshes and ponds, yet seven years ago there was no water to be found, except in the larger ponds or lakes. The water now is seven feet higher than it was at that time, which is shown by old trails that now lead through several feet of water."

That cycles of wet and drought occur with considerable regularity in the North-West has been noticed by many of the old residents. The cycle appears to lie between seven and ten years, but nearer the former than the latter number. This year I noticed in the same district that sloughs which had several feet (up to five feet) of water in 1880 were now dry.

As the year 1889 was drier than last year it shows that the precipitation curve has reached and passed its minimum in the present cycle.

Most of the lakes and ponds in the North-West are very shallow, and hence have only a fitful existence. At the time of survey there may be a lake miles in length, yet after several seasons of drought not a vestige of the lake may remain, a change that is puzzling to the traveller with map in hand.

In passing Touchwood Hills Hudson's Bay post I saw one of those scenes that will soon be numbered amongst the relics of a past age, as the actors and their kin are fast and forever disappearing from the stage. The scene was a "grub dance" by the remnant of Day Star's band of Indians. They had come on a holiday jaunt from the neighbouring reserve.

About half a mile from the post they halted and prepared their toilet, which, on this occasion, was quite elaborate, especially with the bucks, whose decorations consisted of feathers, furs, bright clothes and ribbons, and a liberal application of various coloured pigments. The squaws confined themselves to their best dress and paints.

Their approach to the post was heralded by the din of the tom-tom. The procession was led by an old man carrying the Union Jack; then followed on foot the bucks and braves, in paint and huge head dresses of coloured eagle feathers, keeping up a semi-dance in their march.

Behind them were half a dozen Indians with tom-toms and rattles, the squaws in carts bringing up the rear with the camp and the riding horses of the bucks.

Having arrived at the post a grand dance was given. The musicians squatted on the ground, before them the braves and behind them the squaws and papooses.

The dancing is rather difficult to describe on account of its simplicity. First one tom-tom begins, then another and another, till all are pounding; then one buck arises, and in a somewhat stooped position majestically lifts one foot and then the other in time with the tom-tom. The other Indians follow, until all are on their feet dancing. The dancing is accompanied by a general humdrum, ebb-and-flow incantation; the women join in the latter and are supposed to sing bass. The bucks in their hideous paint and feathers were typical of the Indian in picture books.

The eagle feather head dress is not plaited into the hair, but on a piece of leather, and thereby detachable from the head. The feathers are coloured in red, yellow, black and blue, and when on the head point and sway to all points of the compass. Nearly everyone had a long, fancy bright cloth trailing down his back; one or two had otter skins thus suspended. Some wore leather shirts, gorgeously worked in beads and porcupine quills, while some of the squaws wore pretty leggings, wholly covered with bright bead work, showing some taste in the design, besides considerable perseverance in making them.

I may here mention a very marked difference in the designs of our North-West Indians and those I saw in Alaska.

The Alaska Indian has apparently either no idea of or no liking for curves and graceful lines. All his patterns are rectangular, whereas, with our Indians the rectangular pattern is almost entirely wanting.

After the dance Day Star, the chief, in his blue dress coat and brass buttons, stepped forward and addressed the Hudson's Bay Company officer, saying (it was interpreted to me as the words fell from his lips): "I have come with good in my heart, and so have all my people. I always liked the Hudson's Bay Company, and they have always been good to me, and have kept me at times from starving; and I have been good to them. The Bible has good, and the same is in my head. (Here he put his hand to his head.) We have come to see what the Hudson's Bay Company has, and to taste it, and we hope you will not only let us taste it, but give us enough, so that when our friends visit us here we can entertain them also." He spoke more in the same strain. After this harangue the Hudson's Bay Company officer stepped out of the store and amongst them. This was the signal that their request would be granted. The tom-tom started again, the dancing was resumed with vigour, and the officer joined in the spasmodic hopping. This over, he proceeded to the storehouse and gave the Indians some flour, bacon, tea, sugar and tobacco. There was another dance and two more orations by two braves, who extolled the goodness of their own and the officer's heart, whereupon all retired, and the squaws began the preparation of the feast. Thus ended successfully Day Star's mission.

Proceeding on our journey we met a farmer who has a fine farm, but who, in a restive mood, started off to dig gold at a locality where Indian rumours reported it. He returned a sadder, and it is to be hoped, a wiser man, for undoubtedly the best gold diggings are his farm.

Driving across the peninsula lying between the north and south branches of the Saskatchewan to Prince Albert a very marked improvement was noticeable since my last visit there in 1889. Many of the old trails have been straightened, new roads opened and graded, substantial bridges built, log cabins have been replaced by cozy dwellings, waving grain fields greet the eye everywhere, sleek cattle are on every farm, the lands are nearly all inclosed by substantial fences, and schools are well distributed over the district, so that one feels more like being in old-settled Ontario than in a district that has been, up to last September, almost isolated from the world and distant from the railway nearly 300 miles.

At Prince Albert the complement of the party and more horses and carts were obtained. Driving from Prince Albert to the initial point of the work, the prosperous settlements of Birch Hills and Carrot River were passed. The farmers were busy haying at the time—the latter part of July.

THE SURVEY.

The re-survey of the 12th Base Line over Ranges 21A, 20, 19 and 18, west of 2nd Initial Meridian, a distance of 19 miles, was begun on 23rd July and finished the following week on 31st July.

The country along this part of the line is nearly all level, except the eastern part, where it is somewhat rolling. It may be described as prairie, with dry poplar bluffs, there being little green wood, many willows, mostly dry too, and dry hay marshes. The willows delay work much, the line having to be cut through them.

Although last spring was very wet, yet the earth was very dry and full of deep and wide cracks, caused by drought. However, the vegetation is good, and would lead one to infer that the earth is fairly moist; but such is not the case.

The fire has burnt the soil in innumerable patches, so that the driving is excessively rough. Every slough met with was perfectly dry, not even moist, although the grass therein was of a rich dark green, as if water were present.

The water crossed by the Base Line in the above distance is Maple Creek, or, as locally known, Goose Hunting Creek, a shallow lake with good, soft water, and Stony Creek, a good running stream, lined with granitic and limestone boulders.

The last-mentioned creek is said to be the only one east of the south branch of the Saskatchewan (as far as Range 17) that never fails, Carrot River and others running dry in summer. Goose Hunting Creek was running, however, at the time of survey. From the rapid current in Stony Creek it is probable that a small water power of practical value could be obtained.

There is no doubt that, as far as the soil is concerned, the whole of the country along the line of this survey can be put under the plough. There is plenty of rail timber and sufficient large timber for building purposes; the wood is poplar.

For cattle there is plenty of feed and shelter, and water at the places already mentioned. The only desideratum in the district at present is a railway, for the nearest one is about sixty miles distant; it would not only benefit the settlers already there, but it would also open up for settlement many thousand acres of land well adapted for farming.

Having completed this work we returned to Prince Albert, and started north across the North Saskatchewan to produce the 3rd Initial Meridian from the 13th Correction Line north to the 14th Base Line, besides projecting the latter westward to Range 5, and running several meridians.

The first work done here was re-chaining the 3rd Initial Meridian from the 13th Correction Line south to the Saskatchewan.

Nearly the whole of the work done on the north side of the Saskatchewan was in bush. This circumstance made progress comparatively slow, for besides the cutting on the line a waggon road had to be cut for transport. In subdivision work, where the work is confined within a small area, or when only a few miles of bush work occur, packing can be resorted to, and is the most practicable; but when one has miles and miles of continuous forest, and is working always in one direction, it is found that cutting a roadway and using horses and carts is the most practicable means of transport. This entails, of course, extra labour and time.

Many a time further progress with horses and carts seemed impossible, being stopped by great windfalls, dense spruce forest, lakes or bottomless bogs; but with a persevering "peg away" all difficulties must and did vanish.

To narrate incidents of the work, such as upsetting and smashing carts, miring, losing and half drowning horses, men cutting themselves with the axe, men getting lost at night returning to camp, fighting a forest fire, running short and out of provisions, and many other casualties, is probably outside of the sphere of an official report; nevertheless such form generally an important chapter of a season's work.

I will now give a description of the country in the following order, beginning at the 13th Correction Line and following the 3rd Initial Meridian north to the 14th Base Line, thence west along that base to Range 5, and thence south to the 13th Base

line; besides descriptions of the country between the 14th and 13th Base Lines along the meridian between Ranges 2 and 3; and also from the 13th Base Line along the meridian between Ranges 1 and 2 to the 13th Correction Line.

The first five miles ran through the Indian reserve of Wm. Twatt, known also as the Sturgeon Lake Reserve, named after the narrow, serpentine, eight miles long lake within the reserve. The lake discharges into the North Saskatchewan by the Sturgeon River, a rapid flowing stream about half a chain in width. The eastern end of the lake has been dammed and a chute built for running logs cut on timber limits outside of the reserve and hauled to the lake.

On the edge of the lake, in the water, grows a weed of feathery texture, and on the surface, commingled with the floating top of the weed, is found a beautifully bright verdigris-green scum, which is being continually carried away by the current.

The land is good and fertile, although mostly covered with scrub willow, poplar and brulé, besides some green poplar bluffs. The Indians had some acres in grain and potatoes, and cut hay for the winter supply for the cattle they keep.

In the brulé pea vines seem to thrive especially well. It may here be remarked that throughout the whole district to be described water is plentiful, and all fit for use, save that of the ponds and lakes near the 13th Base Line, where the water is bitter, probably from sulphate of magnesia in solution. However, in marshes adjacent to these lakes the water is good. Really soft water was found, but sparingly.

The character of the country beyond the reserve and up to the 14th Base Line is similar to that of the reserve—good soil, plenty of wood and water, but not much open, clean prairie. The meridian intersects the 14th Base Line in the valley of the Little Red River. The valley is about three miles in width from hill top to hill top, and densely wooded with poplar on the north side. I found the position of the river here, as shown on existing maps, to be six miles out in longitude.

Near the intersection of the 14th Base Line and 3rd Initial Meridian lies a granitic erratic block, with an exposed surface of nine by fifteen feet. No glacial markings were visible on it.

Shortly after beginning the 14th Base Line westward we plunged into heavy forest, and remained in it for the following two months, slowly carving our way through it.

In the first four miles we had almost exclusively poplar, up to twenty inches in diameter, with an odd scrub pine and spruce. Immediately to the south, however, of a valley with a series of boggy lakes, through which there is a current emptying into the Little Red River, there is a dense spruce forest. This valley runs nearly parallel to the base line, and with a slight trend north of east.

Where the line crossed the summit of the hill overlooking this valley, as well as that of the Little Red River, the summit is about 300 feet above the latter.

Beyond the four miles we passed through a spruce swamp, mossy, hummocky and boggy. Tamarac occurs here, too, but both spruce and tamarac are too small for timber, and, besides, are not in sufficient quantity.

Whenever we find water, whether in marshes, ponds or lakes, we are sure to find the edges fringed with willow, the axeman's foe.

Across Range 2 there are thick poplar woods, with little heavy timber besides groves of spruce and tamarac. The poplar is mostly the smooth-barked variety with white efflorescence; the rough-barked (balsam) attains the greater size, however.

There is a superabundance of water in numerous marshes, and the soil is good, being a dark sandy loam, generally with a clay subsoil.

In the woods the underbrush is hazel, and sometimes so dense that it is with great difficulty one passes through it. High bush cranberries are quite numerous, too, but no blueberries were seen.

Range 3 is similar to the preceding one, but wetter. In it we cross Rabbit Creek, flowing in a wide boggy valley and into the Sturgeon.

Near the western side of this range is a network of marshes, miles in extent, and difficult to get around. A peculiar formation was here noticed. Shifting camp

one day from Rabbit Creek into Range 4, we passed between a very large marsh and a large lake with gravelly beach. The two are separated by an embankment five feet high and ten feet wide, upon which grow willows and small spruce. The embankment, along which we drove, on the marsh side, about half a mile, looked like the work of man. That it could be a beaver dam is out of the question; in the first place it is too large, and in the second place it contains stones and boulders, many of the latter weighing tons. The lake discharges through a narrow channel in the embankment into the marsh; it is a finesheet of water, perhaps two miles in length, and roars with the wind like Lake Ontario. I should have liked to investigate the embankment problem, but, like so many other interesting phenomena one sees on survey, it had to be sacrificed to the work proper.

At the extreme eastern side of Range 4 the woods are a little more open; pine are found scattered, and the ground is comparatively clear of the intolerable hazel brush, which is replaced by a trailing shrub, bearing bright red berries in the autumn. The fact that some pine were found is an indication of the soil being sandy—and such it is. Pine are found in sandy soil, spruce on low to swampy ground, while poplar requires good dry soil.

A mile west of the eastern limit of Range 4 we crossed the Sturgeon River. It is here a good flowing stream, half a chain in width, and of variable depth up to seven feet, and can be utilized in the spring for driving logs. Its intersection with the base line, as shown on the present maps, is ten miles too far east. The valley of the river at this point is half a mile wide and about 200 feet below the adjacent country. It has very steep sides and is very boggy, and covered with willows, some scattered spruce and tamarac.

About a mile west of the Sturgeon we enter heavy spruce forest. Hitherto the woods have been mostly poplar; the spruce here furnishes much merchantable timber, trees up to 30 inches in diameter and 100 feet in height being seen. As there happen to be several large marshes lying contiguous to each other and connected by small channels, the hauling of logs from the woods to the Sturgeon will be greatly facilitated. Fortunately, the lumberman's greatest foe—fire—has not as yet invaded this valuable district.

Having reached Range 5, we turned south along the meridian between Ranges 4 and 5, west of the 3rd Initial Meridian, continuing through woods. In the first mile the timber is not heavy, being small spruce, poplar and willow; from the second mile, however, the heavy spruce reappears, and continues with little interruption to the north side of the large lake running across the north-west corner of Township 51, Range 4. At two miles from the 14th Base Line we crossed a narrow lake of a visible extent of several miles to the north-west, and discharging by a stream flowing in a south-easterly direction, undoubtedly an affluent of Sturgeon River. Immediately to the south of this lake considerable large-sized birch, up to 15 inches in diameter, is found with the heavy spruce. The birch tree has the habit of growing in the most undesirable curves and crooks, and the wood is hard to chop, compared with poplar.

About $4\frac{1}{2}$ miles from the base line we cross another lake, about half a mile wide, and also with a north-westerly—south-easterly trend. Twenty chains south of the southern boundary of Township 52 a lake of considerable size was met, being $1\frac{1}{2}$ miles wide on the meridian, and probably three miles long from its north-eastern to its south-western extremity. We passed around its south-western end and found no outlet; hence, if it has an outlet, which is most likely, it is at the opposite end, and very probably joins with the waters of the lake just before described, both emptying into the Sturgeon.

On the south side of this large lake, in Township 51, we entered quite a different country; the heavy spruce forest gives way to light poplar, brulé and willow, with here and there groves of spruce and open patches. The soil, too, becomes more sandy, and the country somewhat more rolling.

Entering Township 50, it is noticed that the country to the south-west is in general low-lying, covered with small poplar and willow, while eastward there are sandy ridges, on which are found scrub pine, besides poplar.

From a prominent sandy ridge about 100 feet high and about $2\frac{1}{2}$ miles south of the northern boundary of Township 50 an unobstructed view is obtained towards the north-west and south-west. One looks over a shallow depression, its rim an almost perfectly level horizon line. In this basin are numerous yellow patches, indicating marshes; the remainder is willow and scrub poplar, nearly all dead, for a year or two ago fire ran over this part of the country. Here and there some scattered spruce are noticed. The inferiority of the part just described, coupled with the superiority of adjacent and other lands yet unsettled, excludes the former from cultivation for years to come. The sandy ridge above referred to extends to the valley of the Shell River and terminates in the Pile of Horns Hill. This hill is so named after a large pile, ten feet high, of deer horns, which has been built by the Indians, commemorative of some great hunting event.

From this ridge I could see my pickets (with the D. L. 6 inch transit) ten miles south, and north six miles. Shell River is crossed immediately on entering Township 49, whereupon prairie, with occasional poplar bluffs, is met with. The few remaining miles from Shell River to the 13th Base Line were about the only ones of the whole survey north of the Saskatchewan where clear prairie was found. With the exception of a narrow sandy strip along Shell River, the whole of Township 49, Range 4, possesses very fine soil, fit for any kind of farming, has good vegetation, plenty of sloughs and scattered poplar bluffs for rails and firewood. As before mentioned, however, there are some lakes and ponds along the southern boundary of the township, which are decidedly bitter and unfit for use.

Shell River is a fine stream, and carries nearly double the volume of water that the Sturgeon does. Where we crossed it, it had a stony bed and very rapid current; in other places the bottom is sandy and the current not so strong; it has cut banks from eight to ten feet in height. Bi-valves $4\frac{1}{2}$ inches in length were found in the stream, whence its name. The Indian name of the river is, Assissippi, of which the English name is a translation. Some of the shells were brought back for identification. Fish must abound in the stream (although we caught none), for the Indians have built a fish weir and large trap for catching them.

About half a mile south of the river is the trail leading from Ahtakacoop's Reserve to Prince Albert, and less than half a mile south of the trail is Pine Creek, an affluent of Shell River.

We will now follow the meridian between Ranges 2 and 3, west of the 3rd Initial Meridian, from the 14th to the 13th Base Line.

The woods are mostly poplar, with trees up to 16 inches in diameter. Approaching the valley of the Sturgeon we pass through some *brulé*, where the meridian crosses it. The scenery in the valley is as picturesque as that of the Qu'Appelle, if not more so. From crest to crest is about three-quarters of a mile, and the valley is about 200 feet in depth; the bottom is mostly covered with dense willows, while the slope to the north is bare and the one to the south is wooded; both slopes are steep. An Indian pack trail follows the river from the reserve at Sturgeon Lake.

Sturgeon River is crossed five miles south of the base line. The four miles immediately south of the river pass mostly through *brulé*, second-growth poplar and the omnipresent willow.

About the middle of Township 51 spruce up to 18 inches in diameter and 90 feet in height are met with, but not in sufficient quantity to be of mercantile value. The remaining three miles of Township 51 run through green poplar, from four to eighteen inches in diameter, some *brûlé*, and scattered spruce six to twenty-eight inches in diameter.

From the northern boundary of Township 50 to Shell River, being about four miles, is rolling country, covered with dense small-sized poplar and willows. From Shell River south to the 13th Base Line the land is diversified by small patches of prairie, considerable scrub poplar and willows, and poplar bluffs. The soil in general is rich, and bears a heavy growth of grass and flowers.

There remains now to be described the country along the meridian between Ranges 1 and 2, west of the 3rd Initial Meridian, from the 13th Base Line to the 13th Correction Line.

Commencing at the south-east corner of Township 49, Range 2, west of the 3rd Initial Meridian, the first mile passes over hilly ground and through a pine bush, with trees from four to twelve inches in diameter. In the following mile we find pine, poplar, tamarac and spruce, besides willows; and this continues for the next mile.

Proceeding northward, the sandy soil is replaced by a dark loam, and less pine is found. The poplar reaches eighteen inches in diameter, and continues as the principal wood to the 13th Correction Line.

A little over a mile south of the Correction Line the Shell River and Sturgeon Lake trails are crossed within 10 chains of each other. Adjoining Shell River there are patches of prairie. The soil in Township 50 is superior to that of Township 49, not being so sandy. Throughout both townships marshes with good water are found.

Nowhere on the survey was stony land encountered. Most of the stones that were seen were boulders, lying uncovered in the marshes and near their edges.

During the season 133 miles of survey were completed, chiefly through heavy forest, some brush and very little prairie.

NOTES.

Very few spruce trees were cut that were not sound; this cannot be said of the poplar. A spruce two feet in diameter attains an average height of 100 feet. The rings on a number of stumps (spruce) were counted, which probably furnishes an approximate estimate of their age:—

One 22 inches in diameter had.....	84 rings
17 do	77 do
18 do	87 do
21 do	81 do

From the above it is pretty safe to conclude that the age of our present forest is less than a hundred years. It must not be inferred, however, that therefore a hundred years ago no forest existed there; but a legitimate conclusion is that a hundred years is the maximum age of this species of spruce.

Poplar leaves began to fall numerously on 19th September. It was noticed that with young trees the smooth-barked poplar sheds its leaves first, while with older trees the reverse obtains—that is, the rough-barked poplar sheds its leaves first. The mild and warm, sometimes hot weather, which we had in the latter part of September developed the buds on hazel bushes into leaves half an inch long.

On the fatiguing tramps to camp at night through bush and brush and swamp was frequently seen a bright phosphorescence along the mossy edges of marshes. The phosphorescence emanated from innumerable points, and was most likely from small organisms similar to those that cause the phosphorescence seen at night in the wake of a steamer or on the crest of a wave in the ocean.

The past spring was wet and the summer was warm, till the latter part of August and beginning of September, when cool to cold weather, with rains, prevailed. On the 9th September the first snow fell, but only very little. Shortly thereafter warm weather again set in, and continued with little interruption up to the 24th November, when I returned.

At this time the weather was simply superb both day and night. Grading on the extension of the Regina and Prince Albert Railway was going on then.

At the end of October there was scarcely any frost at night.

Some fine auroral displays were seen in the latter part of the season, but not many. When an arch spanned the northern horizon it was noticed that the azimuth of its centre was always east of north, and approximately equal to the declination of the magnetic needle.

Of the two pests, mosquitoes and black flies, that bother us at work, the latter continued its sanguinary onslaughts until and into October. Early in July a small gnat made its appearance along the banks of the south branch of the Saskatchewan in sandy places, and made havoc amongst cattle, horses and even pigs; many animals died within twenty-four hours after being attacked. The insect came in swarms, and fortunately soon disappeared.

In heavy forest, feed for horses is always meagre, but in dense spruce forest, such as was encountered, it is almost *nil*. Although numerous marshes occur, yet in most of them water extends into and beyond the willows, so that, in order to feed, the horses were obliged to wade into the water. To this they objected when the water became icy cold. To carry oats for daily feeding is out of the question, on account of the necessary limitation of transport.

A peculiarity worth mentioning was noticed along the larger lakes. It is this: The southerly and south-easterly shores are bounded by an embankment, which is generally higher than the immediately adjoining land of the woods. The embankment itself forms part of the woods. The most satisfactory explanation of these embankments is that they are caused by the prevailing north-westerly winds heaping up the sands on the southerly shore. On this shore one can walk dry-shod to the water's edge, a feat which is seldom possible on the opposite shore, which is almost invariably marshy. How the large boulders got into these embankments, however, does not appear so obvious, unless lifted there by ice; but how the ice lifted large stones five feet above the present level of the water requires further explanation.

For the purpose of viewing the country I drove about twelve miles westward from Range 4 and along the Sandy Lake trail, which follows Shell River for about five miles, when it deflects to the north. A mile or so beyond we cross Snake Creek, an affluent of Shell River, and then turn north-westward towards Ahtahkacoop's Reserve, the southern limit of which is about five miles distant from Snake Creek. The land along the trail as far as Snake Creek is sandy, covered with trailing juniper and sparingly with grass, but beyond and north of Snake Creek we enter rather rolling country, with heavy vegetation, sloughs and hay marshes, similar to the country south of Prince Albert. The sandy soil is confined to a narrow belt along the Shell River, extending westward from the crossing of Pine Creek; east of Pine Creek the good soil of the southern country extends to the river.

From what I could learn, due west of the crossing of Snake Creek, over Ranges 6 and 7, and beyond, the land becomes rather hilly, sandy in places, and in part wooded with spruce. It is not well adapted for farming, being better suited for grazing.

Adjoining the Sandy Lake Reserve there are a few trader squatters, who do a little farming and keep some cattle.

Within the block surveyed there are two squatters—Tom Powers and J. G. Orr; their places are in Range 3, and south of and adjacent to Shell River. The former has 20 acres broken, 30 head of cattle, a comfortable house and a stable, and about 70 tons of hay obtained from extensive meadows in the valley of Shell River. Orr has some cattle and also good buildings.

On the survey through the woods north of Shell River no blazed line of any timber limit survey was noticed.

During the season in the neighbourhood of 80 miles of road, for transport, were cut through the woods.

As this is the first year in which the new regulations regarding iron posts and mounds in the woods have been in force, it will be interesting to state its practical working. It is a great improvement on the wooden post and bearing tree of the old regulations. No special inconvenience was experienced in carrying the iron posts through the woods, nor in digging the pits and making mounds, which, if well built, will remain as points of reference for many years, even if the forest should be destroyed by fire, which would obliterate the posts and bearing-trees of the old system.

Only in a few instances was it found impracticable to dig the four pits on account of large trees.

The practical working of the new regulations is a success.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

I have the honour to be, Sir,
Your obedient servant,
OTTO J. KLOTZ, D. T. S.

No. 5.

SURVEY OF TOWNSHIP OUTLINES NEAR LAKE DAUPHIN.

REPORT OF T. FAWCETT, D.T.S.

SIR,—I have the honour to submit the following report on my operations during the past year.

In accordance with instructions received on the 19th of June, I left my home at Gravenhurst on the 24th of that month, and after procuring supplies and engaging men, proceeded to Strathclair on the 1st of July, and thence by team to the 6th Base Line in Range 20, west of the Principal Meridan, having to survey the outline between Ranges 20 and 21.

Along the east boundary of Section 1, Township 21, Range 21, the line passes through heavy poplar woods and crosses a stream about 20 links wide, containing good water. This stream follows the line for some distance, and is crossed twice on the east boundary of Section 12.

The road to Lake Dauphin, running through Range 20, in Township 21, is on an average about three quarters of a mile from the westerly boundary of the township, and McDonald's stopping place is in the N.W. $\frac{1}{4}$ of Section 31.

There are several stretches of prairie, along which the road passes, and some hay marshes of considerable extent.

Township 21, Range 21, as far as could be seen from the line, appeared to be covered with timber, mostly poplar and balm of gilead. Good spruce appears in patches. The soil is good, being a vegetable mould about four inches deep, underlaid by ten inches of black loam, with clay below.

Township 22, Range 20.

In Section 6 the road forks, one branch leading to Dauphin by way of Robinson's Mill, and the other leading to the same place by way of the Oil Springs, with a branch forking off in Township 23 towards the west, and leading out to Gilbert Plains.

Townships 22, Ranges 20 and 21, as seen from the line, are mostly covered with timber, principally poplar and scattered patches of spruce.

In the northerly part of these townships several deep ravines are crossed in which fine spring creeks running towards the west may be found. Most of these streams disappear within half a mile from the line. The soil is first-class, and the timber suitable for the requirements of settlement. Many of the trees are large enough to manufacture into lumber, but scarcely good enough to reserve for limits.

There is a dense growth of small poplar, hazel, rose-bushes and other scrub, making it next to impossible to travel through the woods without first cutting away the brush.

Townships 23, Ranges 20 and 21.

Townships 23, Ranges 20 and 21, are very similar to those last described.

Vermilion River enters Township 23, Range 20, about 15 chains from the south-west corner of the township, and flows north-easterly.

The valley of the stream is not more than thirty feet deep where it enters this township, but nearly two hundred where it leaves it at the north boundary.

In Section 13, Range 21, is Glen Campbell's winter ranche, where there is a large marsh or meadow, and where he has stables to accommodate a large number of cattle and horses.

The soil in these townships is all that any person could desire, and every available inch of space seems to be taken up with a growth of some kind.

No doubt this part of Manitoba will be thickly settled, and send out large shipments of grain, which will be raised in excess of the local requirements, at a date not far distant.

The fact of the country being covered with timber will do much to retard settlement; but much of the timber is already dead, and fire, the great timber destroyer, passing through in the fall of the year, will do much towards killing that which is still green.

The dense undergrowth which exists, largely as a result of the fire, will still furnish fuel for future fires.

Forests in this vicinity have formerly been turned into prairie land, and the transformation is still going on in different parts of the country.

The large plain to the north, called "Gilbert Plain," for instance, is full of the roots of large trees which once covered the ground; but these were burned some years ago and the surface is now covered with small brush.

In running the east boundary of Township 23, Range 22, southward, the dry poplar, hazel brush, rose bushes, &c., were found to form an impenetrable thicket.

The bed of a small stream, containing good water in pools, was crossed half a mile south from the township corner.

Nearly all the streams, after leaving the mountains, dry up in summer, and water is found only in pools, the current being below the surface.

The line for the remaining four miles passes through heavy poplar timber.

The soil is first-class. Patches of meadow and beds of pea vines occupy every opening in the woods.

Township 24, Range 22.

Township 24, Range 22, is included in the Gilbert Plains. Every section is said to have a claimant.

The land in this township where we passed over it is excellent.

We met here a German family who removed from Dakota to this place last fall, and seemed well satisfied with the change. They brought a quantity of good stock with them, which were in excellent condition.

Township 23, Range 23.

The line along the east boundary of this township, for the first mile from the north, passes through thick poplar timber, with dense underbrush. Farther south the timber is burnt in places, and open spaces covered with scrub are met with.

At the north-east corner of Section 12 the line crosses a fine stream of spring water, flowing south-east and forming a branch of Wilson River.

Surface water in this vicinity is scarce, but a plentiful supply can be obtained by digging from 10 to 20 feet. The soil is first class.

Township 23, Range 24.

The line along the east boundary of this township for two miles from the north passes through dense poplar woods, the timber being of large size, scattered spruce occurring in places. From the north-east corner of Section 24 to the east half of Section 12 the timber is mostly dry spruce of large size, fire-killed, and in places blown down. This is an excellent timber limit, but the timber should be removed at once, as every year it will depreciate in value, and, being dry, fire will destroy much more of it than if green.

Near the south-east corner of Section 36 the line crosses the bed of a stream containing water in pools, which was found to be cold and good. Near the south end of the township there are some muskegs, lakelets and marsh meadows. The timber here is poplar and willow. Soil throughout is first-class.

Township 26, Range 25.

The line along the easterly limit of this township passes through timber, mostly poplar with dense underbrush, all the way from the south boundary to the 7th Correction Line.

At the north-east corner of Section 12 a beautiful stream of clear spring water flowing south-east is crossed, and in Section 25 the same stream is crossed, flowing south-west. Where crossed the second time the banks rise to an elevation of some 200 feet in half a mile on each side, and the stream seemed to bear away to the middle of the township.

The soil being sandy, would average about second-class. The timber would be suitable for all purposes.

Township 24, Range 25.

The easterly limit of this township, beginning at the 7th Base Line and running south, for the first four miles passes through heavy poplar woods, suitable for a timber limit. Fire having run through a portion of it two years ago, much of the small brush had been killed, but a second growth had made considerable headway.

The large timber, which consisted chiefly of rough bark poplar, had not been hurt much by the fire.

In Sections 12 and 1 there are spots of open prairie and meadow lands, while the timber is confined to bluffs.

The soil is a clayey loam, and may be classified as No. 1.

Township 23, Range 25.

Continuing the same line southward, the country is still open for four miles, and is quite hilly. In Section 13 a small stream of clear spring water is crossed, and near the south end of the same we crossed a stream of considerable size, supposed to be one of the principal branches of Bird-tail River, flowing through a tamarac muskeg. On each side of the muskeg the banks rise from 200 to 300 feet.

Along the right bank of the stream, in the valley in Section 12, the line crosses the waggon road to Birtle. The same road is crossed in Section 36.

The country south of the Bird-tail is exceedingly hilly, the hills reaching an elevation of from 200 to 300 feet. Water is plentiful in the hills in small spring creeks, and the timber large and of good quality being poplar and spruce.

The soil on the hills is somewhat sandy, and would average about second-class, while that north of the valley is a dark loam, underlaid with clay, and might be classified as No. 1.

Township 24, Range 25.

The line across the north boundary of this township, running west, passes through heavy poplar woods the greater part of the distance.

The surface is level, and near the westerly limit we pass some boggy lakes of alkaline water, surrounded by marshy meadows.

A branch of Valley River is crossed in Section 35, the water in this stream being clear and good.

The soil is first-class—a clayey loam underlaid with clay.

The timber would be suitable for manufacture, the poplar being large and thrifty. Scattered spruce of good quality occurs in some places.

Township 24, Range 26.

The north boundary of this township is much the same as that of Range 25, passing through heavy timber, but the hazel, cherry and other scrub is denser.

Near the west side of the township the country is broken by lakes, which form no inconsiderable portion of the area, one crossed in Section 35 being nearly three-quarters of a mile long.

The water in these lakes is slightly brackish, but fit for use.

The soil is first-class and the timber merchantable; the poplar and scattered spruce are of large size, and quite accessible from the Valley River to the north, which stream, in the spring, must be of considerable size.

The east boundary of the township, running southward from the 7th Base Line for four miles, passes through heavy timber, principally poplar, with an occasional spruce and birch.

The country then becomes somewhat broken by lakes and hills until the south boundary of the township terminates in a large muskeg, over two miles in length and a mile in width, covered with a dense growth of reeds and rushes.

Soil is first-class, water good also.

Township 23, Range 26,

This township is all thickly timbered, except in small patches, where marshes and muskegs abound.

The timber, consisting of poplar, spruce and birch, is generally of good quality.

A stream of considerable size was crossed in Section 24, while spruce stumps and other marks on the banks of the stream indicated that someone had been taking logs and ties from there.

I took this stream to be one of the principal branches of the Bird-tail.

Near the south end of the township the surface is very hilly, the hills rising several hundred feet in some instances. The soil is good, and water good and plentiful.

In Section 13 we saw a quantity of maple which had been utilized by the Indians in the spring in making maple sugar.

The woods are full of hazel nuts and wild red cherries; we also saw several fine trees, with wild plums beginning to ripen on the 10th of September.

Township 25, Range 26.

The east boundary of this township passes through dense poplar woods, broken by a few marshy meadows, which contained excellent hay.

Near the north end of the township a few good spruce were found scattered among the poplar.

Several small streams containing good water were crossed.

The soil is mostly first-class.

Township 26, Range 26.

After leaving the post at the south-east corner of this township, going north some 20 chains, we come to prairie extending two miles, broken only by belts of timber along the Valley River, which is crossed in Section 12, and in two other ravines.

There is some splendid timber along the Valley River, not a great quantity, but large and of good quality, and the stream is large enough to float logs down in the spring. We were surprised to see, in Sections 7 and 8, Township 26, Range 25, and in other localities, houses, some of them very good, belonging to a tribe of Indians who make their headquarters here. Several of the families were absent from the settlement, having gone on hunting excursions. Those we saw were well clothed, looked healthy and well fed.

Townships 23, Ranges 19 and 20.

The line between Ranges 19 and 20, Township 23, was the next surveyed, where we found thick woods and dense underbrush, there being no openings or meadows of any size. In Section 18, Range 19, a stream of considerable dimensions flowing from the south and turning towards the north-east comes to within 20 chains of the line. Near the sixth Correction Line scattered trees of large spruce are intermixed with the poplar.

Township 23, Range 18.

The north boundary of this township had been surveyed before and the township north of the line subdivided, but owing to fire having passed over the country since the surveys the marks were mostly obliterated. There is considerable hay

land in the vicinity of the line, and a quantity of hay had been cut, but owing to the unusually rainy season much of it was spoiled. The land adjoining the northerly boundary of Township 23 is suitable for settlement, but the southerly part is heavily timbered. There is a belt of hardwood, consisting of oak, elm, maple and birch, running across the township, from which some excellent timber may be procured. Along and near the eastern boundary of the township a trial line and road had been cut out a few years ago, being part of a projected road from Lake Dauphin to Minnedosa, known as the Cameron Road, and had not been used. It is at present impassable, and the timber will soon be growing again. In Section 4 of Township 24 a family by the name of Malcolm were engaged in making cheese, and were doing a thriving business, as they own their cows, and at the present time have a large range of pasture and meadow lands near their homestead. They team their product to Minnedosa, Neepawa and other places, where a remunerative price is paid for it.

Township 24, Range 16.

Following instructions I next proceeded to the north-east corner of Township 24, Range 16, and ran south along the east limit, making a re-survey and posting according to the present system. Seventy-eight chains south of the base we cross Turtle River. Two miles up this stream the half-breed settlement established a year ago is reached. The people who have settled on both sides of the river have made considerable improvements in the way of building and fencing, considering the short time they have resided in the locality. The land they have selected is of choice quality, and a large proportion of the surrounding country is composed of marsh and meadow lands, while near the river and surrounding their buildings the land is covered with timber. They brought with them a considerable number of cattle and horses, and their places show evidence of thrift and industry. As the land has not been surveyed, they are anxiously awaiting the subdivision and its probable effect on their claims. South of Turtle River for seven miles the line passes through excellent land, mostly prairie, timber being found in detached bluffs. The soil here is a rich black loam with clay sub-soil.

Township 23, Range 16.

Continuing the same line in Township 23 towards the southerly end the surface is very flat and mostly covered with small timber and scrub, the greater part of which is fire-killed. Twenty chains north from the 6th Correction Line the outline crosses the Neepawa trail. At the time of the survey (middle of October) the surface of the ground here was covered with water by the melting of the snow, which fell a few days previously in considerable quantity on the Riding Mountain to the south-west. The north-east corner of Township 24, Range 16, is situated in a marsh which extends three quarters of a mile south and about the same distance north, also west about a mile and east for a long distance. In Section 2 of Township 25, Range 16, Mr. Shannon, who formerly lived on the Portage Plain, has located, and made provision for wintering his herd of cattle and horses which he brought here about a year ago. He owns a large herd of both cattle and horses of a superior grade. Inability to procure sufficient feed for his stock on the Portage Plain necessitated his removal to Lake Dauphin. We found Mr. McRae, also from the Portage Plain, located on Section 34, Township 24, Range 16, and he also possesses a considerable number of cattle and horses. His place is situated at the mouth of Turtle River. The ford is at the mouth of the stream on a sand bar in the lake.

Township 25, Range 16.

Mr. Ross, formerly of Carberry, has located in Section 19, Township 25, Range 15. He also has a large herd of cattle and will confine himself to raising and dealing in stock, the land in that vicinity being better suited for pasture than agriculture.

In running north along the east boundary of Township 25, Range 16, the outline intersects the shore of Lake Dauphin 54 chains north from the south boundary of Section 13, and leaves the lake about half a mile south from the north boundary of the township. The bay extends eastward into Range 15, about three-quarters of a mile.

Township 26, Range 16.

The water in Lake Dauphin is very shallow. In places it is said a man can walk out a mile from the shore without going beyond his depth.

Along the north shore of the lake is a belt of timber, mostly oak, and the land is excellent for pasture. In Township 26, along the east boundary, considerable timber is met with, but this is all dead, and in splendid condition for fuel. In some places the fire which killed all the timber has burned off the surface soil to a depth of 6 inches.

It would be a great benefit to the country if the bulk of the dry timber could be removed before another great fire occurs; otherwise a large part of the vegetable mould will be destroyed.

Township 27, Range 16.

This township is fractional, owing to a change in the system of survey, north of the 7th Correction Line. It is mostly covered with dry timber, the country along the east side of Lake Dauphin being flat and the belts of timber broken up by marshes and marshy meadows. The soil all along here is of a marly nature, in some places stony, and the subsoil is clay mixed with gravel.

Township 28, Range 16.

This township is similar to Township 27, except that the country is more open, with larger marshes and some good meadows. On reaching the 8th Base Line we ran east along the north boundary of Township 28, Range 15, and in Section 32 crossed the old telegraph line, the poles of which have mostly fallen down. In Sections 32 and 33 a salt plain is crossed, through which a stream of strong brine slowly wends its way towards the north. Narrow belts of timber and marshy meadows, extending in a direction from north-west to south-east, are the marked features of the line. The surface is mostly flat, and, in places, stony, both limestones and "hard heads" being present. In running south, along the east boundary, the old telegraph line is crossed again in Section 13. The same kind of country is met with as along the north boundary.

Township 27, Range 15.

On the east boundary of Township 27, Range 15, we find green poplar of a general size of from 3 to 9 inches in diameter, which seems to have escaped the fire which destroyed the timber in a large section of the country. The surface of the ground here is less elevated and was partly submerged at the end of October when this line was surveyed.

Township 29, Range 16.

In running north, along the east boundary of this township, the line passes through timber—mostly fire-killed—nearly the entire distance. The old telegraph line was crossed a mile and a-half from the south boundary. West of the line, for some distance, there are open meadows, extending north and south, in some cases for several miles, and opening to an arm of Lake Winnipegosis. About half a mile west from the five-mile post the south end of this branch of the lake is situated. This would be a good situation for a cattle ranche.

Township 30, Range 16.

In continuing the line north along the east boundary of this township for some distance we run parallel with the lake, and there is a large marshy meadow lying

between the line and the lake in Sections 1 and 12. This would be another good place for a cattle ranche. At the three mile point a branch of Lake Manitoba is seen about 20 chains east of the line. After leaving the first mile post we pass through timber (mostly brulé), broken only by a few marshy meadows, until we reach Lake Manitoba about 10 chains from the north-east corner of the township. There we found the lake frozen and turned westward along the 8th Correction Line from the township corner on the ice. After crossing the jog we proceeded northward along the east boundary of Township 31, Range 16. We found the timber exceedingly dense, most of it dead, and in places there was much fallen spruce. The timber throughout this part if used soon would make first-class fuel, and in the case of spruce it would make lumber, but if left for a few years the greater portion of it will be valueless, and another great fire would leave a large portion of the land black and bare and stripped of the most valuable constituents of the soil.

Meadow Portage, crossing from Lake Winnipegosis to Lake Manitoba, is situated south of the 8th Correction Line, and leaves Lake Manitoba 10 chains from the north-east corner of Township 30, Range 16. The line along the north boundary of Township 28, Range 16, running west passes through a series of belts of timber and brulé separated by marshy meadows running north and south. The timber being mostly fire-killed is suitable for fuel only. The land on the whole is best fitted for grazing and hay land.

Townships 29 and 30, Range 17.

The east boundary of Township 29, Range 17, for $2\frac{1}{2}$ miles from the south passes through belts of timber separated by marshy meadows or marshes when it intersects a marsh of between three and four miles in length. In the north-east quarter of Section 13, near the line, was an open spring of saline water with sulphurous taste. In crossing the marsh in several places we noticed open water as a result of salt springs. At 50 chains on the east boundary of Section 36 the line leaves the marsh and passes through brulé to the township corner.

In surveying the line along the east boundary of Township 30, Range 17, starting at the south-east corner of the township in brulé and running north, at 12·00 chains the telegraph line is crossed, and we then pass over a marsh in which are several springs of saline water. These marshes, broken by belts of timber and brulé, extend northward to Lake Winnipegosis, of which the shore is reached in Section 36.

Township 28, Range 17.

In running southward on the easterly boundary of this township, timber suitable for fuel, varied by small prairie spots, is found throughout the entire length. The township is nearly level.

Township 27, Range 17.

This is of the same nature, but the timber somewhat heavier, with more windfall. In Section 13, at 53 chains, the line intersects the shore of Lake Dauphin. Along the border of the lake is a belt of hardwood, mostly green, consisting of oak, elm, ash and maple.

The base line across the north boundary of Township 28, Range 17, was run three miles and passes through timber and brulé. A fall of snow, followed by extreme cold weather, together with an accident, prevented us from completing this line westward to Lake Dauphin. The subdivision surveys included in contracts numbered 1 to 5, inclusive, in the vicinity of Lake Dauphin and Gilbert Plain, were examined before starting for home, and the reports thereon have been forwarded to the Inspector of Surveys.

I have the honour to be, Sir,

Your obedient servant,

THOMAS FAWCETT, D.T.S.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 6.

REPORT OF EDGAR BRAY, D.L.S.

OAKVILLE, ONT., 8th May, 1890.

SIR,—I have the honour to submit the following report upon the survey performed by me during last winter in the Lake Dauphin district, being, in part, supplementary to my report of the 15th December, 1889.

The 7th Correction Line was run as far as the north-east corner of Township 26, Range 24, where, in accordance with your letter of the 19th of November, 1889, I went to the country known as Gilbert Plains, and there ran the outlines of Townships 24, Ranges 21, 22, 23 and part of 24; Townships 25, Ranges 23 and 24, and Townships 26, Ranges 23 and part of 24, all west of the 1st Meridian.

During the winter the snow interfered considerably with the progress of the work, and during the month of February it became so deep and so badly drifted that horses could not find food, and moving camp or getting out supplies was impossible. Therefore on the 19th of that month I started for Winnipeg, arriving there on the 3rd of March, and paid off the party next day.

The country surveyed (including the two partly completed townships) forms a rectangular block and is contained within Townships 24, 25 and 26 in Ranges 21, 22, 23 and 24, west.

This tract of land is drained by Drifting, Valley and Wilson Rivers and their tributaries. Drifting River enters the survey in Township 26, Range 22, and flows in a south-easterly direction into Range 21, where it is turned north by a gravel ridge, and crosses the 7th Correction Line in Section 32, Range 21. However, it re-enters the survey in Section 33 in the same range and again runs south-east to its junction with Valley River. Drifting River can always be relied on to furnish excellent water.

Valley River comes into the survey in Section 19, Township 25, Range 24, and follows a crooked course, generally to the east, and finally discharges into Lake Dauphin. At and near the line between Ranges 21 and 22 (Township 25) the banks of this river are rough and about 50 feet in height. These banks rapidly decrease in height to the east, and also to the west, as in Ranges 23 and 24 they are never more than 30 feet high and often slope so gradually that they are hardly noticeable. Valley River is large enough to furnish power for ordinary country mills, and in many places dams for that purpose might easily be built.

Several streams unite in or about Township 24, Range 22, and form Wilson River, which then flows to the north of east, to Lake Dauphin. We found no water in the branches and only an occasional pond in the main stream, though, no doubt, in ordinary seasons there would be an abundance of water.

Excepting the streams above mentioned, no surface water was found. However, I noticed that wells from 12 to 16 feet deep gave abundance of good water.

Gilbert Plains is nearly all included within these townships. It lies much higher than the Dauphin Plains farther east and is separated therefrom by a belt of woods in Ranges 20 and 21. These so-called plains appear to be nearly level but, as a matter of fact, the land south of Valley River rises gradually towards Riding Mountains in the south-west, while north of that river the rise is to the north-west or in direction of Duck Mountains. This slope is, in itself, sufficient to carry off the water, but in addition there are numerous small, winding streams running into the rivers, thus giving this tract remarkably good natural drainage.

The townships along the 7th Correction Line are generally well supplied with timber. Township 25, Range 21, appears to be nearly all woods. Township 24, Range 21, is wooded in the easterly and southerly parts, while Townships 24, Ranges

22 and 23, are wooded along the southerly tier of sections. This timber consists of poplar of all sizes mixed sometimes with spruce. The central and western townships are dotted with bluffs of poplar, and along Valley River woods of poplar, elm and spruce are found. These woods have been badly damaged by fires and one more dry season followed by fires will materially increase the area of Gilbert Plains. However settlers here will have easy access to the timber on Riding and Duck Mountains.

Along Valley River some poor gravelly and sandy ridges were noticed, but these seem to be confined to Ranges 23 and 21. The north-west part of Township 26, Range 23, is rough land, with poor soil, being on the slope of Duck Mountains. The remainder of this tract has generally an excellent soil of deep sand or clay loam, with clay or sand subsoil. No crops have yet been raised, but it probable a considerable quantity of grain will be sown this spring. On Dauphin Plains, only a few miles east, both grain and roots have been grown with remarkably good results.

It is claimed by the settlers here that summer frosts do not occur in this district. Whether this is a fact remains to be seen, though its relatively low altitude when compared with the adjoining high lands of Duck Mountains to the north and north-west and Riding Mountains to the west, south-west and south may, and probably does, have a tendency to keep the summer temperature above the freezing point. As cultivation of the soil will have a beneficial effect in the same direction it may be regarded as certain that this district will be rapidly filled with settlers.

In Townships 24, 25 and 26 in Range 21, and Townships 24 and 25 in Range 22 there are a number of squatters who have built and are living in their houses. These people intend to remain, and are expecting the subdivision of these townships at an early date. In Townships 24 and 25 in Range 23, I did not see any improvements, but found several notices posted by squatters claiming a certain specified area of 160 acres each. The arrival of these settlers before the survey of the land proves at least the existence of the belief in the comparative freedom of this district from summer frost and the confidence felt in its suitability for successful cultivation.

The only serious obstacle to the settlement of this district is the difficulty experienced in getting to it. Three or four trails are in use to different points on the railway, but none of them are in good condition, and it is probable that in the spring travel on any of them will be almost impracticable.

I have the honour to be, Sir,

Your obedient servant,

EDGAR BRAY, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 7.

SURVEY OF TOWNSHIP OUTLINES WEST OF 2ND INITIAL MERIDIAN.

REPORT OF P. R. A. BELANGER, D.L.S.

L'ISLET, 27th January, 1891.

SIR,—I have the honour to submit the following report on my operations during the last season :—

In conformity with your instructions, dated the 17th June, 1890, I left home on the 25th of the same month for Saltcoats, where I had to get my transport outfit. On the way I stopped one day at Montreal for some repairs to my instruments, one day at your office in Ottawa, and three at Winnipeg to buy supplies and hire my party, and reached Saltcoats on the 5th July. Here I was delayed until the 11th awaiting my provisions from Winnipeg.

The next day I started for a point on the 9th Base Line, in Range 5 west of the 2nd Initial Meridian, which I reached on the 15th. I commenced work at once by surveying the east boundary of Range 5, but after two days' work I met with another delay by the refusal of three of my axemen to work any longer. They pretended that the water was so bad as to make them sick, and on my refusal to discharge them they deserted. This compelled me to go as far as Fort Qu'Appelle to recruit my party, involving a loss of eight days, so that it was not until the 25th that I could resume my work.

On the 28th July, having finished the survey of the east boundary of Range 5 from the 9th Base Line to the 9th Correction Line, I proceeded to Fort Pelly to continue the survey of the 2nd Initial Meridian from the 9th to the 10th Base Lines and from there to run the 10th Base westerly.

Before beginning this work I verified the position of the 9th Base by chaining from the 8th Correction Line.

I then proceeded to survey the meridians from the 9th Base, Ranges 9, 10, 11 and 12, which work I finished on the 26th August.

The next day I started for Fort Pelly, where I arrived on the 29th and found your letter ordering me to further postpone the survey of the 10th Base. I then decided to proceed to the Beaver Hills, where I arrived on the 7th September.

Here my work consisted of the re-measurement of some old lines, viz.; The 7th Base across Range 8, west of the 2nd Initial Meridian; the east boundary of Township 26, Range 7; the east boundary of Townships 25 and 26, Range 8; the north boundary of Townships 25, Ranges 7, 8 and 9, and the north boundary of Townships 26, Ranges 9 and 10.

All these lines are more or less timbered, and the re-opening and re-measuring of them, as well as the cutting of eighteen miles of new lines through heavy bush, kept me busy from the 8th to the 11th October.

On the 13th October I returned to Fort Pelly to re-measure and prolong the 2nd Initial Meridian as far as the 10th Base, and to run that base westerly.

2ND INITIAL MERIDIAN.

I started work on the 2nd Initial Meridian at a point established by D. L. S. Dumais, where the 9th Base Line intersects the Meridian, and verified the chaining up to the 9th Correction Line.

From there I prolonged the 2nd Initial Meridian through Townships 35 and 36 and thence ran the 10th Base westerly for eight ranges.

In Township 35 and in the south half of 36 the 2nd Initial Meridian runs through a country through which frequent fires have run and which may now be called bluff country.

The north half of Township 36 is heavily timbered with large spruce and poplar as far as thirty chains south of the 10th Base where *brulé* is entered.

The soil is fair and covered with luxurious grass which makes these townships well suited for mixed farming. On Section 25. of Township 35, the ascent of the Porcupine Hills commences, though it is hardly perceptible in these townships.

10th Base Line.

The description of the 10th Base Line may be given as follows:—

Range 1.

This range has been partly cleared by fires and may now be called bluff country. The land will rate first-class, and is well adapted for mixed farming. A beautiful creek, 25 links wide, crosses Section 33, and there is a small one on Section 26.

The west half of Section 21 is badly broken by the east bank of Swan River.

Range 2.

With the exception of Sections 35 and 36, which have been cleared by fires, this range is entirely covered with small dry and green poplar, thickly mixed with wind-falls.

Swan River crosses the east half of Section 36; it is a beautiful stream averaging 150 chains in width, and in depth one to three feet, where crossed by the line.

Section 36 and one quarter of 35 are broken by the river and its banks.

It would appear that as the land is low and broken by numerous dry swamps that the country must have been very wet before the great fire and the drought of 1889 which dried up most of the swamps.

The soil will rate second-class.

Range 3.

In this range with the exception of Section 33 which is somewhat high and appears to be the height of land between the Swan and Etoimami Rivers, the land is low and covered with small dry poplar and wind-falls, and is much broken by swamps.

A small creek with scattered pools of water is noted crossing Section 33. It is supposed to be the head of Bear Creek. The land will rate second class.

Range 4.

The soil in this range will rate second class, and like Range 3 is low, swampy and marshy, and entirely covered with small dry poplar, 4 inches in diameter, and windfalls.

A creek, 15 links wide and partly dried up, crosses Section 36.

Range 5.

Sections 35 and 36 are much broken by swamps and ponds. Section 34 slopes gently towards Etoimami River which crosses the centre of Section 33. These three sections are thickly covered with dead poplar and windfall.

Etoimami River, where crossed by the Base Line, is one chain wide, but expands to two chains in some places, and must be a large stream in high water, though at the time I was there it was merely a chain of pools.

The west half of Section 33 and the east half of 32 are open prairie.

Section 31 and the west half of 32 are covered with dead poplar and interspersed with numerous swamps and marshes.

The soil will rate about the same as Range 4.

Range 6.

This range is covered with small dry poplar, 4 inches in diameter, interspersed with swamps and marshes, except Section 33, which is for the greater part a willow and tamarac swamp, in which there is a running creek about 10 links wide.

There are numerous windfalls in this range. The soil will generally rate first-class.

Range 7.

The east half of this range is covered with poplar 4 inches in diameter, but in the west half the timber is dry and partly windfall.

The Assiniboine River crosses the base line in the east half of Section 33, near its great bend towards the west. Half a mile from where it crosses the north boundary of this section there is a large creek emptying its waters into it.

The soil in the east half of this range will rate first class, but the west half is rather low, with numerous swamps, and will rate second class.

Nut Mountain is entered in the middle of Section 31 where some good poplar, 8 to 12 inches in diameter, and scattered birch, are seen for the first time on this base line.

Range 8.

Nut Mountain extends over this range. It is covered with poplar 4 to 12 inches in diameter, mostly dry, excepting Section 36, where some good poplar is found with scattered small birch among the dead timber, and Section 31 which has been greatly opened by fires.

The summit of Nut Mountain, ascending from the east, is reached at 70 chains on Section 36. The land is generally undulating and broken by numerous swamps in the west half. It will rate first and second class.

Meridian outlines between 9th and 10th Bases West of 2nd Meridian.

Township 33, Range 5.

This township has been overrun by fires, and is now partly open land. The only woods left consist of scattered bluffs of dry poplar and willow, interspersed with large tracts of prairie. It is watered by hay marshes scattered here and there. The soil is either sandy or black loam, with clay subsoil, well adapted for farming purposes.

Township 34, Range 5.

This township is undulating and has been much cleared by fires. The timber is in bluffs, and generally dead, except for 20 chains on the north part of Section 24, and the south half of Section 25, where there is good poplar 10 inches in diameter.

Section 36 is all open prairie. The Assiniboine River crosses the north half of Section 25, and the Etoimami River crosses Section 36 and empties its waters into the Assiniboine at about 40 chains east of the east boundary of the township.

The Assiniboine River is about 75 links wide and 1 foot deep, with a slow current and sandy bottom.

The Etoimami is 80 links wide, the water being stagnant and about 3 feet deep.

Township 35, Range 5.

Section 1 of this township is open prairie, while Section 36 and the northern part of Section 35 are somewhat heavily timbered with dry and green poplar.

The remainder of the township is scrubby and interspersed with scattered bluffs of small poplar and willow

The soil is generally sandy loam, with clay subsoil. On the east boundary there are numerous hay marshes, swamps, and three dry creeks.

Township 36, Range 5.

This township is entirely covered with small poplar 4 inches in diameter, generally killed by fire, and on Section 36 there are some windfalls. It is much broken by numerous swamps and marshes.

The soil will rate second-class.

Township 33, Range 9.

The surface of this township is rolling, and there are numerous swamps and hay marshes.

The township is somewhat heavily timbered with thick bluffs of young poplar and willow.

The soil is generally good.

Township 34, Range 9.

With the exception of the south-west quarter, this township is all wooded, principally with small poplar.

The land is very low in the east half, and watered all through by numerous sloughs and marshes.

It may be classified as second-class.

Township 35, Range 9.

This township has been overrun by fires, and is now lightly wooded with clumps of small dry poplar and willow.

The land is mostly level and very low, being broken by numerous marshes and sloughs and spruce or tamarac swamps.

The soil is fair.

Township 36, Range 9.

Nut Mountain extends over this township. The land is rolling and cleared by fires; only a few scattered bluffs of dry poplar are seen here and there. It is suitable for immediate settlement. The soil is good and well adapted for mixed farming.

Section 36 is mostly covered by large willow and spruce swamps.

Township 33, Range 10.

This township is undulating, and interspersed with scrubby prairie and clumps of small poplar and willow.

The soil is generally good, but somewhat dry. Hay marshes and sloughs are seen here and there.

Township 34, Range 10.

The north-east quarter of this township is covered with a new growth of poplar. Sections 6 and 7 are interspersed with bluffs of poplar; the remainder has been cleared by fires.

Fishing Lake lies partly in this township.

A creek enters Section 24 from the north-east corner and empties its waters into the lake. The soil will rate first-class.

Township 33, Range 11.

This township is slightly rolling, and interspersed with bluffs of poplar and willow. The openings are generally scrubby,

The south half is partly covered by Fishing Lake and some smaller lakes.

Township 34, Range 11.

The east half of this township has been much cleared by fires, and may now be called scrubby prairie, but the west half is more wooded with bluffs of dead poplar.

The land is gently-rolling, and ranks first-class. The soil is either sandy or clay loam, with clay sub-soil.

It is well adapted for mixed farming.

Township 33, Range 12.

Section 1, and 20 chains on Section 12, are nearly all open prairie.

Fishing Lake covers part of Sections 12, 13 and 25, also the whole of Section 24.

It is a large sheet of good water, extending east and west for about 6 miles, and about 3 miles at its greatest width.

The north half of Section 25 and the south part of Section 36 are heavily timbered with poplar.

The trail to Fort Pelly crosses in Section 36. The land is gently undulating, and good for farming purposes.

Township 34, Range 12.

This township has been considerably cleared by fires, and would not require much work to be ready for immediate cultivation.

The land rates first-class; it is rolling, and interspersed with numerous marshes, where good hay may be cut.

In conclusion, I may say that the tract of land I surveyed between the 9th and 10th Bases is very well adapted for mixed farming.

The soil is good, and generally well watered by creeks, sloughs, and hay marshes.

The great fires that prevailed in 1889 all over the North-West have greatly cleared and dried up this section of the country, which, as far as I could judge, had been at one time heavily timbered and very wet.

Country North of Tenth Base.

With regard to the country north of the 10th Base, upon which you instructed me to report as to its physical features and resources, and the desirability of surveying any part of it, I beg to state that, according to the information I gathered from the Indians, trappers and fur traders of Fort Pelly who have travelled much in the district, and judging also from what I saw on the 10th Base and 2nd Initial Meridian, surveys there will not be needed for some time, especially in the neighbourhood of the 2nd Initial Meridian and Porcupine Hills.

The general aspect of the country is not favourable for immediate settlement. It is all more or less wooded, and very wet and broken by marshes, sloughs, spruce swamps and muskegs.

The timber has mostly been killed by fire, and is now in part lying on the ground in large windfalls, rendering travelling in the district almost impracticable. The good timber that has escaped destruction is reported to be in small quantity, and so scattered as to render it unprofitable for milling purposes.

East of the 2nd Initial Meridian, in the Porcupine Hills, and for eight ranges west of the meridian, as far as the Red Deer River on the north side, the country is reported to be as above described and better adapted for fur hunting than cultivation; but from Range 9 westerly and northerly it appears to be partially open and very suitable for farming purposes.

As far as I could hear, the best time to make any survey in the neighbourhood of the 2nd Initial Meridian north of the 10th Base would be early in the fall and during the winter, on account of the want of proper roads for a summer survey. The only way to penetrate the Porcupine Hills, or any part of the above described tract of land, would be by following the different pack trails already made by the Indians. There is no water route that could be followed with advantage, except in very high water, when the Swan River would afford a good route for a certain distance.

On the 16th December the ground was so frozen as to render mounding nearly impossible, therefore I decided to discontinue the survey and return home. I accordingly proceeded to Devil's Lake, where I stored my outfit, and left the horses in care of Donald Gunn, and from there I went to Yorkton. I then discharged my party and proceeded home, where I arrived on the 27th ultimo.

I have the honour to be, Sir,

Your obedient servant,

P. R. A. BELANGER, D. L. S.

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

No. 8.

TRIANGULATION SURVEY IN THE ROCKY MOUNTAINS.

REPORT OF W. S. DREWRY, D.L.S.

OTTAWA, 17th January, 1891.

SIR,—I have the honour to report on the triangulation survey of the railway belt in the Rocky Mountains, as follows :

In accordance with your instructions, dated 27th May, 1890, preparations were at once begun, by telegraphing to two men who had been with me during the previous season to commence putting the foot hill signals, already established, in shape for observing.

After having some necessary alterations made in the theodolite to be used, I left for Calgary, going into camp soon after my arrival. The total force was divided as during the previous season's work : Mr. A. Saint Cyr, D.L.S., with three men, being detailed to do the angle measuring, while with six men I undertook the exploring, signal-setting, trail-cutting and carrying on of track surveys to make a rough map for the guidance of those coming after.

As before, the object of the survey was to be purely practical, in providing points of departure for subdivision and topographical surveys. Of the fact that these are needed immediately I believe we have discovered ample evidence, as will be set forth further on in this report. The more I see and study the mountains the greater is my conviction that a triangulation and photo-topographical survey is at once the best and cheapest manner in which the desired end can be reached—indeed, it seems probable that it is the only available method, without so enormous an expenditure as to render it impracticable.

A suggestion made by Mr. McArthur, D.L.S., and carried out by him to some extent in performing topographical work, I regard as valuable, viz.: wherever practicable, to establish by triangulation the latitude and longitude of stone monuments or marked trees along the pack trails in the valleys. The value of this is obvious.

OPERATIONS OF SURVEY.

As you are fully conversant with the detailed working of the survey through progress reports, and such information would probably not be of interest here, I will embody but a general recital of our operations.

Work was commenced by sending the observing party to Brushy Ridge station, in the foothills, while we set a signal on Nose Hill, near Calgary, and moved to the 5th Initial Meridian, in latitude $51^{\circ} 02' 28''$ N. Here we prepared to observe star transits for the purpose of finding the azimuth of the sides of the triangulation. After some stormy and unfavourable nights we had a clear one, and observed a programme of thirteen stars, the result of which has been used in the computation of the triangulation.

Upon the completion of the above work Mr. Saint Cyr started for the mountains, observing at all the foot hill stations south of the Bow River as he went.

In the meantime I had detached Mr. Tallon, D.L.S., and two men from my own party to perform a correction survey in the vicinity of Morley. Upon reaching that point I found the work nearly completed; so, discarding all extra baggage, we started into the mountains following the Bow Pass as far as Banff. In this connection it may not be out of place to state that a small sum spent in improving the old Canadian Pacific Railway tote road would make a good waggon road from Calgary to Banff.

From Banff we went up the valley of Cascade River to Sawback Creek, which we followed to its source. *En route* we climbed several mountains in searching for

a suitable point upon which to place a signal. Intervening peaks, however, hid Cascade signal, and it was not until we reached the head of Sawback Creek that we found a mountain sufficiently high for our purpose. The one selected rises some 10,900 feet above the sea, and, so far as I am aware, is the highest peak yet ascended in the Canadian Rockies. The climb is not at all dangerous except at one point near the top, where for about 40 or 50 feet the road lies along the sharp crest of a glacier, with a sheer drop on one side and a steep icy slope on the other. Here a misstep means death. It is rather trying to the nerves, but not specially dangerous. The whole peak is surrounded by deeply crevassed glaciers and immense ice fields, whose serrated surface and piercing cold seem to forbid the trespass of any living thing; but upon the very top of the mountain we found a handful of frozen grasshoppers under a loose stone. After setting the signal and taking the photographs of the surrounding country we crossed the divide between Sawback and Johnson Creeks at an elevation of 8,700 feet above the sea, very high for horses in these mountains. The bottom of the notch through which we passed was occupied by a snow bank about 20 feet deep, so we were compelled to pick out a road on the slide rock above it. Following down a branch of Johnson Creek to the main stream we turned up it and crossed the divide between Johnson and Baker Creeks at an altitude of 8,300 feet. Just across the divide, high up above the timber line, is a small lake of extreme beauty, the jagged rocks rising abruptly from its edges.

The descent into Baker Creek is at one point quite dangerous for horses, as the trail zigzags back and forth on ledges along the face of a cliff. Fortunately, we reached the bottom without mishap, and followed the waters of Baker Creek to Bow Valley. Several miles of the trail along the creek are soft and miry, so much so that it took seven hours of hard travelling to make six miles.

Reaching Laggan by the Bow Pass, I went from that point to visit the observing party, while my own party started for Mount Hector, near Bow Lake. I found the observing party at Banff *en route* for Devil's Lake station. They had observed at all the foot hill stations before mentioned, and had also occupied Wind Mountain, going down the White Man's Pass to the Spray Lakes.

Rain and cloudy weather had retarded their operations, but good use had been made of the fine weather. It must be borne in mind that when cloudy in the mountains the peaks are often enveloped in cloud banks so dense that a person cannot see an object twenty feet from him.

From our camp near Bow Lake we made four separate attempts to reach the highest point of Mount Hector, but were compelled to turn back after attaining an altitude of 10,400 feet.

From this elevation the only possible route to the top was up the steep, icy slope of a glacier, in which it would have been necessary to cut steps for about 1,000 feet. We began to do this, but found it would take too much time, and that even if done it would be a matter of considerable doubt whether or not the heavy theodolite could be carried up. In any event, it would have been an extremely dangerous undertaking. We accordingly placed the signal on a peak 9,600 feet high, lying about a mile south of Mount Hector. The signal is not in nearly so commanding a position as it would have been on the latter mountain, but served the purpose of crossing the continental divide.

On 9th September, after several days rain, we had a very heavy fall of snow, which lasted intermittently for more than a week. This storm and preceding bad weather delayed the observing party at Simpson River, while my own party moved down the Kicking Horse Pass. We camped at the foot of the Van Horne Range, awaiting weather in which it would be possible to work on the mountain peaks.

With two men I made a trip up the Beaverfoot, but found that work there would require a strong party; so, merely exploring a route to the mountain selected for a station, I returned to the main camp.

A signal having been set on Mount Russell, the highest peak of the Van Horne Range, we travelled up a large stream flowing into the Kicking Horse River, a few chains below the mouth of the creek coming from Emerald Lake near Field. The

country being quite different from that shown on the map in our possession, we were obliged to spend some time in exploring a route. After cutting a road for some miles we struck an old Indian trail crossing over from Emerald Lake Valley. This saved exploring, but snow slides had swept timber across the track, so that the work was but little easier.

About seventeen miles from Kicking Horse River we came into a prairie some three quarters of a mile long and half a mile wide. Here we camped, and after climbing four mountains found a peak which suited our purpose. It is 10,600 feet high, and a hard, rather dangerous climb.

The panoramic view obtained from its top is magnificent. East, north and south are the immense ice fields and many hued glaciers of the summit ranges of the Rockies, in which the North Fork of the Kicking Horse River takes its rise.

Through the ice, shattered peaks thrust their heads, powdered with snow, giving to the whole wild scene an extremely cold and sternly forbidding appearance.

West and north-west the valley of the creek extends its length, clothed in deep green spruce and pine.

West of this again is a mighty glacier-clad range of mountains, between it and Blaeberry Creek.

The rocks here are wonderfully contorted, the beds being sometimes bent into fantastic shapes. We found rich-looking float of copper pyrites, but had no time at our disposal to search for the vein. It seemed to me that this would prove a most interesting field for the geologist and mineralogist.

It appears as if this valley had at one time been a route from the Columbia to the upper portion of the Kicking Horse River, the trail coming up the Blaeberry, then over to this creek, and following it to the latter stream.

This route, though circuitous, would avoid the "Golden Stairs" and Kicking Horse canon, which were not travelled by the Indians to any extent, if at all.

While completing our work on the mountain top we were overtaken by a tremendous rain and snow storm, which lasted with but short intervals until 25th October. My own party moved up the Beaverfoot, and I found the observing party at Castle Mountain camped in 18 inches of snow, with plenty still coming down. They had finished their work at Simpson River, Cascade and Bonnet Mountains, but had had a hard experience at the latter place. With but a scanty supply of provisions, they had been snowed in for nine days on the divide between Sawback and Johnson Creeks.

Having instructed them to observe at Storm Mountain and Hector stations, if possible, I left for the Beaverfoot.

On rejoining my own men I found that they had climbed the peak selected between the Beaverfoot, and Columbia Rivers; but, although they remained on the mountain four days, were unable to procure stones for signal building, the tops of the mountains being solid masses of ice.

The snow was now so deep on the summit of the Kicking Horse Pass that to remain longer might necessitate abandoning the horses. I accordingly took all my party, except two men, to Calgary, and paid them off, while the two left behind brought the horses through to the winter range at Morley. From that point I communicated with Mr. Saint Cyr, who informed me that they had ascended Storm Mountain, but that some of the signals to be observed were not visible, owing to the great depth of snow then lying on the mountains. I therefore instructed him to return to Morley by way of Devil's Gap and Ghost River, observing at the latter point *en route*. This having been accomplished, we started to complete the tie from the mountains to the 5th Initial Meridian, near Calgary, as instructed in your telegram of 12th November.

A succession of prairie fires and strong gales delayed the work somewhat, and it was not until 12th December that it was completed.

The signals now in position extend from Calgary westward into British Columbia, nearly to the Columbia River. Had it not been for the tremendous storms of September and October the work would have been carried well into the Selkirks. Fifteen instrumental stations were occupied, and the angles of the triangulation measured, although stormy weather greatly interfered with observing throughout the season.

It was only by close, constant watchfulness, and seizing every chance offered, that work was carried on during the summer.

TECHNICAL MATTERS.

The signals used in the mountains are cairns, built after the manner described in my report of last year; but in addition a truncated cone of tin, 18 inches in diameter at the base, 6 inches on top, and with a vertical height of 18 inches, was placed on top of each. These cones were held in position by building a pole into the cairn and placing cross wires in the top of the cone, then forcing them down around the pole until the bottom of the cone rested on the cairn; copper wires were then attached to the bottom of the cone and brought down and fastened about the body of the signal.

At a distance of twenty miles, which was the length of side proposed in the triangulation, this cone would subtend an arc of 2" at its middle height. The micrometer head on the microscopes reading the horizontal circle of the theodolite are cut to 0°001 or 3"6; but this can be quite readily estimated to 0°00025 or 0"9.

The average closing error of the triangles is 2"8, the greatest being 7", and the least 0"2. The error exceeds 4"5 in but one triangle, which was observed under unfavourable conditions, in October, when deep snow had drifted around the signals observed on.

The theodolite was mounted on a heavy tripod 18 inches high, and strongly braced in every direction. When firmly set on the mountain tops the instrument remained very steady, no appreciable change in level and no torsion being noticed.

But even at great altitudes of from 10,000 to 11,000 feet, some difficulty was experienced from refraction. It seems probable that this arose from the nature of the country, which may be compared to the teeth of a saw turned upwards, the observing station and station observed being teeth some distance apart, and slightly higher than the others. Natural causes operating, the currents of air would rise above the crests and dip into the valleys, thus giving the object observed a slightly undulating appearance. I believe that this refraction is not always vertical, but in cases where higher peaks lie between and slightly to one side of the line between the two signals the same causes operating produce a horizontal refraction. This would affect the triangulation materially, so I accordingly sought to place the signals on the highest peaks available, to lessen the evil as much as possible.

MINERALS.

In carrying on the survey a large area of the Bow and Kicking Horse basins and country adjacent thereto was traversed by us.

The nature of our work led us over territory seldom if ever travelled by others except Indians in search of game, and incidentally discoveries of mineral deposits were made by several members of the parties. It being considered no part of our duty to make special search for minerals, no time was lost in hunting for or examining deposits found. When ore was discovered by the men they brought samples picked up on the surface of the vein, and reported what they had seen to me.

I believe that in the main the information so given is to be depended upon. I had assays made by reliable men of ores found by us, and below give the result, together with the width of outcrop observed or reported.

Description.	No.	Copper.	Iron.	Width of Outcrop.
Copper Ore.....	1	p. c. 30	p. c. 9	8 feet.
do Glance.....	2	37	31·92	4 feet.
	3	39·4	24·65	4 to 6 feet; fissure vein.
	4	32·5	24	6 feet.
	5	19	16·4	3 to 4 feet.
	6	25	25·9	10 feet.

In addition, a vein of limonite or brown hematite iron ore was found by us. It is twenty feet wide, and I believe it to be an extensive deposit.

In fact, it is probable that this is the larger vein mentioned in my report of last year as having been seen by prospectors. It is easily accessible, but lies some seventeen miles from the Canadian Pacific Railway.

A sample of the silver-bearing galena mentioned in my report of last year assayed 4 oz. silver and 24.2 per cent. lead per ton.

A specimen of copper pyrites brought into Morley by a Stoney Indian, and said to have been found in the Bow Basin, assayed 32.8 per cent. copper. This is very rich, and if existing in quantity is valuable.

Mr. James Smith, of Silver City, who has been prospecting in these mountains during the last few seasons, kindly showed me samples of ore found by him, and permitted me to copy official assays of the same. The following is the list,—with statements as to district, &c., made by Mr. Smith:—

District.	Description.	Gold.	Silver.	Copper.	Lead.	Iron.	Width of Vein.
		oz.	oz.	p. cent.	p. cent.	p. cent.	
British Columbia.....	Galena ore.....	0.5	87	.....	49	.....	8-feet fissure.
*Alberta	Copper ore.....	.....	.....	79.5	.....	.....	4 to 6 feet.
do	Brown hematite.....	.....	.....	.....	.....	62	20 feet.
do	Quartz in above.....	75	25	.....	.....	.....	.....
do	Quartz.....	7½	30½	.....	.....	.....	1 to 10 inches.

*Picked sample. Probable average of vein, 30 per cent.

It will be noticed that the iron in the above list is of the same description as that found by us, and I strongly suspect it to be from the same vein, although Mr. Smith was reticent on the point.

I also saw some rich-looking samples of copper ores, obtained by gentlemen residing in Calgary, from the country north of that traversed by us.

This combination induces me to believe that the Bow Basin and adjacent territory are extremely rich in minerals, and well worthy the close and immediate attention of prospectors. Some of these copper leads are within five miles of the Canadian Pacific Railway, while it is probable that development would lead to even closer discoveries.

Exceptionally favourable conditions for mining and smelting exist in these limestone mountains.

Within a circle of fifty miles diameter are known to lie easily accessible deposits of copper, silver-bearing galena and iron ores; while at Canmore, within the circle, good coking coal is already being mined. The Canadian Pacific Railway traverses the centre of the district, and short, narrow-gauge spurs could be built at comparatively small cost through a great portion of the area.

What I have seen during the years I have worked in these mountains has led me to arrive at conclusions which, although not those of a trained geologist or mineralogist, are deduced from observation and study of the country.

Five great mineral belts appear to traverse this part of the Rockies in a northerly and southerly direction. Entering the mountains from the prairie, we meet: 1st, coal; 2nd, iron; 3rd, copper; 4th, lead and silver; 5th, gold.

All these minerals have actually been found by us, without special search, east of the continental divide. On the easterly limit of this great metalliferous tract, and in some places intruding, lie vast quantities of coal.

An important consideration in the development of this country is the fact that, should a great mining industry spring up, not only the parties operating the mines would be benefited, but a large and profitable market for the products of Alberta would be opened at the very doors of the producers.

TIMBER.

In the valley of Cascade River comparatively little green timber of value was observed, the bulk of it having been killed by the fires of last year.

Near the Bow Lakes, at the head of Bow River, is a considerable quantity of fine spruce; but no doubt this has been reported on before, as subdivision surveys have been made in the vicinity.

Along the Kicking Horse and tributaries there is a large amount of good timber, notably on the Beaverfoot. At this latter place I observed that much valuable timber had been wantonly wasted. Trees from fourteen to eighteen inches through had been cut for railway ties, but only the tops used, and the butts left in the woods to decay. The uplands in this valley appear to have been at one time covered with cedar, but fire has destroyed it, and pine and poplar taken its place.

I have the honour to be, Sir,

Your obedient servant,

W. S. DREWRY,

Dominion Lands Surveyor.

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

No. 9.

PHOTO-TOPOGRAPHICAL SURVEY IN THE ROCKY MOUNTAINS.

REPORT OF J. J. McARTHUR, D.L.S.

OTTAWA, 23rd January, 1891.

SIR,—I have the honour to submit my report on the photo-topographical work performed by me during the past season.

I left Ottawa 20th June, and reached Calgary on the 25th. After a few days spent in getting my horses and outfit together I started for Morley, where I had arranged to procure my supplies. I entered the mountains by way of Ghost River and the Devil's Lake Pass, and in accordance with instructions started to survey the Cascade trough. For the first couple of weeks our work was much retarded by wet and foggy weather. The Cascade Valley, for eight miles north of the Rocky Mountains Park, is fairly wooded with spruce and pine, but for many miles beyond the country has been overrun by fire. Cascade River is a rather turbulent stream in which several kinds of trout are abundant; where the trail crosses it is 75 feet wide.

There are indications of coal along the cut banks, and upon the slopes of Cascade Mountain anthracite of an excellent quality has been discovered.

I occupied six triangulation and five camera stations along this valley.

When extending my triangulation I located points on the river and park trail about five miles apart, at which I planted posts marked T. P. I. (traverse point) T. P. II., &c. The locating of these points does not delay the survey. Their exact positions are calculated, and they will afford starting points for mining claims and timber licenses. The discovery of coal and other minerals in these localities will give an impetus to mining surveys, and the placing of these monuments will tend to facilitate the development and administration of this mountain country.

Our next trip was up Forty-Mile Creek. To avoid the cañon we entered by the pass to the east of Mount Edith. It is about five miles across on a good trail, which crosses the creek and continues on the east side of the valley, which runs in a north-west direction parallel to the Sawback Range. The timber has been destroyed by fires of late years. About seven miles from the crossing a good sized creek comes in from the west, and along this a trail leads across the Sawback Range to Johnston Creek. We made our camp at the Forks, but extended our survey about six miles further north to the divide leading over to Sawback Creek, a tributary of the Cascade River, which takes its rise in a good sized lake situated near the summit. This lake is alive with trout.

We occupied two triangulation and four camera stations along this valley and located a T. P. at the forks of Forty Mile Creek.

The trail across to Johnston Creek is not very good and there are a couple of very steep hills. Before reaching the divide we came across a glacier-fed lake about one-half mile in diameter, which is full of trout averaging about one pound in weight.

On the evening of 30th August we pitched our camp on the summit of the Sawback Range above timber line. Next morning we made the ascent of a mountain to the right of the pass, the weather being exceptionally fine; but in the afternoon it began to rain and as night came on the rain changed to sleet.

When we looked out on the morning of 1st September the snow lay one foot deep and it was snowing. The scene was one of arctic desolation. After dinner it cleared and we made a trip to the lake and caught two dozen trout which proved a welcome addition to our bill of fare. Several mining claims have been staked in this neighbourhood, and indications of iron are plentiful. I located a traverse point on this summit.

The trail down to Johnston Creek is very steep in places and has not been much travelled of late. The slope of the mountains to the north of where we struck the creek is strewn with crinoid fossils. We followed up this stream and camped on the evening of 3rd September at the timber line near the divide leading over to Cascade River. Here another storm of rain and snow set in, which lasted all night and next day.

We experienced great difficulty in completing our work in this neighbourhood. The weather remained unsettled, and the deep snow on the mountain slopes made climbing very fatiguing. Flying snow clouds frequently obscured the landscape and compelled us to remain for hours (half frozen) on the summit. There are indications of minerals in this locality, and several claims have been staked some years ago. Had it not been for our supply of fish we should have fared badly, as owing to the many unexpected delays we had run short of provisions; and although it rained continually during the 7th and 8th of the month, we were compelled to proceed on our way to Banff, which was the only point at which we could cross the Bow River on our road to Simpson's Pass. We passed through Banff on the evening of the 8th and camped about three miles to the west on Sundance Creek. Snow fell during the night and in the morning was a foot deep on the level. The heavy rains which we had experienced had fallen as snow on the mountains, which were now covered to a great depth, and although the weather cleared the air remained cold and the snow disappeared but slowly.

On 16th September I started up Healy's Creek, which issues from the Simpson Pass, about seven miles west from Banff. The trail although rather rough in places is good, having been well cut out some years ago by the Canadian Pacific Railway exploring parties who ran a line through this pass to the Vermilion. When we get west of the Bourgeau Range, the creek flows through a broad cañon about 1,500 feet deep. From the top of this cañon, a high hilly country, much resembling foot hills and more or less covered with vegetation, extends for miles to the north and south. There are indications that these hills were at one time the haunts of the wood buffalo recently extinct. The only game we came across were mountain goats and bears; the latter must be numerous, as the hillsides are everywhere torn up by them while in search of the esculent roots on which they subsist. I located a T. P. on this summit, which is part of the great watershed of the continent. This was the route taken by Sir George Simpson, Governor of the Hudson's Bay Company, on his remarkable trip around the world, more than fifty years ago.

To the west of the divide there is a beautiful piece of Alpine park country, about one mile wide and several miles in length, dotted with emerald lakes and open groves of mountain larch, the fading leaves of which when viewed from an elevation greatly enhance the beauty of the landscape by their variegated hues.

We extended our work down the Pass to the junction with Simpson River, which takes its rise in the glaciers near Mount Assiniboine. On this excursion we were favoured with delightful weather. We occupied four triangulation and five camera stations.

We returned to the Bow River on 29th September. The next day it rained and the weather remained unsettled for more than a week. I had some work to complete on Ghost River, so we moved camp to Lake Minnewanka, where we were obliged to remain for some days.

On 10th October we started up the pass leading from the lake to Ghost River; after an ascent of several hundred feet we came to snow and this became deeper as we ascended until we reached timber line at an altitude of 7,000 feet, where it was waist deep. We pitched camp here, as I had to re-occupy my station on Mount Aylmer, the lofty peak to the east of the divide. I delayed making this ascent for a couple of days, hoping that a warm wind might lessen the snow, and while waiting we established two camera stations to the north of the divide. The nights were very cold and our horses had hard times pawing for feed on the steep slopes.

Despairing of milder weather we started on the morning of the 13th for the summit of Mount Aylmer, 10,335 feet above the sea.

We took five hours to make the ascent of 3,300 feet from camp, sometimes ploughing our way along steep slopes where a snow slide might sweep us into eternity, or crawling on hands and knees across deep ravines drifted full of snow.

Having made the ascent of this mountain the summer before, we knew how to avoid the most dangerous places. As we neared the top the snow was not so deep; it had been blown off the sharp ridge along which we travelled.

The view from the summit was desolate in the extreme; north, west, south and east, as far as the eye could reach, the country lay under the dominion of snow.

It was freezing and a cold north wind rendered us very uncomfortable. Fortunately we had only a couple of triangles to close here, and the large signal cairn afforded us some shelter during our short stay.

As we reached camp towards evening it began to snow again, and during the night it developed into a storm which drifted the snow from the heights into the canon, and next morning we found ourselves fairly snowed in. I abandoned all idea of crossing over to Ghost River, and prepared to return to Banff. There was no sign of the track by which we came up, and the great depth of snow compelled us to climb high up along the sides of the canon, our horses getting their legs badly cut and bruised while floundering among the loose rocks. When we reached the valley we found a considerable amount of snow, and we had stormy weather for some days.

On 24th October we started up the Spray Pass, intending, if the weather should permit, to survey the country in the neighbourhood of the Trout Lakes, and return by the Whiteman's Pass to the railway at Canmore; but after travelling 15 miles the snow became quite deep, and feed for the horses very scarce. I established one camera station about 2,000 feet above the valley, and secured data to complete an unfinished sheet of the topographical map. The nights were very frosty, and I concluded that the snow would not disappear sufficiently from the mountains to allow me to carry on my work to any advantage.

On 27th October we pulled out for Morley, where arrangements had been made for the wintering of our horses and the storing of our outfits.

My work of this year covers more than 400 square miles, which I expect to map this winter.

I occupied 13 triangulation stations and 20 camera stations, which, with the setting of signals, involved the climbing of thirty-eight mountains ranging from 7,000 to over 10,000 feet above the sea. I reached Ottawa on the 6th of November.

I have the honour to be, Sir,

Your obedient servant,

J. J. McARTHUR,

Dominion Lands Surveyor.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 10.

REPORT OF A. DRISCOLL, D.L.S.

NEW WESTMINSTER, 31st December, 1890.

SIR,—I have the honour to submit the following report on the surveys performed by me in this district during the past season.

On receipt of instructions from you on the 7th day of April last, I left Kamloops where I had wintered, and commenced operations by making a survey in Township 3, Range 28, of the Dominion Experimental Farm at Agassiz, attaching to it the remaining portions of Sections 30 and 31. This farm has now enclosed within its boundaries an area of some 1,100 acres composed of soils common to most parts of British Columbia; its situation is excellent, being adjacent to an important railway station and at the junction of the Canadian Pacific Railway and Harrison's Hot Springs road, so that visitors to the latter place can conveniently visit it also.

On completion of this survey I went to Revelstoke, where I was engaged about three weeks in making a survey of the town site. Revelstoke is beautifully situated on the banks of the Columbia River, and lying as it does in the midst of such a mineral-producing country, it has great promise of some day being a large and busy city, rivalling even that great mining centre, Denver. A company has been formed here who have erected large smelting works, now successfully at work. The lots comprising the town site have, I have since learned, been mostly sold and on favourable terms.

Returning to the coast I continued work in Township 3, Range 28, and after effecting some corrections to existing surveys in this township and in the one immediately north of it I crossed Fraser River and surveyed the portion of Township 3, Range 28, south of the river, also a part of Township 2, Range 29 as far as the foot of the mountains.

I then moved down the Fraser River and made the survey of the greater part of Township 3, Ranges 29 and 30, and from there went to Township 15, East of Coast Meridian, where, after making a few corrections affecting my starting point, I commenced the survey of the north-east quarter of the township. This portion, although containing excellent land, is very heavily timbered, and settlers had hesitated to venture in until quite sure of their location in respect to survey lines. I was about a month in making this survey and in that time (so quickly were my lines followed) every available quarter section was taken up or squatted upon, showing the great demand there is for land in this district.

From Township 15 I went to Township 20 and traversed Sumass and Fraser Rivers which flow through it, setting witness posts at the intersection of all section lines, and on completion of this work I paid off the greater number of my party, only keeping two men to assist me in a partial survey of Township 10, this being my last work of the season.

This district has been so fully and so often treated of in the reports of previous surveys that a description of it from me would only be repetition.

The rainfall, though generally quite sufficient, has this season been much greater than for some years past. It, however, did no injury beyond raising the water in the rivers somewhat above their ordinary level. To judge by the exceedingly abundant crops of fruit and other things it may be considered to have been of much benefit, as the yield has not been so great for some time. This district promises to eclipse many of the older provinces in the production of fruit. Many farmers are going extensively into the cultivation of large fruit and are planting peach, pear and prune trees in

great numbers. There is a good demand for all that is raised at present, and the erection of numerous canneries during the past summer indicates that it will be a long time before the supply exceeds the demand.

I have the honour to be, Sir,

Your obedient servant,

A. DRISCOLL,

Dominion Lands Surveyor.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 11.

CORRECTION OF SURVEYS.

REPORT OF C. F. MILES, D.L.S.

WALKERTON, ONT., 1st December, 1890.

SIR,—In accordance with your instructions, dated the 17th of June last, I proceeded to Winnipeg, where I purchased my supplies, and thence to Saltcoats. After some delay there, awaiting the arrival of my supplies and purchasing transport outfit, I started for the initial point of my survey, viz., the intersection of the 6th Base Line with the 2nd Initial Meridian.

The corrections to former surveys made here have already been reported on by me to the Inspector of Surveys. From here I re-measured the meridian up to the 6th Base, making the necessary corrections in accordance with my instructions, and re-surveyed Townships 23 and 24, in Range 33, west of Principal Meridian. North of this, in Townships 25 and 26, I surveyed the tier of sections in Range 1, adjacent to the 2nd Initial Meridian. Townships 27 and 28, in Range 33, west of Principal Meridian, I also re-surveyed. In Townships 27 and 28, Range 1, west of 2nd Initial Meridian, I ran some check lines, plans and field notes of which will accompany my returns when completed.

With regard to the character of the country passed through, I do not suppose that any further report is required, it having been already reported upon by the surveyor who performed the original surveys. One or two facts it may be well to mention to show the excessive dryness of this district compared with what it was some ten years ago. About that time I was engaged on surveys between the 5th and 6th Correction Lines, and found no lack of water; in fact, every depression was full, and the lakes and ponds were teeming with wild fowl. Now, there is not a drop of water to be found along the whole of the meridian from the Big Cut Arm Creek northwards, with the exception of one or two places, and the water in the wells that have been sunk by the settlers. After getting beyond the settlers (that is, beyond Township 26), I had to dig wells for a supply of water, and had in one instance to sink as deep as 13 feet in a dry slough for a sufficient supply for my party. In Township 28, Range 1, I was fortunate enough to discover a good spring near the top of the bench on the south side of Stony Creek, on Section 13, and about 5 chains west of the meridian. The creek itself presented a dry bed both east and west from the meridian. In Township 27 there is also a chain of lakes or ponds, commencing in Section 16 and running in a north easterly direction into Township 28, terminating in Bull-rush Lake, on Sections 14 and 23. Another good-sized body of water formerly lay to the north of the last mentioned lake, and was called by the natives Oak Lake, but it has now dried up.

Township 21, on both sides of the 2nd Initial Meridian, is fairly well settled; so is Township 22, in Range 1, west of the 2nd Initial Meridian. In Township 22, east of the meridian, there are only one or two settlers in the southerly portion.

Township 23, Range 33, contained at the time of my survey one settler, but I was informed that others would shortly move in.

Townships 23 and 24, Range 1, west, are fairly well settled, and Township 25 is principally occupied by Crofters.

Township 26, which contains a good deal of hay lands, had apparently no settlers.

Fractional Townships 24 to 28, Range 33, west of the Principal Meridian, do not appear to be settled, though there are settlers in the townships to the east of these.

Township 27, Range 1, contains four settlers. The harvests of the past three or four years having proved a failure in this township, owing partly to drought and frosts, the settlers became discouraged and put in no crops this season, but had they attempted to crop their land this year it is quite likely they would have reaped a fair return.

Townships 26, 27 and 28, on both sides of the meridian are admirably adapted for stock raising, there being numerous hay meadows and plenty of shelter amongst the bluffs. Cattle require to be stabled here during the winter months, and sufficient suitable timber may be had for the erection of stables, more particularly in Townships 27 and 28, west of the meridian.

The soil throughout the whole of the district is a black loam, varying in depth from 6 to 18 inches, with a clay subsoil.

The fires of the last few years have proved very destructive to the standing timber, most of which, though not killed outright, has since died, or is dying from the effects of the fire. In fact it is quite exceptional to meet with a green bluff. Many of the old survey lines have thus been obliterated, blazed trees, stumps and bearing trees have disappeared, and it is only occasionally that a post is found in a fair state of preservation. Mounds and pits in wooded country, as authorized by the new addition to the Manual, will be found a great improvement on the old system of wooden posts and bearing trees.

Townships 27 and 28, Range 1, west of the 2nd Initial Meridian (more especially the latter township) do not offer much arable land to the settler without first being cleared, as even the prairie openings are generally covered with a rank growth of weeds and low brush.

The water in most of the wells is fairly good, though all more or less alkaline.

As there was a probability of my having to examine subdivision contracts 6 to 11, north and east of the Beaver Hills, I broke up camp on 21st November and proceeded to Saltcoats, where I paid off my party, only retaining one man to accompany me on my examination trip, having previously made arrangements with another man, who was acquainted with the country, to meet me at Yorkton or Devil's Lake.

Having had necessary repairs made to waggon and buckboard, which they greatly needed, I left Saltcoats on 24th November, returning again from my examination survey on the 15th inst. I then disposed of my outfit and left Saltcoats for home on the 19th inst.

I have the honour to be, Sir,
Your obedient servant.

C. F. MILES,
Dominion Lands Surveyor.

E. DEVILLE, Esq.,
Surveyor-General, Ottawa.

No. 12.

CORRECTION OF SURVEYS.

REPORT OF LOUIS GOSSELIN, D.L.S.

QUEBEC, 24th January, 1891.

SIR,—I have the honour to submit the following report of my operations during the season of 1890.

I left Quebec on the 25th June for Winnipeg and Calgary, reaching the latter place on the 4th of July, where I hired my party and bought my supplies and camp equipage. I left Calgary for Fort Macleod on the 11th of June, arrived there on the 17th, and proceeded to the south-east corner of Township 9, Range 27, west of the 4th Initial Meridian, the starting point of my work.

I retraced the outlines of Ranges 27 and 28, between the 3rd Base and the 3rd Correction Line; also the outlines of Range 27, between the 4th Base and the 3rd Correction Line. I then re-measured the outlines of Townships 11 and 12, Ranges 28, 29 and 30.

After completing this work I returned to Fort Macleod, and re-posted part of the town plot.

In compliance with further instructions received from the Inspector of Surveys, I returned to the Porcupine Hills to retrace the 3rd Base across Range 30, and to measure the angles at the intersection of the base with the east boundary of Range 30, as well as at the intersection of the 3rd Base with the 5th Initial Meridian.

The valleys of the Porcupine Hills are well watered with spring creeks, and vegetation is luxuriant. There is plenty of timber, both poplar and spruce, well adapted for domestic purposes.

I met many settlers in the valleys, all of whom seem satisfied with the country.

After completing this work I proceeded *via* Fort Macleod to Township 8, Range 22, west of the 4th Initial Meridian, where I surveyed the south half and the north-east quarter of Section 3, being a part of the Blood Indian Reserve, and including the old trading post known as Fort "Whoop Up."

I also traversed the St. Mary's and Belly Rivers, across Sections 3, 2 and 11.

I then proceeded *via* Medicine Hat to Tide Lake, in Township 19, Range 10, west of the 4th Initial Meridian, to re-survey the north side of the Correction Line. But finding no water (Tide Lake being completely dry), my horses not having been watered for two days, and believing it was too late in the season to go to the Red Deer River for further work, I decided to return with my outfit to Calgary, where I arrived the 31st October.

I paid off my men the next day, delivered my outfit to Mr. Gouin (Crown Timber Agent at Calgary), and started for home on the 4th of November.

I have the honour to be, Sir,

Your obedient servant,

LOUIS GOSSELIN, D.L.S.

E. DEVILLE, Esq.,
Surveyor-General, Ottawa.

EXAMINATION PAPERS OF THE BOARD OF EXAMINERS FOR
DOMINION LAND SURVEYORS.

FULL EXAMINATION FOR ADMISSION AS SURVEYOR.

PLANE GEOMETRY AND MENSURATION.

Time, 3 Hours.

	No. of Marks.
1. Inscribe a pentagon in a given circle.	13
2. If the sides of a quadrilateral be bisected and the adjacent points of bisection joined by straight lines, prove that the resulting figure is a parallelogram.	13
3. The three straight lines drawn from a point within an equilateral triangle to the three angles are 21, 25 and 31. What is the length of a side of the triangle?	13
4. If in an equilateral triangle A B C, A D be taken on A B equal to one-third of A B, similarly B E and C F equal to one-third of a side of the equilateral triangle, and A E, B F, C D, be joined, prove that the interior triangle thereby formed is one-seventh of the equilateral triangle.	20
5. An equilateral triangle with side equal to 15 is circumscribed by a circle. What is the area of one of the segments?	13
6. Similar triangles are to one another in the duplicate ratio of their homologous sides.	13
7. The least square which can be inscribed in a given square is that which is half of the given square.	15

SOLID GEOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Define the terms plane, pyramid, frustrum of a cone, oblique circular cone, sub-contrary section of a cone.	20
2. In any solid bounded by planes the area of each face shall be less than the sum of the areas of the other faces.	25
3. Prove that three planes cannot enclose a solid, but that four may.	25
4. The plane angles which contain any solid angle are together less than four right angles.	25
5. To draw a straight line perpendicular to a plane from a given point above it.	20
6. In a cylindrical vessel, 18 inches in diameter, are placed a sphere 5 inches diameter, a right cone 5 inches in base and 4 inches in height, and a cylinder 4 inches diameter and 5 inches length. How many gallons of water will be required to just cover the sphere?—277.3 cubic inches being equal to one gallon.	35

SPHERICAL TRIGONOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Deduce the formula $\text{Cos } a = \text{Cos } b \text{ Cos } c + \text{Sin } b \text{ Sin } c \text{ Cos } A$.	30
2. Apply the above to the polar triangle and write the formula deduced.	15
3. Show that $\frac{\text{Cos } \frac{1}{2}(A+B)}{\text{Cos } \frac{1}{2}(A-B)} = \frac{\tan \frac{1}{2}c}{\tan \frac{1}{2}(a+b)}$.	30
4. Give Napier's rules for the solution of right-angled spherical triangles.	10
5. Solve the right triangle where $c = 64^\circ$, $B = 46^\circ$.	30
6. Give $a = 84^\circ 14' 29''$, $b = 44^\circ 13' 45''$, $C = 36^\circ 45' 28''$; find c .	35

DIVIDING AND LAYING OFF OF LAND.

Time, 3 Hours.

	No. of Marks.
1. There is a valuable spring on S. 4, T. 9, R. 17; it is distant 30 ^{ch} from the eastern limit and 35 ^{ch} from the southern limit of the section. It is desired to divide the section into four equal parts by four straight lines, so that each part has access to the spring. Where are the points of division on the section lines, the south-east part to have a frontage of 40 ^{ch} on the south limit?	25
2. The C. P. Railway crosses S. 3, T. 13, R. 20, on a tangent running N. 60° W. and entering the section at a point distant 20 ^{ch} south from the north-east corner of the section. It is required to divide that part of the section lying to the south of the railway into two equal parts by a straight line running from the quarter-section post on the south limit of the section. What is the length and azimuth of the dividing line?	25
3. A triangular piece of land A B C, where A B = 10 ^{ch} , B C = 14 ^{ch} , C A = 12 ^{ch} , is to be divided into two equal parts by a line starting at D on B C, B D being equal to 6 ^{ch} . What is the length of the dividing line?	25
4. The South Saskatchewan runs through S. 22, T. 21, R. 1, west of 4th Initial Meridian, on a course N. 40° E., entering the section 25 ^{ch} south of the N. W. angle of the section. It is required to divide the part of the section lying south of the river into three equal parts, giving each part an equal frontage on the river. Where are the points of division on the section lines?	25

MEASUREMENT OF AREAS.

Time, 3 Hours.

	No. of Marks.																		
1. In the following notes of a traverse survey, supply the lost bearing and distance, and compute the area included by the traverse.																			
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Station.</th> <th style="text-align: left;">Bearing.</th> <th style="text-align: left;">Distance.</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">N. 36° 15' E.</td> <td style="text-align: center;">19·10 chains.</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">23·50 "</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">S. 27° 30' E.</td> <td style="text-align: center;">15·70 "</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">S. 75° 45' W.</td> <td style="text-align: center;">43·20 "</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">N. 1° 45' E.</td> <td style="text-align: center;">.....</td> </tr> </tbody> </table>	Station.	Bearing.	Distance.	1	N. 36° 15' E.	19·10 chains.	2	23·50 "	3	S. 27° 30' E.	15·70 "	4	S. 75° 45' W.	43·20 "	5	N. 1° 45' E.	40
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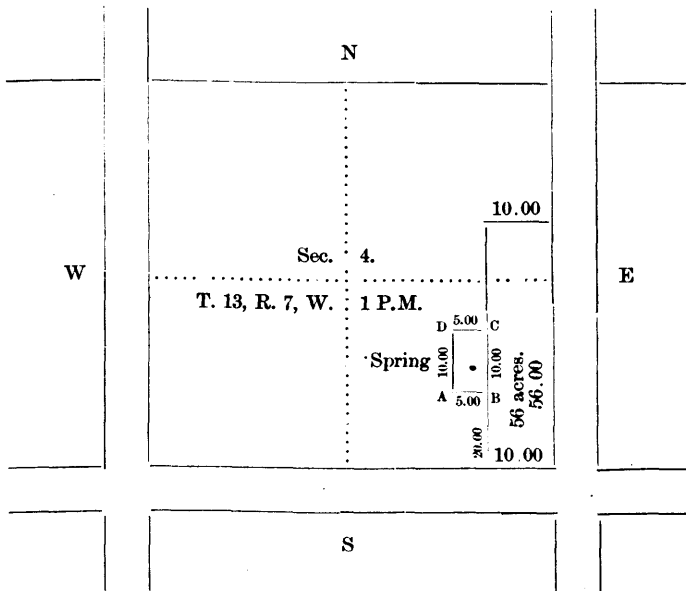
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|---|----|
| <p>2. How do you "balance" the traverse in order to compute the area (a) when the angles close exactly; (b) when the angles do not close exactly.</p> | 20 |
| <p>3. The angles of S. 36, T. 14, R. 28, W. of 6 I. M. are $90^{\circ} 07'$, $89^{\circ} 53'$, $89^{\circ} 54'$ and $90^{\circ} 06'$, the north limit 81 chains, the east limit 80.50 chains; what is the area of each quarter section?</p> | 25 |
| <p>4. How would you find the area of a field bounded by three straight lines and a broken water front?</p> | 15 |

DESCRIPTIONS.

Time, 3 Hours.

No. of Marks.

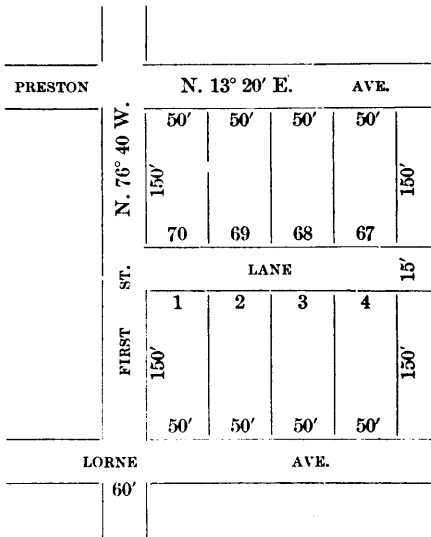
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|---|----|
| <p>1. Required a diagram and description, by metes and bounds, of the south half of the west 20 acres of the south-west quarter of the north-east quarter of Sec. 2, Tp. 12, R. 6 W. P. M.</p> | 25 |
| <p>2. The owner of Sec. 4, Tp. 13, R. 7 W. of P. M. sells to Mr. A 56 acres of the south-east part of said section as shown on diagram. Afterwards a valuable spring is found which Mr. A wishes to attach to his 56 acres, and therefore purchases 5 acres additional, represented on diagram as <i>A B C D</i>,</p> | 30 |



Prepare a description, by metes and bounds, of the above for insertion in deed.

3. Mr. A. owns lots Nos. 1 and 2 as shown on diagram; he sells to Mr. B 10 feet frontage off lot No. 2 and adjoining lot No. 3, the parcel sold to be of a uniform width to the rear thereof. Make description of part sold for insertion in a deed.

25



4. Draw up a settler's statutory declaration of occupation.
 5. Draw up a witness' evidence regarding the position of a lost section post.

10
10

ASTRONOMY.

Time, 3 Hours.

No. of
Marks.

1. Define parallax, right ascension, declination, celestial longitude and latitude, and dip. 12
2. Explain fully mean, apparent, solar and sidereal time. Also what the equation of time is, and what are the reasons for the variation thereof. 13
3. What is the best time for taking a solar observation for time, giving reasons? What would be the difference of effect of the inclination of the horizontal axis at that time compared with any other time? 15
4. What is the azimuth at greatest elongation of Polaris in latitude 50° 35' N., on August 19, 1883. 15
5. The observed meridian altitude of Polaris at its lower transit was 49° 18' 30", on September 25, 1883. What is the latitude? 15
6. In question 5, what would be the observed meridian altitude of the sun's lower limb, longitude 110° W.? 15
7. In latitude 51° 25', longitude 114° W., when will τ Herculis cross the prime vertical, on March 31, 1883. 15

ASTRONOMY.

Time, 3 Hours.

No. of
Marks.

8. On 21st January, 1883, in latitude 50° 22', approximate longitude 111° 30' W., the apparent altitude in the forenoon of the sun's lower limb was 20° 13', a watch showing at the time 10^h 15^m 23^s. What was the error of the watch? 30

-
- | | |
|--|----|
| 9. In the preceding question the reading on the sun's centre is $8^{\circ} 17' 20''$, and the reading on a picket $281^{\circ} 41' 40''$. What was the azimuth of the picket? | 30 |
| 10. In longitude $113^{\circ} 56' W.$, when will the sidereal time be six hours fast on mean time in the year 1883? | 10 |
| 11. On December 15, 1883, in longitude $120^{\circ} 40' W.$, at 4 p.m., a sidereal chronometer showed $16^h 58^m 13^s.5$. For what longitude did the chronometer show the correct sidereal time? | 10 |
| 12. On July 1, 1883, in latitude $49^{\circ} 50'$, longitude $97^{\circ} W.$, when (mean time) will the azimuth of the sun be 45° ? | 20 |

PART III.

NORTH-WEST TERRITORIES.

PART III.

REPORT CONCERNING THE ADMINISTRATION OF THE NORTH-WEST TERRITORIES FOR THE YEAR 1890.

GOVERNMENT HOUSE,
REGINA, 8th January, 1891.

To the Honourable
The Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report concerning the administration of the North-West Territories for the year 1890.

I am happy to be again able to report the continued and increasing prosperity of the country.

The harvest this year has been a large one throughout the entire Territories, while from the ranching districts most satisfactory reports have been received.

Much progress has undoubtedly been made since the date of my last report, and there is, I think, just cause for a feeling of contentment and hope in our midst.

New railway communications are being rapidly established in the country.

The Qu'Appelle, Long Lake and Saskatchewan Railway is now in operation between Regina and Prince Albert.

The line between Calgary and Edmonton is in course of construction, and has been built this year as far as the Red Deer River, a distance of about one hundred miles.

These two roads will open up a vast region of country, which, for extent of fine arable land and wonderful natural resources, is equal, if not superior, to any district of the Territories.

Another feature of our progress is the extension of "The Alberta Railway and Coal Company's" line from the town of Lethbridge to Great Falls in the United States.

The construction of that line will secure for the Galt coal mines an abundant market, and create for Southern Alberta a rapidly increasing demand for labour of all kinds.

We were honoured last May by the passage through the Territories of their Royal Highnesses the Duke and Duchess of Connaught on their homeward trip from India.

The selection of this route, of which their Royal Highnesses were pleased to express their admiration, affords additional proof that, when the connecting link across the Pacific Ocean has been established by the new line of steamships now in course of construction, our Canadian Pacific Railway is destined to become a leading highway of communication, which will enable Canada to develop new markets in the Mother Country, in Europe and the Orient,

The question of immigration is one that must occupy the constant attention of those responsible for the government of any new country, and I am therefore pleased to state that my territorial advisers, so far as the local revenue will permit, are devoting themselves to the task of bringing the natural advantages of our country, and the opportunities it affords the intending immigrant, prominently before the European public.

The visit of the delegated Farmers from England will no doubt also greatly assist in making the Territories known as a most desirable field for immigration.

The formation of a Parliamentary Library, for the use of the student and the legislator, has been a want in our organization that I have long desired to see supplied, and in connection with which much has been required.

I have consequently commenced to lay the foundation of what I trust will prove as valuable and complete a library as time and our resources permit.

When the books for which orders have been given are received, a nucleus will be formed of standard works in every department of human knowledge, which it will afterwards be easy to add to and complete.

A catalogue will then be printed and distributed.

I am pleased to be again able to state that our schools are being conducted upon the whole in a very satisfactory manner. At the close of the quarter ended June last we had 195 schools in operation in the Territories, with 224 teachers and 5,398 pupils, showing an increase of 31 schools, 41 teachers and 824 pupils, as compared with the corresponding quarter of last year.

During the year Union Schools were established in Lacombe, Moosomin, Moose Jaw and Prince Albert School Districts, in addition to those previously in existence at Regina and Calgary. Parents in these districts are now afforded an opportunity of obtaining for their children a high class education within easy reach of their homes. Further details in reference to schools and the general state of education in the Territories will be found in the Report of the Board of Education, a copy of which I forward herewith.

The expenditure for Public Works during the last twelve months has largely exceeded that of the preceding year, and many works of a more substantial and permanent character than formerly have been taken in hand.

Well sinking operations have been carried on during the year in various sections of the country with boring machines, which the North-West Government now possess for that purpose.

One hundred and forty-four tests have been made for seventy-nine various settlers, and water has been reached in fifty-eight instances at varying depths.

While this result is not so satisfactory as might have been hoped for, owing to unfavourable conditions of strata and imperfection of machinery, there is still ground for congratulation in the fact that water is now known to be within reach of three-fourths of those for whom tests were made, and that for many the question of seeking fresh fields of labour has been practically disposed of.

On the 8th February, 1890, the following gentlemen were selected by me as an Advisory Council, under the provisions of Sec. 13, Chap. 19, Vic. 51, in lieu of the previous Council, resigned;

Robert George Brett, Esquire, Member for Red Deer.

John Felton Betts, Esquire, Member for Prince Albert.

Benjamin Parkyn Richardson, Esquire, Member for Wolseley.

John Secord, Esquire, Member for South Regina.

SESSION OF ASSEMBLY.

The third Session of the first Legislative Assembly opened on the 29th day of October and closed on the 29th day of November, 1890.

LEGISLATION.

The following Ordinances were passed during the above Session, namely:—

Schedule of Ordinances passed by the Legislative Assembly of the North-West Territories during the Session of 1890.

No. 1. An Ordinance to amend Ordinance No. 18 of 1889, intituled "The Bills of Sale Ordinance."

No. 2. An Ordinance to amend "The Municipal Ordinance."

No. 3. An Ordinance to further amend Chapter 23 of the Revised Ordinances of the North-West Territories, 1888, intituled "The Agricultural Societies Ordinance."

No. 4. An Ordinance respecting Appeals from convictions under Ordinances and Municipal By-laws.

No. 5. An Ordinance to further amend Ordinance No. 6 of 1888, intituled "An Ordinance respecting the registration of Births, Marriages and Deaths."

No. 6. An Ordinance to amend Ordinance No. 13 of 1889, intituled "An Ordinance to provide for the incorporation of Butter and Cheese Manufacturing Associations."

No. 7. An Ordinance to amend and consolidate as amended Chapter 9 of the Revised Ordinances of the North-West Territories, 1888, intituled "The Statute Labour and Fire Ordinances."

No. 8. An Ordinance respecting the establishment of Farmers' Institutes.

No. 9. An Ordinance to amend Chapter 10 of the Revised Ordinances of the North-West Territories, 1888, intituled "An Ordinance respecting Fire Districts."

No. 10. An Ordinance to amend Chapter 11 of the Revised Ordinances of the North-West Territories, 1888, intituled "The Herd Ordinance."

No. 11. An Ordinance to amend Chapter 25 of the Revised Ordinances of the North-West Territories, 1888, intituled "The Game Ordinance."

No. 12. An Ordinance to amend "The Companies Ordinance."

No. 13. An Ordinance to amend "An Ordinance respecting the Limitation of Actions in certain cases," being Chapter 56 of the Revised Ordinances, 1888.

No. 14. An Ordinance to further amend Ordinance No. 5 of 1888, intituled "An Ordinance respecting the profession of Medicine and Surgery."

No. 15. An Ordinance to further amend "The Revised Ordinance respecting Schools" and to amend Ordinance No. 20 of 1889, amending said Ordinance.

No. 16. An Ordinance respecting Life Insurance.

No. 17. An Ordinance for the encouragement of Mechanics' and Literary Institutes.

No. 18. An Ordinance to amend Chapter 12 of the Revised Ordinance of the North-West Territories, 1888, intituled "An Ordinance respecting Fences."

No. 19. An Ordinance to amend the Revised Ordinance respecting the Legal Profession.

No. 20. An Ordinance respecting the Personal Property of Married Women.

No. 21. An Ordinance to further amend "The Judicature Ordinance."

No. 22. An Ordinance to incorporate a General Hospital at Calgary.

No. 23. An Ordinance to incorporate the Lethbridge Water Works and Electric Light Company.

No. 24. An Ordinance to incorporate the Town of Lethbridge.

APPOINTMENTS.

The following is a list of the Territorial appointments made since the Lieutenant Governor's last report:—

Justices of the Peace.

Name.	Address.
John Charles McKenzie.....	Kinistino, Saskatchewan.
William Richard Abbott.....	Maple Creek, Assiniboia.
Lieut-Col. William Dummer Jarvis....	Edmonton, Alberta.
James Montgomery.....	Moosomin, Assiniboia.
Lawrence King.....	Marlborough do
James Allan McCaul.....	Regina do
John Cunningham.....	St. Albert, Alberta.
Edward Gater.....	Moosomin, Assiniboia.
Leonard Crane Fulmer.....	Rocky Mountains Park, Alberta.
Henry Sayer.....	Grenfell, Assiniboia.

Name.	Address
William Maxwell Carment.....	Kamsack, Assiniboia.
Joseph Hollis.....	Kutawa do
Frederick James Boswell.....	Banff, Alberta
Alexander Hamelin.....	Lac la Biche do
Patrick Pruden.....	do do
Foster Armstrong.....	Broadview, Assiniboia.
John Bingham Bird.....	do do
James Sumner.....	Sumner do
Inspector White-Fraser.....	N. W. Mounted Police.
Henry Lougan Loucks.....	Prince Albert, Saskatchewan.
John Tait Lunn.....	Gleichen, Alberta.
Alexander Smith Smith.....	Moosomin, Assiniboia.
Henry Cyril Lawson.....	Craven do
Inspector Primrose.....	N. W. Mounted Police.
Samuel Taylor.....	Grenfell, Assiniboia.
John Henry Kern.....	Josephsburg do
John R. McLeod.....	Broadview do
Thomas Harris.....	Harrisboro, Alberta.
Terence Hugh Galloway O'Brien.....	Victoria do
Nels Holer Neilson.....	Yorkton, Assiniboia,
William Patrick Hopkins.....	do do
Percy Reginald Neale.....	Lethbridge, Alberta.
George Wishart Gairdner.....	St. Albert do
George Muddelle Hunt.....	Langenburg, Assiniboia.

Notaries Public.

Thomas Gainsford Rothwell.....	Ottawa, Ont.
Sidney Stockton Taylor.....	Edmonton, Alberta.
Daniel William Riedle.....	Langenburg, Assiniboia.
Edmund Cave.....	Calgary, Alberta.
Nicholas Dominic Beck.....	do do
James Bruce Smith.....	do do
Alexander Duncan Dickson.....	Qu'Appelle Station, Assiniboia.
John Arthur Bangs.....	Calgary, Alberta.
George Alexander.....	do do
Peter McLean Morrison.....	do do
Alexander Gillon Thorburn.....	Broadview, Assiniboia.
Thomas Sheppard Barwis.....	Calgary, Alberta.
Rudolph Henry Wyssman.....	Moosomin, Assiniboia.

Commissioners to take outside the Territories affidavits for use therein.

Joseph Girouard.....	St. Benoit, Que.
Joseph Grove Colmer.....	Secretary to High Commissioner for Canada, London, Eng.

Veterinary Surgeons.

John Luke Poett.....	North-West Mounted Police.
Inspector Theodore Ambrose Wroughton.	do do

Division Registrar (under the Ordinance respecting the Registration of Births, Marriages and Deaths).

Hugh McWhirter.....	Medicine Hat, Assiniboia, vice William Cousins, resigned,
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Advocates Enrolled.

Name.	Address.
Hector Mansfield Howell, Q.C.....	Winnipeg, Manitoba.
Charles Patrick Wilson.....	do do
William Redford Mulock.....	do do
John Skirving Ewart, Q.C.....	do do
Patrick James Nolan.....	Calgary, Alberta.
William Henry Culver.....	Winnipeg, Manitoba.
Albert Elswood Richards.....	do do
Alexander McLeod.....	do do
Marie François Antonio Prince.....	Edmonton, Alberta.
Alexander Duncan Dickson.....	Qu'Appelle Station, Assiniboia.
James Muir.....	Calgary, Alberta.
John Arthur Bangs.....	do do
George Alexander.....	do do
Thomas Sheppard Barwis.....	do do
Harry Symons.....	Toronto, Ont.
Hugh St. Quentin Cayley.....	Calgary, Alberta.
Rudolph Henry Wyssman.....	Moosomin, Assiniboia.

Coroners.

Archibald Blyth Stewart.....	Duck Lake, Saskatchewan,
Inspector Frank Harper.....	North-West Mounted Police.
William Dennington Kisbey.....	Dennington, Assiniboia.
Inspector Charles Constantine.....	North-West Mounted Police.
Richard Joseph Molloy.....	Clark's Crossing, Saskatchewan.

Issuers of Marriage Licenses.

Donald Hogarth McDonald.....	Fort Qu'Appelle, Assiniboia.
Thomas Copland.....	Saskatoon, Saskatchewan.
The Reverend Angus Josias McLeod.....	Medicine Hat, Assiniboia.
John James Heaslip.....	Alameda do

Fire Guardians.

George Ness.....	Pincher Creek, Alberta.
Constable James Williams.....	North-West Mounted Police.
Sergeant Littlefield.....	do do
Constable Paley.....	do do
Corporal Matthews.....	do do
do McLeod.....	do do
do Greenacre.....	do do
do Ayre.....	do do
do Devitt.....	do do
do Armstrong.....	do do
Constable Zinkman.....	do do
do Webb.....	do do
do Elliott.....	do do
do Hesson.....	do do
do Ryckman.....	do do
do Sellon.....	do do
do Beaumont.....	do do
do Stewart.....	do do
do Fisher.....	do do

Game Guardians.

Robert Bailey.....	Edmonton, Alberta.
Fred. Ellet.....	do do

Name.	Address.
R. G. Hardisty.....	Edmonton, Alberta.
T. Hutchings.....	do do
J. Inkster.....	do do
W. E. Johnstone.....	do do
W. Mackay.....	do do
James Norne.....	do do
W. S. Robertson.....	do do
Henry Cyril Lawson.....	Craven, Assiniboia.
Corporal Watson.....	North-West Mounted Police.
do Blight.....	do do
do Macdonald.....	do do
do Saunders.....	do do
Constable Murray.....	do do
do Rushton.....	do do

Dentists Registered.

Frederick Davis Shaw.....	MacLeod, Alberta.
Cyrus R. Stovel.....	Prince Albert, Saskatchewan.
William Wilson.....	Edmonton, Alberta.
Edward Clarke Holbrook.....	Calgary, do
Lorenzo Dow Keown.....	Moosomin, Assiniboia.
Robert Husband Zimmerman.....	Pincher Creek, Alberta.
Walter Davy Cowan.....	Regina, Assiniboia.
John Francis Guerin.....	Qu'Appelle Station, Assiniboia.
Peter Freeman Size.....	Calgary, Alberta.
John Peterson.....	Grenfell, Assiniboia.
Walton Haydon.....	Mitford, Alberta.
Mark F. Binkley.....	Ontario.
Ronald C. Macdonald.....	Battleford, Saskatchewan.
Thomas Henderson.....	Ontario.

Members of the Board of Education.

The Right Reverend the Bishop of Saskatchewan and Calgary.....	Calgary, Alberta.
The Honourable Mr. Justice Wetmore.....	Moosomin, Assiniboia.
John Secord, M.L.A.....	Regina do
The Reverend John McLean.....	Moose Jaw do
The Reverend Samuel J. Taylor.....	do do
The Honourable Mr. Justice Rouleau.....	Calgary, Alberta.
The Reverend Father Leduc.....	do do
Amédée E. Forget.....	Regina, Assiniboia.
William Craig, <i>vice</i> Reverend Samuel J. Taylor, resigned.....	Prince Albert.

Letters Patent Incorporating the following Companies were issued during the year :—

- The Calgary Street Car Railway Company.
- The Smith Fergusson Company.
- The Calgary Amateur Athletic Association.
- The Southern Alberta Turf Association.
- The Moosomin Curling Club Company.
- The Lethbridge Building Company.
- The Alberta Rink Company.
- The Regina Curling Club Company.
- The Regina Electric Light and Power Company

Company registered under "The Companies Ordinance."

The Canada North-West Coal and Lumber Syndicate (Limited).

Companies Incorporated under the Ordinance providing for the Incorporation of Butter and Cheese Manufacturing Associations.

The Qu'Appelle Butter and Cheese Manufacturing Association (Limited).

The Saltcoats Dairy Association.

The Grenfell Cheese Company (Limited).

The Spring Creek Cheese Factory Company.

I append hereto a return, as required by Section 93 of "The North-West Territories Act," of all liquor permits issued by me during the year 1890.

I have the honour to be, Sir,

Your obedient servant,

J. ROYAL,

Lieutenant Governor of the North-West Territories.

10 RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories during the Year 1890, as required by 49 Victoria, Chapter 50, Section 93.

PERMITS.	TOTAL QUANTITIES.										REMARKS.						
	Whisky.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whisky.	Brandy.		Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.
3	1																
49	1																
2,533	2																
15	12																
61	3																
262	4																
527	5																
10	9																
1	7																
3	1																
30	8																
10	10																
3	15																
1	16																
3	20																
1	1																
6	30																
1	1																
3	1																
10	1																
1	1																
1	1																
1	1																
1	1																
1	1																
1	1																
23	2																
93	2																
13	2																
3	1																
6	1																
10	1																
1	1																

12 RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, &c.—Continued.

PERMITS.	QUANTITY IN GALLONS OF EACH INTOXICANT IN EACH PERMIT.								TOTAL QUANTITIES.								REMARKS.
	Whisky.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whisky.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	
3	5		3						15		9						
3	5		3						15								
3	5	5							60	60							
12	5	5	10						5		10						
1	5	5	4						5	5	4						
1	5	5	3						5	5	3						
2	5	5				5			10					10			
1	5	5	2						5	5	2						
1	5	5	1	4					5	1	4						
1	5	5	1	2					5	1	2						
1	5	5		3					5	1							
1	5	5				5			5	5							
1	5	5	1		1				5	2			1				
1	5	5				5			5	5							
1	5	5	4						10	10	8						
2	5	5	3						10	10	4			10			
2	5	5	2	3					10	10	4						
1	5	5	5						3	5	5						
1	5	5	5						8	5	2						
1	5	5	1						8	1	1						
1	5	5	1						10	10	10						
1	5	5	10						10	10	14						
1	5	5	4						20	8	8						
2	10	10	4						10	5	5			5			
1	10	5				5			14	2	8			2			
1	14	2	8						25	40	40						
1	12	5	40						12	5	3						
1	1	5	3														
4		2															
24		1								24							
199		2								398							
1		2								21							
2		3								6							
12		3								48							
25		5								125							

14 RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, &c.—Continued.

PERMITS.	QUANTITY IN GALLONS OF EACH INTOXICANT IN EACH PERMIT.							TOTAL QUANTITIES.							REMARKS.		
	Whiskey.	Brandy.	Wine.	(fm.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	(fm.	Rum.	Alcohol.		Beer.	Porter.
1							34								34		
9							315								315		
9							324								324		
8							40								40		
1							43								43		
2							43								43		
1							50								50		
1							54								54		
16							60								60		
65							64								4,160		
1							84								84		
3							96								288		
4							120								480		
1							126								128		
1							140								140		
1							160								160		
1							180								180		
2							192								384		
2							300								600		
1							8								8		
5							10								50		
1							12								12		
1							20								20		
3							30								90		
1																	
1																	
1																	
1																	
26																	
11																	

	8	10	30		
	3	1	2	2	2
	1	5	5	5	5
	1	6	6	6	6
	4	7	7	7	7
	13	8	104	104	104
	19	10	190	190	190
	2	12	24	24	24
	4	15	60	60	60
	13	16	208	208	208
	1	18	18	18	18
	22	20	440	440	440
	1	22	22	22	22
	1	23	23	23	23
	6	24	144	144	144
	1	25	25	25	25
	14	26	364	364	364
	1	28	28	28	28
	3				
	1	3	3	3	3
	1	1	1	1	1
	5	2	10	10	10
	2	3	6	6	6
	1	1	1	1	1
	1	43	43	43	43
	1	1	2	2	2
	2	2	2	2	2
	10	2	20	20	20
	43	3	107 ³	107 ³	107 ³
	2	6	6	6	6
	2	4	4	4	4
	1	4	10	10	10
	2	6	6	6	6
	1	8	16	16	16
	2	10	20	20	20
	1	67	67	67	67
	69	21	138	138	138
	1	21	21	21	21
	36	3	108 ²	108 ²	108 ²
	9	4	36	36	36
	4	5	20	20	20
	1	1	1	1	1
	1	2	2	2	2
	1	2	2	2	2
	39	2	2	2	2
	3	1			
	1	32	32	32	32
	3	32	96	96	96
	1	60	60	60	60
	1	64	64	64	64
	1	160	160	160	160
	1	20	20	20	20

Banff Sanitarium.

Sacramental.

16 RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, &c.—Continued.

PERMITS.	QUANTITY IN GALLONS OF EACH INTOXICANT IN EACH PERMIT.										TOTAL QUANTITIES.					REMARKS.	
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.		Porter.
1							150	150							150	150	
1							2	2							2	2	
1							2	2							2	2	
3							8	8							8	8	
2							10	10							20	20	
2							16	16							32	32	
9							32	32							288	288	
1							64	64							64	64	
1							150	150							150	150	
5,765								10,492	1,126½	1,464	450½	120½	227½	41,660	1,013		

[PART III]

RECAPITULATION.

Spirits—	Galls.
Whiskey.....	10,492
Brandy.....	1,126½
Gin.....	450½
Rum.....	120½
Alcohol.....	227½
Wine.....	12,417
Beer.....	1,464
Porter.....	41,660
Beer for sale—limit, 4 per cent. alcohol.....	1,013
Grand total.....	97,116½
	153,670½

Liquors sold on dining cars of Canadian Pacific Railway, under permit for wine and beer, dated 30th July, 1886, from the 25th January to 25th December, 1890: Wine, 82½ galls.; beer, 889 galls.

SUMMARY OF REPORT OF THE BOARD OF EDUCATION FOR THE
NORTH-WEST TERRITORIES FROM 17TH SEPTEMBER, 1889,
TO 10TH SEPTEMBER, 1890.

REGINA, 10th September, 1890.

To His Honour

The Honourable JOSEPH ROYAL, LL.D.,
Lieutenant-Governor of the North-West Territories.

SIR,—The Board of Education has the honour to submit the following report of its proceedings for the past year:

Meetings of the Board were held on the 21st January, 15th and 16th July, and 9th and 10th September.

At the meeting held in July, that being the first meeting of the Board since the re-appointment of the members thereof by Order of Your Honour in Council, dated 10th February last, the Right Reverend the Bishop of Saskatchewan and Calgary was unanimously re-appointed Chairman of the Board; Messrs. Secord and Forget were re-appointed a standing committee to deal with all matters requiring immediate attention during the intervals between the meetings of the Board.

The Rev. S. J. Taylor, B.A., of Moose Jaw, having removed from the Territories, resigned his seat as a member of the Board, and William Craig, Esquire, J.P., of Prince Albert, has been appointed member in his stead.

It is with very much regret that the Board has to record the death of Mr. Thomas Grover, B.A., one of the first Inspectors of Schools in the Territories. His many suggestions for improvements in the working of our school system evidenced his training and aptitude for the position he occupied, and the energy and zeal shown by him in all matters affecting education were generally recognized and very much appreciated by the Board.

Mr. William Rothwell, B.A., late Principal of Moose Jaw Union School, has been appointed Inspector of Schools in Western Assiniboia, under the control of the Protestant section of the Board, vice the late Mr. Grover. No other change has been made in the Inspectors of Schools during the year.

Mr. George W. Brown, of Regina, has been appointed member of the Board of Examiners, vice the late Mr. Grover.

UNION SCHOOLS.

Since the date of last report Union schools have been established in the following school districts: Lacombe, Moosomin, Moose Jaw and Prince Albert, making, with the two already in existence, six in the Territories.

Towards the close of last year entrance examinations were held in the following Union schools, namely:—Moose Jaw, Lacombe, Regina, Calgary and Moosomin. In all 71 candidates were present at the examinations, of which number 57 passed and 14 failed. In order to have an uniform standard for these examinations it was considered desirable to amend the regulations, and have the entrance examination questions prepared and examined by the Board of Examiners, in place of by the various Inspectors and Principals of Union schools. The entrance examination held in June last was conducted in accordance with this amendment, and the following table shows the results:—

School.	Candidates.	Passed.	Failed.
Moose Jaw.....	13	2	11
Prince Albert.....	17	15	2
Regina.....	21	16	5
Edmonton.....	20	20	0
Moosomin.....	18	13	5
Calgary.....	13	0	13
Medicine Hat.....	19	4	15
Lacombe.....	7	7	0
	<u>128</u>	<u>77</u>	<u>51</u>

It having been represented to the Board that two examinations in each year did not allow sufficient time for preparation, it has been decided to reduce the number to one, to be held before the close of the first term.

TEACHERS' EXAMINATION.

The annual examination of candidates for teachers certificates began on the 5th and closed on the 9th August last. In order to suit the convenience of candidates examinations were held at the following places, namely:—Moosomin, Saltcoats, Carnduff, Lebret, Regina, Medicine Hat, Lethbridge, Calgary, Edmonton, St. Albert, Prince Albert and Saskatoon.

In all 136 candidates presented themselves for examination, 12 for first-class certificates, 32 for second-class, and 92 for third-class. The result of the examination was as follows: 9 candidates passed for first-class certificates, 26 for second-class, and 51 for third-class.

REMUNERATION OF INSPECTORS.

Some doubts having arisen with respect to the remuneration of Inspectors for inspecting schools having more than one department, the Board, after due consideration, passed the following resolution:—

“The Board is of opinion that, for the purposes of inspection, each department of a Public school with a separate teacher should be treated as a single school.”

CALISTHENICS, &c.

In order to give effect to the provisions of the Ordinance with respect to physical exercises for the pupils attending our schools, the Secretary issued, by direction of the Board, in March last, a circular calling the attention of Trustees and Inspectors to the requirements of the Ordinance in this regard. *Inter alia*, the circular stated:—

“Calisthenics will, in future, be an essential subject, and must be taught in all schools, in accordance with section 82 of ‘The School Ordinance,’ which provides that: Instructions shall be given during the entire school course in manners and morals and the laws of health, and due attention shall be given to such physical exercises for the pupils as may be conducive to health and vigour of body, as well as mind, and to the ventilation and temperature of school rooms.

“Trustees, when engaging teachers, should be careful to secure the services of parties competent to teach this subject.”

AMENDMENTS TO THE SCHOOL ORDINANCE.

Several suggestions as to amendments to the School Ordinance having been received from various Boards of Trustees, the Board would recommend that the following amendments be made:—

1. That section 79 be struck out, and the following clause substituted therefor: 79. In all schools open during the whole year, there shall be nine weeks holidays, of which not less than four nor more than eight weeks shall be

given in summer, and not less than one nor more than five in winter, to be apportioned at the discretion of the various Boards of School Trustees. The summer holidays shall fall between the 2nd day of July and the 31st day of August, and the winter holidays shall commence on 24th December.

- (1). When a school is only open during certain months in summer the Trustees of such school may give holidays, not to exceed four weeks, in either the month of July or the month of August, at their discretion.
2. That the last three words of section 171 be eliminated, in order that forms may be supplied to school districts free of charge.
3. That the first amendment to section 177, provided by section II. of Ordinance No. 20 of 1889, be rescinded.

EXPROPRIATION OF LANDS FOR SCHOOL PURPOSES.

The Board would suggest that Ordinance No. 10 of 1889 be amended, in order that lands may be expropriated for school purposes.

REVISION OF THE REGULATIONS.

The revision of the regulations of the Board, given *in extenso* below, appears to call for explanation in the following respects :

Teachers' certificates.

In view of the number of teachers holding certificates, granted by the Board, and the rapidly increasing number of applications for qualification from parties outside the Territories, it seemed desirable to make the regulations, relating to the issue of certificates, more stringent. This has been done in two directions: first, by raising the standard of the examinations, and, secondly, by requiring all eligible applicants, except graduates in Arts, to attend the ensuing examination.

The resolutions relating to normal training, appended below, show the desire of the Board to give full effect where practicable to the provisions of the Ordinance respecting normal training. In the inspectorates of Eastern and Western Assiniboia there are now so many schools in operation that the Inspectors are drawing salaries large enough to warrant their being required to devote their whole time to educational work. During the extremely cold weather it is impossible for them to pursue their duties as Inspectors, so that, during that time, they may, without detriment to the schools under their care, devote their time to normal training.

HIGH SCHOOL BRANCH OF UNION SCHOOLS.

Standard V., which is the highest standard in the Public schools, has been made the first standard in the High school branch. Some changes have been made in it, and also in Standard VI., and it is proposed to add a higher standard during the early part of next year. The subjects of Standard V. constitute the subjects of examination for candidates for third-class certificates; and those of Standard VI., except Latin and French, the subjects for second-class.

In order to emphasize the importance of the teaching of the higher branches of education, the following resolution was passed at the last meeting of the Board:—

“Resolved: That, whereas complaints have been made that too much time is being devoted in Union schools to the training of teachers, the Secretary be directed to issue a circular letter to the Principals of the various Union schools pointing out that the primary object of the High school department is to afford instruction in the higher branches of education; and that the training of teachers is not part of the work of any Union school until a normal department is authorized.”

RESOLUTIONS *re* NORMAL DEPARTMENTS.

“Resolved: That a Normal Department be established at the Regina and Moomin Union schools, to be conducted in each case by the Inspector of schools for the district, the first session to open on the first Monday in November, and that all teachers in each of these districts, who hold non-professional certificates and desire

to teach, be invited to attend the session held in their district.

"That, with regard to the holders of non-professional certificates in other inspectorial districts, whenever there are ten such who desire to receive normal training in any Union school, the Board will endeavor to arrange for a normal session being held in such school."

AMENDMENTS TO THE REGULATIONS.

Section 19 is hereby amended, by striking out all the words after "annually" in the fifth line.

Section 21 is hereby amended, by substituting the word "three" for the word "two," where it occurs in the third line of said section, and by adding the following words: "but the time in each case may be extended at the discretion of the Board."

Sections 22, 23 and 24 are hereby repealed, and the following substituted in lieu thereof:—

Section 22.—Teachers' certificates are granted as follows:—

- (1.) A third-class professional certificate, valid for three years from the date of issue, to any person who has passed the required examination, and either holds a Normal school diploma or the Inspector's endorsements approved by the Board.
- (2.) A first or second-class professional certificate, graded "A" or "B," as the case may be, and valid during the pleasure of the Board, to any person who has passed the required examination, and either holds a Normal school diploma or the Inspector's endorsements, approved by the Board, of three years' successful teaching.
- (3.) A first-class professional certificate, valid during the pleasure of the Board, to graduates in Arts of any University in Her Majesty's Dominions who furnish evidence of having had normal training, or of having taught school successfully for five years within the ten years immediately preceding their application to this Board for a certificate.
- (4.) A first-class license to teach, good for five years, to any graduate in Arts of any University in Her Majesty's Dominions who has had no normal training and has not taught for five years, to enable such graduate to take any position except that of Principal of a Union school.
- (5.) A license to teach, good until the next examination of teachers, to any person who produces a professional certificate obtained in any part of Her Majesty's Dominions, and valid where obtained.

Section 25 is hereby amended by striking out the word "August," in the second line thereof, and substituting therefor the word "July."

Section 26 is hereby amended, by adding thereto the following words: "and a fee of two dollars shall be sent with such application."

Section 27 is hereby amended by adding thereto the following words: "The fees received shall be forwarded with such notification, and the Secretary shall account therefor."

Section 29 is hereby amended by striking out the word "June," in the third line thereof, and substituting therefor the word "May;" and by striking out the word "September," in the fourth line thereof, and substituting therefor the word "August."

Section 44 is hereby repealed, and the following substituted therefor:—

44. The subjects of examination for third class certificates shall be the subjects prescribed in Standard V. of the programme of studies for schools under the control of the Protestant section of the Board, or in the intermediate course of the programme of studies for schools under the control of the Roman Catholic section of the Board.

The following books are prescribed for the use of candidates for third-class certificates:—

By the Protestant Section:

Ontario Public School English Grammar; Morrison's English Composition; Canada Publishing Co's. Geography; Collier's School History of the British

Empire; Withrow & Adam's History of Canada; Hamblin Smith's Arithmetic; Ontario High School Algebra (Pt. I.); MacKay's Euclid; McLean's Book-keeping; Literature, selections prescribed in High School Reader; Ontario Public School Agriculture; Baldwin's Art of School Management; Browning's Educational Theories; Hughes' Drill and Calisthenics.

By the Roman Catholic Section:

As published, and amend by adding to the list of books for English candidates the "Ontario Public School Agriculture."

Section 45 is hereby repealed and the following substituted therefor:—

45. The subjects of examination for second-class certificates shall be the subjects prescribed in Standard VI. of the programme of studies for schools under the control of the Protestant section of the Board, or in the superior course of the programme of studies for schools under the control of the Roman Catholic section of the Board.

The following books are prescribed for the use of candidates for second class certificates:—

By the Protestant Section:

Stopford Brooke's English Literature; Ontario High School English Grammar; Williams' Composition; Huxley's Elementary Physiology; Catherine Buckton's Health in the House; Geikie's Physical Geography; Collier's School History of the British Empire; Withrow & Adam's History of Canada; McLean's Book-keeping; Ontario High School Algebra (Pt. I.); MacKay's Euclid; Baldwin's Art of School Management; Browning's Educational Theories; Hughes' Drill and Calisthenics; Ontario Public School Agriculture.

By the Roman Catholic Section:

As published, and amend by adding to the list of books for English candidates the "Ontario Public School Agriculture."

Section 46 is hereby amended by substituting the following for the list of books prescribed for the use of candidates for first class certificates by the Protestant section, in lieu of the list published:

Spalding's History of English Literature; Ontario High School English Grammar; Bain's Rhetoric and Composition; Green's Shorter History of the English People; Withrow's Canadian History (Large Edition); Kirkland's Elementary Statics; Hamblin Smith's Elementary Hydrostatics; Balfour Stewart's Elementary Physics; Spotton's Botany; Huxley's Elementary Physiology; Buckton's Health in the House; Roscoe's Elementary Chemistry; Todhunter's Advanced Algebra; Ontario High School Algebra (Pts. I. & II.); Geikie's Physical Geography; MacKay's Euclid; Baldwin's Art of School Management; Browning's Educational Theories; Hughes' Drill and Calisthenics.

The following amendments have been made in the programme of studies for schools under the control of the Protestant section of the Board:—

Under the subject "Reading," in Standard V., strike out the words "Fifth Reader," and substitute therefor the words "Ontario High School Reader."

Under the subject "Arithmetic," in Standard I., after the word "division" in the 6th line, add the following words: "mentally, and in addition, subtraction on slates;" and after the word "rules," in the 10th line, add the following words: "mentally, and in addition, subtraction and multiplication on slates."

Under the subject "Geography," in Standard IV., strike out all the words, and substitute the following: "Subject continued, with Canada particularly, and general Geography." And in Standard V., add the words "Subject continued."

Under the subject "History," in Standard IV., read "Principal events in Canadian History." And in Standard V., read "English and Canadian History."

After the subject "History," add the subject "Literature;" and in Standard IV., for this new subject, read "Subject commenced, with selections from the Fourth Reader." And in Standard V., read "Subject continued, with selections from the High School Reader."

Under the subject "Book-keeping," in Standard IV., after the word "drafts," read "Single Entry."

Under the subject "Drawing," in Standard V., read "The subject continued; High School Course commenced."

Under the subject "Algebra," in Standard V., read "Elementary Algebra, to the end of Simple Equations, in the prescribed text-book."

Under the subject "Geometry," in Standard V., read "Euclid, Book I., with easy deductions."

After the subject "Geometry," add the subject "Agriculture;" and in Standard IV., read "Subject commenced." And in Standard V., read "The Subject continued."

Add also the following as an optional subject, "Needlework, &c.," and read "One hour per week may be devoted to teaching Needlework, &c., at the discretion of the Trustees."

AMENDMENTS TO THE PROGRAMME OF STUDIES FOR SCHOOLS UNDER THE CONTROL OF THE ROMAN CATHOLIC SECTION OF THE BOARD.

In the Intermediate Course and in the Superior Course, add the Subject "Agriculture; Ontario Public School Agriculture."

REGULATIONS WITH RESPECT TO UNION SCHOOLS.

1. The head teacher of every High school branch of a Union school shall be styled the Principal of such school.

2. The Principal shall be a graduate in Arts of some University in Her Majesty's Dominions, or have attainments which, in the opinion of the Board, are equivalent thereto, and must also be able to satisfy the Board as to his knowledge and ability to conduct such a school, and to train teachers according to the most approved methods of teaching.

3. The maximum salary for the Principal of any Union school shall not exceed eighteen hundred dollars per annum.

4. The following books and apparatus shall be provided for each Union school by the Trustees thereof:—

An Encyclopædia—Britannica, Chambers', International, or Appleton's.

An Unabridged Dictionary—Webster, Worcester, or Imperial.

A Gazetteer—Lippincott.

A Biographical Dictionary—Lippincott.

English History—Green and Knight's History of the English People, or Lingard.

General History—E. A. Freeman, Merivale's "General History of Rome, from the Foundation of the City to the Fall of Augustulus."

Natural Science—Deschanel; Fowne's and Roscoe's Chemistry; Gray's New Manual of Botany; Physiological Charts.

English Literature—Chambers' Encyclopædia of English Literature; Spalding or Taine; Minto's Manual of Prose Literature; Characteristics of English Poets—Minto; Shakespeare's Life, Art and Characters—Hudson; Dowden's Art of Shakespeare; Rolfe's Shakespeare; Victorian Poets—Stedman.

Classics—Andrew's Lexicon (Lat.-Eng.); Liddell and Scott's Lexicon (Greek-Eng.); (larger editions); Smith's Classical Dictionary; Butler's Classical Atlas and Sketch of Ancient Geography.

Geography—Ritter; Guyot's Earth and Man; Guyot's Physical Geography; Guyot's Common School Geography; King's Aims and Methods in Geography.

Maps—Classical Maps of Italia, Graecia, Asia Minor and Gallia.

The necessary apparatus for teaching Botany, Chemistry and Physics.

ENTRANCE EXAMINATION.

5. (1.) The regular entrance examination for pupils for the High school branch shall be in writing, and shall be held yearly before the close of the First Term.

(2) There shall be papers set on reading, spelling, composition, writing, arithmetic, grammar, history, elementary English literature, book-keeping (single entry) and drawing, all as prescribed in Standard IV. of the programme of studies for Protestant schools, and in the intermediate course in the programme of studies for Roman Catholic schools.

(3.) The papers shall be prepared, and the results declared by the Board of Examiners. The examination shall be conducted by the head teacher or Principal of the school. When the examination is over and the results have been ascertained the papers, together with the marks obtained, shall be sent to the Secretary of the Board of Education to be filed, and the Secretary shall notify the head teacher or Principal of the results.

(4.) In order to pass the examination a candidate must obtain twenty-five per cent. of the marks attached to each of the subjects of examination, and forty per cent. of the total number of marks.

(5.) Pupils who come into the district after the regular examination has been held, and who are thought to be qualified for admission, may be placed by the Principal in the High school branch until the ensuing entrance examination, when they shall be required to pass such examination.

(6.) Teachers holding all classes of certificates except provisional shall be eligible for entrance to the High school branch of Union schools.

PROGRAMME OF STUDIES.

6. The following shall be the course of studies in the High school branch of Union schools :—

For Protestant Schools :

(a). Standard V., as amended, in programme of studies.

(b). Standard VI.

Reading—High School Reader, with recitations.

Spelling—From reading lessons and dictation.

Composition—Further extension of the subject from Standard V.

Writing—The subject continued.

Arithmetic—The whole of Hamblin Smith's Arithmetic.

Calisthenics and Drill—The subject continued.

Grammar—A thorough knowledge of the Ontario High School English Grammar.

Geography—Map geography generally, with Canada and the British Empire more particularly ; map drawing.

History—A review of English and Canadian History.

Literature—English and Canadian.

Book-keeping—Single and Double Entry.

Drawing—Ori High School Course continued.

Algebra—To the end of quadratic equations.

Geometry—Euclid, Definitions and Books 1 and 2, with deductions.

Physiology and Hygiene—Buckton's "Health in the House," and Huxley's Elementary Physiology.

Latin—Smith's Principia Latina (Pt. I.) ; or Harkness' Introductory Latin Book ; Cæsar de Bello Gallico.

French—Fasquelie's Lessons in French.

Chemistry—Theoretical.

Botany—Spotton's.

Agriculture—Ontario Public School Agriculture.

(c). Standard VII. will be prescribed early in 1891.

For Roman Catholic Schools :

(d). Review of the Intermediate Course.

Superior Course commenced and continued.

Geography—General ; Canada and the British Empire more particularly ; map drawing.

- Literature—English and Canadian; Withrow and Adam, and Stopford Brooke.
 Calisthenics and Drill—Continued.
 French—Fasquelle's Lessons in French.
 Latin—Smith's Principia Latina (Pt I.); or Harkness' Introductory Latin Book; Cæsar de Bello Gallico.
 Agriculture—Ontario Public School Agriculture.

NORMAL SESSIONS IN UNION SCHOOLS.

7. Every Union school shall have, when required by the Board of Education, a Normal school department, in which one session shall be held in each year, to be conducted by the Inspector for the district, when directed to do so, or by such other competent person as the Board may approve of. Every such session of the Normal school shall open on the first Monday in November and close on the 24th December for third-class teachers, and on the last Friday in March for first and second-class teachers.

8. The course of instruction during such session shall include:—The History, Science and Art of Education; Methodology; School Organization and Management; School Hygiene; School Law; Drill and Calisthenics; and Practical Teaching.

(1). Text books prescribed for the use of teachers:—

(a). For first and second-class teachers:

McLellan's applied Psychology; Bain's Education as a Science; Fitch's Lectures on Teaching; White's Elements of Pedegogy; Quick's Educational Reformers; Janet's Elements of Morals; Knight's Chemistry; Baldwin's Art of School Management; The School Law of the Territories; Hughes' Drill and Calisthenics.

(b). For third-class teachers:

Quick's Educational Reformers; Fitch's Lectures on Teaching; Janet's Elements of Morals; Baldwin's Art of School Management; The School Law of the Territories; Hughes' Drill and Calisthenics.

9. All students in attendance at any Normal Department shall provide themselves with such books as they are required to use.

10. Such persons as desire to attend the Normal Department of any Union school shall notify the Secretary of the Board of Education of their intention, not later than the 15th day of September in each year, and shall state:—

(a). Age last birthday.

(b). Class of certificate held.

(c). The name of the Union school they desire to attend.

Each such notification shall be accompanied by a certificate of good moral character.

11. All persons who have passed the non-professional examinations for first, second or third-class teachers' certificates shall be eligible for admission to the Normal Department of any Union school.

12. Students admitted to any Normal Department shall be required to present themselves at the opening of the session, to be punctual and regular in their attendance, and to perform faithfully the duties assigned them.

13. Any student whose conduct or deportment during any session is not satisfactory shall be reported to the Board of Education, and his name shall be taken off the roll, or his case otherwise dealt with as the Board may determine.

14. Students who, at the close of each session, have passed a written examination in the subjects included in the course of instruction, and whose aptitude in teaching is found satisfactory, shall be entitled to have their non-professional certificates exchanged for professional certificates of the same class and grade.

15. Any student whose aptitude in teaching is reported, at the close of a Normal school session, to be superior, shall be entitled to receive a professional certificate of grade "A" of the class he then holds.

16. No person who has obtained a third class professional certificate shall be entitled to a professional certificate of a higher class without a further attendance at the Normal Department for the additional time required for such certificate, or unless certified as an efficient teacher by the Inspector.

17. Any student attending a Normal session shall be obliged to attend such classes, in Standard VI., in the programme of studies of the Protestant section, or in the Superior Course of the Roman Catholic section, as the Inspector may, in his judgment, deem necessary.

18. The examinations at the close of a Normal session shall be conducted by the teacher thereof, and when the examination is over and the results have been declared the papers, together with the marks obtained, shall be sent to the Secretary of the Board of Education.

GENERAL REGULATIONS.

Inspectors of schools are empowered to grant permission to teachers to attend Teachers' Conventions, and to visit schools for the purpose of gaining knowledge in the methods and art of teaching. Such permission shall be given to applicants in writing by the Inspector.

The time allowed for visiting schools shall not exceed one day at a time, and not more than two days in any one term. Inspectors shall recommend the most desirable schools in the inspectorates for teachers to visit.

No deduction shall be made from a teacher's salary for the time he is absent attending a Teachers' Convention or visiting schools, when he has obtained permission as above provided.

Teachers are recommended to subscribe for at least one leading educational magazine.

UNIVERSITY.

The Board being of opinion that the High school work now being carried on in the Territories requires, for its efficiency and success, the care and management of a University, adopted at its last meeting the following resolution:—

“The members of the Board of Education hereby invite the graduates residing in the Territories to meet them at Regina, on the third Wednesday in January next for the purpose of discussing the question of the formation of a University, and adopting an outline scheme on which to draft an Ordinance. That a copy of this resolution be sent to the newspapers, and any communications on the subject be addressed to the Secretary.”

At the close of the quarter ended 30th June last we had 195 schools in operation, with 224 teachers and 5,398 pupils, which shows an increase of 31 schools, 41 teachers and 824 pupils, when compared with the returns of the corresponding quarter of last year.

We have the honour to be, Sir,

Your obedient servants,

CYPRIAN, SASKATCHEWAN AND CALGARY,

Chairman, Board of Education.

JAS. BROWN,

Secretary, Board of Education.

PART IV.

ROCKY MOUNTAINS PARK.

PART IV.

REPORT OF SUPERINTENDENT OF ROCKY MOUNTAINS PARK.

ROCKY MOUNTAINS PARK,

BANFF, 1st December, 1890.

To the Honourable

EDGAR DEWDNEY, Minister of the Interior,
Ottawa.

SIR,—I have the honour to report on the operations that have been carried on in the Park for the year ending 31st October, 1890.

The works of construction were closed early in November last year, when the frost set in and interrupted the grading.

The men were then employed for a few weeks longer in clearing up the accumulated rubbish along the sides of the several avenues, which was burnt during the early snowfalls in November.

During the winter months the work was suspended, with the exception of the employment of a few men, who were called on occasionally to open culverts and allow the free passage of the water, which otherwise would have flooded the road bed and interrupted the traffic.

On the opening of the spring, in April, this class of work was augmented to a small extent, the ditches requiring opening as the mild weather advanced, and by the beginning of May the regular work of the season was resumed.

The grounds about the cave and basin first received attention by extending and widening the space in front of the basin buildings and forming ponds of the waste water from the springs, which previously flooded over the surface of the ground, leaving very unsightly and disagreeable deposits constantly under the eye of the visitor. These waters were led into a basin in a natural depression of the ground, and held up by an embankment on one side formed by the surplus earth from the road, which otherwise would have been wasted; so that the construction of the pond cost little or nothing, and adds very much to the appearance of the grounds.

The work of beautifying these grounds can be continued in future at a nominal cost till the whole surroundings of the cave and basin will be rendered most attractive.

During your visit here this summer the future intentions with regard to these works were pointed out to you, and received your approval.

It is not proposed, however, that such minor undertakings as these shall interfere with the more important business of extending the roads of the Park, but there are always a few weeks in the early spring before the regular operations of the season can be profitably commenced when such improvements can be taken up with advantage.

Early in June the work on Buffalo Avenue was resumed at the point of closing in the previous autumn, and carried on around, and rising gradually on the face of, Tunnel Mountain, to a point some 500 feet above the level of the river, where a temporary turning place was made to enable visitors to drive up and view the beautiful scenery at the several points of this road. At the time of your visit here in the end of July this road was under construction, and its importance so impressed you that orders were given to have it continued this season, and allow other and less important work to remain in abeyance for another season.

The design of this road requires it to be extended around the north end of Tunnel Mountain, and then on to the table land on the east side thereof and lying between the Bow and Cascade Rivers. The road will therefore, after leaving Tunnel Mountain, continue along this table land, which stands at an elevation of from 400 to 500 feet above the Bow, and will make this road probably the most attractive drive in the Park. It will give access to many interesting points, amongst others "The Hoodoos," or natural monuments, which curious formations at present cannot be approached, and can only be examined from the further side of the Bow River.

This road will ultimately connect with the loop road which at present skirts Peak Mountain, and the whole, when completed, will afford a succession of panoramic views over a distance of some fifteen or twenty miles, the beauties of which it would be impossible to describe. To make the circuit complete a bridge will be required on the Lower Bow, at a site, however, which will involve a very moderate cost, the river being narrow and shallow.

The labour on this road during the summer included a large quantity of rock work, and consequently the same progress does not appear as on most of the road work of the Park; but when the work is completed around the slope of Tunnel Mountain the material to be dealt with is very favourable, and will fully compensate for the more expensive portion on the face of the mountain, and bring the cost of the whole road below the average.

The completed portion of the road terminates at present immediately on the continuance of Cariboo street, beyond the village plot, but is partially completed for a distance of 3,000 feet further. The rock work is heavy, and will be continued on through the winter when the blasting can be done easier and the work of grading has ceased on account of the frost. In consequence of the amount of broken weather this year, and also the scarcity of labour, the outlay up to this time is not so large as usual, and consequently such work as can be done advantageously after the frost sets in can be carried on later than usual; and already by reason of snow-falls and frost the men were transferred from one class of work to another, so that a large quantity of rubbish which constantly accumulates along the roadsides has been cleaned up and burnt while the snow remained. The good effects of this periodical cleaning up of the dead timber and rubbish over large portions of the Park were apparent by the total absence of local fires this year.

A bridle path was constructed up the face of Tunnel Mountain from the continuance of Cariboo street on the town flat.

The path leads the traveller to the south end of the mountain top, where an extensive view of the Lower Bow valley meets the eye and brings the numerous islands of the Bow into the view of the spectator for the first time to advantage. This scene is unequalled from any other point so easily accessible, and the visitor is well rewarded for the labour in attaining this elevated spot.

The path then winds along the crest of the mountain to the north end, bringing into view each moment the many attractive points in the several valleys which radiate from this mountain. On attaining the highest point, about midway along the crest, the Cascade valley presents all its beauties, and a portion of Lake Minnewanka is seen, with the Palliser and Inglismaldie ranges towering above it on either side.

The path throughout its length is from 6 to 8 feet wide, solid and compact, on a grade of about 1 foot in 5, so there is little or no risk, and equestrians pass up and down without difficulty. Many visitors have ridden or walked to the top of this mountain this summer, since the path was completed, and few think of going away from the Park without first taking this most charming trip.

The carriage road leads up the side of the mountain to about one-third of the total height, so that persons who do not wish to take the whole of the path can drive to this point and walk or ride the remainder of the distance.

Next year rustic seats will be provided at the several shady spots on the way up the Park for the benefit of those who require to rest on their journey to the top.

The total length of this bridle path is 9,240 feet, and the length of the portion from the carriage road upwards is 6,864 feet.

Some repairs were necessary on the road to Lake Minnewanka, caused by a violent storm and cloud-burst on the face of the Cascade Mountain, the water from which came down the mountain in torrents and washed out the road in several places; but, in consequence of my having a gang of men at my command, the breach was readily repaired without any detention to the traffic.

WHARF AT LAKE MINNEWANKA.

Early this season a new steam launch was placed on Lake Minnewanka by Messrs. Disbrow & Ryan, and many persons availed themselves of it to take a trip up the lake, which affords so many attractions.

To make the landing safe and convenient it was necessary that a wharf should be constructed.

This was done this summer, and consists of a pier sunk at a sufficient distance from shore to give the necessary depth of water, and a floating bridge or foot-path 8 feet wide extends from the shore to this pier. The length of the whole is 480 feet.

NURSERY.

The site selected for the young trees which were sent here two years ago presented every advantage as to locality, soil and facilities for watering, &c., but after two seasons' experience it is found to be too exposed to the strong winds that sweep down the Bow valley.

The young trees took root and sprouted at the ground, but the tops being exposed to the cold winds no leaves appeared higher up than a few inches above the surface of the ground.

Every means was taken to protect them from the blast, but without any satisfactory results, although there appeared to be ample vitality in the roots, the budding on the stem being arrested by the constant cold wind that prevailed in the locality. Being convinced that this was the cause of the failure of the trees to flourish, I tried the experiment of transplanting some six or seven hundred of them to the low sheltered ground below the Spray River, and the result was that every tree came out in full leaf to the top of the stem, and appeared full of life and vigour till autumn. I have therefore decided to remove the remainder of these trees and plant them in similar portions of the Park, and by these means save the greater part of them.

I purpose also trying the effect of raising trees from the seed, and hope yet to be able to add somewhat to the beauty of the Park by the introduction of greater variety of foliage.

FOREST FIRES.

The spring was later than usual in opening, and the summer cool and showery, so that little or no trouble or anxiety was experienced from forest fires in the Park. The clearing up also of dead and fallen timber each year is having a good effect in the prevention of local fires, and the immense areas swept by the flames last year prevented the scourging effects of the forest fires this season.

VISITORS.

It will be seen from the statement furnished by the hotel books that the number of visitors to the Park has increased considerably over the previous year, the Canadian Pacific hotel showing an increase of 568, and the Sanitarium 131 over last year. The smaller hotels had their proportional increase, but no regular records were kept there.

The registry books at the Cave and Basin show the number of persons who registered as 3,681, or an increase of 525 over last year. This, however, does not indicate truly the number of visitors, as many persons resort to these places without registering.

I have adopted a plan for the future for ascertaining correctly the number over and above that registered, and also of those who take the baths.

The total number registered at the C. P. R. hotel and Sanitarium is 4,343; and taking into account the number who resorted to the smaller hotels, those who rented houses temporarily, and those who tented out for a short time during the summer, must bring the total number of visitors quite up to 5,000 persons.

MUSEUM.

You decided while here this summer that the building formerly intended for the residence of the Superintendent should be converted into a museum, and the work necessary for the completion of the building for that purpose is now in progress.

The want of a museum containing geological, botanical and other specimens of the natural productions of the mountains is very much felt by scientific men and other persons visiting the Park whose time is limited but who are desirous of obtaining all the information possible on these subjects during the short stay they can make.

The museum should have a reference library attached, with maps and places for easy reference.

Specimens of the mineral productions of the mountains classified, labelled and catalogued would enable persons who take an interest in these things to make the Park their headquarters while exploring the mountains in every direction.

The ancient glacial action, as indicated in the several valleys of the Park, was a matter of great interest to several gentlemen who made a short visit here last summer, and who expressed their intentions of returning next year to resume their observations on these interesting problems. They felt the want, however, of books and maps that are already published of the geology of the mountains, but to which they had not means of access. I assured them that I thought the Government intended to supply this want as soon as possible.

CAVE AND BASIN.

These bathing places continue to attract the public, as appears from the registry books, over 500 persons more than the previous year having recorded their names.

The vicinity of these baths afforded other attractions besides the superiority of the swimming facilities, and the small annual expenditure on improving the grounds affords additional sources of admiration for the visitors.

Originally these grounds presented a most desolate appearance, covered as they were with dead, burnt timber, fallen trees and fragments of rock, but each year since the commencement of the works here a certain amount of clearing up and planting out has been done, with good results.

The cave has heretofore been the great place of attraction, and even yet it is always resorted to as a place of great natural beauty and curiosity; but for bathing purposes the basin is preferred in consequence of the sulphur fumes and dark, sombre appearance of the former. Indeed so great has been the rush of bathers at times to the basin that the accommodation there has been insufficient, and if its popularity continues to increase the third spring, which now runs to waste, may soon have to be brought into use.

It is a question, also, if it would not be advisable to light up the cave with electricity, which would unquestionably make it the most attractive object in the Park, not only for its bathing facilities, but as a curiosity.

In its present condition the many beauties contained in the arching and foldings of its sides and roof, composed of myriads of crystals, are completely lost to the eye owing to the gloomy darkness of the place; but a few electric lights distributed around amongst the natural crevices and corners would produce an effect the most enchanting.

The means of carrying out such a desirable scheme are simple and comparatively inexpensive. The sulphur water, which constantly passes away from the cave, discharges down the face of the hill to the marsh below, making a fall of about

80 feet in a distance of about 300 feet, and affording power to run a small turbine water wheel which would drive a dynamo.

At present the cave is lighted by ordinary lamps, which are only sufficient for guiding the people through the dark passages, without affording any means of discovering or admiring the great natural beauties of this subterranean vault and its crystallized walls.

METEOROLOGICAL.

The records of the temperature have been kept for a portion of the year as usual, but unfortunately they are not complete for the whole year in consequence of the work being done voluntarily by Mr. McLeod, who could not attend to this business to the exclusion of other duties till after the 1st of July.

The position of the building occupied by Mr. McLeod and the location generally is not the most suitable for the purpose of these observations, particularly as regards the force and direction of the wind.

Professor Carpmæil, of the Toronto Observatory, paid a short visit here last summer, and the whole matter of these observations was discussed with him. He suggested several better sites for a permanent building for the instruments and observer, and pointed out the necessity of having correct observations of the direction of the wind currents, which are not correctly indicated down in the valleys, as at present recorded.

He visited the top of Tunnel Mountain, and suggested the advisability of having wind instruments erected there, with connecting wires to the building below.

I understood from the Professor that the whole matter would be the subject of a report to the Government, and doubtless he will point out what is essential.

WATER SUPPLY.

In the early stages of the works here it was thought from the demand for bathing sites at the source of the hot springs that only a limited quantity of the water would be required below that level, and the pipes then put down were ample for all the anticipated requirements. But the demand has increased since that time.

Large pipes are therefore now being laid, which will convey all the water that can be spared from the spring, and much more than can be required for bathing purposes.

GAME.

The question of affording more attractions for sportsmen visiting the Park is now calling for some consideration. The many streams and lakes within its limits are well adapted to the propagation of fish, and the enforcement of stringent game laws will do much towards their preservation; and it is expected that the carrying out of the Park regulations will assist much in the preservation of game generally, and particularly in the protection of wild fowl.

HAY CROP.

Notwithstanding the anticipations of some persons that the grass on the meadows in the Park had become exhausted by the cutting of previous years, and that seeding down would have to be resorted to, the crop this year was very good—indeed, the best for some years.

I herewith enclose tables of temperature, expenditure and other particulars connected with the works.

I have the honour to be, Sir,

Your obedient servant,

GEO. A. STEWART,

Superintendent.

EXPENDITURE ON WORKS.

On what Expended.	Amount.
	8 cts.
Roads	6,519 40
Buildings	238 47
Surveys	125 50
Bridges	141 45
Water works	1,999 34
Cave and basin	126 83
Wharf	532 51
Salaries, caretakers	190 00
Nursery	109 36
Clearing land	775 00
Contingencies	740 52
Total	11,498 38

CANADIAN PACIFIC HOTEL.

VISITORS from the 1st November, 1889, to the 31st October, 1890.

Where from.	Number.
United Kingdom	523
Canada	711
Australia	14
New Zealand	5
India	16
United States	1,213
France	21
Germany	4
China	29
Japan	19
Sandwich Islands	8
South Africa	1
Java	3
Total	2,567

SANTARIUM.

VISITORS during the Year ending 31st October, 1890.

Where from.	November, 1889.	December, 1889.	January, 1890.	February, 1890.	March, 1890.	April, 1890.	May, 1890.	June, 1890.	July, 1890.	August, 1890.	September, 1890.	October, 1890.	Totals.
Canada	91	74	76	54	83	64	113	120	162	284	207	198	1,526
United States	16	5	1	5	5	1	12	20	95	40	9	3	212
England			2		1					5	3	1	18
Scotland						1	1	1	2				5
Ireland						1	1						2
Australia										5			5
Japan									4			2	6
China			2										2
Totals	107	81	79	59	89	67	128	145	264	334	219	204	1,776

CAVE AND BASIN.

NUMBER of persons registered from 1st November, 1889, to 31st October, 1890.

Where from.	Number.
Canada	2,261
United States.....	1,007
England.....	266
Scotland.....	62
Ireland.....	12
India.....	7
Australia.....	18
China.....	26
France.....	9
Japan.....	7
Java.....	3
Wales.....	2
Germany.....	1
Total.....	3,681

ROCKY MOUNTAINS PARK—Readings of Thermometer and general state of the Weather as taken at Banff, N.W.T., between 1st January and 31st October, 1890.

Date.	Temperature.			Weather.	Date.	Temperature.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1890.	o /	o /	o /		1890.	o /	o /	o /	
Jan. 1	-24.6	-15.6	-23.6	Fair.	Mar. 3	23.0	38.0	21.0	Fair.
do 2	-39.6	-25.6	-25.6	do	do 4	16.2	28.5	22.0	Cloudy.
do 3	-28.6	-15.6	-11.6	do	do 5	20.0	35.8	32.0	do
do 4	-28.1	-15.6	28.1	do	do 6	28.0	36.2	14.0	Fair.
do 5	-30.7	-10.1	-6.6	do	do 7	2.5	35.2	32.2	Cloudy ; squally.
do 6	-11.4	-5.1	10.0	do	do 8	15.2	42.5	24.2	Fair.
do 7	6.0	26.0	21.0	Cloudy.	do 9	18.0	29.8	18.0	Overcast ; snow ; squally.
do 8	17.0	31.5	27.0	Fair.	do 10	20.0	23.5	17.0	do snow.
do 9	20.0	28.0	21.0	do	do 11	11.5	24.0	15.2	do
do 10	14.0	10.0	-7.0	do	do 12	8.5	29.8	32.0	Fair.
do 11	-31.0	-7.5	-10.0	do	do 13	31.8	41.5	35.5	do
do 12	-3.0	-7.5	-10.5	Cloudy ; slight snow.	do 14	33.8	45.0	39.2	do
do 13	-18.0	1.5	-6.0	Cloudy.	do 15	33.8	40.8	32.2	Overcast.
do 14	-24.5	-6.5	-23.0	Overcast ; snow.	do 16	28.5	38.0	19.0	Fair.
do 15	-31.0	-13.5	-13.0	Fair ; cloudy ; snow.	do 17	6.0	32.2	18.5	do
do 16	-19.8	-12.2	-20.5	Fair.	do 18	8.2	36.2	26.0	do
do 17	-33.0	-16.5	-26.0	do	do 19	31.0	37.2	30.5	Overcast ; squally ; snow.
do 18	-30.0	1.5	-14.8	do	do 20	29.2	36.5	23.2	Overcast.
do 19	-28.5	2.0	-15.5	do	do 21	23.0	33.2	27.2	Cloudy ; squally.
do 20	-25.5	4.8	-5.2	do	do 22	16.5	37.4	32.2	Overcast ; squally.
do 21	-10.8	6.2	0.0	do	do 23	21.0	38.8	32.0	Overcast ; snow ; squally.
do 22	-8.8	6.8	4.2	Cloudy ; slight snow.	do 24	21.8	33.2	21.2	Fair.
do 23	-10.8	9.5	12.0	Cloudy and squally.	do 25	6.2	34.0	26.0	do
do 24	17.0	25.0	24.0	Overcast ; snow.	do 26	10.0	37.0	36.0	do
do 25	18.0	26.0	20.0	do	do 27	28.2	29.0	19.5	Overcast ; snow ; squally.
do 26	-5.8	-3.0	4.0	Cloudy.	do 28	10.5	22.2	0.5	Fair.
do 27	6.0	33.0	30.5	Overcast.	do 29	-6.2	24.5	8.5	do
do 28	20.8	1.5	12.5	do snow.	do 30	6.0	26.5	11.5	do
do 29	26.5	10.0	-6.5	do do	do 31	20.2	40.5	36.2	Fair ; squally.
do 30	-14.0	-3.8	-2.0	do do	April 1	37.2	46.8	42.5	Cloudy ; squally.
do 31	8.0	21.0	19.0	do do	do 2	38.2	33.0	37.2	Overcast ; snow.
Feb. 1	-0.5	-2.6	-4.6	do do	do 3	10.0	42.0	37.0	Fair.
do 2	-5.0	20.0	13.0	Fair.	do 4	30.0	35.0	25.2	Cloudy.
do 3	20.0	26.2	24.0	Overcast ; snow.	do 5	6.0	35.0	30.0	Fair.
do 4	11.5	26.8	7.2	Cloudy.	do 6	24.0	41.2	32.2	Overcast ; snow.
do 5	9.8	29.5	33.2	do	do 7	29.8	35.0	27.2	Fair.
do 6	6.0	33.8	20.5	do	do 8	19.0	36.8	32.0	Cloudy.
do 7	1.5	19.5	28.8	Overcast.	do 9	44.0	48.0	45.0	Fair ; squally.
do 8	23.0	31.2	25.0	Cloudy.	do 10	25.0	29.8	20.0	Overcast ; squally.
do 9	11.2	30.0	24.5	Fair.	do 11	20.2	23.2	17.2	Overcast ; snow.
do 10	1.8	29.7	29.4	do	do 12	7.0	17.8	15.0	Overcast.
do 11	17.8	35.2	34.2	Cloudy and squally.	do 13	10.0	30.2	23.0	Fair.
do 12	29.2	33.0	25.2	Fair.	do 14	10.0	29.8	29.0	Fair ; squally.
do 13	22.2	28.2	24.0	Cloudy.	do 15	26.2	39.8	40.5	do
do 14	1.0	-2.5	-8.4	Overcast and squally.	do 16	43.5	46.0	34.2	Cloudy ; rain squalls.
do 15	-24.0	-9.0	-24.0	Fair.	do 17	36.0	25.0	13.2	Overcast ; snow.
do 16	-27.5	-22.2	-20.2	Overcast ; snow squalls	do 18	10.2	22.8	17.2	Cloudy ; squally.
do 17	-28.0	-12.5	-27.5	Fair.	do 19	6.2	42.0	19.5	Fair.
do 18	-41.0	-13.5	-15.5	do	do 20	11.0	53.2	27.0	do
do 19	-34.0	-5.0	-24.0	do	do 21	26.0	50.0	38.8	do
do 20	-30.0	5.8	-13.0	do	do 22	36.0	42.5	34.0	Cloudy.
do 21	-26.2	13.5	0.6	do	do 23	39.5	53.8	40.0	Fair.
do 22	-5.0	34.8	26.0	do	do 24	32.5	53.8	40.2	Overcast.
do 23	3.0	13.0	3.5	Overcast ; snow squalls	do 25	32.2	54.8	35.0	Fair.
do 24	-12.2	-2.5	-20.2	Overcast.	do 26	37.2	58.5	41.0	do
do 25	-45.0	-10.5	-32.0	Fair.	do 27	40.2	60.5	43.0	do
do 26	-45.2	-0.5	3.5	do	do 28	42.0	63.0	37.0	do
do 27	-10.0	10.5	7.5	do					
do 28	-8.8	20.5	17.5	do					
do 29	6.0	29.5	20.0	do					
do 30	16.0	30.5	27.8	do					

READINGS of Thermometer taken at Banff, &c.—Continued.

Date.	Temperature.			Weather.	Date.	Temperature.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1890.	°	'	°		1890.	°	'	°	
April 29	36.0	61.5	37.2	Fair.	June 28	45.0	76.0	57.0	Fair.
do 30	29.5	58.5	30.0	do	do 29	46.2	81.0	56.8	do
May 1	39.8	56.0	31.5	do	do 30	44.0	83.0	57.0	do
do 2	33.5	52.5	36.2	do	July 1	47.0	59.0	51.0	Cloudy; thunder storms; fair.
do 3	40.0	59.5	37.5	do	do 2	48.0	68.2	51.5	Fair.
do 4	34.2	59.8	32.2	do	do 3	50.0	76.8	51.0	do
do 5	41.2	60.0	46.5	do	do 4	46.0	75.8	56.8	do
do 6	49.8	63.5	47.0	do	do 5	42.2	65.8	50.0	do
do 7	37.5	56.5	47.2	do	do 6	47.0	58.0	45.2	Cloudy; rain.
do 8	49.2	69.0	53.0	Cloudy.	do 7	46.2	49.8	42.0	Overcast; rain.
do 9	43.0	46.0	40.0	do	do 8	43.5	49.8	40.2	do
do 10	34.0	36.5	34.5	Overcast; slight snow.	do 9	43.2	59.8	48.0	Cloudy.
do 11	35.0	52.2	41.0	Fair.	do 10	49.2	58.8	50.2	do squally.
do 12	35.0	58.8	40.2	do	do 11	50.2	58.5	46.2	do
do 13	33.2	55.0	38.5	do	do 12	43.5	61.8	48.0	Fair; showers.
do 14	36.8	59.2	43.2	Rain; fair.	do 13	46.2	64.8	52.0	do
do 15	46.8	60.0	63.0	Fair.	do 14	47.5	68.8	54.8	do
do 16	44.2	58.0	51.5	Showery.	do 15	50.0	66.2	49.0	do
do 17	34.0	59.0	32.2	Fair.	do 16	44.5	72.0	59.2	do
do 18	41.3	64.5	58.0	do	do 17	48.0	81.5	50.2	do
do 19	40.8	65.5	52.2	do	do 18	45.8	72.0	49.0	do slight thunder storm.
do 20	39.5	62.0	45.0	Cloudy; rain.	do 19	46.2	76.0	51.2	Fair.
do 21	44.0	53.0	41.8	Fair.	do 20	44.5	76.0	48.5	do
do 22	33.0	54.2	47.0	Cloudy; squally.	do 21	39.8	79.0	51.0	do
do 23	40.0	55.8	47.2	do	do 22	43.8	80.8	56.5	do
do 24	41.0	57.8	46.2	do	do 23	44.2	82.5	56.0	do
do 25	40.0	65.8	62.0	Fair.	do 24	46.0	87.5	73.0	do
do 26	34.0	63.0	39.0	do	do 25	44.2	82.0	65.8	do
do 27	36.0	58.2	41.0	Overcast; rain, and snow and rain.	do 26	52.0	72.0	58.2	do
do 28	34.0	43.8	34.0	Cloudy.	do 27	50.2	65.8	53.0	do
do 29	40.0	45.2	32.2	do	do 28	47.0	66.5	58.2	do
do 30	37.5	48.2	38.0	Cloudy; showery.	do 29	46.5	66.5	48.5	do
do 31	33.2	44.5	39.0	Overcast; drizzle.	do 30	45.2	67.5	44.0	do
June 1	37.2	42.8	42.2	Overcast; showery.	do 31	42.5	64.8	57.5	do
do 2	40.0	51.8	44.2	Showery.	Aug. 1	46.5	68.0	45.0	do
do 3	39.2	59.2	46.0	Fair	do 2	41.2	56.0	46.5	do
do 4	42.0	63.8	51.2	do	do 3	45.0	72.0	55.0	do
do 5	42.8	64.0	52.2	do	do 4	47.0	77.8	58.5	do
do 6	43.0	69.5	49.0	do	do 5	40.8	61.0	53.2	do
do 7	43.2	64.8	49.2	do	do 6	53.5	72.0	54.0	do
do 8	40.0	57.5	52.0	Fair; occasional showers.	do 7	52.2	63.0	53.0	do
do 9	43.0	67.8	45.0	Fair.	do 8	47.5	72.0	52.8	do
do 10	42.8	62.8	44.5	do	do 9	45.2	71.5	51.0	do thunder storm.
do 11	39.0	59.2	43.2	Cloudy; showers.	do 10	50.0	75.0	57.2	do
do 12	45.0	48.5	41.5	Overcast; rain.	do 11	51.0	57.0	52.2	Cloudy; showery.
do 13	43.0	60.2	45.0	Fair.	do 12	46.0	76.8	54.0	Fair.
do 14	41.5	64.0	43.5	do	do 13	50.0	75.2	54.5	do
do 15	43.2	64.8	45.0	do	do 14	48.5	78.0	65.1	do
do 16	39.5	54.0	45.0	Overcast; rain.	do 15	46.2	54.2	46.0	Cloudy.
do 17	44.5	41.5	33.2	Overcast; rain; snow.	do 16	40.0	62.2	51.0	Fair.
do 18	31.8	52.2	43.2	Cloudy.	do 17	42.2	63.0	41.5	do
do 19	46.5	67.5	47.0	Fair.	do 18	33.9	67.0	44.0	do
do 20	41.0	62.5	47.2	do	do 19	38.2	74.0	54.0	do
do 21	42.0	60.0	44.0	do	do 20	41.5	75.0	55.0	do
do 22	45.0	64.5	50.0	do	do 21	43.2	71.5	47.2	Cloudy.
do 23	42.0	58.0	46.5	Cloudy; slight rain.	do 22	41.8	56.0	53.0	do
do 24	43.0	68.5	45.2	Fair	do 23	50.5	58.0	51.0	do
do 25	40.0	45.5	43.2	Overcast; rain.	do 24	44.5	63.5	66.8	Fair.
do 26	41.2	67.0	62.0	Fair.	do 25	45.0	65.0	54.8	do
do 27	44.0	68.0	51.0	do	do 26	48.2	65.8	54.5	do

READINGS of Thermometer taken at Banff, &c.—*Concluded.*

Date.	Temperature.			Weather.	Date.	Temperature.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1890.	°	'	°		1890.	°	'	°	
Aug. 27	54·0	68·5	49·5	Fair.	Sept. 29	42·2	70·8	48·2	Fair.
do 28	35·2	76·8	49·0	do	do 30	38·2	41·0	41·5	Overcast; drizzle.
do 29	39·8	76·8	56·2	do	Oct. 1	40·0	48·0	42·2	do rain.
do 30	41·5	63·8	52·2	Rain; thunder and lightning.	do 2	37·0	40·8	36·2	do do
do 31	41·8	48·2	41·2	Rain.	do 3	31·8	43·5	32·2	Fair.
Sept. 1	37·5	50·5	38·5	Cloudy.	do 4	32·2	44·0	40·0	Cloudy; squally.
do 2	36·2	54·8	48·2	do	do 5	37·0	44·0	41·2	Fair.
do 3	40·2	59·0	51·2	Fair.	do 6	32·8	41·5	40·0	Overcast; drizzle.
do 4	44·5	54·5	45·2	Cloudy; rain.	do 7	34·2	42·0	34·5	do
do 5	39·2	45·8	40·2	Overcast.	do 8	31·0	35·8	32·2	do slight snow.
do 6	36·2	54·5	41·0	Fair.	do 9	26·0	37·8	23·5	Fair.
do 7	36·8	47·5	45·2	Overcast; drizzle.	do 10	20·0	48·2	29·0	do
do 8	41·2	50·2	39·8	Cloudy.	do 11	26·0	46·2	26·5	Cloudy.
do 9	35·0	42·5	33·0	Overcast; snow.	do 12	30·0	39·5	29·0	Fair.
do 10	30·8	33·2	30·5	do	do 13	18·0	39·8	28·0	do
do 11	30·0	45·0	36·0	Cloudy.	do 14	25·2	40·0	33·0	do
do 12	36·8	50·8	48·0	do	do 15	26·5	39·8	24·0	do
do 13	45·2	59·2	55·2	Fair.	do 16	28·2	38·0	30·0	do
do 14	53·0	60·5	53·0	do	do 17	23·0	38·8	34·2	do
do 15	39·8	64·8	31·5	do	do 18	26·0	41·0	35·0	do
do 16	42·2	61·2	50·0	do	do 19	34·0	46·0	36·0	do
do 17	40·2	55·2	39·0	Cloudy.	do 20	34·5	41·0	37·0	Cloudy.
do 18	30·0	55·0	52·2	Fair.	do 21	33·8	37·2	36·0	Overcast; rain.
do 19	49·8	55·0	49·5	Cloudy.	do 22	34·5	41·0	37·0	Fair.
do 20	33·0	56·2	49·5	Fair.	do 23	24·2	36·8	36·8	do
do 21	38·2	66·0	40·0	do	do 24	30·0	39·2	32·0	do
do 22	33·0	60·2	48·0	do	do 25	15·2	40·5	39·2	do
do 23	43·0	69·0	41·2	do	do 26	31·8	48·0	46·5	Cloudy.
do 24	31·0	69·5	40·5	do	do 27	45·2	52·8	42·2	Fair.
do 25	34·0	71·8	49·5	do	do 28	33·8	51·8	37·2	do
do 26	37·5	70·8	58·0	do	do 29	30·2	54·2	38·5	do
do 27	37·2	71·0	56·2	do	do 30	34·0	53·0	49·0	do
do 28	45·0	73·0	56·0	do	do 31	31·8	54·5	37·8	do

PART V.

EXPLORATORY SURVEY TO HUDSON'S BAY.

 PART V.

 REPORT OF EXPLORATORY SURVEY TO HUDSON'S BAY BY
 WILLIAM OGILVIE, D.L.S.

OTTAWA, 20th January, 1891.

The Honourable
 The Minister of the Interior,
 Ottawa.

SIR,—I submit the following report of my operations for the past season, under instructions dated 18th March, 1890.

The object of the work entrusted to me, as set forth in those instructions, was three-fold:—First, to make a traverse survey of that part of the Ottawa River above Mattawa, and of Lake Temiscamingue, so as to connect some point in Mattawa with the southern end of the line marked on the ground at the north end of Lake Temiscamingue as the boundary between the Provinces of Ontario and Quebec. The latitude and longitude of the point in Mattawa being accurately determined, the latitude and longitude of the end of the above line becomes known through the traverse.

Second, if practically convenient, to connect the north end of the above Inter-provincial boundary line, situated on the watershed between the waters of the Ottawa and Abitibi Rivers, by micrometer traverse with some point on James Bay, and also to make a micrometer traverse of part of the shore line of this bay.

Third, to determine, by a series of moon culminations, and occultations of stars by the moon, the longitude of some point on the bay, also by zenith telescope the latitude of the same point.

The first and third of these objects I accomplished, but owing to very high water it was practically impossible to accomplish the second. As the shores of the streams and lakes along which I would have to make the survey were all submerged, landing from canoes would be difficult, and in making a survey it would be necessary to clear away quite an amount of brush and trees at each station, which would have caused so much delay that unless I remained there all winter the time would have been too short to complete the third and principal part of my work. I was therefore compelled to abandon this, and content myself with making a track survey between the head of the Quinze River and East Main on James Bay. In all this distance, with the exception of a few miles at Moose, Rupert's House and East Main, the courses are magnetic, and the distances estimated from the time taken to travel over each of them. At each of the three points excepted, a few miles of survey were made with astronomical azimuths and micrometer distances.

This could not be continued around the bay on account of the shallowness of the water, which, in many places between Moose and Rupert's House, is less in depth than the rise and fall of the tide, thus making a great difference in the position of the shore line at the different stages of tide water. The water is always muddy, and as one cannot see where to steer to keep off the bottom, much delay was caused in keeping close to shore, as had to be done when making a survey; thus, the time taken up in going from one point to another was so long that the incoming tide flooded the place around the station, making it impossible to set up a transit. For this reason I had to abandon altogether the idea of making an instrumental survey of the shore line of the bay, and simply took the magnetic course from point to point, and estimated the distance between them from the time and rate of travel.

An instrumental survey was made from Rupert's House along the beach as far as the mouth of Pontax Creek (about ten miles) and the position of several points around Rupert's Bay was fixed by azimuth from other points of the survey. The

most prominent point thus fixed was a high hill on the east shore of the bay, known as "Sherrick's Mount." This was so connected with the survey that its latitude and longitude referred to Rupert's House can be deduced from it.

From East Main I made an astronomical and micrometric survey from the Hudson's Bay Company's post down to the mouth of the river, and a short distance along the coast to the top of a high rocky island called "Dilly-dally," from which "Sherrick's Mount" could be seen, and the azimuth of the latter was determined from this point. As it stands not far from midway between Rupert's and East Main, the shore line between those two points can be very closely laid down.

ASTRONOMICAL OBSERVATIONS.

At Abitibi, Moose and Rupert's House observations were taken for latitude and time, the latter in order to approximate to their longitude by chronometer differences of time between the several points. I had intended to get a series of observations for time at some point on my survey of Lake Temiscamingue, to enable me to interpolate the error of my chronometer between two well-defined points at the extremities of my survey, one on the traverse from Mattawa and the other at my astronomical observatory at East Main. On my way up, pressure of time and cloudy weather prevented this, and on my way down stormy, snowy weather precluded all attempts at that kind of work. This necessitates the assumption that the chronometer rate was uniform over the whole journey, which is very likely not correct, and in that case there will be an undiscoverable error in the longitude of those three places as referred to East Main.

At East Main I had some difficulty in getting my astronomical transit mounted. As I took only the telescope and the auxiliary V's, made by Foster, of Toronto, to be used in mounting on a stump or other substitute for the tripod or stand, and I could not find anywhere near this point a tree large enough either to utilise the stump or part of the body for a post, I had to procure two pieces of timber, about 8 inches square and 10 feet long, from the Hudson's Bay Company there, and put them tightly together in the form of a St. Andrew's Cross, by a bevelled half mortise strongly fastened with screw bolts and heavy nails. The mortise was so placed that the distance from centre to centre of the ends of the arms was at one end 18 inches and at the other about 4 feet. The long end was placed in a hole in the ground about 5 feet deep; stones were then packed around it in such a way as to make it as steady as possible, the hole then filled in with gravel, and the transit mounted and adjusted. This proved, I think, as good a stand as any other would on the same kind of ground, which is a small, sandy ridge, surrounded by a swamp or quagmire. Unfortunately for the accuracy of my observations in the August-September lunation, the support was not satisfactorily steady, owing to the settling of the stones and gravel in the hole dug to receive the stand.

The observations taken at this point during the August-September lunations for the determination of longitude consist of three complete and one partial moon culmination observations, and two occultations. The latter, however, cannot be relied on, as they were observed under very unfavourable conditions—one of them in strong twilight in the morning; and as the star was less than the 4th magnitude, and only the immersion was visible, and that by the bright limb of the moon, it is at once apparent that the actual time of disappearance could not be very closely obtained. Add to this the difficulty caused by a strong-gale of wind blowing all night at the time of observation, which caused much vibration in the telescope used, and necessitated holding the chronometer in the hand close to the head, and it must be seen that this can hardly be called an observation at all. The other was taken under much better conditions, but the haziness of the atmosphere rendered the star, when within a few seconds of disappearance, very dim, and altogether I cannot regard this one either as satisfactory.

The culminations, five in number, observed during the September-October lunation, were much more satisfactorily obtained, but the two occultations observed were

unfavourably situated, being too near the horizon, so that altogether the longitude deduced from them will not be so valuable as that from the culminations.

Twice I observed the re-appearance from eclipse of Jupiter's satellites; one of them (the second satellite) gave me a result agreeing closely with that deduced from the culminations, but the result obtained from the other (the first satellite) differs considerably from this.

When we consider the rate of motion and size of these bodies, which is such that it takes the first 3·7 minutes, the second 4·3, the third 8·7 and the fourth 9·8 to move over their own diameter, we see at a glance how very irregular the results of any observations for longitude dependent on their motion must be. Not only are the idiosyncrasies of vision of the person observing, and the light-gathering power of the telescope, important factors in the result, but also the light-transmitting condition of the atmosphere and the altitude above the horizon of the bodies under observation. It may be added that the last two conditions are hardly ever similar on two or more different occasions, so that any given fraction of any one of the satellites which would be just visible with any given light-gathering power of glass might not be visible at all with the same glass under different atmospheric conditions or at a different altitude.

The most probable result cannot be reduced from my observations until after I have made a series of observations of lunar culminations on both limbs at Ottawa or elsewhere, which I purpose doing as soon as possible. This arises from the fact that all but one of my culminations observed at East Main were taken on the moon when waning, or on its second limb. This necessitates observations on both to determine my "personal equation," and enable me to apply it to my results at East Main.

At East Main I was only able to get one night's work with the zenith telescope for latitude, and in this night could only get three pairs of stars. This was owing to the fact that I had but one instrument which was provided with a movable micrometer thread parallel with the transit threads. To adapt this for use as a zenith telescope it was necessary to turn the system of threads 90° in the tube, so that the micrometer thread should be horizontal, and when the instrument was to be again used as a transit the operation had to be reversed. It being necessary each time to make a careful adjustment for verticality or horizontality of threads, much time was lost.

As all possible culminations and occultations had to be observed, of course the eye end had to be kept in transit form as long as the phases of the moon rendered it possible to observe her, so that only for a few days about new moon in September could the telescope be kept in zenith telescope form, and during this time the weather was so unfavourable that only night work with it could be done, and this was much reduced by the limit of motion of the micrometer wire, the range of which was only about 25 minutes of arc, and consequently few pairs of stars were available.

The values deduced from the three pairs stand :—

1st.....	52°	14'	44·99"
2nd.....	52°	14'	45·17"
3rd.....	52°	14'	44·58"
Mean.....	52°	14'	44·91"

Owing to the position of the level on this instrument when used as a zenith telescope it is very difficult to read the bubble as accurately as would be desirable. I would respectfully suggest that an alteration be made in its construction to overcome this defect. For the same reason, it is very difficult to set the bubble to the mean zenith distance of the pairs of stars, and this defect causes great annoyance and contributes largely to discordance in results.

The longitude deduced from the culmination, so far as computed, is 5h. 13m. 57 sec. in time, or 78° 29' 15" in arc, west of Greenwich; but, as before stated, this is not the final value, which may differ from this several seconds of time. It is, however, near enough to the true value to warrant us in assuming that the inter-provin-

cial boundary between Ontario and Quebec, when produced north, will strike James Bay considerably west of its eastern shore, as will be seen from the following statement :—

Approximate longitude of observatory at Ottawa in time : 5h. 02m. 50·7 sec.; in arc, 75° 42' 40·5".

Mattawa, west of Ottawa, approximately, in time : 0h. 11m. 59·17 sec.; in arc, 2° 59' 47·5".

Inter-provincial boundary, west of Mattawa, approximately, in time : 0h. 2m. 26·00 sec.; in arc, 0° 36' 30·00".

Resulting longitude of interprovincial boundary, approximately :

5h. 17m. 15·87 secs.. .. .	in arc 79° 18' 58"
East Main, approximately.....	78° 29' 15"
Difference.....	0° 49' 43"

The inter-provincial boundary, then, is this amount west of East Main. This in miles is nearly 36, and as the observatory at the latter point is about 3 miles east of the shore line of the bay, the meridian of the inter-provincial boundary passes up the bay about 33 miles west of the mouth of East Main River. Rupert's House, which may be said to be at the extreme south-east angle of James Bay, is about 8½ miles west of East Main, or about 27½ miles east of the boundary meridian.

OTHER OBSERVATIONS.

Being provided with a dip circle for the determination of the magnetic inclination, total force and declination, I observed with it wherever practically possible. I am sorry to say, however, that was only in three places—Moose, Rupert's House and East Main. At Moose, owing to the almost continuous rainy weather, I could only get one set, but at each of the other two places I got two sets. I have not yet worked these out, but the results will be given in my final returns.

Between Lake Temiscamingue and Moose my time was too short, the weather too unfavourable, and the flies too numerous and vigorous, to think of taking a set of observations which requires one's closest attention for upwards of two hours without intermission.

From meridian altitudes of stars and sun, observed at Abitibi with a small prismatic transit in June, I deduced the following latitude by three observations, viz. :—

1st	48° 39' 32"
2nd.....	48° 39' 26"
3rd.....	48° 39' 40"
Mean.....	48° 39' 32·7"

The longitude due to chronometer differences of time between this point and East Main is 79° 12' west of Greenwich; but it must be recollected that this cannot be considered very reliable on account of my not knowing the chronometer's rate between the two points, together with the uncertainty in the deduced longitude of East Main.

Latitude observations were obtained at Moose with the same instrument as that used at Abitibi, on three different occasions, which stood as follows :—

1st.....	51° 15' 01"
2nd.....	51° 14' 29"
3rd	51° 14' 38"
Mean.....	51° 14' 42·7"

The first result was obtained when the sky was covered with fleecy clouds, which made the body under observation appear very dim, so that the mean of the other two values is probably nearer the truth.

The longitude of Moose resulting from the difference of time between there and East Main is $80^{\circ} 35'$ west of Greenwich; but this is subject to nearly the same uncertainty as the longitude given above for Abitibi, and from the same causes.

Latitude observations were obtained at Rupert's House in the same manner as above, which place it in $51^{\circ} 29' 27''$, and the chronometer referred to East Main places it in $78^{\circ} 45'$ west longitude; but when the most probable longitude is finally determined for East Main I shall be able, from the connection between those two places by the survey already described, to locate Rupert's House independently of the chronometer.

DESCRIPTION OF THE ROUTE FROM MATTAWA TO EAST MAIN.

Although nearly all the route travelled over is situated in the Provinces of Ontario and Quebec, and a part of it at least is only a few hours journey from Ottawa, it appears to me that a general description of it and some remarks on its difficulties will be of use, if for nothing else, at least to help any one who may have to go over the same route. I know such a description would have been of great assistance to me.

Between Mattawa, on the line of the Canadian Pacific Railway, and the foot of Lake Temiscamingue (about thirty-five miles) the Lake Temiscamingue Colonization Railway Company have a line of boats and a railway. The railway was built in order to pass rapids in the river, and is in four parts; the first, about four miles above Mattawa, somewhat less than half a mile in length; the second, about eight and a half miles from Mattawa, about half a mile long; the third, about twelve miles from Mattawa, and about one-fourth of a mile long. Over these three sections the cars are drawn by horses. The fourth section is between the head of Seven League Lake (which is simply an expansion of the Ottawa River) and the foot of Lake Temiscamingue, and is six miles long. Over this the cars are drawn by a small locomotive engine. From the end of this road steamboats take us without a break to the head of Lake Temiscamingue. On this lake there are half a dozen or more steamboats, of which two are of good size. The time from Mattawa to the head of Lake Temiscamingue, utilizing these means of transport, is two days: one to the foot of Lake Temiscamingue, the next to the head.

The scenery is beautiful, and, were it more generally known, I think many would make a holiday trip over this route, and find it as pleasant as any in Canada.

As far up as Fort Temiscamingue this lake is seldom more than a mile wide; but above that point from two to five miles. In the lower (narrow) part it is said to be very deep. The banks are very steep and high on this part, but on the upper end not so much so.

We leave the head of the lake by a part of the Ottawa River, locally known as the Quinze River, from the fact that fifteen portages have to be made on it to get to the lake at its head, known as Quinze Lake.

All this is avoided now by a waggon road from Baie de Père, on Lake Temiscamingue, to a bay on Quinze Lake. The length of this road is said to be about twenty miles. I was unable to get my canoes and all my supplies through by this route, and had to go by the Quinze River. This caused two and a half days of very heavy work.

A few notes on this part of the journey will not be out of place.

The first portage going up the river is on the south side, and about 120 yards long; the second, on the same side, about 250 yards long; the third, on the north side, about half a mile long, and over some rough ground. These three are all within sight of each other. Above the third there are about three miles of slack current to the fourth portage, which is on the north side of the river, and more than two miles long. In the ordinary height of water this is broken into three shorter ones by crossing the river, but my guides thought the current too strong and the water too rough to do this with my canoes. About a mile above this the fifth portage occurs on the north side of the river; it is only 100 yards long, but is over a sharp hill. Two hundred yards or so above this is the sixth portage, on the

north side of an island; it is about 150 yards long. In coming down stream, with medium height of water, both of these can be safely run past in ordinary canoes. Three-fourths of a mile above this is the seventh portage, on the south side of the river. It is over a very rough, rocky surface, and leads us from the river to a small lake, over which we sail about half a mile to another portage, over rough, rocky ground to the river again. The first of those is about 300 yards long, the other about 400, but in high water the latter is reduced about half. These two portages cut off a sharp bend in the river, in which there is said to be some very rough water. A mile or so of easy water in the river brings us to the ninth portage we made. It is on the north side of the river, is upwards of 1,000 yards long, and passes over rough ground. In low water this is cut into two or three by crossing the river.

The next portage is also on the north side, is 650 yards long, and on tolerably good ground. There are about three fourths of a mile between it and the last. A mile or so above this, on the north side, is the eleventh and last portage we had to make on this part of the river. It is 450 yards long and is on level ground.

A mile above this puts us into Quinze Lake, up the north arm of which we go on a nearly north course about thirteen miles. The upper three or four miles is shallow. We leave this lake by a small river, called Rivière Barrier, of an average width of 100 to 150 yards, and a slack current, up which we go about $2\frac{3}{4}$ miles to a portage 300 yards long, which passes a series of shallow, rocky rapids. At the head of this portage we enter Lac Barrier, up which we go on a course nearly north-west about fifteen miles to the mouth of a small river, called Lonely River, on the west side of the lake. This is the first stream of any noticeable size entering on this side. Beyond it there is a large island in the lake, which has the appearance of being the end of the lake. Just past this island the lake narrows, and then bifurcates—one arm running nearly west, the other nearly east. The westerly arm extends about six miles, and I do not know how far the other reaches. This lake is in no place that I saw much more than a mile wide. Its lower end is shallow and weedy.

The route follows Lonely River, up which we go about eight miles to Long Lake. The river is about 100 yards in average width, and has a moderate current. At one point it is only $2\frac{1}{2}$ to 3 feet deep for a distance of 100 yards, but all the rest seemed to be upwards of five feet deep in low water. It is serpentine in its course, and the distance between the two lakes (Lake Barrier and Long Lake) I would not estimate at more than five miles in a direct line.

The arm of Long Lake, which we enter from Lonely River, is about a mile wide, $2\frac{1}{2}$ long, and is generally shallow and weedy. The course up it is a little south of west. The main body of the lake where this arm joins it lies nearly north-west and south-east. South-east it extends six or eight miles, and is surrounded by high, rocky hills. North-west we go about $3\frac{1}{4}$ miles to a narrow part of the lake, about 60 yards wide and 100 long, in which there is quite a stiff current during high water.

These narrows continue for more than a mile, when the lake again widens. About ten miles above the narrows a deep bay extends from the south-westerly shore for several miles in a south-westerly direction. Looking down this bay, many high hills can be seen. Prominent among these is one named "Shew-me-ness," which is said to be the highest hill in that part of the country; its top is bare of timber. I was told the natives formerly (and to some extent still) considered it a holy hill, and it was customary for their medicine men to occasionally retire to its summit to fast and meditate. Two miles and a half or so past this bay, on the south-westerly shore, and soon after passing a couple of small rocky islands, we reach the mouth of a creek. Here there is a portage of about 300 yards to a small lake nearly a mile long and one fourth wide. A sail over this south-westerly to its extremity brings us to the east end of the height of land portage, over which we go in a westerly direction about half a mile to a small lake, the waters of which flow by the Abitibi River northwards to James Bay. In high water it flows both to the Abitibi and Ottawa, and it is said the channel giving vent to the Ottawa is yearly growing deeper. This will be spoken of at greater length later.

We cross this lake in a north-westerly direction about $1\frac{1}{2}$ miles, and leave it by a small crooked creek, known as Snake Creek, which passes through a grassy marsh. This creek is upwards of a mile long, but in a straight line it cannot be more than one-fourth of that distance from the last mentioned lake (or what we may call Summit Lake), to a very irregularly shaped lake called Island Lake, from the large number of islands it contains. Through this lake we pass nearly due north about eight miles, passing numberless and beautiful islands which are ever presenting new aspects of beauty, and revealing views of the distant hills around the lake, which, though not grand, are serenely beautiful.

Here we enter a deep, narrow bay, which trends eastward, and on about a mile and a half further we enter the river which discharges the water of the lake. Down this for about a mile we come to a portage to pass a rapid in the stream. This rapid is about 140 yards long, with a fall of six feet or so. Three hundred yards below this again there is a third rapid and portage 170 yards long, with a fall of seven or eight feet; about 300 yards below this there is another rapid and portage 170 yards long, with a fall of ten feet. These three places are known as the "Three Carrying Places."

Below this the course of the river is a little east of north, and somewhat serpentine, for a distance of about seven miles, at the end of which is another rapid and portage 40 yards long, with a fall of about five feet in low water, but hardly any fall in high water. Below this, for about $3\frac{1}{2}$ miles, the course is about north-east and serpentine. In this twelve miles of river the current is nowhere swift (except in the rapids).

Here we enter a lake called Upper Lake, and keeping close to the west shore we pass between some rock islands and enter a deep bay extending southward. We cross this on a north-westerly course about $1\frac{1}{2}$ miles, then continue along the westerly shore about half a mile, when we cross the mouth of another deep bay on a nearly north-west course about two miles to the northerly shore of the lake. Skirting the shore a little over half a mile we enter a small stream, which in a few yards expands into a small lake, and running along the west shore of this we find an outlet to the river, of which there are several channels which, however, unite just below here.

Upper Lake is very irregularly shaped; islands are as numerous in it as in Island Lake, and the scenery as beautiful. These lakes will compare for beauty with any places I have ever seen; and I feel confident, were they easily accessible, they would soon become places of resort in the tourist season.

About $2\frac{1}{2}$ miles from this lake, in a generally north-easterly direction, there is a cataract in the river, and a portage of 40 yards to pass it. Here the stream narrows from 200 yards and upwards to less than a tenth of that, and falls through an opening resembling a gateway, in a ridge of granitic rock, a height of about twelve feet. Below this the course of the river is nearly north for 5 miles to Lake Abitibi, and from the mouth of the river to the Hudson's Bay Company's trading post on the lake is about $2\frac{3}{4}$ miles in a north-easterly direction.

The post is situated on a long flat point projecting into the lake, at its extreme east end. Formerly all the supplies for this post were brought from Moose up the Abitibi River, but for some years past they have been taken from Mattawa over the route I have just described, which considerably reduces the labour and expense of furnishing the post.

LAKE ABITIBI.

Like all the other lakes along the route, this lake is very irregularly shaped. It varies in width from a couple of miles to fourteen or fifteen. There are many large bays and numerous islands, most of which are rocky and many of them of considerable extent.

The route generally travelled from the post down the lake lies along the south shore for about $17\frac{1}{2}$ miles, and then crosses to a point on the north shore on a nearly west course. The distance on this course is about $3\frac{1}{2}$ miles, but the lake here is only a couple of miles wide.

Skirting the south shore for a distance of nearly five miles we reach the "Narrows," which are about two miles long, and in parts not more than 300 yards wide. At the west end of the "Narrows" a large island makes two channels of exit—the one to the north avoids a portage across a long peninsula, which projects from the south shore many miles northward. By this route, however, there is a large expanse of open water to be crossed, which in windy weather becomes too rough for ordinary canoes, and thus causes much delay. The south channel passes through a bay with numerous islands in it, which afford such shelter that it can be crossed almost at any time. The course is generally between south-west and west for about $5\frac{1}{2}$ miles, when we reach the peninsula already mentioned. At this point we make a portage of about one fifth of a mile on a westerly course to a small lake about 300 yards across, from which another portage of about 150 yards brings us again to Lake Abitibi. Here we can in moderate winds cross straight to the head of Abitibi River, which, as seen from the portage, is just south of a small rocky island about two miles out, and nearly due west. The distance across is about $5\frac{1}{2}$ or 6 miles. In windy weather, with a southerly or westerly wind, we can skirt the south and west shore of the lake to the same point, but with a northerly or north-westerly wind the water is too rough for an ordinary canoe.

ABITIBI RIVER.

At its head this river averages about 150 yards wide, with a moderate current. For the first five miles it runs generally south-westerly to the first portage, which is on the south side, and we pass a fall and rapids. The fall I should say is about twenty-eight feet high, and the total difference of level thirty-five feet. The portage is about a quarter of a mile long, and is not rough.

The course of the river is now for some distance nearly west. About two miles below the first fall there is a swift rush through a very narrow passage in a ridge of rock. Here the water is rough, but can be safely run in a good-sized canoe. Beyond this the water is smooth, with an easy current for about ten miles to a short rapid, easily run; then there is a mile of smooth water, and then about a mile of swift, rough water, which only requires watchfulness in keeping off the rocks to be safely run in any canoe.

About a mile below this a considerable stream comes in on the north side. My guide told me it was called "Mis-ta-ago Sipi," but he had not command of enough English to tell me what it meant, nor did I afterwards learn. Two miles or so below this there is a small rapid, easy of descent, and about $4\frac{1}{4}$ miles further a fall of four or five feet, and a portage on the south side 100 yards long. Two hundred yards below this there is another fall of seven or eight feet, and a portage on the south side also about 100 yards long. For about the next four miles the river runs between south and south-west to a river which enters from the south. I understood the guide to say that this stream has its head near the Rivière Blanche, which flows into Lake Temiscamingue close to the Quinze River, and that Indians sometimes go through to Lake Temiscamingue that way. This stream is 60 to 70 yards wide at the mouth.

Here the river turns to a northerly direction, and about five miles from the last stream we come to a fall of about fourteen feet, which I understand is called "Iroquois Falls." It is said it derived this name from an adventure of some Iroquois Indians many years ago, who were raiding the country, and compelled two native women to act as their guides. The women, to save their own people, lulled the suspicions of the raiders when they heard the noise of the fall, by assuring them that the noise they heard was caused by the entrance of an affluent stream over a high fall, believing which they went on to their destruction.

Another version of this story which I heard was that the enforced guides were men who assured their captors that the rapids could be easily run by keeping in a certain part of the channel, and to prove their sincerity took the lead in a canoe, but so acted that all their enemies went over the falls, while they, from their local knowledge, were able to escape.

The first version seems to be a stock story, and is told of several other cataracts; and to speak for myself, I do not think either version very probable, as Indians, as a rule, are not apt to run much risk, certainly not in a strange country.

The portage past this is on the south side, and is about 140 yards long.

The course of the river is serpentine, and ranges from about north-west to north-east, and about $9\frac{1}{4}$ miles below Iroquois Falls we come to a rapid half a mile or so in length, with a fall of four or five feet. The only danger in this is from rocks, of which there are many, and it requires a sharp lookout to avoid a collision with them, especially in low water. The general direction of the river below this rapid is a little west of north, and the current is smooth and easy for about $18\frac{1}{2}$ miles, when there is a small ripple 40 or 50 yards long. After passing this the general direction is the same for nearly seven miles, when it turns sharply to the west, and we immediately enter the Long Sault Rapids. The first three miles of this is only a very swift current, which ends at a barrier of granitic rock, through a narrow opening in which the river tumbles down about seven feet. The portage here is about 40 yards long, and is on the south side. Below this there is about three eighths of a mile of rough water, with very large rocks in it, when the water again takes a plunge of about five feet. The portage here is on the south side, and is 100 yards in length. This is succeeded by over half a mile of bad rapids, rough and stony. I camped at the head of this part in the evening, and in the morning found that my guide had deserted me, though for what other reason than inherent ugliness I cannot say. To search for him would only entail loss of time without any benefit, so I made an examination of the rapid from the shore, and ran down it without mishap other than taking a little water into the canoes.

Below this for two or three miles there is swift and shallow but not dangerous water. In all this rapid I would estimate a fall of about 40 feet.

In the bad part of this rapid the course of the river turns from west to generally north, and continues so for about $7\frac{1}{2}$ miles, when it again turns sharply to the south-west. Just at the turn a stream 50 to 60 yards wide enters on the north side. As my guide was gone I could not learn anything concerning it. About $5\frac{1}{2}$ miles from this stream there is a short rapid, midway in which is an island. Fair sized canoes can safely descend this rapid, but there is a portage on the island about 60 yards long. Continuing on a south-westerly course about $3\frac{3}{4}$ miles brings us to the next rapid and portage. The portage is on the southerly shore, and is 100 yards long. Like several of the falls already mentioned, this one is only a contraction of the river by a ridge of granite rock, the water-way through it being only one sixth or one eighth of the average width of the river. The fall is only about three feet, but it is much too rough for any canoe to pass through.

The river here begins to change from its south-westerly direction and gradually curves around to a course nearly north. About a mile below this rapid a river quite as large as the Abitibi joins it from the south. It is known as Frederick House River, and is said to have its source in a lake not far from the head of Montreal River, which flows into Lake Temiscamingue.

The course of the river from here down for about eighteen or nineteen miles is a little west of north, when it again takes a short turn to the west and passes through another granite ridge, forming two very bad rapids. To pass these there are two portages on the north side of the river—the first 170 yards long, the second 190. The fall in the first is about ten feet, in the second four or five; between them there is a pond about 200 yards across. After passing these the course is again northerly, and for a mile or two the current is smooth and easy, but after that the presence of many granitic islands in the river renders it swift, but not rough. About two miles of this bring us to another rapid, where again the course changes from northerly to westerly, and we pass through a granite ridge. The first portage is on the westerly shore, about 100 yards long, and over level ground. The next is across an island in the river, and is about 100 yards long, and is known as the Island Portage. The distance between them is 50 or 60 yards. I ran past the first one in my canoe. It is easy to run down, but somewhat difficult to stop at the island before you are swept

into the next rapid, which would quickly engulf a canoe. The fall in this rapid is seven or eight feet. The course of the river is again northerly; the current is very easy, and the width about 200 yards. About fourteen miles from Island Portage a small river joins from the west, known as Red Whitefish River. Three miles further down, the river again turns westerly, and passes over a succession of rapids, of which I got the following description from an employé of the Hudson's Bay Company: Two miles below the turn is the first rapid, which is a very bad one. The portage past it is on the easterly side of the river, is about half a mile in length, with level, good roadway, and is called the Lobstick Portage. The next one is a little more than half a mile below this on the westerly side of the river, and is known as the Burnt Wood Portage. It is about 300 yards long and over a very rough, rocky surface. The rapids are very bad. This is succeeded by about a mile of calm water to the next portage, on the westerly shore, about 100 yards long, and over a rock. It is only 100 yards again to another portage, which is on the easterly side, to avoid what is called the Clay Falls. It is along the face of a clay slope, and is close to the water's edge in high water; it is about 200 yards long. Next comes the Birch Portage, about 100 yards below the Clay Falls. It is on the easterly side of the river, about 300 yards long, and over good ground. Close to this is the Oil Portage on the same side, also over good ground.

In high water it is dangerous to cross from the Lobstick to the Burnt Wood, and on this account another route is often travelled. This is known as the Little Lakes Road. It leaves the river on the east side just where the river turns westerly, and 300 or 400 yards above a large rock standing on the east side of the river, close to where a small creek enters. Once the end of it is found there is no trouble in following it, as it is a well beaten pathway. First there is a portage upwards of a mile and a half to a small lake, about 600 yards across; then a portage of about 400 yards to another lake, 700 yards or so across, in a westerly direction, where the next portage is about 400 yards long, but as it is very crooked it might easily be shortened to about half that. The next lake is only about 200 yards wide. It is crossed in a north-westerly direction to another portage, 700 yards long, to a pond 250 yards across, at the extreme westerly end of which we find a portage 2,700 yards, or a mile and a half long, which brings us again to the river 100 yards or so below the Oil Portage. This last portage is the greater part of its length in the valley of a creek, and is very rough and difficult to travel over.

The aggregate distance portaged over on this way is upwards of 8,000 yards, or nearly five miles; while by the river route it is only about 2,000 yards, or less than a mile and a quarter. Notwithstanding this, the lake route is much travelled—I suppose because most of the canoes in the vicinity are small, and five miles of hard travel and a certainty of life at the end are pleasanter than one and a quarter without that certainty.

Below the Oil Portage there is a pond-like expanse in the river before it plunges down the cañon. This is a veritable cañon, being not more than 20 to 30 yards wide, with perpendicular banks, generally much higher than the channel is wide. It is upwards of two miles in length, and, as I only saw the end of it, I cannot say much in description of it. I was informed that parts of it cannot be seen from the bank, owing to their height and steepness, and as no one would care to pass through it simply to possess the privilege of describing it, it is likely to remain unpictured for some time. As scenery it is grand and impressive when viewed from either end. The portage past it is on the east side, and is over two miles long and somewhat difficult, on account of four or five bad hills on it. Below the cañon there is another pond-like expanse in the river, which is succeeded by a rapid 400 or 500 yards long, and safe enough for ordinary canoes to run, but requiring alertness at the foot, as it is shallow and stony. The current is now smooth and easy; course between north and north-east for six miles, which brings us to the Hudson's Bay Company's trading post on this river, named New Post.

From New Post, down for about sixteen miles, the Abitibi preserves a generally uniform width (150 yards), with smooth, easy current, and general direction a little

west of north, when its navigability is again interrupted by a succession of rapids, which necessitate a portage (on the east side) of fully two miles, with two bad hills at the north end. This portage is sometimes divided into two (one about a mile, the other less than a quarter), but it does not appear that the difference is considered of much advantage.

About a mile below this portage is another, also on the east side, 900 yards long. The rapid here is not very rough, and can be run in light canoes, but mine were too heavily laden. Below this portage there is about a quarter of a mile of swift rough water to run before we get into smooth water again, which, however, only continues about two miles, when there is another portage, also on the east side, and about 900 yards long. Parties going up sometimes ascend this and the preceding rapid in their canoes by keeping in shore and poling. Nearly all the Indians in this district are adepts in poling, and two or three of them will take a canoe up a rapid that the uninitiated would hardly think it possible to ascend without the aid of a line. On one occasion a small Indian, named Samson, whom I considered only a boy from his size and appearance, asked my two men who were with him in my largest canoe to get out at the foot of a rapid about 200 yards long. They not knowing what he wanted did as he requested, when he immediately got into the stern, pushed out and poled up the rapid apparently with ease, though the current at the place could not have been less than ten miles per hour and the water four feet deep. So quickly did he handle his pole that one could hardly see him lift it and take a fresh stroke, and so true did he keep the canoe to her course that she never swerved an inch from it. Had she done so she would have turned and gone broadside down again. At the same time and place *five* other men in a birch bark canoe had to make two attempts before they succeeded in getting up, while two Indians in my other canoe exhausted themselves trying to get up, but did not succeed, and we had to haul them up with a line from the shore. Samson afterwards carried one of the canoes on his shoulders over a two mile portage. It weighed over 170 lbs., and considering its bulk this was quite a feat. I learned that his father was famed for his portaging abilities, and so injured himself in trying to place on record the heaviest load over a portage that he died from the effects of it. It is said that the load he carried was 960 lbs. for a distance of one stage (about 400 yards).

Their poles are eight to ten feet long, stout enough to be rigid, and, whenever possible, pointed with iron; otherwise they soon become bruised, and will not hold on a stony bottom.

Five miles below the last mentioned rapid we come to the head of a long rapid, in which the river widens to about 600 yards, or about three times its average width, and is correspondingly shallow. This rapid is not very rough, but is somewhat dangerous, by reason of its shallowness and the numerous rocks in it. The first part is about three miles long, after which it gets smooth, but is still swift and shallow for about $2\frac{1}{2}$ miles, when it again becomes a rapid resembling the upper part, and continues so for about $3\frac{1}{2}$ miles. This rapid is sometimes called Long Rapid, but oftener the "Pudding," from the resemblance some islands standing in it bear to a plum pudding. In this rapid the course of the river is about north, but below it it swerves a little eastward.

A river called by the Indians "Abitibi Shi-sipi," or "Little Abitibi River," flows in from the east about four miles below this. It is upwards of 100 yards wide at the mouth, but is shallow. Continuing the same course about seven miles brings us to a shallow rapid of no especial importance, called Blacksmith's Rapids. One party told me it was so named because a drunken blacksmith was drowned here some years ago, but others gave as the origin of the name the existence of a bed of lignite coal here, which latter derivation I suppose to be the true one.

About a mile below this a river enters from the east, 20 yards or so wide; and about $2\frac{1}{2}$ miles from this another river, about 40 yards wide at the mouth, enters from the west. My guide called it "O-nak-o-whan-i-Sipi," but could not, owing to his ignorance of English, tell me what that meant. About a mile below this, what appeared to be a small river was seen on the east side.

The general course of the river here is nearly north-east for many miles back; but its character changes, in that there are now numerous islands in it, and it is wider and often shallow, with some swift currents in the shallow places. The same course and character continue for about 29 miles below O-nak-o-whan-i-Sipi, when it spreads into three or four branches and passes down shallow rapids to the Moose, or, as the Indians there call it, the "Mi-tag-ami" River. One of these branches can be run in canoes when the water is high enough, but in low water it is too shallow for an ordinary canoe. I passed down the westerly shore, the water barely floating the canoe, though it only drew ten or eleven inches. This continues for nearly a mile, when just above a rocky point, which throws the water outwards and makes a bad swell (and on account of rocks a passage can hardly be made anywhere else), there is a portage of about 500 yards. Below this there are still about 300 yards of rapid, which must to be descended carefully and slowly on account of shallowness and rocks. Just below this we enter Moose River.

MOOSE RIVER.

From its confluence with the Abitibi the course of this stream is about north-east. It is about a mile wide, and is, as a rule, shallow. The greater part of the channel, for some miles near and below the Abitibi, is not more than two to four feet deep, with many gravel bars, and two or three small rapids.

From the mouth of the Abitibi to Moose Factory, the Hudson's Bay Company's trading post, is about twenty miles. A history of this place would hardly serve any useful purpose in a report such as this, and I will only remark that the post has been in existence about two centuries, and has been for many years and is now the port of entry for the whole of James Bay district.

Here the company has several good buildings, a good garden and potato field. A meteorological record is kept by one of the company's officers for the Meteorological Service of the Dominion. The company also has a small portable saw mill here, made by Waterous, of Brantford, Ontario. This manufactures all the lumber required by the company here, and some for the other posts on the bay. Here, also, is the episcopal see of the Church Missionary Society's diocese of Moosenee.

The ship which brings out the company's supplies for the district sails to within nine miles of the factory once every year, arriving in the latter part of August, and departing as soon thereafter as she can be unloaded. This generally takes about three weeks, and is performed by two small schooners and a sloop the company keeps here. One of these afterwards distributes the supplies to the various posts around the bay. Further on I shall make some remarks on the navigability of the bay by large vessels.

Moose is situated on the east side of an island, the surface of which rises about twenty feet above high tide. The top soil is generally a mixture of silt and vegetable mould. The island is about half a mile in width and about two miles long. Owing to its position, the many islands in the river here, and the fact that the deep water is in the westerly channel, strangers would very likely pass on to the bay without noticing the factory. To write down a description of the route to be followed would be somewhat tedious. The only way to do it comprehensively would be by courses and distances, which I am not in a position to give exactly.

It is said the channel on the easterly side of the islands, although shallow, will float a canoe well enough, and by that route it would hardly be possible to pass the factory without seeing it. From the easterly side of Moose Island to the east shore of the river, at right angles to the general course, is 81 chains (1,782 yards), but in this distance there are two extensive sand bars. Between Moose Island and the westerly shore there are several islands, and the westerly channel, exclusive of them, appears to me to be as wide as that east of Moose Island; so altogether, the river here must be considerably over two miles from shore to shore.

The easterly, or South Channel, as it is locally termed, is the one by which all the traffic is carried on.

From Moose Factory to where the shore line of James Bay turns sharply eastward is $12\frac{1}{2}$ miles. This part of the river is between two and three miles wide, with many timbered islands and sand bars.

JAMES BAY.

The course of the shore of James Bay from the above point is about east south-east for sixteen or seventeen miles to a point which I take to be the westerly limit of Hannah Bay, but as I had no guide with me here, and saw no one near who could define the limits of the bay to me, I am not sure, as there is very little difference in the trend of the shore line between the mouths of Moose River and Hannah Bay River. If this point is the westerly limit of the bay it is about twenty miles along its south-western shore to the mouth of Hannah Bay River, and if its westerly limit is the next point eastward its south-western shore is only about eleven miles long. In referring to these places as "points" the word is, as generally accepted, somewhat misapplied, as there is no point, but only a difference of a few degrees (the greatest about seven degrees) in the direction of the shore, taking its general outline for some distance each way.

From the mouth of Hannah Bay River the shore is nearly due north for about three miles. It then changes a little to the east for about four miles, to the mouth of a river, the Indian name of which as given to me by an intelligent Indian who has travelled around the bay a great deal (being the company's dog teamster), is *Mis-ish-shi-koopé* or *Big Skunk Man River*, though why it was called this he could not tell me. From here to East Point (about ten miles) the course is about north. This is called the north-eastern limit of Hannah Bay. From this point the shore trends more and more to the east as we advance, until at Point Comfort (about thirty-three miles from East Point) it turns south-east.

I have tied Point Comfort to my micrometer survey on the east side of Rupert's Bay by astronomical azimuths from several stations, by which it can be connected with my astronomical station at East Main, and thus it can be accurately located.

East of Point Comfort there is an extensive bay, known as *Cabbage Willows Bay*, so called, it is said, from the resemblance which bunches of willows on its shores bear to heads of cabbage. It is called by the Indians "*Is-to-a-cow*," or soft mud holes, from the marshy nature of its shores.

The winter trail from Rupert's House to Moose passes this way, and overland to another bay called *Gull Bay*, which makes the distance much shorter than that by canoes. *Cabbage Willows Bay* is about $4\frac{1}{2}$ miles across at the mouth, at the east side of which is *Black Bear Point*. From here, if it is not too windy and rough, canoes can cross straight to Rupert's House; if it is, they have to coast around Rupert's Bay. The distance between Moose and Rupert's House by the shore is about 120 miles, but this may be lessened ten or twelve miles if it is calm enough to cross the bays instead of keeping inshore. Nearly all this distance the water is so shallow near shore that, though it may be windy and rough outside, the waves are broken and lost in the shallows, and a canoe can proceed in the shallow water without difficulty.

Rupert's House is situated on Rupert's River, less than a mile above where it expands into the bay. From it all the trading outfits for the company's posts around the waters of Nottaway, Rupert's and East Main Rivers are distributed.

From the mouth of Rupert's River the shore line southward is nearly due south for a distance, I should estimate, of not less than ten miles; but, as I did not go to the bottom of the bay, this is only a guess based on the appearance of the timber seen there. Northwards from the mouth of the river, the general trend of the shore is about 20° west of north for a distance of about twenty-seven or twenty-eight miles. It then turns sharply to the east, and the course to the mouth of East Main River is about 30° east of north.

CHARACTER OF THE SURFACE AND AGRICULTURAL CAPABILITIES ALONG THE ROUTE.

From Mattawa to Fort Temiscamingue the surface is all rocky and hilly, with a few slopes and flats of cultivable soil interspersed on the hill sides and in the valleys.

Above this point the surface is more level and less rocky. Around the head of Lake Temiscamingue and Quinze Lake the greater part of the soil, as seen from the lake, could be cultivated. At present there are quite a few farmers on both sides of Lake Temiscamingue who have come in from the earlier settled parts of Ontario and Quebec, and most of them declare themselves satisfied with their venture, and state positively that they are not visited by summer frosts, and that as good wheat can be grown there as in the settled parts of the Provinces.

On Quinze Lake there are a couple of farms which are cultivated by lumber firms for the benefit of their shanties in the vicinity, on which are raised potatoes, hay and oats. They appear to be fairly successful with these crops, but as there are no grist mills anywhere in the vicinity no attempt is made to grow wheat in quantity. Along Barrier River, Lake Barrier, Lonely River and the southerly end of Long Lake, the surface, though not level, is not rough, and the quality of the soil along the shore, as seen and evidenced by the growth of timber, is fairly good. The surface about the middle and the upper end of Long Lake is rocky and hilly and only a small proportion of the soil is fit for cultivation. The surface around the watershed is generally hilly and rocky, but there are many parcels of fairly flat surface, and soil good enough for farming purposes. Around Island and Upper Lakes the above description applies, as it does pretty well to the country between them. Between Upper Lake and Lake Abitibi, and especially around the latter, the surface soil is generally good enough to admit of a large percentage of it being classed as fair farming land.

The Hudson's Bay Company have a garden attached to their post at Lake Abitibi, in which are grown all the potatoes and garden stuff used by the officers there. The potatoes compare well, both in quality and size, with those grown in the country around Ottawa; yet the quality of the soil is not favourable to the development of that tuber, being a white clay, impervious to moisture, and very hard when dry. No attempt is made to grow grain here, as no use could be made of it, and whether the season would permit its full development is questionable.

The ice becomes pretty thick on the lake, and remains on it rather late in the spring, as will be seen from the following extract from the company's journal at the post:—

1887—Lake clear of ice 6th May. Planted potatoes 21st May; took them up 24th September. First sign of ice on the lake 23rd October; lake closed 25th October.

1888—Lake nearly clear of ice 27th April; ice gone and navigation open 15th May. Planted potatoes 5th June; harvested them 1st October. Thin ice on lake 11th October; lake closed 21st October.

1889—Ice beginning to break up 19th April; lake and river quite free 6th May. Commenced farming operations 6th June. Planted potatoes 12th June; harvested potatoes 23rd September. First ice visible 21st October; lake closed 22nd October.

1890—Ice became unsafe 23rd April. Still plenty of ice in lake, but navigation open 15th May. Planted potatoes and sowed turnip seed 14th June. Harvested potatoes 25th September; harvested turnips 21st October; quality good, but quantity small owing to cut worm.

The presence of such a large mass of ice and cold water so late in the spring must assuredly have a detrimental effect on vegetation, and must go far to neutralize the benefit of the same body of water in the summer when it is warm.

The country all around this post is described as swampy, with many small lakes, so that very probably there is no part of it in which the spring would be any earlier, and consequently this may be considered a fair test of the agricultural worth of this section. The potatoes and garden vegetables I saw there were of fair size and good quality; yet I would not advise anyone to seek a home there—at least, for some time to come.

Along the Abitibi River the country, judging from what can be seen from the river, is not rough enough to interfere seriously with cultivation. The soil along the river is fair, but on the uplands it appears to be sandy wherever I had occasion

to inspect it there. The valley is not deep until we approach New Post, where we often see terraced hills rising upwards of 100 feet above the water. The soil on these hills is generally a sandy or gravelly loam. At New Post the company have, on the first terrace above the river, several garden patches, in which they grow what vegetables they require, and of very fair quality, the potatoes being good and of medium size. Of the other garden stuff grown there, not very much could be said that would be favourable. The uplands around here were described to me as swampy, with many ponds interspersed and some sandy ridges; and this agrees pretty well with the appearance of the Little Lakes portage route already described.

The officer at present in charge of the post has only been there a little over a year, and his experience is too short to warrant him in saying anything definite about the agricultural value of the district. He was good enough to permit me to make the following extracts from the journal kept at that place. The post has been in existence since 1867, and I went over the whole of the period since then; but going, say, twelve years back will give as good a general idea as a longer period, so I will begin with 1878.

1878—River here clear of ice 20th April; first snow 18th October; river set 11th December.

1879—River clear of ice 2nd May; first snow 18th October; river set 1st December.

1880—River clear 8th May; first snow 12th November; river set 22nd November.

1881—River clear of ice 30th April; first snow 15th October; river set 5th December.

1882—River clear 11th May; first snow 30th October; river set 3rd December.

1883—River clear 12th May; first snow 1st November; river set 16th November.

1884—River clear (date not stated, but appears to have been about 1st May); first snow 18th October; river set 7th December.

1885—River clear 4th May; first snow 20th October; river set 24th November.

1886—River clear 20th April; first snow 15th October; river set (not stated).

1887—River clear 3rd May; first snow 24th October; river set (not stated).

1888—River clear 11th May; first snow 19th October; river set 20th November.

1889—River clear 27th April; first snow 23rd October; river set 16th November.

1890—River clear 9th May.

I passed New Post on 20th October, and the temperature of the water was 46°. I may here state that the temperature of the river water was taken every day up to Lake Abitibi, where, on the 28th October, it was 42°; but that day and night a strong cold north-west wind blew, which lowered it to 39° in twenty-four hours, and at Abitibi post it was the same on the morning of the 30th. In Upper and Island Lakes it was from 44° to 46°, according to the depth of the water. In the little lake at the summit it was 45°, although quite a lot of snow had fallen during the day. The first snow-fall I saw during the time I was in the field was 11th October (the day I left Moose), and the weather all the way to Mattawa was continuously rainy with occasional showers of snow. The temperature of the lakes this side of the watershed was from 44° to 48° between the 1st and 18th November—the latter temperature being in the deep part of Lake Temiscamingue, which generally does not freeze up until late in December.

Between New Post and Moose the surface gets more even and less elevated above the river as we approach the bay, until, on Moose River, the banks are very low, and continue so to Moose.

Along the bay, between Moose and Rupert's House, the surface rises only a few feet above high tide, with the exception of what appears to be a sandy ridge south of Black Bear Point, locally known as the "High Lands," which rises probably 100 feet above the bay. The soil is all more or less sandy, and the timber, except near the mouths of rivers, is stunted and small. Between Rupert's House and East Main the first twenty miles is generally the same in character as between Rupert's House and Moose; beyond this the shore presents a radically different appear-

ance, being rocky, with many knolls and hills, and many rocky islands in the bay. The shore line is also very irregular. One of the hills, "Sherrick's Mount," rises to about 600 feet, and is the most prominent hill that I saw around the bay. This height was deduced from its elevation above the horizon, as measured from a station of the survey. Looking inland from near it several other hills are seen eastward and north-eastward from it, but none apparently of as great altitude. What the origin of the name was I could not learn. It was supposed by some that a shark was once seen or found dead near it, and the name as pronounced is almost identical with shark, as pronounced by an Orkney man, and most of the servants and many of the officers of the company are natives of the Orkneys. This explanation is not generally accepted, and is probably incorrect.

At Moose and Rupert's House, as at the other posts I visited, the company have gardens, in which all the potatoes required are grown. Garden stuff is also grown to a considerable extent, but such things as melons, tomatoes, cucumbers, &c., will not ripen, even with considerable forcing. Last season the tomatoes at Moose got no nearer ripening than to colour slightly. Currants, both black and red, are grown at both places, and are good, both in size and quality; and wild strawberries, raspberries and gooseberries are to be found all along the coast, as far as East Main, to my knowledge. But they ripen much later than in Ontario, the strawberries not being ripe last season until the latter end of August and the gooseberries a week or two later. Blueberries are plentiful all along the coast, more especially at East Main.

It appears attempts have been made at Moose to raise grain, but with indifferent success. At East Main potatoes and some garden stuff are grown. The potatoes are fair, both in quality and size, the other stuff, principally onions, being small. Pease were planted there in June, and had just blossomed a few days before I left (3rd October). During my stay there there was no frost, but a north or north-west wind so lowered the temperature that the thermometer ran down to 45° or 40°, and of course during the continuance of that temperature vegetation is almost at a standstill—and there are altogether too many days of that kind.

If I am to accept my experience of last season as a fair criterion of summer weather on the bay, I should say, from my knowledge of the North-West Territories, that this region is, climatically speaking, only equal to places fully 10° farther north in latitude in the North-West, and therefore we cannot look forward to any great agricultural development here.

Cattle.—At all the posts around the bay quite a number of cattle are kept, and all that I saw were of such size and appearance as would be creditable anywhere. East Main post is kept up exclusively for raising cattle, no trading being done there. Cattle and sheep are raised there and distributed to the other posts, either as beef and mutton or as milch and stock cattle. About fifty head of cattle are kept permanently there, and about the same number of sheep. The cattle are very fair in quality, the milch cows giving a fair yield and looking well, though the only pasture they had was on the open, grassy spots along the coast. The grass is coarse and rank, but is (if the appearance of these animals is any indication) as nourishing and fattening as the much finer grasses of the more southerly parts of our country. The sheep, owing to a long term of inbreeding, have deteriorated into a small-bodied, large-headed and heavy-horned animal, very different from the higher grades of sheep we are accustomed to see. They are quite wild, and very active, and roam for miles around the post; yet there has been no loss from beasts of prey, as far as known to the officer at present in charge of the post, who has been there since 1872.

The hay for the subsistence of the cattle at all the posts is cut in meadows along the coast, most of which are submerged at high tide. The meadows from which the supplies for Moose are obtained are about seven miles down the river. The hay is cut between tides, loaded into boats to the extent of about five or six tons each boat, brought up to the post, and there cured and stacked.

The same process is observed at Rupert's House, but the distance it is necessary to ship it is much less. At East Main the greater part of the hay is cut on an

extensive meadow four miles south of the post, and cured and stacked there, and brought in during the winter on ox sleds. The stacks have to be erected on staging, to prevent their being flooded in very high tides. There are many meadows around the bay which could be utilized in the same way, and doubtless there are many other places on the streams flowing into the bay which would serve the same purpose equally well. It is futile for any one to think of embarking in this enterprise at the present time, but the fact of its possibility is worth recording.

TIMBER RESOURCES.

It is needless to say anything of the timber resources of the Upper Ottawa, they being well-known, but the country near the watershed we are not so familiar with. Here, there is much red and white pine, with some fair spruce available, which will compare well in size and quality with a great deal that is now taken out. Timber on Barrier Lake, Lonely River and Long Lake, and its affluent streams, can be directly floated into the Ottawa. That beyond the watershed, around Island Lake and its affluents, can with very little trouble be floated into the waters of the Ottawa as follows: I have already mentioned that in high water the water from Summit Lake flows both to the Ottawa and Abitibi. Now it appears to me that a few hundred dollars judiciously applied would make this exit to the Ottawa available for the passage of timber through it and down to Long Lake. By deepening and straightening Snake Creek, which could be easily done, and placing a tug (such as is now on Quinze Lake), on Summit and Island Lakes, all the timber around there could readily be placed at this exit, and thence easily brought to the Ottawa, by the aid of a tug on Long Lake, Lonely River and Lake Barrier. As we approach Lake Abitibi the pine gradually thins out, until six miles below it, on Abitibi River, the last white pine is seen, and thenceforward we have only spruce, poplar and some birch and tamarack, of which only the first named is large enough to be of any commercial value, and only a small percentage of that is large enough for lumber, in the common acceptation of the term. On Moose River there are many spruce trees fifteen inches and upwards in diameter, and some balsam and poplar which could be utilized for many purposes. Very few trees were seen around James Bay of large enough size for other use than fuel. In the vicinity of Rupert's House some building timber might be found, but not much suitable for any other purpose; and the same remark applies to East Main, and all the intervening country.

If the timber on all the other rivers flowing into the bay is no more important than that I saw on the Abitibi I would hesitate to call the timber resources of that district valuable; for though it is all thickly wooded, only a small percentage of it (along the river at least) is large enough for merchantable lumber. Yet the time is coming when it will have to be resorted to, and when this time comes we shall find ample water power on the ground for the cheap manufacturing of all the available lumber there, so that the consumer here or elsewhere will not be burdened with the cost of transport of the refuse part of it.

MINERALS.

All the rock seen on the route from Lake Temiscamingue to the foot of the long portage below New Post was granitic. A noticeable fact in connection with the rock exposures along Abitibi River is that very seldom is rock seen *in situ*, except at the rapids and falls, and at nearly all such the course of the river is deflected at right angles to its general course, the rock ridges lying about north and south. The river might be called a succession of rapids and pools, there being very little current between the successive ridges.

At the second rapid below New Post the rock is a very soft, friable sandstone, of coarse texture and massive stratification. Just below this, on the east bank of the river, it is not so massive, and is coloured red, and appears to be somewhat mixed with clay. In the next rapid the same kind of grey sandstone is exposed; and in the Long Rapids the rock exposed on the west side is a sandy shale, with, near the foot, a black clay shale, which would lead one to suppose from its appearance that

lignite might be found not far off. The rock on the east side I did not see closely, but it appeared to consist of stratified argillaceous sand mixed with coarse gravel, which presents the appearance which gives rise to the name of the Pudding Rapids. Below this at a few points, noticeably at Blacksmith's Rapids, there are small exposures of black shale. At the rapids at the mouth of Abitibi River the rock is a thinly stratified limestone. Along the shore of the bay no fixed rock was seen, until after passing Rupert's House about fifteen miles, when granite rock is the predominant feature of the surface.

Economic Minerals.—Nothing was seen of economic value, with the exception of some lignite of very poor quality on the westerly side of the river. I dug out a few small specimens of this, and brought them away with me, and have handed them over to the Geological Museum. The exposure is so covered with clay and shale that I could not, without more time and labour than were at my command, determine the dimensions of the seam. I saw quite a large specimen of this lignite at Moose, which an Indian had procured for some one there. It was said he found it at the water's edge at very low water. It was of much better quality than any I saw, but was not hard enough to stand transport any great distance. I was told that the Indians have reported seeing some similar stuff near the mouth of the Little Abitibi. When coming up I kept a look out for this, but saw no indication of it, except it be in a scarped clay bank, a short distance up that river. It is said to be visible in very low water. I saw some other exposures of clay shale, which seemed to me to indicate the proximity of lignite, notably about the middle of Pudding Rapid.

When at Abitibi Post the officer in charge informed me that some Indians had reported to him the existence of coal some distance east of that place. From the character of the rock around I doubted the truth of the report, and asked him to try and procure a specimen. During the summer he did so, but found that it was only some hard black rock, which the Indians thought was coal.

I neither saw nor heard of any other minerals of probable economic value, except a very fine reddish-grey granite, which occurs in massive beds, and out of which stone of almost any dimensions could be cut. It appears to me it could be made to look quite as well as much that is now used for monuments and ornamental purposes. It is known as the "Red Rock," and is on the east coast of the bay, about midway between Rupert's House and East Main. As it was not my business to search for mineral wealth, other than what might lie in my way, it is not unlikely that some valuable deposits may exist along the route.

I was informed by one of the company's employes who spent some time at Ungava that a nugget of gold was picked up near the mouth of that river. I have not much faith in the statement as I heard it, but will say it is probable, from the general character of the geology of the region along the head of the river that gold may be found in it.*

OTHER RESOURCES.

Fur.—It might be said fur is the only resource of the district around the bay, as, with the exception of the feathers and down of wild fowl, the value of which is comparatively small, it is the only one utilized.

The pelts collected consist principally of beaver, marten, otter, lynx, fox, mink, black bear, and a few wolf and white bear. The Hudson's Bay Company practically collect all the furs in the district, as the very few collected by the traders who occasionally venture down to the bay are hardly worth excepting. The total value of the trade, of course, varies with the good or bad conditions of the seasons, and what its total value was in any particular year I did not learn.

* Since writing the above I have had a conversation with Mr. Low, of the Geological Survey, who informed me that as far as known at present the character of the rocks around the head of Ungava River would not warrant the assumption that gold might be found in the waters of that stream. Mr. Low was in the vicinity of the head of this stream and found only Laurentian rocks, which, so far as known, have not furnished gold in noticeable quantities. He is not prepared to say that there is not gold-bearing rock on the head of that river, but thinks it somewhat improbable.

Fish.—Fish are not plentiful in the bay, nor are those I saw of good quality or size. Although many nets were set at Rupert's House, and between there and East Main, and also at the latter point, I did not see a fish that would weigh more than 3 or 4 lbs. Pike, pickerel, whitefish, trout and a small species of sucker are the only kinds I saw caught, with the exception of one very small sturgeon, at the mouth of Pontax Creek.

The largest fish (using the word in the popular sense) which frequents the bay in any numbers is the white porpoise. It visits the southern part of the bay in June, immediately after the ice breaks up, but does not remain long, moving northward or out into deep water in July. During my stay at East Main three of them came up the river past that post. Their milky-white colour makes a beautiful contrast with the dark water, and as they range from ten or twelve to eighteen feet or more in length, they are easily discernible when they rise to blow. Many years ago the Hudson's Bay Company brought out the necessary appliances to extract the oil from their blubber, and established works at Great Whale River, where the animals used to resort in great numbers; but the returns do not seem to have ever amounted to much, and the project was very soon abandoned.

Seals frequent the south end of the bay, but apparently not in such numbers as to justify one in counting them an asset to the credit of the district.

From all I could learn, and I made enquiries of all whom I thought likely to know anything of the matter, it does not appear to me that the value of the fisheries (in James Bay at least) can be held out as an inducement for communication with the district. Of course if Hudson's Bay should prove valuable in this respect, the question of traversing James Bay southward to the terminus of a railway would not be a very serious one for light-draught vessels; but I heard nothing that would justify me in assuming that Hudson's Bay was specially rich as a fishing ground whatever a thorough examination might reveal.

As in the north-west part of our Territories, the fish in the inland lakes constitute the staple food of the natives while on their hunts.

Myriads of wild fowl visit the bay in the spring and fall (principally ducks and geese), and great numbers of them are killed, and salted in barrels for future use. It is said to be no uncommon thing for some of the natives and old residents of the country to kill as many as a hundred in a day; but I can assure the uninitiated that they might spend several days there and not kill one; and were they dependent on their guns for their living they would often be likely to go hungry, until they had learned much from the natives of the habits of their game.

It is reported that vast herds of cariboo wander in the interior, near the head waters of Ungava River.

RIVERS FLOWING INTO THE BAY.

None of the rivers flowing into the bay from the Moose to the East Main, inclusive of these two, are important as a means of navigation. None of them will admit a deep-draught vessel. Six miles below Moose, on Moose River, the Horse Shoe bar will not permit the passage of the company's schooner "Mink," drawing about eight feet of water, except with high tide, and the tide in the south end of the bay is such a variable quantity, depending largely on the direction and force of the wind, that she is not certain of a passage even then. When I was at Moose she started for Fort George, on the east coast of the bay, but owing to a strong southerly wind reducing the rise of the tide she was stranded on this bar, and remained there for two days, until the wind changed and allowed the tide to resume its normal height. The ship which brings the company's supplies out from England draws, when loaded, about seventeen feet of water, and she has to govern her movements by the tide to pass over bars, and get to "Ship Hole," about nine miles from Moose Factory, where she anchors in about eighteen feet at low water, and waits until she is unloaded. Here she is not liable to be disturbed much by heavy swells, but there is not much protection from winds. The schooner can come up the south channel of Moose River

a short distance past the factory, but cannot, except with very high tide, get close to it. Every fall she is lightened, brought close to the bank and hauled up for the winter, and launched again in the spring.

The tide runs up this river to the first small rapid, about seven miles above the factory. The ordinary tide rises about six feet at Moose, but a strong north wind blowing for some time makes it much more than this, and a strong south wind reduces the height considerably.

Between Moose River and Hannah Bay River only two unimportant streams enter, both of them within a few miles east of Moose River. The larger of them, commonly known as West River, flows out of quite a large lake, called Sagima Lake, which is said to lie twenty-five to thirty miles south from Moose.

Hannah Bay River (or, as the Indians call it, Wa-sha-how Sipi, or "River in the Bay") is quite a large river at its mouth. An island divides it into two channels, each of them being upwards of 400 yards wide. I sounded it in the northerly channel at low tide and found only eight feet of water, and the depth appeared to diminish as we got seaward. The company had a trading post here for a long time, but owing to trouble with the natives many years ago it was abandoned.

I was told at Abitibi that some of the Indians of that district sometimes cross the watershed from a stream flowing into Sagima Lake to the head of this river, and descend it to the bay in their hunt for fur. Like all the other rivers flowing into the bay, it is merely a succession of rapids.

Between Hannah Bay River and East Point two unimportant streams empty. Between East Point and Cabbage Willow's Bay only a few small creeks enter. Into the latter bay a small river called by the same name flows. On the west side of Rupert's Bay a small river enters. Nottaway River enters at the head of Rupert's Bay. I did not see it, but from description it is a series of shallow, though not very rough rapids, which can be descended without much risk; but it is so difficult to ascend that no attempt is made, and the supplies for the trading post on its head waters are sent up by Rupert's River, and an overland portage is made from one water system to the other. I was informed that this river takes its name from an Indian tradition that a hostile tribe called by that name occasionally came down it on a raiding expedition.

About midway between Nottaway and Rupert's Rivers a small river known as Fish River enters. It is called by the Indians Pa-kis-koo-na-ow Sipi, or "River where the swells come back," in reference to some peculiarity of tidal action there.

Rupert's River is about 500 yards wide at the post at low tide, but nearly a mile wide at high tide. The tide runs up this river only two or two and a half miles to the first rapids. This is one of the principal rivers of the bay, and although, like all the rest, it is a succession of rapids, it is used as the highway for the transport of outfits for the posts on the Nottaway, Rupert's and East Main, which are portaged from convenient points on it to the other water systems. Its ascent is very laborious and slow, but is considered easier than either of its neighbouring streams. As it has been travelled so much it is better known, and consequently better mapped than any of the other rivers flowing into the bay on the east coast. When I was at Rupert's House, all the Indians who are acquainted with the upper part of this river were away with the company's canoes, so I could not learn anything very definite of it or its branches, and will only repeat what is already well known: that it takes its rise in Lake Mistassini, which is fed by several comparatively large streams. From this lake there is a route to Lake St. John, Quebec. Outside the mouth of Rupert's River the channel is narrow and shallow, and has to be beacons for four miles out. At one point there is a bar on which there is no more than four feet of water at low tide. The channel being narrow and somewhat crooked, a ship has to await a stern wind either to get in, or to get out when in. In this way it happens that the company's schooner has to lie at anchor outside for days, until she gets a favourable wind to get in, and very often meets with as long a delay before she can get out. Once over the bar she can sail close to the post, and discharge directly on the wharf.

Between Rupert's and East Main Rivers half a dozen small streams enter. One of the largest of these, Pontax Creek, called by the Indians May-ab-is-cow Sipi, or

the "River on the stones," because its mouth is very shallow and stony, is only about ten miles from Rupert's House. It appears, from accounts I got of it, to be much longer than one would expect from its proximity to Rupert's River.

At Rupert's House I got from an Indian who spoke good English and had travelled much along this coast the names of all these streams as known to the natives and their signification in English. At East Main I made inquiries to have this information corroborated, but found that only one or two of the streams had a common name at both places. I mention this to show the difficulty that often lies in the way of getting the native name of a place. The reason for this is, as is generally known, the fact that the native names are always given on account of some peculiarity of condition or position, as seen from a certain standpoint. Now, this peculiarity or condition is not the same from all standpoints, and it will thus have different names in different districts.

East Main River, called by the natives, as this Indian informed me, Kis-ta-chi-wan Sipi, or Chief River, is, at the post 76·50 chains, or 1,683 yards wide. The tide runs up it to the first rapids, about fifteen miles above the post, and the white porpoises which come into the river go up as far as that, showing that there is a good depth of water all the way up. It appears this river was ascended in 1824 by a Mr. Clouston, under orders from the Hudson's Bay Company. He made a map of it, a copy of which Mr. A. P. Low, of the Geological Survey, obtained at Little Whale River. This is now in the office of the Geological Survey, but I have not yet seen it. The journals of this post were removed many years ago to Whale River, and the greater portion of them burned, so that source of information (a very valuable one) was not available. It appears that this was quite an important place at one time, as the ship from England called here. It used to anchor in the mouth of the river on the north side and close to a large island. The channel then used was described to me as somewhat crooked and narrow but deep, and it is said to be still deep enough for ordinary vessels. The company's schooner attempted to come in here a few years ago, but ran aground and did not succeed; but those in the vicinity, who profess to and ought to know, say she was not kept in the channel, or she would have had no trouble in getting up close to the post. No trading is done at this post, and very few Indians frequent the river, especially the lower part, for the reason I have already mentioned—that the post on its head waters is supplied *via* Rupert's River. It appears only one family of Indians have been frequenting its vicinity to hunt, and, not having a very good reputation among the Indians, they were not much associated with. All the members of this family, except a boy, died in the winter of 1888-89. This boy was at East Main when I was there. As I was informed he had been up and down the river for a distance of about 150 miles since his childhood, I got him to make a sketch of the course of the river, as far as he knew it, and give me what information he could about it, which I accomplished by the aid of the family of Mr. Corston, in charge of the post, who all speak Indian better than English, and are thoroughly acquainted with all the natives around, and their habits and peculiarities.

This boy said the general course of the river was about the same as at the post (east and west) for about seventy miles, to where a branch joins it from the north-east. The southerly branch is the main one. Above the forks, the course going up is south-eastward for twenty or twenty-five miles, when it changes, and continues north-eastward, as far as he was up it, but it appeared to him to change from there more to the southward. There it is quite a large stream, and he recollects many Indians speaking of it as coming from far inland near a large lake, out of which the waters flowed the other way to a big water (the sea), but what direction he did not know; and even his recollection of this information is vague and uncertain. However, Mr. Clouston's map will be much more definite than any native's recollection of it.*

* Since writing the above I have, through the kindness of Mr. Low, of the Geological Survey, obtained for inspection a copy of Mr. Clouston's map. It cannot be claimed for it that it is very comprehensive or detailed in its information. He only maps the river to the neighbourhood of Lake Mistassini, and, further than marking its general course, gives no information at all. One would infer from his map that he has devoted all his attention to Rupert's River and almost ignored East Main River.

According to his account there are six rapids below the forks, the first four of which can be poled up, or safely run down in an ordinary canoe. The next two, in ascending order, are just below the forks, and, from his statement, appear to be two cataracts joined by a swift, rough current. There is a portage past them on the south side about $2\frac{3}{4}$ miles long, or, as he explained it, about as far as from the post to an island at the mouth of the river.

Above the forks there are thirteen rapids, as far as he went, only one of which can be run down in a canoe; and the 9th to the 12th, inclusive, can be poled or hauled up, but at all the others portages must be made. The 4th and 5th above the forks are falls, the 4th about 20 feet and the 5th about 40 feet high; both are passed by short portages. None of the portages, except the last above the forks, are long. The last one is on the south side, and about a mile long. Of the others, the first three above the forks are on the north side of the river. The others he was uncertain about, but said it would not be hard to find them as there were good pathways at all of them.

It is probable that this post will be abandoned in the near future, as it does not appear to pay running expenses, though a good price is allowed for all the cattle transferred to other posts, and 34 cents per pound for all butter sent out; but the fact is, nearly all the other posts on the bay raise all the cattle required for their own use.

Here there is an old grave yard, in which are two grey sandstones, finely finished—one erected to the memory of William Boland, who died 8th August, 1804, aged 47 years; the other to the memory of George Gladman, who departed this life 9th August, 1821. It is worthy of note that a great grandson of the latter gentleman was a member of my party.

Of the other rivers north of this, I got a little information from the gentleman in charge of East Main (Mr. Corston), who has been in the country since 1836, and has travelled much round the bay since that time; but as Mr. A. P. Low, of the Geological Survey, has examined several of these rivers, and his account is already published in the report of that survey for the years 1887-88, I will not further refer to them.

While at East Main I was told that the Rev. Mr. Peck, a missionary at Fort George, had ascended Fort George River, as it is called by the people there, but which Mr. Low calls Big River, and crossed from it to the head of the Ungava, which he descended to Ungava Bay. My informants were not very well acquainted with his account of the journey, but gave me the following items: The journey from James Bay to Ungava Bay occupied only twenty-six days. There was nothing specially difficult about it, the portage from one water system to the other being estimated to be about ten miles, partly over a rough, rocky ridge. The descent of the Ungava River was easy, requiring no portaging at all. The country around the head of the Ungava is treeless, and covered with furze and moss, over which numberless cariboo wandered, apparently heedless of the presence of man. I tried to get from Mr. Peck himself a few notes of this journey, but failed to communicate with him in time to get them before I left East Main. I hope to get his reply by the next mail from that district.

HARBOURS.

In view of the possibility of early railway communication with James Bay, the question of harbour accommodation is a prominent one. Of the three points I saw—Moose, Rupert's House and East Main, it appears to me that Moose is the most advantageous. It is certain that ships drawing seventeen feet of water can get to within nine miles of the factory, and by cutting a channel through the Horse Shoe Bar they could come far enough up to have good shelter, and be convenient to a railway terminus. If this were not done the railway would probably have to go down the easterly shore of the river, and pass over a low, flat shore, which is flooded at high tide, quite a distance to get opposite to Ship Hole, and from the shore a roadway would have to be built out to the latter, and suitable dockage made for the ships. This would entail more bridge work or filling than the trade done would warrant,

at least for some time to come; but whether or not it would be more expensive than channelling the Horse Shoe Bar and part of the river is a question which can be decided only by a proper survey. If it were required to admit modern steamers of twenty feet and more draught, I understand the outer part of the channel would also require deepening in places.

Under existing conditions there is nothing to prevent the building of a good solid roadway to below Horse Shoe Bar, and the transfer from there of the cargoes by barges and tugs. The wind and waves would often interfere with this arrangement, but it might with a small outlay meet all requirements for many years to come, as it has served the Hudson's Bay Company's needs, apparently without any serious hindrance from this cause, for a long period. This suiting all present purposes, harbour accommodation could be developed in time as trade required it. One contingency which would have to be provided for is the extraordinary rise of the tides, caused by a long continued strong north wind. This, of course, the railway engineers could guard against in building their road.

Hannah Bay being so shallow that even at high tide it is almost dry, it is useless to speak of harbour accommodation there.

To enter Rupert's River, upwards of four miles of channel would have to be deepened and widened, and provision would have to be made that it would not refill, which otherwise it probably would do in a short time, as the current and silt from three rivers sweep down Rupert's Bay across it, and are met by the incoming tides with considerable force, just about where this channel is. This, in addition to the extra length of railway, would probably cost so much that, as compared with Moose, it is out of the question, as the cost of the extra length of railway would go a considerable way towards making a fair harbour at Moose.

The same objection applies with still greater force to East Main; and besides, it appears to me that the entrance to the mouth of the river through the shoals in the bay would require considerable improvement to meet the requirements of modern shipping, as well as the mouth of the river itself. Unless some rich mineral vein should be discovered in the vicinity of either of these places to create a traffic, there is no inducement to think of either of them as a possible harbour in preference to Moose.

It is probable a better harbour could be found at the mouth of Big River, but as this is about 140 miles north of East Main, to get there would entail many miles of extra railway. Assuming the railway to start from Mattawa, an air line to Moose is about 360 miles. From the same point to the mouth of Big River (Fort George) is about 500 miles.

From Sault Ste. Marie to Moose in an air line is about 380 miles, and to Fort George about 570. This last distance is measured across the bay; the line round it would probably be 100 miles longer.

NATIVES.

All the natives of the country speak the same language, Cree, which is spoken from Temiscamingue to Fort George, which latter is about on the dividing line between the Indians and Esquimaux. A larger percentage of the Indians speak English than in any other part of our country in which I have been, and many of them understand a good deal of it who could not be induced to speak a word.

Missionaries have been labouring among them for nearly a century, and have succeeded in attaching them to some church—most of them to the Episcopal, which has mission stations at all the posts on the bay, except East Main. During a part of the year the missionaries hold school, and teach the children to read and write in their own language. Every Sunday, service is held for them, and the church service is gone through. The church has printed the service and hymns in the Cree language, and a large part of the Bible is now translated, and all will be in the course of a few years, and distributed among them as may be deemed necessary.

Notwithstanding the length of time they have been under training, a good deal of their original superstition still clings to them. One unpleasant feature of this is the dread they have of anyone who becomes mentally deranged. They seem to

think they are possessed of an evil spirit, and there are instances where, when they have been beyond civilized influence, they have put an end to the existence of such unfortunates. Whether such derangement was a form of lunacy, or due to the transient disturbance of fever, made no difference to them. I heard accounts of several deaths caused by this superstition. The means resorted to is generally strangling, but sometimes more horrible ways are tried.

It will probably take generations and a long course of careful training to eliminate from the character of the native such groundless fears, which much retard his advancement and increase his dependence on his white brother.

In conclusion, I desire to express my gratitude to the officers and servants of the Hudson's Bay Company, whose kindness and attention at the posts I called at were all that could be wished for.

I regret that I could not accomplish more than I did ; but as I have mentioned some of the adverse circumstances I had to contend against, I hope, sir, you will give me credit for what I tried to do and failed in, as much as for what I succeeded in accomplishing.

I have the honour to be, Sir,

Your obedient servant,

WILLIAM OGILVIE,

Dominion Land Surveyor.

PART VI.

REPORT OF THE LIEUTENANT-GOVERNOR OF KEEWATIN.

 PART VI.

 REPORT OF THE LIEUTENANT-GOVERNOR OF KEEWATIN.

GOVERNMENT HOUSE,

WINNIPEG, MAN., 20th November, 1890.

The Honourable
 The Minister of the Interior,
 Ottawa.

SIR,—The exhaustive nature of the several reports I have made during the past summer and autumn on various matters connected with the government of the district of Keewatin renders it unnecessary for me, in this concluding report of 1890, to do more than give you a brief summary of the present condition of the district.

After my inauguration in 1888 I intimated to you the difficulty there would be, in view of the vastness of the area,—over three-quarters of a million square miles, with a sea-coast line of over 3,500 miles, part of which only was accessible, and a lake coast line of about 250 miles,—of maintaining law and order without a judiciary, council, available force, or postal and telegraphic connection; and these difficulties were rendered greater by the fact that only an annual vote of \$5,000 could be counted upon, and of this three-quarters were necessary for the clothing and maintenance of insane persons said to be from the district.

Under these circumstances, it was obvious that efficient government could only be initiated and maintained by the goodwill and active co-operation of all who possessed influence with the Indian population; and that while it became the duty of the Lieutenant-Governor to become intimately acquainted, by personal inspection or otherwise, with the actual condition obtaining in various parts of the district, yet he must depend largely upon the good offices of those resident within it.

I am pleased to be able to state that I have received uniform support and valuable information from those devoted men who occupy the mission fields in the district, and from the heads of their church organizations here; from officers of the Hudson's Bay Company in the district, and from their respected head, Mr. Wrigley, here.

The selection for recommendation as justices of the peace became, with the aid referred to, an easy matter; and regarding the members of this unpaid magistracy, I desire to report my entire satisfaction with the manner in which they have striven to create and maintain a feeling of loyalty towards our Sovereign and respect for Her laws. I had every reason to hope that, thus supported, the administration of the affairs of the district might be inexpensive and effective, as far as any internal difficulty was concerned; yet, having witnessed for the past thirty years the degrading and dangerous effect of intoxicants upon our Indian population (changing the peaceable convert in an hour into as dangerous a madman as any of his saki-drinking Mongolian ancestry), I felt, and in the autumn of 1888 advised you, that if law and order were to be maintained in the district there must be the most stringent enforcement of those clauses of the Keewatin Act which prohibit the introduction of intoxicants. Unfortunately for the ease with which this might be done, the route by which this unlawful introduction had been and was likely to be effected was a water one; and the principal expense which has been incurred has been for the boats, skiffs, canoes, appliances, &c., to maintain a water patrol on the lake and rivers. Even so, this would have been to a certain extent abortive had I not had the invaluable assistance of a small detachment of non-commissioned officers and men of the North West Mounted Police, under Inspector Bégis, an able and efficient officer, supplied by Lt.-Col. Herchmer, the Commissioner of that Force, at a time when he could ill spare the men; and although I have borne testimony in previous reports to the cordial assistance rendered me by that

officer and to the value of the services of the Inspector, non-commissioned officers and men, yet I beg now to request that you will cause to be conveyed to the Colonel, through the proper channel, the thanks of your Department and my appreciation of the value of the aid he caused to be afforded me in the district of Keewatin at a time when to do so entailed upon him very great inconvenience and difficulty; and that, in estimating the eastern and northern boundaries of the moral and deterrent influence of the admirable force under his command, he may with propriety include York, Churchill and Severn on the north, and as far east as the head waters of the rivers falling into Lake Winnipeg.

Aided as I have thus been, it is with great pleasure that I am able to report the entire absence of crime in the district for the past two years and a-half.

The means adopted to prevent the introduction of intoxicants have been entirely successful. The number of permits issued since the opening of navigation, has been thirty, each one being for two gallons of spirits for the year, or its equivalent in wine or beer.

There has been an entire absence of contagious diseases, vaccination being general under the Indian Branch of your Department.

I have also to report a continued decrease of fur-bearing animals near the southern shores of Hudson's Bay, with more of suffering among the Swampy Crees of that district, as well as a decrease of walrus, seal and whale off the east and north-east sea coast of the district, caused, it is said, by the increasing and unceasing efforts of whalers in Fox and other northern channels.

Regarding the fisheries of Lake Winnipeg, I have placed upon record my views on several former occasions, and I need not comment, further than to say that during my visit of this summer I saw and heard nothing to cause me to alter the views I have so frequently expressed, and I deeply deplore the necessity which has already caused collisions between Indians and licensed fishermen, and is causing a feeling of uneasiness to be every day more apparent, even among Indians whose principal means of livelihood has as yet been not so much encroached upon. I had hoped to have supplemented the account sent you of my trip through Lake Winnipeg and down the Nelson River by an account of the state of affairs in the district of Albany, now decided to be within Keewatin, but the unfortunate casualty on Lake Winnipeg, of which I informed you in a previous report, prevented my leaving here till too late for the canoe travel necessary.

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

JOHN SCHULTZ,
Lieutenant-Governor.

SUMMARY REPORT

OF THE

GEOLOGICAL SURVEY DEPARTMENT

FOR THE YEAR

1890.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA :

PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1891.

*To His Excellency the Right Honourable Lord STANLEY of PRESTON, Governor
General of Canada, &c. &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to lay before Your Excellency, in compliance with 53 Vic., Chap. 2., Section 6, the Summary Report of the Proceedings of the Geological Survey Department for the year ending 31st December, 1890.

Respectfully submitted,

E. DEWDNEY,

Minister of the Interior.

OTTAWA, 1st January, 1891.

GEOLOGICAL SURVEY DEPARTMENT,

OTTAWA, 21st December, 1890.

The Hon. EDGAR DEWDNEY, M.P.,
Minister of the Interior.

SIR,—In submitting the customary annual summary of the work accomplished by the Geological Corps during the calendar year, 1890, it seems desirable to commence by stating that during the last session of Parliament the "*Act relating to the Geological and Natural History Survey of Canada and the Museum in connection therewith*," 40 Victoria, Chap. 9, was repealed and a new Act, 53 Victoria, Chap. 11, was passed, and assented to 16th May, 1890. The provisions of this Act read as follows:—

HER Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. In this Act the expression "Department" means the Department of the Geological Survey hereby constituted. Interpretation.
2. There shall be a Department of the Civil Service which shall be called "The Geological Survey," over which the Minister of the Interior shall preside; and the said Minister shall have the management and control of the Department. Department constituted. Minister of Interior to preside.
3. The Governor in Council may appoint an officer who shall be the Deputy Head and Director of the Department and such other officers, clerks and servants as are required for the proper conduct of the business of the Department, all of whom shall hold office during pleasure, and shall be appointed and classified under Schedule A of "*The Civil Service Act*;" and in accordance with and under the terms of Section six of the said Act: Staff of Department. To be under "The Civil Service Act."
 2. Such officers of the Department as are continuously engaged in the prosecution of original scientific work or investigation shall be classified as technical officers, under class (b) of Schedule A of "*The Civil Service Act*," and the Governor in Council may cause to be prepared a list of such officers of the Department as are considered to be entitled to be thus classified with any designations that may be deemed expedient to indicate the scientific work in which they may be engaged. Technical officers. Governor in Council may confer designations.
 4. No person shall, after the passing of this Act, be appointed to this Department under class (b) of Schedule A of "*The Civil Service Act*," unless— Qualification requisite in certain cases.
 - (a.) He is a Science Graduate of either a Canadian or foreign University or of the Mining School of London or the *Ecole des Mines* of Paris or of some other recognized science school of standing equal to that of the said universities and schools, or a graduate of the Royal Military College, and in each case only after having served a probation of not less than two years in the scientific work of the Department; or unless— Graduates of certain institutions.
 - (b.) He has served a probation of not less than five years in the scientific work of the Department; or unless— Service in Department.
 - (c.) He has had experience for the same number of years in similar work, official or otherwise, elsewhere. Experience elsewhere.
5. The duties, object and purposes of the Department shall be:— Objects.
 - (a.) To make a full and scientific examination and survey of the geological structure, mineralogy, mines and mining resources of Canada and of its fauna and flora; Geology, mines, natural history, &c.
 - (b.) To maintain a museum of geological and natural history and to collect, classify and arrange for exhibition in the museum of the Depart- Collections and arrangements thereof.

	ment such specimens as are necessary to afford a complete and exact knowledge of the geology, mineralogy and mining resources of Canada; to collect, study and report on the fauna and flora of Canada; to carry on chemical and palæontological investigations, and to make such other researches as will best tend to ensure the carrying into effect the objects and purposes of this Act;
Maps, &c.	(c.) To prepare and publish such maps, plans, sections, diagrams and drawings as are necessary to illustrate and elucidate the reports of surveys and investigations;
Statistics.	(d.) To collect and to publish, as soon as may be after the close of the calendar year, full statistics of the mineral production and of the mining and metallurgical industry of Canada; to study the facts relating to water supply, both for irrigation and for domestic purposes, and to collect and preserve all available records of artesian or other wells, and of mines and mining works in Canada.
Water supply.	
Reports.	6. The Deputy Head and Director of the Department shall, as soon as may be after the close of each calendar year, make a summary report to the Minister, of the proceedings and work of the Department for the year, and shall also furnish final and detailed reports, to be issued from time to time in such a manner and form as the Minister directs; and the Minister shall cause the same to be laid before Parliament, with such remarks, explanations and recommendations as he thinks proper.
To be submitted to Parliament.	
Enlargement of museum.	7. The Department shall be furnished with such books, instruments and apparatus as are necessary for scientific reference and for the prosecution of the survey; and the Governor in Council may, from time to time, cause the enlargement of the museum, and the distribution of duplicate specimens to scientific, literary and educational institutions in Canada and other countries, and also the distribution or sale of the publications, maps and other documents issued by the Department.
Distribution of specimens and publications.	
Surveys.	8. The Minister may, for the purpose of obtaining a basis for the representation of the geological features of any part of Canada, cause such measurements and observations and physiographic, exploratory and reconnaissance surveys to be made as may be necessary for or in connection with the preparation of geological maps, sketches, plans, sections or diagrams.
Duties of employees.	9. Persons employed in one section of the Department may be directed by the Minister to perform any duty in or with respect to any other section.
Employees not to deal with public lands.	10. No person employed in or under the Department shall— (a.) Purchase any Dominion or Provincial lands except under authority of the Governor in Council; (b.) Locate military or bounty land warrants, or land scrip, or act as agent of any other person in such behalf;
Nor to disclose information obtained.	(c.) Disclose to any person, except his superior officer, any discovery made by him or by any other officer of the Department, or any other information in his possession in relation to matters under the control of the Department or to Dominion or Provincial lands, until such discovery or information has been reported to the Minister of the Interior, and his permission for such disclosure has been obtained;
Work for individuals. Interest in mines, &c. Saving.	(d.) Make investigations or reports relating to the value of the property of individuals, nor hold any pecuniary interest, direct or indirect, in any mine, mineral lands, mining works or timber limits in Canada.
	11. Nothing in this Act shall be construed to invalidate or interfere with the commissions, as assistant directors, heretofore issued under Orders in Council to certain members of the scientific staff.
R.S.C. c. 23, repealed.	12. This Act shall be substituted for chapter twenty-three of the Revised Statutes, respecting the Geological and Natural History Survey of Canada, which is hereby repealed.

13. The foregoing provisions of this Act shall come into force on the first day of July, one thousand eight hundred and ninety. Date of coming into force of Act.

Hitherto the Geological Survey has been regarded as a branch, or sub-department of the Department of the Interior; by the present Act it has been made a separate Department, and while the official designation of the organization has been changed, no change has taken place in its functions or in the duties with which it is charged, as set forth in section 5, sub-sections *a*, *b*, *c* and *d*, and in section 8. By the provisions of section 4 it is hoped to maintain the efficiency and high scientific standing of the Department, but in order to insure this desirable result a scale of remuneration should be established in the Department, more in accordance than it is at present with that which obtains elsewhere, and even in other departments of the public service and in the universities of Canada, for acquirements and experience such as is required of the technical officers of the Geological Survey, and in view of the risks, hardships and responsibilities they are often called upon to undertake. It should further be borne in mind in considering this matter that the officers of the Department are strictly prohibited from engaging in the private practice of their profession, for which there are many opportunities, and by which their incomes could be often largely augmented. As professors in the universities, there are no such restrictions laid on them, while the salaries are larger and the vacations longer. The result is that our best and most capable men seek employment elsewhere. Since July, 1887, four such cases have occurred. Three of these are now university professors with considerably larger salaries than they would have received had they remained on the Geological Survey.

In this connection it may not be out of place to quote the words of a leading article which appeared in the *Montreal Herald* on the 24th of February, 1885, as follows:—

“The field of operations of the Canadian Geological Survey is so vast, the interests involved so great and so far-reaching, the staff provided for the work so weak numerically, that it is important to all the interests at stake that such officers as are called upon to bear the responsibility of the duties of the Survey, should be the best obtainable, and their salaries in keeping with their high attainments.”

The truth and applicability of the above remarks cannot be refuted; they are as pertinent now as they were in 1885, and, therefore, I venture to express a hope that in the consideration of the estimates for the Department for the ensuing year, they will receive due consideration.

The early part of the year now closed was, as usual, occupied by the members of the staff in the preparation of maps and reports, in studying collections gathered during the summer, and in otherwise working out the results of the observations made in the field in 1889. Some of the reports relating to this work have already been published, and others are passing through the press. These will together constitute the Annual Report, Vol. IV., 1888-89, to be issued during the winter.

Those already issued since the 31st December, 1889, are:—

Part A.—Vol. IV.—1888-89. Summary Report of Operations.

- “ B.—Report on a portion of the West Kootanie District, British Columbia.—Dawson.
- “ E.—Report of Exploration of the Glacial Lake Agassiz, in Manitoba.—Upham.
- “ K.—Report on the Mineral Resources of the Province of Quebec.—Ells.
- “ S.—Report on the Mining and Mineral Statistics of Canada for 1888.—Brumell.
- “ S.—Report on the Mineral Statistics and Mines for 1889.—Ingall.
- “ T.—Annotated List of the Minerals occurring in Canada.—Hoffmann.

Early in April arrangements were made to send out fourteen field parties. Four of these parties worked in two divisions, thus making practically eighteen parties in the field, distributed as follows:—

British Columbia.....	2	Quebec.....	4
North-west Territories, Athabasca		New Brunswick	1
District	1	Nova Scotia	3
Manitoba	2	Labrador.....	1
Ontario.....	2		

A brief summary of the operations of these several parties is submitted herewith, as also of the work done in the several divisions of the Department as under:

- | | |
|----------------------------------|--|
| 1. Mineral Statistics and Mines. | 6. Topography and Mapping. |
| 2. Chemistry and Mineralogy. | 7. Library. Sale and Distribution of Publications. |
| 3. Palaeontology and Zoology. | 8. Visitors. |
| 4. Botany. | 9. Staff, Finances and Correspondence. |
| 5. Entomology. | |

The general progress of the field work has been satisfactory, though the resignation of members of the staff, already referred to, and others having to take up their work, has occasioned considerable delay in completing maps and reports and in the publication of results.

On the 17th of June I left Ottawa for Shelburne, Nova Scotia, to visit the gold fields first opened in 1886 at and near Caledonia Corner, and to investigate the probability of the same leads, continuing southward and westward, into the county of Shelburne, and also to ascertain what would be the best plan of operation in commencing a detailed examination and survey of these western parts of Nova Scotia in connection with the occurrence of gold, in quartz veins or in placer deposits, or in regard to other economic minerals. I had, in 1870, visited and cursorily examined the same part of the Nova Scotia coast, having then made detailed notes on a journey from Digby *via* Weymouth, Cape St. Mary and Salmon River to Yarmouth; and thence to Tuskett, Shelburne, Liverpool and Bridgewater to Lunenburg, the Ovens and Chester, returning to Bridgewater and Liverpool *via* New Ross and Dalhousie, and from Liverpool to Annapolis *via* Caledonia. The present trip has enabled me to do little more than refresh my memory and to confirm the general accuracy of the conclusions then arrived at respecting the distribution of the granitic and gneissic rocks and the gold bearing series, as subsequently delineated on the geological map.

On the 23rd of June a trip was made 28 miles up the river from Shelburne to Indian Fields, where some pits have been sunk searching for gold. The country here is tolerably open, much of it flat and swampy and covered with drift and a fine granitic gravel or sand, with few exposures of the underlying rocks, though doubtless such would be found by following up the beds of all the brooks and small streams in the district. On the 24th of June I examined the route from Shelburne to Lockport, and thence *via* Sable River, Port Joli and Granite River to Liverpool. On the 25th I drove from Liverpool to Caledonia, 30 miles inland, and found the rocks to be alternations of the "whin" and black slates of the Atlantic coast Gold Series or Lower Cambrian, as indicated on the published geological map. The gold field of Whiteburn, six miles south-west of Caledonia, was visited on the 26th. It is of limited extent, on an oval shaped anticline outcrop of the lower "whin" rock, surrounded by the upper black slate. The veins are parallel with the stratification. They are not more than from six to nine inches thick, and are therefore costly to work, as about four feet of hard barren rock has to be mined in driving or sinking on them. Consequently, though the quartz is of more than average richness the profits are not large. The beds dip about 45° to S.E. On the 27th I left Caledonia for Bear River, on the Annapolis Basin. As regards the extension or recurrence of anticlines like those in which the Malaga and Whiteburn leads occur, further to the south-west, no definite statement can be made. That some such areas should be found in the unsettled country where the boundaries of the counties of Digby, Yarmouth, Shelburne, Queens and Annapolis meet, and especially along the flanks of the central granite mass, the limits of which have not yet been traced, but which

certainly occupies a considerable area in this district and which is crossed, with a width of ten or twelve miles, on the road between Maitland and Bear River, is most probable.

On the 2nd of July I returned to Ottawa, and then made arrangements with Professor Bailey, of Fredericton, to commence a detailed examination of the south-eastern coast of Nova Scotia. His summary report of the work done in pursuance of this arrangement is now presented.

On the 11th of July, after attending to correspondence and other Departmental work, I left Ottawa again for Manitoba, the North-west and British Columbia. Deloraine, Morden and the Lowe Farm were visited in connection with the water supply question. The Turtle Mountain coal field was also examined.

In the summary report for 1889, the well then boring at Deloraine was referred to, and I said: "There seems every probability, when a sufficient depth has been reached, a good supply of artesian water will be obtained." I was at Deloraine on the 22nd of September, 1889, and the boring, then 1,340 feet deep, was progressing, but the available funds were exhausted. On the 29th of October, on my arrival in Ottawa, I recommended that a further special grant should be made to continue the boring to the required depth, and stated that water might be expected between 1,500 and 1,600 feet. The grant recommended was assented to and in December, 1889, a depth of 1,475 feet had been reached when the contractor reported that he could not go deeper without enlarging the hole. The work incidental to this occupied him several months and in July, 1890, when I again visited Deloraine, I found the hole had been re-bored to only 1,180 feet or 295 feet less than it was in the previous December. On the 21st of October, 1890, the expected water was struck at a depth of 1,570 feet. It is of fairly good quality and has since stood at about 8 feet from the surface. Unfortunately at this point, the soft mud began to run in and block the hole and no efforts of the contractor were successful in clearing it, or in going deeper. It was essential that this should be done to give free flow to the water and to ascertain whether it would not overflow at the surface when the obstructions referred to were removed. The work requisite to effect this has proved both difficult and tedious, but is now, the 31st of December, 1890, progressing favourably and it is hoped will terminate satisfactorily early in the ensuing year.

The total expenditure to date on account of it has been \$8,648.62. This has been derived and paid to the Deloraine Well Finance Committee, who had charge of the boring as follows:—

Raised by municipal loan, grant from the Local Government and by subscription.....	\$4,482 78
From Geological Survey appropriation, 1889-90.....	500 00
From special appropriation of \$2,000 voted by Parliament in 1890.....	1,997 54
From special appropriation of \$10,000 voted by Parliament in 1891.....	1,668 30
	\$8,648 62

The well is still incomplete and it is impossible to state what further amount will be required to complete it, but it is hoped the cost in 1891 will not exceed an additional sum of \$2,000.

There seems little or no hope of finding any deep seated sources of fresh water in the Red River valley, east of the Pembina escarpment, or the first prairie step. In places, however, a limited supply of fairly good water is obtained from shallow wells sunk in the superficial deposits of sand, clay and gravel with which the region is overspread. These deposits are very irregular in character and vary greatly in thickness, ranging from 0 feet to nearly 300. At the Lowe Farm, range 1, township, 4, section 31, they were penetrated to a depth of 170 feet, leaving off in sand, with a supply of salt water which stands at 3 feet from the surface. Seven miles to south-west on range 2, township 4, section 17, a well was sunk 205 feet, the bottom being in similar sand with salt water which flows over slowly. Whether fresh water or salt water will be found in wells sunk in these deposits, within the area under consideration

depends, in the first case, on the occurrence of permeable strata that are not enclosed between others of an impermeable character, but communicate with the surface, and in the second case, on the character of the beds which immediately overlie the rocks from which the saline waters issue, with a strong upward pressure. If these beds are impermeable, then no salt water would be found in the wells above referred to that do not penetrate into the underlying salt-water-bearing strata, as is the case at Rosenfeld, and at Morden, where, last year, a boring was made to a depth of 600 feet, and as had been predicted, salt water only was found. The upper strata of the superficial deposits in the Red River Valley are largely impermeable dark clays, sometimes reaching, as in the Lowe Farm wells, a thickness of 140 feet. These, of course, prevent any direct downward percolation and thus account both for the original swampy condition of large areas in the magnificent fertile belt of country which lies between the Red River and the base of the Pembina escarpment, and also for the general absence, or only very limited supply, of fresh water in the wells of this district.

In the Turtle Mountain coal field, range 24, township 1, several pits and bore holes have been sunk and in all seams of lignite-coal of workable thickness have been struck. In one pit, now full of water, but said to be 50' 6" deep, strata are stated to have been passed through as follows:—

	Feet.	Inches.
Surface.....	3	0
Dark clay.....	4	0
Coal.....	5	6
Clay shale.....	10	0
Coal.....	3	6
Sandy brown shale.....	6	0
Soft whitey brown sandstone.....	2	0
Sandy clay.....	6	0
Coal.....	1	6
Friable whitey brown sandstone.....	12	0
Bored from bottom of shaft—sandstone.....	20	0
	73	6

In another pit, 150 yards south of the one above described and about 15 feet higher, the coal was struck at 40 feet 4' 6" thick, then 12 feet sandy shale and thin bands of iron ore; coal 1' 6" then bored 25 feet through sandy shale; total 78' 6". This is the only pit from which any coal has been raised. An engine with winding gear and shaft house have been erected here and a few tons of coal raised. This section is probably the most reliable, and omitting the upper 5' 6" seam of coal given in the first section which is probably a mistake—the two sections are much alike. The coal or lignite like that of the Souris at Roche Percée slacks on exposure and would not bear distant transport. The seams probably underlie the whole of Turtle Mountain, except where deep ravines have been cut out and have been filled in again with the superficial drift deposits. They will probably be found in places in township 1 from range 19 to 24. They could be mined at small cost, and for use among the settlers in the treeless country to the north and north-west between the Souris River and the Mountain would prove a cheaper and more economical fuel than wood.

I examined this district in 1883, and in the Summary Report for that year, page 2, it was stated "the evidence obtained clearly shows that there is every likelihood of workable seams being found here, as on the south flank of the mountains, at the head of Willow Creek in Dakota a seam has already been found showing from 3 to 5 feet of lignite of fair average quality." The seams now opened are doubtless the extension of those above referred to on Willow Creek, and as soon as railways are constructed to the mines, the lignite could be very advantageously distributed over a wide extent of country in which wood is even now scarce and costly and yearly becoming more so.

Leaving Manitoba on the 3rd of July, the first week in August was spent examining the sections between Banff, Field and Ottertail. Several promising

deposits of silver-lead ore and copper ore were opened in this district in 1885-87. Some of them have changed hands since, more than once, at high figures, but the attempts to work them have been intermittent and insignificant. The Monarch mine, three miles and a half east of Field Station, is the only one on which any work was being done. At the time of my visit it was temporarily suspended, and the door of the gallery and level which has been constructed around the perpendicular face of Tunnel Mountain at 800 feet above the rails of the Canadian Pacific railway, was locked, and I could not examine the mine. This portion of the mountains and the mines that have been opened in them are well described in the Annual Report of the Geological Survey, Vol. II, Part D, by Mr. McConnell, 1886, and in Vol. III, Part R, by Dr. Dawson, 1888, and my present cursory examination has only enabled me to verify and to appreciate the accuracy of the reports referred to. That so little actual development has been achieved on these promising deposits on the Bow and Kicking Horse rivers since their discovery in 1886 is certainly to be regretted. It may in a great measure be attributed to the high prices at which the claims are held, the low grade of the ore and the cost of transport to the smelter. The latter difficulty will, however, now be obviated by the construction this year of a smelter at Golden, already nearly completed.

A fine smelting plant has also been erected on the bank of the Columbia at Revelstoke. It was completed in the spring of 1890, but has not yet been put in operation. Last spring and summer, however, there was no immediate prospect of a sufficient supply of ore being available to keep the smelter running, nor was there likely to be till the Sproat-Nelson railway was completed. This, it is expected, will be accomplished this spring, and a great stimulus will then be given to the development and *bonâ fide* working not only of the West Kootanie mines, Nelson, Toad Mountain, Hendryx, Hot Springs and others, but also to the many promising but more distant deposits already discovered in the Selkirk and Rocky Mountain ranges between Golden, on the Columbia, and Castle Mountain, on the Upper Bow River. Seven days, from the 9th of August to the 16th, were occupied in a trip to Victoria, including two days with Dr. G. M. Dawson at Kamloops.

At Victoria very satisfactory arrangements were made by which to secure statistical and other information respecting the progress of mining development in the several remote and scattered mining districts in British Columbia. To effect this object, the Honourable John Robson, Provincial Secretary, very kindly issued the following circular letter to each of the District Commissioners of Mines:—

“ VICTORIA, 18th October 1891.

“ SIR,—The Director of the Geological Survey Department, Ottawa, being desirous of obtaining full and prompt information appertaining to the mining and quarrying industries of the Province, has suggested the appointment of ‘local correspondents’ as a medium by which his purpose can be accomplished.

“ In response to the desire expressed by Mr. Selwyn, I have to request that you will act in the capacity of local correspondent in your respective District, your functions as such, to consist in collecting general information on matters relating to new discoveries, new operations undertaken, and the progress of industries already established, and embodying the results of your enquiries in a letter at the end of each month. And also to supply information asked for in the accompanying directory book, which has been forwarded by Mr. Elfric Drew Ingall, the Mining Engineer in charge of the Division of Mineral Statistics and Mines.

“ It is further requested that you will commence to exercise your functions on the lines indicated without delay, it being clearly understood that your monthly letter to Ottawa, will not interfere with your Annual Report to the Minister of Mines.

“ All communications should be addressed to the Geological Survey Department, Division of Mineral Statistics and Mines, Ottawa, and need not be stamped, as all mail matter addressed to the Government Departments in Ottawa, is carried free by the post office.

“ I am, Sir, your obedient servant,
(Signed) “ JOHN ROBSON,
“ Provincial Secretary.”

In response, already some valuable and interesting information has been received, and the Mining Bureau of the Department may now expect to be fairly well posted on mineral production and mining development in British Columbia.

Returning eastward to Illecillewaet on the 16th of August, the next day was occupied in a visit to the Lanark and Maple Leaf mines situated 3,000 feet above the railway. Except driving a prospecting tunnel, then in progress, to cut the leads at a lower level, not much work has been done and no important developments appear to have been made since the date of my visit in 1886. On the 18th I visited the newly opened Gold Hill camp. A good pack trail to this camp has been made by the Provincial Government; it starts from the right bank of the Illecillewaet at about five miles above the village and ascends rapidly for three miles and a half in a northerly direction to about 2,800 or 3,000 feet above Illecillewaet. The country is quite open and well grassed with scattered groves of spruce and fir in sheltered places. The whole ridge was marked off in claims and a number of small openings had been made, nearly all on bands of a rusty red weathering calcareo-magnesian rock associated with dark calcareous and brown slates or schists, very similar to those seen in the section on the railway in the vicinity of Illecillewaet, irregular and mostly thin bands of galena are seen in all the openings. What those veins may turn out when further developed it is impossible to predict. As regards most of them, however, my impression of their probable value was not favourable. The ridge on which they are situated is a triangular block of country about twelve miles long which lies between the Illecillewaet River and its north branch and in which also the Lanark, Maple Leaf and other mines are situated. The dip is fairly regular to E.N.E. $< 35^{\circ}$ - 85° , the veins run with the strike; but in dip appear often to pass from one bed plane to another, and are probably more nearly coincident with the planes of schistosity or cleavage than with those of bedding. In my Summary Report for 1887 in reference to the Illecillewaet black slates it was suggested they might be of Silurian (Ordovician) age. It is now almost certain they are near the base of the Cambrian and probably represent nearly the horizon of the silver-bearing Animikie rocks of Lake Superior; beneath them there is a great thickness of flaggy, brown and grey quartzites and gneissic schists becoming more granitoid and crystalline to the westward. Much more detailed examinations, however, are required in eastern and south-eastern British Columbia before the precise relations of the different groups of strata can be definitely determined.

At Albert Cañon, near the base of the Illecillewaet dark slaty series, is a bed of excellent crystalline grey limestone apparently about 25 to 40 feet thick, it crosses the rails at the look-out platform with a dip of about 30° to N.N.E. and is very favourably situated for the establishment of a lime-burning industry. The occurrence of limestone in this region was not known when I mentioned it to gentlemen in Revelstoke. All the lime hitherto used there, and for considerable distances both east and west, having been brought from the Pacific coast.

From the 21st to the 29th of August was devoted to a trip from Revelstoke to the Kootanie mining camps, Sproat, Nelson, Hendryx and Hot Springs. For description and map of the district, Part B. of the Annual Report, Vol. IV, 89-90, can be referred to and my brief visit does not enable me to add anything of importance to Dr. Dawson's report above referred to. I may, however, express an opinion from what I saw that the mines in this district will prove much richer and more permanent than those of the Illecillewaet district. My reason for so thinking being based on the fact that experience has shown that the association of granitoid and other crystalline rocks, porphyries felsites, diabases, &c., generally exerts a favourable influence on the productiveness of metalliferous deposits, and that, while such rocks are abundant in the Kootanie district, they appear to be entirely wanting or of very exceptional occurrence, in the ranges at the sources of the Bow and the Kicking Horse or Wapta rivers. As, however, they often occur in narrow bands or dykes they easily escape the notice of prospectors; they should, therefore, be carefully looked for, as in the richest mining districts to the south, they almost invariably accompany and are indicative of the most productive ore bodies.

On the 29th of August, a short time was spent at Canmore to look at the coal mines newly opened there on the seams on the right bank of the river described, pages B-132 and 133, Annual Report, Geological Survey, Vol. 1, 1885. The three feet seam is now being worked by a slope which starts on a terrace about 200 feet above the river, where a small outcrop of the measures is exposed dipping 50° to 60° to westward. In a level being driven in to the hill to cross cut the seams, about 100 feet below the slope, the dark shales associated with the coal had been struck at about 30 feet in dipping 30° to north-east, so that there must be either a fault or a steep anticlinal fold along the face of the hill. The coal is much crushed and slickensided. It is apparently a semi-anthracite, like that from Cascade River—see analysis. Part M., Annual Report, Geological Survey, Vol. 1, 1885. There can be little doubt that the Canmore seams are the extension of those of Cascade River and Anthracite on the opposite side of the Bow River valley. The mine is already connected by a branch railway with the station at Canmore; an incline tramway and shipping stages have been constructed at the mine and there is now every convenience for handling a large output.

On the 30th of August I left Calgary for McLeod, with the intention of visiting the Crows Nest Pass petroleum discoveries, but being unfortunately prevented from doing so, returned *via* Lethbridge and Dunmore to Manitoba and after again visiting the Deloraine boring reached Ottawa on the 19th September.

The greater part of October and up to the 5th of November, was occupied with matters relating to the formal invitation from the Canadian Government to the members of the Iron and Steel Institute of Great Britain and the Association of German Iron Masters, then assembled in New York, to visit Canada. Nearly 100 members accepted the invitation and on the 29th of October, they were received at Niagara by a committee on behalf of the Canadian Government and were accompanied thence *via* Hamilton, Toronto and Sudbury to Ottawa and Montreal.

Dr. G. M. Dawson left Ottawa for field work in the southern part of the province of British Columbia on the 5th of June, returning on the 28th of October. He was assisted as before by Mr. J. McEvoy, and for a portion of the season by Mr. A. T. Kirkpatrick. Dr. Dawson furnishes the following summary of the work carried out:—

“At the conclusion of field work in 1889, there still remained a part of the area comprised in the “Kamloops sheet” of the geological map which had not been examined, and for which both geological and topographical information was required. This portion of the area of the proposed map included a belt of mountainous country to the west of the Fraser River, together with several other smaller separated areas, and the work necessary for the completion of the sheet naturally first received attention. As in former years, the topographical work was carried out chiefly by Mr. McEvoy, while the concurrent geological examinations occupied the greater part of my own time. The size and boundaries of the Kamloops sheet having been noted in the last Summary Report (p. 7), need not here be further alluded to.

“After finishing the work above referred to, necessary for the completion of this sheet to the degree of accuracy and detail which appears to be at present practically requisite, some time was spent on the area of the next adjoining sheet to the east, which it is proposed to designate the “Shuswap sheet,” and before returning, in the autumn, a preliminary examination was also made of the geological section found in the Selkirk Mountains in the vicinity of the line of the Canadian Pacific railway. This examination was undertaken principally with the object of connecting our knowledge of the rocks of the Interior Plateau (in the area of which the Kamloops sheet and most of the Shuswap sheet are included) with that of the formations of the Rocky Mountains proper, where paleontological evidences of age are more abundant and in which one section has been carefully examined and described by Mr. McConnell. Part D, Annual Report, Geological Survey, Vol. II, 1886.

“The working up of the topographical and geological data obtained for the Kamloops sheet, the plotting of sections and study of specimens brought back, are now in

progress in the office, and will fully occupy the entire winter. No detailed report can be prepared till this work shall have been completed, but some points connected with last summer's field operations may be mentioned.

"It was found impossible to examine in much detail the alpine region to the west of the Fraser, constituting the eastern border of the great Cascade or Coast Range of British Columbia, without the expenditure of a large amount of time; and as the rocks were found to consist for the most part of grey granites, monotonous in character and apparently of no economic importance, it was considered sufficient to gain a general knowledge of this region. In 1889, several high summits opposite the eastern front of this range and to the east of the Fraser valley had been occupied as transit stations and observation points, but in consequence of stormy weather and the smoky state of the atmosphere, even the main features of the range had been very imperfectly seen or delineated. To fix the main peaks in the range, two additional summits, each about 6,000 feet in height, were first occupied, one being to the north and the other to the south of Lytton, and both on the east side of the Fraser. The Fraser River was then crossed at Lytton and three summits in the eastern part of the Coast Range itself were successively occupied as transit stations and lookout points, the heights of these being 8,130, 8,960 and 7,430 feet respectively. Some excursions were also made in the range, and the entire belt of foot-hills between its base and the Fraser was examined. In the course of this work several zones of schistose rocks which traverse the granites were outlined and the border of the Cretaceous rocks was definitely located for the whole distance. These latter rocks occur in the form of a long narrow trough (very imperfectly shown on the general map of 1877), which is followed by the Fraser River. They are mostly of Earlier Cretaceous age, being equivalent to the Queen-Charlotte Islands and Kootanie series,* and to the Shasta group of California. A small collection of fossil plants obtained at one place appears, however, to show that strata as new as those of the Dakota series are also included. The occurrence of these plant remains, together with the presence of carbonaceous shales in several places, affords some reason to hope that coal may exist in some part of the area occupied by the Cretaceous rocks in this portion of the province, though none has so far been discovered.

"A good general idea of the character of that part of the Coast Range which lies between the Fraser and Harrison and Lillooet lakes, to the west of the Kamloops sheet, was gained from the high peaks ascended. The culminating mountains are rough and wild in outline, and though none of them are specially dominant in altitude, several attain or somewhat exceed a height of 10,000 feet. They include very extensive snow-fields and numerous small glaciers, and will afford an interesting and not extremely difficult field for alpine climbing and exploration.

"Later in the summer a log-survey of Kuk-waus or Bonaparte Lake was made. This lake was seen by Mr. McEvoy in 1889, but has not appeared on any published map. It lies forty miles north of Kamloops and proved to be ten miles in length. The Bonaparte River issues as a small stream from its west end, and the rocks along its shores are entirely granitic, though Tertiary basalt caps many of the hills at no great distance from it. On the way south from this lake the eroded edge of the basaltic rocks to the west of the North Thompson was traced in detail.

"While the volcanic rocks of the Tertiary, just alluded to, and which cover large parts of the Kamloops sheet, often rest directly on granites or other ancient rocks, they also in certain districts form the upper member of a Tertiary series of some thickness, of which the lower part consists of ordinary stratified rocks locally characterized by the occurrence of coal or lignite. One of the more important results of the work now done on this sheet, is the definition of the areas in which such fuels exist or in which they may be sought for with reasonable prospects of success.

"The best known occurrences of coal or lignite in the area of the Kamloops sheet or in its immediate vicinity are those on the Nicola and North Thompson rivers and Hat Creek with that near the town of Kamloops. These have already been described and no new facts of importance concerning them can be obtained till

* Am. Journ. Sci., Vol. XXXVIII, p. 120.

further exploratory work has been carried out by boring or otherwise. A reported coal discovery on the Bonaparte, within a few miles of Ashcroft, was visited; but proved to be unimportant, because of the thinness of the seam, and the very small area of the Tertiary outlier in which it is contained. It is, however, of interest as showing the occurrence of coal in the base of the Tertiary rocks of this vicinity, and points to the desirability of testing the adjacent larger Tertiary areas by boring, for which a site might be chosen to the north of the road between C ache Creek and Eight-Mile Creek. The further investigation of the coal-bearing basin near the town of Kamloops, should be made by boring near the line of railway and west of the town, or on the opposite side of the lake near the point at which the main irrigation ditch leaves the Tranquille River. A boring near the mouth of the Nicola would also be desirable, in order to test the possible extension of coal westward from the known outcrops near the mouth of the Coldwater, to the Thompson; while a boring in the western edge of the Tertiary near the mouth of the Nicoamen River, below Spence's Bridge, would not be without importance in the same connection.

"The metalliferous deposits in the vicinity of Stump Lake, referred to in the Summary Report for 1888 (p. 8) and in the Mineral Wealth of British Columbia (p. 69 R.) notwithstanding the favourable conditions for their development and the high assay value of some of the ores, have not yet assumed a position of permanent importance. The Nicola Mining and Milling Company have now sunk in the "Joshua" shaft to a depth of about 400 feet, and have done considerable drifting, for the purpose of exploration, but with this exception "assessment work" only has been carried out on the various claims taken up in this vicinity. The general parallelism and the evident connection of the veins of this locality with the outline of the great granitic area to the west rendering it important that this should be done, the remaining part of the line of contact of this granite with the stratified rocks was traced in detail. The vicinity of this line of contact, like that of several other similar contact lines and numerous places not distinctly connected with granitic masses, is characterized by a great abundance of vein quartz. Many specimens of such veins have been collected for the purpose of assay, the results of which it is hoped will afford some definite information as to the habitus and mode of occurrence of the gold and silver-ores.

"A point of some interest in connection with the stratigraphy of the Kamloops sheet, is the discovery of fossils representing the characteristic Alpine Trias fauna, which was made last summer in the hills north-east of Savona. The evidence heretofore obtained pointing to the existence of these rocks in this part of the Interior Plateau region had been rather imperfect.

"In the course of the preliminary work done on the Shuswap sheet, the Monashee Mine, situated on the watershed between Cherry Creek and Kettle River, and in process of development by Mr. D. McIntyre, was visited. There are at this place several distinct veins of auriferous quartz in which specks of free gold are frequently visible. These veins, in which points of gold are often visible, traverse Monashee Mountain, composed of quartzite, diabase (?) and limestone strata, near to the margin of a wide granitic mass, which lies to the south. Several small tunnels and openings have been made on the veins, and a small mill has been erected with a view to commencing work on the ore in the spring. A number of small specimens selected from the ore at the mouth of the principal working drift at this place, have proved on assay by Mr. Hoffmann, to contain, gold 0.583 oz., silver 2.683 oz. to the ton.

"The preliminary examination of the section across the Selkirk Range, near the line of railway, which has already been alluded to, shows that the western part of this portion of the range consists of gneissic rocks and other crystalline schists of the Shuswap series,* probably Archean. Above these, and further to the east, is a mass of rocks composed principally of dark argillites, passing into micaceous schists, with a thickness of about 15,000 feet. These evidently represent the Nisconlith series of the Interior Plateau and correspond in a general way to the Bow River series of the Rocky Mountains. The argentiferous lead-ores of the vicinity of Illecillewaet occur in these rocks, which are believed to be of Lower Cambrian age.

* See Report on a Portion of West Kootanie District, 1889, p. 31B.

“Overlying the Nisconlith series and forming a great synclinal in the axial part of the range, is a series chiefly composed of schists and quartzites, with apparently a total thickness of about 25,000 feet. This is believed to correspond to the Adams Lake schists on the west, and to the Castle Mountain group, with a portion of the upper part of the Bow River group in the Rocky Mountains, and very probably includes beds ranging in age from the Lower Cambrian to the Cambro-Silurian. Still newer strata appear to be represented on the eastern flanks of the Selkirk Range, probably representing the Graptolitic shales and Halysites beds of the Rocky Mountain section. The partial correlation of the beds of the Rocky Mountains proper with those of the Interior Plateau which this section enables us to reach, is a point of some importance, but the Selkirk and Columbian ranges require to be studied in greater detail before the rocks of the different parts of the Cordillera in British Columbia can be satisfactorily compared.”

Mr. McConnell left Ottawa on the 2nd of May to continue the exploration of the Athabasca petroleum region, commenced in 1889. (See pp. 10 to 12 of the Summary Report for 1889.) On this season's work he reports as follows:—

“On the 19th of May I left Athabasca Landing, 90 miles north of Edmonton, with one canoe and two men. It was considered advisable to utilize the early part of the season in examining as many of the tributary streams as possible, as after July most of these become unnavigable, therefore little work was attempted in descending the river. Records of a number of interesting sections were, however, obtained at various points.

“We reached Fort Chipewyan, on Lake Athabasca, on the 3rd of June, and on the 15th left for the Birch Mountains. We ascended the Quatre Fourche Fork of Peace River, crossed Lake Mammawee and then by utilizing a number of old river channels and making a few short portages reached Lake Claire. This lake, together with Lake Mammawee and a large number of smaller water basins, occupy the delta-plain which stretches from the west end of Lake Athabasca far up the Athabasca and the Peace. They represent portions of Lake Athabasca separated from the main basin by accumulations of stream detritus. They are everywhere very shallow, and at ordinary stages of the water seldom exceed nine feet in depth even in their deepest parts. In seasons of exceptionally high water the low marshy plain separating them from the main lake and from each other is flooded, and they become united into one broad sheet of water. Lake Claire is the largest of the group, and has a width of from ten to fifteen miles and a length of from twenty-five to thirty miles. The northern part has not yet been surveyed. The shore line is irregular and is broken by a succession of long points and deep bays. At Pointe de Roche on the west side of the lake a greyish, granular limestone is exposed which holds *Atrypa reticularis* and is probably a continuation of the same Devonian limestone which is found along the Athabasca. This was the only exposure of the older rocks noticed on the part of the lake examined.

“The two principal streams flowing into Lake Claire are Cut-bank River and Birch River, both of which head in the Birch Mountains, the former draining the eastern and the latter the western slopes of the range. I ascended both these streams for some distance. Cut-bank River was followed for about thirty miles by the course of the stream, but probably not more than fifteen miles in a straight line, and then leaving the main stream I followed a tributary which led through a deep valley directly into the Birch Mountain plateau. In the lower part of Cut-bank River Devonian limestones cross the valley at several points and form small rapids, but in the upper part only recent sands and clays are seen.

“The Birch Mountains were examined for the first time during the present season's exploration. They consist of an elevated plateau, running in a north-and-south direction, or nearly parallel to the course of the Athabasca, from which they are separated by a flat fifteen to twenty miles wide. The plateau is from fifteen to thirty miles wide. The surface is undulating and is broken by numerous lakes, most of which drain eastward into the Athabasca. Around the northern end the slopes are steep, and the highest points rise to an elevation of about 1,200 feet above Lake

Claire, or about 2,000 feet above the sea. Farther to the south the slopes become less abrupt and the relative elevation above the bordering plains is also somewhat less.

“Genetically the Birch Mountains are simply a denudation plateau and consist of almost horizontal Cretaceous strata. A band of yellowish and greyish sands and soft sandstones outcrops at various points around the northern end of the hills. These beds are destitute of fossils, but were referred on stratigraphical grounds to the horizon of the Niobrara. They contain small coaly seams, and some of the beds are blackened with bituminous matter, and resemble in this respect the Dakota tar-bearing sands found along the Athabasca. The sands exposed here have a thickness of 200 feet, but the base was not seen. They are overlain by 150 feet of dark Pierre shales. The beds underlying the Niobrara and forming the base of the mountains were concealed at the point examined.

“Birch River and one of its tributaries, Swift-current Creek, were explored for some distance, but offered little geological information, as they have not cut through the alluvial mantle which covers in this region the older rocks.

“After returning from Birch River I coasted along the southern shore of Lake Athabasca as far as Point William, where I was stopped by the ice (June 25.) This shore as a rule is low, and is bordered for long distances by low bluffs of stratified sands and clays. At Pointe de Roche, and at a couple of other places, the basement rocks come to the surface and were found to consist of a granular siliceous sandstone which, from its general character and position, may be referred to the Cambrian, and probably belongs to one of the lower divisions of this system. For reference it may be called the “Athabasca sandstone.” No fossils were found in it, nor was its contact with the overlying or underlying rocks observed. This sandstone is usually coarsely granular in texture, but occasionally passes into a fine-grained conglomerate. Its colour varies from white to dull red. Its bedding planes have been obliterated, but its general horizontal attitude is betrayed by the textural differences. It is cut by two systems of jointage planes, and in weathering breaks up into huge blocks, some of which contain several hundred cubic yards of material. Numerous fragments, some of large size, of a mottled rather fine grained sandstone, somewhat similar in appearance to that occurring at Sault Ste. Marie were noticed strewn along the beach, but were not found *in situ*. The Athabasca sandstone apparently extends all along the southern shore of Lake Athabasca, as specimens brought by Mr. Cochrane in 1882, from the east end of the lake cannot be distinguished in appearance from those collected at Pointe de Roche and neighbouring localities. Its extension southwards cannot be as yet even approximately determined. On the north, its junction with the Archaean is concealed beneath the waters of Lake Athabasca.

“After leaving the lake, I ascended the Athabasca River, and on the way up examined portions of Muskeg River, Lower Steep-bank River, of Dr. Bell’s map of Jackfish River, Steep-bank River, Red River and the North Pembina. A second trip was also made into the Birch Mountains, with Moose Lake situated on the summit of the range for its objective point. At the lake I was fortunate enough to obtain a couple of small birch-bark canoes, and on the return journey, Moose River, the outlet of Moose Lake, was followed in its headlong career down the mountain side and across the bordering plain to near its junction with the Athabasca. This river has a fall of 1,200 feet in about thirty miles, and in its course cuts through all the Cretaceous strata from the Pierre shales down to Dakota sands.

“The valley of the Athabasca for a hundred miles above Lake Athabasca shows only alluvial sands, and the boulder-clays associated with stratified sands and gravels. Beds of rolled tar-sand pebbles occur in the latter in a number of places. A coarse gravel bed which immediately underlies the surface, and overlies the boulder-clay was found to be completely saturated with soft tar. Ten miles below Calumet River the Devonian limestone rises to the surface of the valley from beneath the glacial beds and almost immediately afterwards is overlaid by the tar-bearing sands of the Cretaceous. From this point the Devonian limestones undulating at low angles, and accompanied by the tar-sands, are exposed at frequent intervals as far as Crooked

Rapid, a distance of about eighty miles. At Crooked Rapid they become affected by a slight south-westerly dip and sink below the surface of the valley, and eight miles farther on, at Boiler Rapid, the tar-sands also disappear, and are replaced by higher divisions of the Cretaceous.

“The tar-sands mentioned above belong to the Dakota formation and constitute in this region the basal member of the Cretaceous System. They rest uncomformably on the Devonian limestones. Lithologically they may be described as soft sandstone, the cementing material of which is a bitumen or inspissated petroleum derived from the underlying limestones. The sands are siliceous and usually rather fine-grained, but also grade occasionally into a coherent grit. The eastern boundary of the tar-sands was not precisely defined, but their outcrop was estimated to have a minimum distribution of fully 1,000 square miles. In thickness they vary from 150 to 225 feet. The tar is unequally distributed through the sands, in some places merely staining the grains, but in most of the sections examined it is present in sufficient quantity to render the whole mass more or less plastic. An analysis by Mr. Hoffmann of a specimen collected some years ago by Dr. Bell gave by weight:—

Bitumen.....	12.42
Water (mechanically mixed).....	5.85
Siliceous sands.....	81.73

A cubic foot of the bituminous sand rock weighs, according to Mr. Hoffmann 117.5 lbs. This figure multiplied by the percentage of bitumen, 12.42, gives 14.59 lbs. as the amount of bitumen present in a cubic foot, or $\frac{14.59}{63.5} = 22.9$ per cent, in bulk. At the minimum thickness of 150 feet, and assuming the distribution as given above at 1000 square miles, the bituminous sand rock in sight amounts to 28.40 cubic miles. Of this mass, if the preceding analysis is taken as an average, although this is probably rather high, 22.9 per cent. in bulk or 6.50 cubic miles is bitumen. This calculation can, of course, only be regarded as an approximation, but will serve to give some idea of the enormous outpouring of bituminous substances which has taken place in this region. The amount of petroleum which must have issued from the underlying limestones required to produce 6.50 cubic miles of bitumen cannot be estimated, as the conditions of oxidation and the original composition of the oil are unknown. It must, however, have been much greater than the amount of bitumen.

“A few miles west of the Athabasca the sand rock, still saturated with tar, passes below the higher divisions of the Cretaceous, and its extension in this direction can only be ascertained by boring. It was not recognized on Peace River nor on the lower part of Red River, and must disappear somewhere in the intervening region.

“In ascending the Athabasca the tar-sands, after an exposure of over twenty miles, pass below the surface at Boiler Rapid and are not seen again. Above this the upper divisions of the Cretaceous, influenced by a light south-westerly dip, and also by the grade of the stream descend gradually in the banks of the valley and disappear in succession. The Cretaceous section is as follows in descending order:—

		Feet.	
Cretaceous.	{	Pierre shales.....	700
		Niobrara sand and sandstone.....	35
		Niobrara shales.....	90
		Niobrara sand and sandstone.....	300
		Benton shales.....	275
		Dakota tar-sands.....	175
		1,575	
	Devonian limestone.....		

“The commercial value of the tar-sands themselves, as exposed at the surface, is at present uncertain. But the abundance of the material and the high percentage of bitumen which it contains makes it probable that it might, in the future, be profi-

tably utilized for various purposes. It proves a flow of petroleum to the surface unequalled elsewhere in the world, but its more volatile constituents have long since disappeared, and the rocks from which it issued are probably exhausted. In their extension under cover, however, the case is different, and it is here that oils of economic value must be sought. Above Boiler Rapid the tar-sands are overlaid by a cover of shales, sufficient to prevent the oil from rising to the surface, and as we ascend the river this cover gradually thickens. The geological attitude of the cover is not the most favourable, as the beds dip away from the outcrop at the rate of about six feet to the mile, and it is possible that part or even the whole of the oil may have flowed northwards and eastwards through the Dakota sands and escaped where these come to the surface. It is unlikely, however, that all the oil has escaped in this manner, as small anticlinals in the covering beds are almost certain to exist, and a differential hardening of the sands themselves may serve to enclose reservoirs or pools of large capacity. It is also possible that the sands at their outcrop, may, by the deposition of tarry substances, be plugged tightly enough to prevent further egress.

"Favourable indications of the presence of oil are afforded by the existence of several natural gas springs in the valley of the Athabasca above Boiler Rapid. One of these occurs at the mouth of Little Buffalo River and is twenty miles distant in a straight line from the outcrop of the tar-sands. The gas here forces its way from the sands up through a covering of 250 feet of Benton shales and issues from the surface in numerous small jets distributed over an area fifty feet or more in diameter. Some of the jets when lighted burn steadily until extinguished by heavy rains or strong wind, and afford sufficient heat to cook a camp meal. A second spring was noticed thirteen miles below the mouth of Pelican River, or forty miles in a straight line from the outcrop of the tar-sands at Boiler Rapid. The volume of gas escaping here is less than at the mouth of Little Buffalo River, and in order to reach the surface it is obliged to penetrate 570 feet of shales and sand. Escaping jets of gas were also noticed at several points further up the river, but these were mostly small and may possibly be due to decaying vegetable matter.

"The question of the continuity of the tar-sands, and their petroliferous character under cover, can only be settled in a decided manner by boring, and it is highly desirable that drilling operations should be undertaken for this purpose. The indications seem amply sufficient to warrant the small expenditure involved, and the advantages which would accrue from a successful issue of the search to this portion of the North-west are almost incalculable. The southern limit of the field cannot, without present knowledge or without boring, be defined; it may possibly extend to the Saskatchewan or beyond, as even as far as Manitoba the rocks are more or less petroliferous.

"Two bore holes, one at the mouth of Lac la Biche River, and the other at the mouth of the Pelican, would add largely to our knowledge of the underground geology of this region, and would either settle positively the question as to the presence or absence of petroleum in paying quantities, or at least afford valuable data for future action. At the mouth of the Pelican River, a bore hole, in order to reach the tar-sands, would require to be sunk 700 feet, and at the mouth of Lac la Biche River about 1,200 feet. The former locality is 50 miles distant in a straight line from the outcrop of tar-sand at Boiler Rapid. The latter is 106 miles distant from the same point, and is only 110 miles from Edmonton."

Mr. J. B. Tyrrell spent the winter examining the large collection of rocks and fossils gathered in North-western Manitoba during the previous summer, and preparing for the publication of a report on that district.

A specimen of phosphatic shale collected by him from the Niobrara formation on Wilson River, on the Lake Dauphin Plain in Manitoba, was given for analysis to Mr. Hoffmann, who reports that it contains 17.27 per cent. of phosphoric acid, equivalent to 37.7 per cent. of tribasic phosphate of lime. A very small out-cropping of this shale, which is largely composed of fragments of fish remains, was seen in the

bank of the river, but if the bed proves to be an extensive one, it will furnish a very valuable source of supply of phosphate of lime for the benefit of Manitoba and the country further west, being very similar in character to the coprolite beds of England and France.

During the past summer Mr. J. B. Tyrrell, assisted by Mr. D. B. Dowling, continued the geological survey of the northern portion of the province of Manitoba. Mr. Tyrrell reports as follows:—

“Leaving Ottawa on the 2nd of June I proceeded to Winnipeg where preliminary arrangements were made for obtaining money and supplies for the year. From Winnipeg I instructed Mr. Dowling to proceed to Minnedosa *via* the Manitoba and North Western railway, and there obtain horses and men and drive north on the Lake Dauphin trail to the crossing of Ochre River in order to complete the geology and topography of the south-eastern corner of the map of North-western Manitoba, shortly to be published. On his return from Minnedosa he was instructed to start from Selkirk with a boat and two men, and survey with compass and micrometer or floating boat log the many islands in the northern and western portions of the lake, to note their character, mark any rock exposures, and collect fossils whenever they were to be found.

“This partition of the party was considered advisable as a larger amount of work could thus be performed during the present season, and a reliable map obtained with which to carry on the geological exploration of Lake Winnipeg during the coming summer.

“At the same time I proceeded by rail to Russell where I had the good fortune to find Mr. Donald Sinclair, who has formed one of my party since 1887. From Russell we drove northward to Fort Pelly at the elbow of the Assiniboine river, from which point I purposed descending the river to Portage la Prairie.

“On the 15th of June, accompanied by one man, I started down this stream in a little canvas canoe. The river is very narrow and tortuous, winding to and fro in a shallow secondary valley in the bottom of a basin-like trough west of the northern portion of the Duck Mountain. Proceeding a short distance, low banks of dark grey clay belonging to the Millwood sub-division of the Pierre shales begin to put in an appearance in little scarps on the outer banks of the river. Near the first of these lies a large boulder consisting of a spherical nodule of Dakota sandstone quite similar to the large nodules which form a conspicuous feature on Kettle Hill at the south end of Swan Lake. If this nodule has been carried by the Laurentide glacier from Kettle Hill, its occurrence here would determine the direction of flow of the ice for this locality at one time in the glacial period as S. 55° W. or directly up the wide valley of the Swan River, rising in the seventy-three miles travelled more than four hundred feet. In the same vicinity many rounded or lenticular nodules of calcareous ironstone are to be seen sliding down the face of the bank.

“Proceeding down the river the channel was found to be very tortuous, winding through the alluvial bottom land. The valley gradually becomes more sharply defined till, just below the mouth of Little Boggy Creek, its banks rise abruptly on either hand to a height of more than two hundred feet. At some of its bends the river impinges on the outer bank of the valley, and either cuts a cliff of dark grey Millwood shale, holding occasional nodules of ironstone, or grey jointed till from which striated boulders of gneiss and limestone are falling. At the base of these cliffs the accumulation of boulders gives rise to miniature rapids which break the usual quiet flow of the stream. It is a circumstance very worthy of remark that the river does not appear to carry boulders any considerable distance down its channel, as they are found for only but a very little way below the cliff from which they are falling.

“The sides of the valley are everywhere seen to be composed of Millwood shale, till, or alluvial deposits all the way down to the mouth of Bird Tail Creek. In this distance the banks are in places beautifully terraced, the terraces rising as regular grass-covered steps, one above another. They are well shown at the village of Shellmouth, which has a most charming situation on the open sandy terraces that

rise from the east bank of the Assiniboine River till they abut against the side of the main valley.

"Near Fort Ellice the banks of the river in some places are composed of boulders beaten down to an even slope by the ice, showing excellent examples of boulder pavements formed by river ice. Their surfaces were, however, neither worn nor scratched like the glaciated pebbles seen in the till.

"Shortly below the mouth of Bird Tail Creek pebbles of Pierre shale, Odanah series begin to appear in the till.

"A few miles above the mouth of Arrow river, the top of the bank of the valley is found for the first time to be composed of the light green grey hard fissile shales of the Odanah series. These shales form a prominent feature as far east as Oak Lake, often giving rise to bare rounded buttes on the sides of the valley, reminding one strongly of the bad lands of many of the arid regions of the west.

"At the Sioux Indian Reserve the valley becomes wider and more open, and at a point north of Alexander a gravel plain indicates the position of the ancient mouth of the Little Saskatchewan.

"From this gravel plain to near the mouth of Cypress Creek no Cretaceous rock is seen in place, but the banks are composed of till or alluvial deposits, while the channel is occasionally blocked by an accumulation of boulders.

"At the mouth of Cypress Creek a dark grey shale outcrops in low exposures near the edge of the water, possibly representing the bottom beds of the Millwood series of the Pierre. A short distance further down the river fragmental limestone and marl, typical of the Niobrara formation, gradually rise above the water to a height of 15 feet. This rock is directly overlain by till and at the lowest exposure in S. 23, T. 9, R. 10 W., where the marlite rises highest above the water, its surface is beautifully and evenly striated, the striae bearing S. 38° E. As the valley is here 120 feet deep it is possible that these striae do not give the exact direction of flow of the ancient glacier, but they would indicate that it had an easterly rather than a westerly trend. From the lowest outcrops of the Niobrara marlite to Portage la Prairie, no cliffs of rock are seen on the river, but its bed appears to be composed of the dark grey shale of the Benton formation which usually weathers with a very lightly sloping surface.

"We arrived at Portage la Prairie on the fifteenth of July, having spent precisely a month on our journey down the river from Fort Pelly.

"I proceeded at once to Winnipeg and found that Mr. Dowling had completed the survey of the small area on the face of the Riding Mountain, south of Lake Dauphin, and had gone at once to Selkirk.

"On the 17th of July I went from Winnipeg to Morden, and there, through the kindness of Mr. Dunsford and other gentlemen, obtained the log of the well that had been drilled by the village for the purpose of obtaining a large and permanent supply of fresh water. A few specimens had been kept typical of the various strata passed through by the drill, and these were kindly handed over to me and are at present under investigation. A hurried examination made on the spot showed that the well had been begun in the Pierre shales, had passed through the Niobrara, Benton, and Dakota formations, and had penetrated a considerable distance into Palaeozoic shales and limestones. A large flow of salt water had been obtained in the Dakota sandstone. The record of the Rosenfeld well shows that fresh water is not to be hoped for from the Palaeozoic strata so that I was obliged to advise the people of Morden that there was no probability of obtaining fresh water by sinking the well to a greater depth. The work of boring was therefore discontinued, having been carried to a depth of 600 ft.

"It is quite probable, however, that the village can readily obtain a large supply of water from the gravel bed that stretches eastward from the mouth of Horse Creek.

"The next day I returned to Winnipeg and thence went on to West Selkirk where I found that the boat built under my instructions by Wm. Watts & Co., of Collingwood, for coasting work, had already arrived. I was also met by Mr. L. M. Lambe, the artist of the Palaeontological branch of the Geological Survey, who had come from Ottawa to join my party to assist in collecting fossils from the Cambro-Silurian rocks on the shores and islands of Lake Winnipeg.

"James Collins, who had already spent eight years on Lake Winnipeg, was hired as sailor, and supplies and any goods necessary to complete the outfit were obtained from Messrs. Robinson & Co.

"On the evening of the 22nd of July, we embarked on the steam barge *Red River*, bound for the Grand Rapids at the mouth of the Saskatchewan. On the way we left Mr. Lambe at Dog's Head to join Mr. Dowling.

"Shortly before noon on the 25th of July we arrived at the fish-packing station at Grand Rapids, and from there we took our goods and supplies in the small sail-boat up to the Hudson Bay Company's warehouse at the lower end of the tramway, a mile further up the river. That evening Abraham Scott, an Indian, who was thoroughly acquainted with the river as far up as Cedar Lake, was added to the party.

"The next morning we loaded the boat, with all necessary supplies for two weeks, on a flat car; to this car a horse was hitched and we rode to the other end of the tramway at the landing above the Grand Rapids. At this place we launched the boat and ascended the Saskatchewan River with oars, poles or tow line to Cedar Lake. A survey was made with compass and floating boat log of the south shore of Cedar Lake, and the river examined up to the Hudson Bay Company's Post at Chemahawin. Here an Indian showed me a piece of amber, and stated that he had found it in the vicinity. The next day I had the pleasure of meeting Mr. King, of the Hudson Bay Company, who kindly accompanied me to the place where the amber was found, on the west shore of Cedar Lake, near the mouth of the Saskatchewan river.

"It occurs mixed with sand and many fragments of partly decayed wood, on a low beach behind a gradually shelving shore and along the face of a deep, wet spruce swamp. The pieces were for the most part smaller than a pea, but could be readily seen glittering among the sand and vegetable débris. Some pieces were found as large as a robin's egg, and Mr. King informed me that he had collected pieces very much larger. It has evidently been washed up on the shore by the waves, but its exact age has not yet been positively determined.

"The first place at which it was seen was in a small bay behind a limestone point projecting towards the north, but the most extensive deposit is more than a mile south of this point, where a rounded beach stretches across the margin of a low swamp. This beach is about a mile in length, and from eighty to one hundred and twenty feet in breadth. The amber is found most plentifully along its ridge, where it constitutes between five and ten per cent. by volume of the sand and vegetable débris, and holes dug to a depth of two feet show no diminution in its quantity. Towards the edge of the lake, however, the sand is freer, both from fragments of wood and amber.

"It is difficult to make an accurate estimate of the quantity of amber on this mile of beach, but it may confidently be said to be found throughout the distance in a band thirty feet wide, with a minimum depth of two feet. This band has thus a total bulk of 316,800 cubic feet. A number of specimens collected from various parts of it showed an average of a little over ten per cent. of amber, which, in natural fragments, weighed forty-six pounds to the cubic foot. The amount of amber on this strip of beach would, therefore, be about 31,680 cubic feet, or 1,457,280 pounds. At a minimum value of twenty-five cents a pound, this would represent a total of \$364,320. This estimate refers nearly to the material that is now washed up on the ridge of the beach, without considering the source from which it is originally derived.

"Returning down the river, the rocky islands at the western end of Cedar Lake, and the islands and the shore of the east end of the same lake were surveyed. Instead of again taking advantage of the tramway we ran our boat through the Grand Rapids, and for a few short moments enjoyed the exhilaration of being tossed about on the surging waters of the grandest part of one of the grandest rivers in the Canadian North-west. There is some error in the computation of the fall of this rapid made by Mr. John Fleming, when acting as Professor Hind's assistant. The fall is given by him at 43½ feet, whereas the actual fall from top to bottom of the rapid is in the vicinity of 100 feet.

"The rock outcropping on Cedar Lake was found to be the same as that on the north-east shore of Lake Winnipegosis. It was, however, here found to contain a much larger number of fossils, which clearly determine its age as about that of the Niagara formation of Iowa and Wisconsin. The rock through which the river has cut its gorge at the Grand Rapids also belongs to the same formation.

"On the tramway between the upper and lower ends of the rapids several well defined gravel ridges are crossed at altitudes from 100 to 120 feet above Lake Winnipeg. These probably represent the shore lines of Lake Agassiz when it stood at the Stonewall Stage described by Mr. Upham in Part E. Ann. Rep. Geol. Survey, Vol. IV., 1888-89.

"Leaving the mouth of the Saskatchewan we coasted northward down the shore of Lake Winnipeg to its extreme north-west angle in Limestone Bay. Wherever rock outcrops were observed they were found to be Cambro-Silurian limestones of about the age of the Trenton or Utica formations.

"Limestone Bay is cut off from the rest of the lake by a narrow spit of sand twelve miles in length projecting towards the south-west. From the base of this spit an even unbroken sand beach stretches eastward to near Mossy Point, while behind the beach is an almost vertical cliff, rising in some places to a height of forty feet, composed at the bottom of a stiff blue alluvial clay, and at the top of a mossy peat. Rounding Mossy Point we descended Nelson River through Playgreen Lake to Norway House, and on our return made a log survey through Little Playgreen Lake, by a channel not previously mapped, into Playgreen Lake and thence by Warren's Landing to Lake Winnipeg. Nelson river at the discharge of this lake flows over a bed of Laurentian gneiss which it has not worn sufficiently even to obliterate the well defined glacial striae that may be seen on almost any of the rocks along its shore. It is, however, enlarging and deepening its channel by cutting away the alluvial point lying to the west of it, on which the store house of the Hudson's Bay Company is at present situated. This point, which stretches as a long narrow arm between Winnipeg and Playgreen Lakes is also being rapidly worn away by the waves of both these lakes, and the time is not very remote when the site of the present narrow arm of alluvial clay and peat will be at the bottom of the united lakes.

"A deposit of clay similar to that on Mossy Point extends all along the east shore of Lake Winnipeg, and the waves washing against the soft cliffs become charged with the mud from which the lake derives its name.

"This clay is also of great economic interest, for instead of the east shore of the lake being an uninhabitable rocky wilderness, as is generally supposed, it is largely covered with a rich blue alluvial soil, and the area of rock surface is relatively small. Much of this land is covered with forests of poplar and spruce, while on account of the retentive impervious nature of the clay soil much of it is also boggy and wet, but when it is cleared and drained it will form rich agricultural land. At Bad Throat River, Mr. Wood, the local Inspector of Fisheries, had cleared a beautiful farm out of the midst of the poplar forest, and he informs me that he grows successfully all the crops ordinarily raised in Ontario. Mr. McKay, the Indian Agent at Berens River, has also a clearing situated on the south side of the river in the midst of what was a dense forest of small spruce. He has under cultivation a nice garden, and this year the potatoes were not cut down by frost till the middle of September.

"On the evening of the 1st of September, we pitched our tents near Warren's Landing, beside that of the Mounted Police lake-patrol, under my old college friend, Mr. H. E. Morphy. He was travelling in an excellent yacht built by Matthew Watts, of West Selkirk, who was employed on it at the time in the capacity of skipper.

"On the following morning we rowed to the east shore of the lake and travelled along it without interruption until Wednesday evening, when we camped in the mouth of a small creek south of Spider Island Point. The same evening we saw the police yacht sail into the harbor of Spider Islands. On Thursday a heavy storm set in from the north-west and we were unable to move from the mouth of the little creek till about sunset, when taking advantage of a lull in the tempest we sailed across to Spider Islands and again camped beside the police detachment. On Friday

the gale continued with redoubled fury, and the day was spent in closely examining the small island of gneiss on which we were forced to remain, and photographs were taken of the camp and of the surrounding rocks. About sunset the wind fell and we at once furled our tents and ran to the mouth of Little Black river, three miles distant, where we remained for the night.

"On Saturday morning the weather was beautifully clear with a light air blowing from the north-west, and as I walked along the sandy beach I saw the ill-fated police yacht sail out from Spider Islands and disappear in the distance towards the south-west. That afternoon a very heavy storm of rain and north-west wind set in and continued throughout the night, and before morning the police yacht had struck on a reef off Pigeon Point and gone over on her side. The two policemen were drowned, but Mathew Watts, the skipper, lashed himself to the side of the boat and, twelve days later, was taken off by some passing Indians.

"Sunday was still dark and rainy, with a high wind from the north-west, but on Monday, the 8th of September, we continued southward along the shore, and on Friday, the 12th reached Berens river where we camped beside the Hudson Bay Co.'s trading post. For most of the distance from Nelson River I had travelled on foot along the beach, while the boat followed as near the shore as the many reefs would allow. The rock was everywhere found to be Laurentian gneiss without any constant dip or strike. It was also found to be strongly glaciated, and in several places two sets of striæ could be clearly recognised. It was generally covered by the soft blue imperfectly stratified alluvial clay mentioned above.

"At Berens River inclement weather detained us for several days, and during this time we were indebted to Mr. Angus McKay, Indian Agent, for continued hospitality. On Tuesday evening, the 16th of September, Rev. Mr. Butler, the Methodist Missionary, informed me that a skiff had been found by an Indian on the shore, but it was not till the following evening that we ascertained that this was the tender of the police yacht, and that a boot and last had also been found on which was written the name of one of the unfortunate policemen.

"The next morning, the 18th of September, we started before daybreak, and ran out to Pigeon Point, followed by Mr. Angus McKay, and examined the shore closely from Pigeon Point southward to the mouth of Catfish River, but a heavy gale striking us, we were unable to take our boats more than four miles south of Pigeon Point. About three miles south of this point the first wreckage was found, and from this place southward for three-quarters of a mile to a prominent point, which might be called Police Point, light wreckage such as pine boxes, &c., was scattered on the beach, much of it several feet above the level of the water. On the south side of Police Point, no wreckage was found, but from the bottom of the next bay to Catfish Point, heavier pieces of wood such as oars, &c., were discovered, often half buried in the sand, having evidently been thrown on the beach by a heavy north-west wind.

"The next day was beautifully calm, and Mr. McKay proceeded along the shore in his canoe to Flower Point, while we examined the reefs and islands between Swampy Island and the main land. We also left a letter with Mr. Plunkett at the lighthouse, near Swampy Island, to be forwarded as soon as possible to Hon. John Schultz, Lieut.-Governor of Manitoba, informing him of the probable wreck of the police yacht "Keewatin." No trace of a wreck was to be seen on any of the reefs or islands, but Mr. McKay found further signs of wreck on the shore, but up to that time we had not found the boat itself.

"Friday night was spent at Flathead Point, and on Saturday a heavy wind blew from the south, so that we were unable to proceed. On that evening, however, several Indians arrived from the south, and informed us that they had found a large sail boat, with an old man lashed to its side, lying on the beach between Flower and Rabbit Points; that the old man had been taken care of, and brought to a house on Rabbit Point, and that the boat had been righted and taken into a harbour. Also that the old man, Matthew Watts, had told him that his two companions had fallen off the side of the boat several days before.

"Nothing further could be done, therefore, for the ill-fated policemen, and as the stormy weather presented every appearance of continuing for some time, I decided to leave the great northern expansion of the lake, and to run at once to Dog's Head, and work southward in the less open water south of the narrows.

"From the point east of Dog's Head the east shore was closely followed most of the way on foot, to the mouth of the southern Black River, and at the same time Black Island and many of the adjoining smaller islands were also examined. This proved to be much the most interesting part of the lake, as the shore from Dog's Head to Loon Strait was found to consist of altered gneisses and quartzites with a regular and long continued strike down the shore, having quite a distinct field appearance from the Laurentian gneiss further north. These rocks continue along the shore for a short distance south of Loon Strait and are then gradually replaced or overlain by green quartz porphyries possibly of the Keewatin series. In a group of islands lying off Delay Point and north-east from Big Grindstone Point this quartz porphyry is well seen in the eastern members of the group, while the most south-westerly island is conspicuously high and wooded and was found to be composed of massive green soft serpentinous rock, through which are running many veins of magnetic iron ore.

"Black Island was found to be composed of dark green schistose or massive chloritic rock which in the bottom of Hole Bay was found to present a sharp line of contact with the quartz porphyries. Overlying these schists is a considerable thickness of soft Palæozoic sandstones, apparently of the age of the Chazy ('St. Peter's Sandstone') of Minnesota, which at the south-west end of the island are found to run up conformably into the Trenton limestone.

"This sandstone evidently extends northward as the basal formation of the Palæozoic and the basin of Lake Winnipeg has been largely eroded out of its soft and easily disintegrated beds.

"From Black Island the supposed Keewatin rocks were followed round the bottom of Hole Bay, to near the mouth of Bad Throat River, where they suddenly end, and the shore is found to be composed of dark grey micaceous schists and light reddish grey granites, which are thence found to continue at least as far south as Black River.

"From Black River we crossed to the south of Red River and reached Selkirk just as the first heavy snow storm of the season set in. Here I learned that Mr. Dowling had arrived in from the lake a few days earlier. The following is his account of the work done by him during the summer:—

"I left Winnipeg on the 10th of June, and proceeded to Minnedosa, stopping at Westbourne to ship the large boat and camp outfit, stored here last year, to Selkirk. At Minnedosa a team was hired, and we proceeded northward on the trail known as the "Dauphin Road." For twenty miles we passed through a well settled country, and the road was well beaten, but from Scandinavia north it runs through bush, following a meridian township line in to the settlement at Lake Dauphin. From Minnedosa, 1,670 feet above sea level, the mountain rises gradually to 2,300 feet above sea, the trail then descending the northern slope into the valley of the Ochre River, 1,000 feet below. The top of the mountain is covered by a series of morainic hills, and the trail following a meridian line is forced over hills that otherwise might have been avoided.

"Having completed our observations in this district, I returned to Minnedosa and thence to Selkirk, where supplies and men were obtained for the summer work on the islands of Lake Winnipeg.

"Leaving Selkirk on the 28th of June, we proceeded north to Punk Island, where our work commenced. This island and Deer Island were traversed along their shores, the measurements being made with a patent floating log, and the position of the islands fixed by bearings taken from known points on the main shore.

"North of Dog Head, in Fisher Bay, are several large islands, which were surveyed, and the rock exposures examined, and a collection of fossils made.

"On the 25th of July, Mr. Lambe, of the Palæontological branch, joined our party for a month, and aided materially in making our collection of fossils more comprehensive.

‘Berens Island and the bars and islands south of it were all traversed, and the month of September was spent among the islands on the west side of the lake between the mouth of the Little Saskatchewan and Long Point. Reindeer Island, which has not been shown on any map, was found to be twenty miles long and five miles wide.

‘Soundings were taken whenever practicable and noted, more particularly in the shoaler parts.

‘Observations for latitude were taken at the following places: Cat Head, mouth of Little Saskatchewan, north end of Reindeer Island, south-east side of Reindeer Island, Fishing Station, Berens Island, and at Berens River Post. Owing to the delay occasioned by the many storms during the season, the northern part of the lake was not visited, and we returned to Selkirk on the 8th of October.’

‘At Selkirk the goods and smaller boat were stored in the warehouse of the North-west Navigation Company, and the larger boat was left in charge of Messrs. Wright and Howell, and on the 16th of October we left for the east.

‘During the season eighty-three photographs were taken of points of especial geological and economical interest.’

Cost of season's exploration, \$1,976.59.

Mr. McInnes left Ottawa on the 5th of June for the purpose of continuing the work previously carried on by Dr. A. C. Lawson in the districts of Rainy Lake and Thunder Bay. He was joined at Toronto by Mr. Smith, with his assistant, Mr. Lawson, and by Mr. Thos. Wiggins, of Napanee, who was appointed assistant for the season's field work.

A summary of Mr. Smith's work is appended.

Mr. McInnes reports as follows:—

‘The party arrived at Port Arthur on the 9th of June. Some difficulty was experienced there in obtaining canoemen, who were in great demand on account of the activity of prospecting and surveying work in the district. Very good men were, however, eventually obtained from Rat Portage, through the kindness of Mr. Alex. Matheson, of the Hudson Bay Co., and were sent to Wabigoon Tank, on the Canadian Pacific railway, whence a start was made, on the 17th of June, southward on the Manitou route. This route follows a chain of lakes and waterways to Manitou Lake, and, still southerly, through this long, narrow lake to Rainy Lake. The valley occupied by this chain of lakes lies altogether in Huronian (Keewatin) strata. The long, narrow shapes assumed by the lakes being determined by the trend of the schists whose strike is followed in a remarkable way by the contours of the lakes. This feature which Dr. Lawson speaks of (p. 17, Part F, An. Rep. Geol. Survey, Vol. III) is a very striking one, and characterizes not alone this route but all the great water routes of the region. It seems to be due to the greater readiness with which the calcareous beds of the Huronian give way under denuding agencies. The valleys on these routes, generally narrow, are often of great depth; narrow lakes, less than one mile in width, will frequently show a depth of more than 200 feet. Some of those belonging to a chain running north from the Seine River were found by Mr. Smith to be very remarkable in this respect, and soundings in Dog Lake gave a very uniform depth of from 180 to 220 feet.

‘Rainy Lake was followed southerly to its south-westerly corner at Fort Francis, and thence easterly to the mouth of Seine River. This traverse led through the centre of the Rainy Lake sheet already published, and afforded an opportunity of proving the immense advantage to one travelling through the district of so carefully compiled a map as the one here referred to.

‘From Rainy Lake the Seine River was followed upwards to Lac des Mille Lacs. From this lake the Kaministiquia River was reached by way of Lakes Kashabowie Shebandowan and the Matawin River.

‘The Kaministiquia River was followed to Port Arthur and the remainder of the season devoted to an examination of the Dog Lake region and to a micrometer survey

of Greenwater Lake—a large lake hitherto unsurveyed, which lies south of Shebandowan and which flows into that lake.

“In general character the region is a rolling country of low hills, generally well rounded and glaciated, and often with a surface almost bare of soil. It is exceedingly well watered—a district of lakes and water-courses which afford ingress to it, and by means of which intercourse is carried on through it in every direction.

“The rocks of the region under consideration may be divided into the two great divisions of Laurentian and Huronian. The former, chiefly gneisses and granitoid gneisses, occur in detached areas and bands, which are surrounded on all sides by Huronian (Keewatin) rocks. Only in the south-western part of the Aticokan sheet were rocks noticed which seem referable to Lawson’s Couthiching series. Everywhere else the Huronian is represented by the so-called Keewatin series, consisting largely of trappean material, sometimes massive, but often with a schistosity developed by pressure. There is, however, in addition to the trappean beds mentioned, a considerable amount of clastic strata—of conglomerates, altered argillites and quartzites, generally calcareous. The quartzites, alternating with thin bands of limestone, are in places shattered, and re-cemented by calcite.

“Considerable activity was shown in prospecting in the district during the past summer, and the iron-bearing area of the Aticokan River is already largely taken up.

“The reports from many of the mines in the silver-bearing Animikie series to the south were very encouraging and the completion of the Port Arthur and Duluth railway through the silver districts will afford the outlet so long needed by these mines and will enable them to carry on their work to much greater advantage.

“Although the district as a whole cannot be called a good agricultural one, there are in it numerous areas of good land suitable for cultivation. Some good red pine was noticed at different points though for the most part it is scattered and poor. That seen around some of the lakes connected with the Seine River could be driven down that river to Rainy Lake and thence to Rat Portage.

“During the season about 400 miles of lakes and streams were surveyed by prismatic compass and boat-log and by estimated distances and 40 miles by micrometer telescope. In addition to the above traverses were made during the summer for the purpose of examining the region geologically, where no surveys were necessary.”

Mr. Smith left Ottawa for the field on the 3rd of June and was joined in Toronto by Mr. William Lawson, his assistant. On their arrival at Port Arthur, a few days were occupied in procuring supplies and equipment, and some delay was caused in securing suitable men.

The party with Mr. Smith left Savanne on the 14th of June, and the first seven weeks were occupied in making micrometer and compass surveys of a chain of lakes, which extends from Clearwater Lake, on the Seine River, to Little Wabigoon River; of the Eye River route, connecting the latter with Seine River; in a partial survey of a chain of lakes hitherto unknown, which extends from Clear Lake, on the Wabigoon route above mentioned, to the Big Turtle River; and in a partial survey of the upper lacustrine expansions of the Seine River.

The second trip, of three weeks’ duration, was occupied in making a micrometer and compass survey of the upper part of the Seine River from its junction with the Fire Steel River to the entrance of Partridge River; of the Brush Creek route to English River on the Canadian Pacific railway, and partially of the Partridge Lake route to Lac des Mille Lacs.

At Savanne four days were lost through bad weather and delay in securing men to replace those who had left, and on the 30th of August the party left Savanne, travelled down the Dawson route to Windigonstigwan Lake, thence through Crooked Pine Lake and down the Aticokan River, finishing surveys of some short routes running northward which afforded sections across the Keewatin belt of rocks here traversed; thence down the Seine River, completing the surveys of last season, to within eight

miles of Sturgeon Falls. Here the party was divided, Mr. Lawson returned up the Seine River, and completed all the unfinished topography on this route to the eastern boundary of the sheet, while Mr. Smith, with one man and a light canoe, passed by a winter route across the headwaters of the Little Turtle River and thus gained another section across the northern limit of the Seine River Band of Keewatin rocks; passing by this route into the chain of lakes explored in the earlier part of the season, he finished the surveys west to the Turtle River and east to Clearwater Lake. Thence he descended the Seine River to the next lake south, and then passed through a chain of small lakes running easterly to the old Indian Reserve No. 23 on the first expansion down the Seine River. He then proceeded to Savanne, *via* the Partridge Lake route, and arrived there on the 4th of October, the day after Mr. Lawson.

The band of Keewatin rocks shown on the "Rainy Lake sheet" as following up the Seine River, as far as the eastern limit of the map, has been traced all the way up the river in somewhat broader development as far as Steep Rock Lake. Here the band bifurcates the northern portion, strikes N.N.E. and skirts the N.W. side of Clearwater Lake, with a width of three miles. Thence it curves to the N.E. and E., crosses the Brush Creek route, with its southern boundary on First Lake and its northern boundary on Pyramid Lake, and is again seen at the first falls up the Fire Steel River, where its strike is a little south of east.

The other band, varying in width from four to seven miles, passes in a general easterly direction up the Aticokan River, encompasses Crooked Pine Lake, and the north-western and north-eastern arms of Elbow Lake, and it is again seen on Baril Bay of Lac des Milles Lacs. The iron ores of the Aticokan and Whiskey Jack rivers are found in this band, and iron ores have also been found below the bifurcation of the band on the Seine River. The "Star Island" gold location is in a spur from this band which outcrops on Partridge Lake.

Between the bands and to the northward the country is entirely occupied by Laurentian gneisses and granites.

The broad band of Couthiching mica schists so extensively developed on Rainy Lake, extends into the country shown on the south-western part of this sheet, but a few miles from its western boundary they are replaced by and interbanded with gneiss, which, as we proceed eastward, becomes the predominant rock, holding narrow bands of mica schists, which become less frequent further to the east. But this characteristic of the rocks is fairly constant throughout the whole of the gneissic area embraced in the southern portion of the Seine River sheet.

The work of the season was somewhat scattered and isolated, and an unusual amount of time was lost through wet weather.

The topography of the Seine River sheet has, however, now been completed, and all the accessible lakes in an area of about 1,600 square miles accurately outlined. About 300 miles of compass and micrometer lines, 250 miles of log and compass lines, and 50 miles of time traverses were run, serving as base lines for the compass triangulation of islands and intermediate points.

In addition careful notes were taken of all rock exposures, on the lake shores and on the rivers, from which the geographical distribution of the several bands can be accurately mapped.

Mr. McInnes returned to Ottawa on the 30th of September, and Mr. Smith on the 30th of October.

The cost of the season's work and pay of assistants was \$2,556.13.

Dr. Bell was again engaged in the vicinity of Sudbury, working out the details of the structure, and studying the affinities, mode of occurrence and associations of the very interesting rocks with which the nickel, copper and other economic minerals of this district are associated. The subdivisions and their geographical distribution will now be shown on a map, scale four miles to one inch, covering an area of 3,456 square miles around Sudbury. This map is now nearly ready for the

engraver. It will be sheet No. 130 of the projected series of the geological maps of Ontario, and will accompany and illustrate Dr. Bell's detailed report of his investigations in the great Sudbury Huronian belt during the seasons of 1887-88-89.

Mr. A. E. Barlow, as during the seasons of 1887, 1888 and 1889, assisted Dr. Bell in both the geological examinations and in the topographical measurements.

Mr. Barlow left Ottawa for the field on the 8th of July and returned on the 27th of September. Dr. Bell left on the 15th of July and returned on the 30th of October.

Three students, Messrs. A. M. Campbell, H. H. Walker of McGill College and T. L. Walker, of Queen's, were attached to the party, and H. Skill and D. McLaren were engaged as canoe men and general assistants.

Dr. Bell reports on the work as follows:—

"Most of my time was occupied in the northern, central and western portions of the district represented on the map, while Mr. Barlow worked principally on the south-eastern half of the Huronian belt which traverses it. The work of both consisted largely in tracing out more closely the limits of the lithological divisions of the Huronian system and in ascertaining more details respecting the Laurentian. Special study was given to the geological relations of the nickel and copper deposits. Incidentally to these investigations, a good deal of topographical surveying required to be done.

"For the purpose of delineating more accurately the outlines of Lake Wahnapi-tæ and connecting it with the townships to the westward, I re-surveyed its western side and the lakes and portages thence to the Vermilion River, and also made a micrometer survey of this river from the point reached by Mr. Barlow last year to a position beyond Proudfoot's east and west line. In connection with this survey, fourteen traverses, each occupying one or two days, were made to the right and left of the Vermilion River as a base. Other explorations were also undertaken in the Laurentian country between the Onaping and Vermilion rivers, in the townships of Morgan, Levack and Lumsden, and between these and Proudfoot's base line. Besides these a track survey was made of seven lakes lying eastward of Wahnapi-tæ Lake, the largest of which (Koo-ka-ga-ming) is nine miles long. Some additional geological work was done in the Geneva Lake Huronian outlier, which is first entered upon by the Canadian Pacific railway at a distance of thirty-three miles north-west of Sudbury. Mr. Barlow re-surveyed Ramsay Lake and some smaller bodies of water in the townships of McKim, Garson, Blezard and Snider. Surveys were likewise made of the roads which have been lately opened in the townships of McKim and Snider, Sudbury district, and also of the Emery Lumber Company's railway north-westward from Wahnapi-tæ station, in the township of Dryden.

"The following are among the geological results of the season's operations: The numerous exposures of gneiss and red quartz-syenite between the Wahnapi-tæ road and the township of Denison have been traced out and connected together, showing that they all belong to a continuous range of these rocks lying in the centre of this part of the Sudbury trough. It was found impossible to separate on the map the gneiss and quartz-syenite of this range or of the main body of these rocks on the northern west side of the trough. An area of fine grained, dark grey varieties of imperfect gneiss and quartz-syenite occurs around Wia-shai-gaming (or 'Fairbank') Lake, which connects this central range of the ordinary gneiss and quartz-syenite with the great area of these rocks on the north-west.

"A long and rather narrow mass of coarsely crystalline grey diabase was traced from Whitson Lake south-westward into the township of Denison, a distance of twenty-four miles. This cuts off a narrow belt all along the south-eastern side of the central range of gneiss and quartz-syenite. It is about a mile wide in the middle and runs to a point in either direction. The ore deposits of the following properties are situated along the south-eastern side of this mass or in the continuation of its course: Waddle's, the Dominion mine, Russell's, Stobie's, Murray mine, McConnell mine (in Snider), Lockerby and McIntyre's, lot 10, range I, Snider; the Crean or McConnell mine and the "Mineral Range," in Denison. The ores of the

Stobie, Copper Cliff, Evans, lot 12, range 3, Graham, and the Vermilion mine, are associated with diorite, mostly brecciated, along the south-eastern or opposite side of the belt of gneiss and quartz-syenite which is cut off by this mass. Its confused character and the great number of angular fragments and masses of other rocks which it contains would indicate that we have here another line of ancient volcanic disturbance.

"A second mass of crystalline grey diabase, similar to that of the first one which has been described, was traced from the north-eastern part of the township of Levack south-westward for a distance of eighteen miles. This one is also about one mile wide in the centre and has the same form and course as the other. Several deposits of the nickeliferous pyrrhotite have been found on its course. Numerous masses of green crystalline diorite occur within the area chiefly occupied by the quartzite and greywacke series, and at the contact of these with the adjacent rocks several promising deposits of similar ores have been discovered.

"In regard to the stratigraphy of the district, the Sudbury Huronian trough, where it is traversed by the line of the Canadian Pacific railway, has a width of twenty-four miles. The Geneva Lake outlier has a breadth of seven and that of Onaping Lake of three miles. In the main or Sudbury trough the rocks on either side dip at high angles towards the centre. The lowest member is the quartzite and quartzose greywacke series, which prevails all along the south-eastern side from the southern border of the sheet at Lake Panache as far as the Wahnapiæ River, beyond which it becomes rapidly more argillaceous and spreads out over a wider geographical area.

"The green diorite masses in the midst of the quartzite and greywacke series vary in length from half a mile to ten miles, and as a rule, their longer diameters conform approximately with the prevailing strike of the surrounding rocks. On the north-west side of the trough this series is represented by a band of grey quartzite containing scattered pebbles of white quartz. This quartzite is overlaid by the remarkable black breccia referred to in last year's summary report. It appears to be several thousand feet thick, and was traced from Vermilion Lake north-eastward to a point on the upper Vermilion River beyond the latitude of Lake Wahnapiæ. Professor G. H. Williams, to whom specimens of the Sudbury series of rocks were sent for microscopical examination, has found that the irregular white spots with which this rock is flecked were originally fragments of pumice, but that they have been entirely replaced by silica.

"The highest member of the Huronian series in the district consists of thick grey argillaceous sandstones or greywackes, interstratified with more argillaceous bands. These rocks occupy a large tract of country between Vermilion Lake in the township of Fairbank, and Lake Wahnapiæ, and generally dip at moderate angles."

The cost of the season's operations was \$1,746.64.

The strata above referred to by Dr. Bell as the highest member of the Huronian resemble very closely the rocks known as the whin series in Nova Scotia, as they do also the Lower Cambrian (Harlech and Llanberris grits of North Wales).

Mr. A. S. Cochrane was again engaged in topographical work in the Ontario peninsula. He left Ottawa on the 23rd of July and returned on the 18th of October. His work was similar to that of previous years and consisted in mapping the streams, hill-features, &c., more correctly than they had been hitherto represented on the township plans. These plans are from the original surveys, which were made when the country was all under the primitive forest, and at that time the contours of the smaller hills could not be seen and the streams could only be noted where they intersected the concession and side-lines. As stated last year, the swamps, which existed while the country was in a state of nature, have been drained and have to a great extent dried up since the land has been cleared, so that in this respect the original maps do not correctly represent the country. In 1889, Mr. Cochrane had finished sheet number 115 and the past season he commenced on sheet 107, which is the next one to the south. He completed the topographical details in the townships of Kin-cardine, Huron, Kinloss and part of Greenock, which lie in the north-western corner

of this sheet. In sketching in the above features Mr. Cochrane was guided by the lot lines, which are marked by boundary fences or by odometer measurements. The heights were determined by aneroid barometer.

Except near the shore of Lake Huron, where sand and gravel prevail and the surface is level, the townships examined are underlain by a great depth of bluish grey stony clay, with brown clay sometimes resting upon it; the surface being undulating and usually overspread by a rich loamy soil.

The fundamental rock was found in only one place, namely, about three miles east of the town of Kincardine, where a flat layer of grey limestone was exposed for several hundred feet in the bed of a branch of the Penetangore river. Some fossils were collected here which Mr. Whiteaves states belong to the Corniferous formation which had been already represented as occurring at this locality upon the geological map of the province.

Cost of this field-work, \$350.

During the past summer Dr. Ells, assisted by Mr. Giroux, was occupied in continuing and extending the work of the previous season within the limits of the south-west quarter sheet of the Eastern Townships map. His own attention was devoted to a more careful and detailed examination of the area between the Grand Trunk railway and the Vermont boundary and between Memphremagog Lake and the Richelieu River, while the northern or St. Francis River area was studied by Mr. Giroux, whose work included a careful examination of the section exposed down that river and up the Yamaska to St. Hyacinthe. Respecting these examinations Dr. Ells states as follows:—

“Large collections of fossils from a number of points were obtained, in which work I was ably assisted by Mr. W. E. Deeks, B. A. Toward the latter part of the season a few days were spent with Mr. C. D. Walcott of the United States Geological Survey in the study of the rocks about Philipsburg, Mystic and Highgate, in order to determine more accurately the exact horizon of the Philipsburg and Stanbridge series. Upon the setting in of bad weather in October the rest of the season was devoted to the examination of the copper and asbestos mines of Sherbrooke, Thetford and Black Lake.

“While the surveys of the past season have not yet been fully plotted out, sufficient has been done to determine, with the aid of the fossils collected, the stratigraphical sequence and boundaries of the several formations east of the great St. Lawrence and Champlain fault. The black limestones of Farnham, which were supposed in 1863 to underlie the Levis formation, were found, as was pointed out in 1877, to be of Trenton age, as indeed the list of fossils, see pp. 239, 240, *Geology of Canada, 1863*, very clearly indicates. The stratigraphical sequence embraces from the Cambrian through the Calciferous and Chazy to the Farnham limestones, which certainly represent a portion of the Trenton formation, the underlying Chazy being seen both to the east and west. Thus the Farnham rocks occupy the centre of a synclinal instead of the crest of an anticlinal, as supposed in 1863.

“The lowest rocks of the series, west of the Sutton Mountain pre-Cambrian and Cambrian strata, are the red and green slates and sandstones which constitute the prominent ridge of Granby and which extend south-westerly almost to the line of the Canadian Pacific railway east of Farnham station, and also occupy the country between Granby and Abbotsford up to the great St. Lawrence and Champlain fault, which passes immediately to the west of Yamaska Mountain.

“The black Trenton limestones of Farnham centre do not appear to reach the Vermont boundary, the underlying Chazy limestone and dolomitic shales coming to the surface in this direction in a basin-shaped synclinal whose depression is to the north-east; but northward they can be traced continuously east of Granby and Roxton to and across the St. Francis to the Danville and Arthabaska areas.

“The country west of the St. Lawrence and Champlain fault is generally level, broken only by the intrusive masses of Rougemont, St. Hilaire, Mount Johnson,

Monnoir, and kindred mountains. There are very few rock exposures in this level country. Some outcrops which occur at Chambly, St. Jean Baptiste and St. Hyacinthe have yielded a numerous list of fossils; they have not yet been determined, but appear to indicate that the rock over the greater part of the area belongs to the Utica and Lorraine formations, as they are described in the Geology of Canada, 1863.

"The slaty belts on either side of the Central Anticlinal axis of Sutton Mountain, referred to in the Summary Report last year (1889), were traced for seventy-five miles, and the complicated relations of the rocks between these slaty belts and Lake Memphremagog were carefully examined. A complete micrometer survey of the lake on the Canadian side was made, and the intricate mixture of Silurian and Cambro-Silurian fossiliferous rocks, cut in places by very peculiar, often sheared dykes, clearly mapped out.

"The mining interests of the townships, though for the most part within the area adjoining that contained in the field of work just described, are on the increase. Two new copper mines in the Sherbrooke belt of schists, the Moulton Hill and the Howard, have been opened, and are now shipping ore to a considerable extent. The ore is very similar to that found at the Capelton mines, and, like that, is used for the manufacture of sulphuric acid. The copper contents of the lode apparently increase as the veins or lodes are opened downward. Further development, on properties abandoned some years ago in the district near Sherbrooke, are about to be undertaken; and the Huntington mine, lately acquired by Messrs. G. H. Nichols & Co., has been pumped out and mining operations resumed.

"The asbestos industry shows also a great increase, both in the amount of the output and in the prices obtained for the raw material, and probably not less than 8,000 tons have been shipped during 1890, though the complete returns are not yet in. The price of No. 1 has risen rapidly from \$100 to \$125 to \$200, and even \$250 per ton, with a further tendency upward. Several new mines have been opened and the work at the old mines has been pushed with greater vigour. The increase in the output is largely due to the fact that improved machinery is now employed in all the pits, in some of which compressed air for the purposes of drilling and hoisting is used; others use steam direct, the former being considered the more advantageous, owing to the ease with which the drill holes can be kept clean. Preparations are now being made for removing the dumps from their present sites to the barren ground near the Thetford River, and it is estimated that the crushing and cribbing of these will amply repay the cost of removal. The necessity of employing machinery for the purposes of crushing and cobbing for the smaller veins at least is now recognized, and is being put in operation at the American and Anglo-Canadian mines at Black Lake. In addition to the mines already described in former reports, several new areas have been opened on the west side of the Quebec Central railway. While the veins at all these occasionally show good fibre, it is evident, upon examination, that the rock nearer the river and on the low ground does not yield such fine asbestos as in the mound where the mines were first opened. In Coleraine, also, several of the new companies which began operations last year at Black Lake have abandoned their locations, owing, probably, to an unfortunate choice of ground, while some of the Thetford companies—notably King Bros., A. S. Johnston and A. H. Murphy—have opened new areas here and found good veins. Among others, Dr. James Reed, on lots 27, 28, 29, has erected a first-class mining plant, with air compressors, for carrying on work on his areas, on which considerable work has been done during the past season, mostly by the contract system.

"On the west side of the upper part of Black Lake, near the inland line, Messrs. Grundy, Steel & Co., of the Beaver Mining Co., have begun work in range B, Coleraine, but the work so far has been mostly exploratory. Numerous small veins and some of fair size have been found, but their value cannot yet be definitely pronounced upon.

"Great activity on the part of prospectors is manifested throughout the whole of the Serpentine belt of Thetford, Coleraine, Broughton and Wolfestown. Several finds of valuable areas are reported, none of which, however, in so far as careful inquiry could determine, are of very great importance.

"An interesting point discovered during the past year is the fact that the walls of so-called barren rocks encountered in nearly all the mines, owing to the presence of faults, and formerly supposed to be worthless, are now in good ground, the barren portions extending but a short distance. This is what might have been expected in such areas, the fault being only local and merely displacing masses of presumably equally rich serpentine.

"The serpentine areas of the south-western portions of the province have not yet disclosed the presence of workable veins of asbestos in quantity, with the exception of the mine at Danville, owned by Mr. Jeffrey, where some fine veins have lately been discovered. The Brompton Lake mine, which is the most southerly, worked to any extent, has been opened to a very considerable depth, and a large amount of money has been spent; but the prospects for workable veins in the lower workings are no better than at the surface, and no returns have yet been made. About Orford Pond on the south side of Orford Mountain, and near Long Lake, at the northern extremity of the same ridge, excavations have been made in thin and irregular seams a fourth of an inch, and in the road west from Knowlton Landing to Bolton Pass, in the serpentine band to the east of the Missisquoi River, some exploratory work has been done without finding asbestos of any economic value, and in so far as yet ascertained this portion of the province does not present favourable indications for profitable asbestos mining.

"Of the work of my assistants in the field, Mr. N. J. Giroux, C.E., and Mr. W. E. Deeks, B.A., I can speak in the highest terms."

The party left Ottawa on the 11th of June and returned on the 11th of October. Expenditure for the season, \$1,490.

During the months of July and August the Rev. Abbe Laflamme, at my request, made some geological investigations in the county of Charlevoix, on which he furnishes the following report:—

"My attention has been more especially directed to the study of the Cambro-Silurian deposits on the north shore of the St. Lawrence, in the county of Charlevoix. The valleys of the Rivière du Goufre and of the Malbaie River are almost entirely occupied by limestones, extending, in the first of these, to about ten miles from the St. Lawrence, and forming a band of nearly uniform width all through that distance, except at Cape Martin, where the outcrop of the calcareous strata, measured transversely to its direction, is notably narrower.

"In the Malbaie River valley the limestones disappear at a point nearer to the St. Lawrence, or at most seven or eight miles from it, but the area they occupy is considerably wider than that on the River Goufre. Other limestone areas occur in the valleys of the Petit Lac and Lake Nairnes.

"Except in a very few places, it has been found totally impossible to trace with certainty the limits of the calcareous beds, the drift deposits which fill those valleys being so thick as to utterly prevent any such determinations, especially along the upper parts of the above-mentioned rivers.

"There are no Caribbo-Silurian beds in the narrow valleys of the other streams of Charlevoix county, such as the Little Malbaie River and the numerous creeks falling into the St. Lawrence between St. Iréné and Baie St. Paul.

"The calcareous strata in both the large valleys referred to are only slightly disturbed. They generally take the shape of a broad synclinal, with only a few secondary folds.

"Other conditions obtain in the Cambro-Silurian band along the shore of the St. Lawrence, between Gros Ruisseau and Point Pères, and from Cape Martin to one mile above the wharf at Eboulements. This band is narrow from one end to the other, its maximum width being little more than a mile. It is not continuous, as shown on the map sent me from Ottawa last spring, but is interrupted for a long

distance between Cape Martin and Point Pères, the only trace of it to be found in this distance being some unimportant and isolated knolls on the shore of Apple Cove (Anse aux Pommes).

"All the beds dip at a very high angle, mostly towards the St. Lawrence River. At points where they have not been too much disturbed there appear, both above and below, and lying conformably with them, beds of quartzite, frequently cut by large felspathic veins, of a pink colour, and apparently of Archæan age.

"Fossils are scarce in the basins of the Goufre and Malbaie Rivers, but they are plentiful at the mouth of the latter stream, especially along the line of contact of the limestone and the sandstone beds which, with a thickness of over a hundred feet, here constitute the base of the Trenton series.

"This great deposit of sandstone forms a building stone of excellent quality. The rock is cream-coloured in the upper part and becomes light green at the base of the series; it can be quarried in blocks of any dimension. The material in the top beds is hard, fine-grained and is but slightly affected by exposure, being in consequence very well adapted for street pavements. In fact, a large quantity is extracted every year for this purpose.

"There are but few economic minerals in Charlevoix county. In addition to the limestones and sandstones above referred to there may be found here rocks holding a large quantity of garnets, notably at St. Iréné and Malbaie. At the first mentioned place these garnets are very large, being frequently over six inches in diameter, but all are fissured and of no value. At Malbaie, on the shore one mile above the wharf, the crystals are smaller, but their colour is better and their brightness greater than at St. Iréné.

"I have also visited the deposit of titanic iron ore at St. Urbain, but notwithstanding a careful examination of the place, its actual limits could not be defined, on account of the thickness of the drift there. One thing, however, is certain and that is that the quantity of titanic iron ore in this deposit is practically unlimited. The part already opened is immense, and many other similar deposits may be seen in various places.

"The iron works, formerly erected here by an English company which, it is said, spent half a million of dollars on the spot, are totally ruined, there being only left to mark their site a few piles of old bricks, and the same must be said of the tramway which connected the mine with the village of Baie St. Paul, on the shore of the St. Lawrence.

"The silver mine which it is alleged had been worked by the French and had been re-discovered recently never had any existence, except in the fancy of those interested in the selling of the property; and the galena veins on the west side of Baie St. Paul are so small and carry so little of the mineral that they are totally worthless. The alleged phosphate mines of St. Iréné are nothing but veinlets of sandstone imbedded in Archæan rocks and carrying fluor spar.

"It has been reported that asbestos and mica had been found at a point a few leagues distant, north-west of the St. Lawrence, but the truth of the report has not been ascertained and it should not be lightly credited."

The first description of these limestone areas was given in the *Geology of Canada* 1863, Chap IX, pp. 160-163.

Cost of exploration, \$400.

Mr. A. P. Low was engaged during the past season on an exploration of the region around Lake St. John, in continuation of the work previously undertaken there by Mr. F. D. Adams and the Rev. Professor Laflamme. Respecting this work Mr. Low states:—

"The party left Ottawa on the 28th of May, and after spending ten days in Quebec copying plans of surveys in the district the work was commenced at Lake Edward. A complete geological examination was made of its shores and of the Jeannotte and Batiscan rivers, flowing out of it, to Laurentides Station on the line of the Quebec and Lake St. John railway.

"Along the southern shores of Lake Edward and on the upper part of the Jeannotte River a dark greenish, basic, dioritic gneiss occurs; this rock is highly impregnated with iron ore, usually occurring in the form of small grains, but frequently in masses several inches in diameter, and probably may be found in larger quantities and be of economic value. These dark basic rocks are also seen along the shores of Lake Batiscan and its outlet, also on the line of the Quebec and Lake St. John railway, to the north of Lake Edward.

"Having completed the exploration of the Batiscan valley a canoe route from the headwaters of the Rat River was followed through Lake Najalouyand, on the Bostonnais branch of the St. Maurice, thence across the height of land through Lakes Doré, Ecarté, Ouaguagamasis, Commissaires and Bouchette to the mouth of the Ouat-chouan River at Lake St. John.

"No economic minerals in quantity were found on this route, but on Lake Commissaires large veins of pink pegmatite were seen carrying detached masses of hematite up to three inches in diameter, but generally smaller; some of these veins also hold large crystals of black mica, but these are considerably crumpled. A small detached area of anorthosite was found on the Ouat-chouan River similar to the great mass of that rock east of Lake St. John.

"Following this a close examination of all the rock cuttings along the Quebec and Lake St. John railway was made from Black River to the northern terminus. These cuttings afford admirable sections of the Archaean rocks in the area north of the St. Lawrence, which will be of great value in correlating the similar rocks found elsewhere in that region.

"A grey hornblendic granite gneiss is found in the cuttings from Rivière à Pierre to Meguick. It is being quarried near the latter place for building stone. It is very valuable for heavy foundations and for exposed walls. About Lake Ouaguagamasis a red variety of the same rock would answer for building material quite as well as the grey, and would also likely prove valuable as a material for all purposes in which polished or worked granite in large blocks is required.

"Besides these building stones, the only other mineral of economic value observed was a small vein of mixed iron and copper pyrites, seen in the first cut south of Stadacona station; this vein in itself is insignificant, but indicates the possibility of finding these minerals in veins of larger dimensions.

"On the completion of this examination a trip was made up the Montmorency River to beyond the beaver meadows, and the country explored eastward from there to the Sault à la Puce River, in order to trace out the northern boundary of the mass of anorthosite which occurs behind Château Richer, and which holds lenticular masses of titaniferous iron ore scattered through it.*

"Two weeks were then spent in Charlevoix county, where, in conjunction with Prof. Laflamme, the outliers of Trenton limestone along the coast were traced out, as well as the southern boundary of the large anorthosite area seen on either side of the Goufre River, near St. Urbain. This area is particularly rich in titaniferous iron ore, which often occurs in immense masses. One of these is on the hillside west of St. Urbain,† where thousands of tons of ore are in sight. This deposit was worked some years ago, but owing to the high percentage of titanite oxide present and the high cost of fuel profitable reduction was impossible and an extensive plant was abandoned.

"In the valley of the Goufre River a bed of peat, eighteen inches thick, was found, apparently overlaid by marine clays; this peat would form excellent fuel.

"In a coarse garnetiferous gneiss on the land of Edward Martin, St. Jérôme road, two veins of pegmatite hold considerable quantities of graphite in disseminated scales.

"At the conclusion of the work in Charlevoix county the party returned to Lake St. John, where Mr. Smail, B. Ap. Sc., had been engaged carefully tracing out the junction between the Archaean and Cambro-Silurian rocks on the west and south sides of the lake. The indications of petroleum at Point aux Trembles were investi-

*Geology of Canada 1863, pp. 34, 46 and 589.

†Geology of Canada 1863, p. 35.

gated; the Utica shales were there found to be highly impregnated with oil, but as the shale and limestone appear to form a synclinal basin in the Archæan valley, with only a few low, narrow anticlinal ridges, the possibility of a large collecting area for oil under the shales is doubtful.

"The Cambro-Silurian rocks of Lake St. John are also, as in the west, the source of mineral springs. Several of them occur around the margin of the lake; one comes out on the shore between Chambord and the mouth of the Metabetchouan River. The water of this spring is at present under analysis here, and it may prove of medicinal value.

"During September an exploration was made in the country north of Lake St. John on the Wassimeska, Rat and Ours Rivers, branches of the Mistassini River. On the first named only Archæan gneisses were seen to the limit of the explorations some forty miles north from the lake; but here numerous boulders of jasper conglomerate, felsite and diorite, closely resembling the rocks of the Huronian north of Lake Huron, were found, indicating that a Huronian area will be found farther to the northward.

"At the sixth and seventh portages of the Mistassini River a large band of crystalline limestone was noted. This band is irregular in thickness, and appears to thin out at the upper portage; an extension of the same or a similar band is exposed for several miles along the course of the Rat River, from which it crosses to the Rivière aux Ours, where it is seen below the first fall, but is there only five feet wide, and apparently near its eastern limit. This limestone or marble is occasionally found free from impurities, but having a coarse granular texture is unfit for building or ornamental purposes. The greater part of the mass holds a varying quantity of light brown mica in small scales, while veins and detached masses of white orthoclase and pink and green scapolite are also common. In some of the bands rounded grains of green hornblende or pyroxene are found, chiefly near the junction with the enclosing gneiss.

"The Rat River was followed thirty-two miles along its course, the upper five being through an anorthosite area, probably an extension of the large area seen on the Peribonka River.

"The Rivière aux Ours was ascended only ten miles, as the river there becomes unnavigable for a considerable distance. The rocks seen on this stream were orthoclase gneisses, with the exception of the limestone noted above."

On the completion of this trip the party disbanded and Mr. Low returned to Ottawa, on the 27th of September. Cost of the explorations, \$1,208.

Mr. Chalmers left Ottawa on the 5th of June to continue the survey and mapping of the surface geology of New Brunswick, his field of work being the area included in the quartersheet map No. 2, S.E. This sheet embraces the county of Kent with adjacent portions of the counties of Westmoreland and Northumberland. His assistants were Mr. John H. McDonald, of Brockville, Ont., from the date of his leaving Ottawa till the 4th of October, and Mr. W. J. Wilson of St. John, N.B., from the 30th June till the 15th of August.

The following is Mr. Chalmer's report on the seasons work:—

"In the district to which this report relates the surface features are, generally speaking, uninteresting and monotonous, presenting the aspect of a low, level plain, which, however, rises gently towards the north-west margin. Between river valleys this flat Middle Carboniferous area is comparatively undrained, and hence much wet, barren land exists upon it, and shallow peat bogs are common.

"Making Weldford station our headquarters in the first part of the season we examined the country along the Intercolonial railway to the north and south. Numerous cuttings exposed good sections of the superficial deposits, and the rock surfaces exhibited striæ in many places. Two well-defined sets of these were observed. The first set occurs along the railway to the north of Richibucto River, the striæ trending about due east, and this course was found also near the coast in the Buctouche and Cocagne districts, varying in some places to points between east and north-east.

The second set was seen along the Intercolonial railway to the south of the Richibucto River, the striae there having a nearly north and south course. Good examples of the latter were discovered just south of Weldford station, where rock surfaces were exposed during the construction of the railway, exhibiting finely preserved striae with a course of S. 5° W. This is upon the water-shed between the Richibucto, which flows eastwardly into the Straits of Northumberland, and the Salmon River, flowing south-westwardly into the St. John, or rather into Grand Lake, the elevation of this water-shed not being more than 200 to 250 feet above the sea. These two sets have evidently been produced by two different bodies of ice, both of which, to all appearance, have been local, the east and west striae by ice which moved towards the straits mentioned, and the north and south set by ice which flowed either northwardly into the valley of the Richibucto, or southwardly towards that of the St. John River.

“Boulder clay is sparingly found in many places on the higher grounds, but the chief covering of the rocks is a coat of their own debris, in the form of gravels, sands, &c, intermixed with boulders, chiefly local, with which, however, transported ones occur in greater or less numbers. The local debris referred to is usually masked by stratified materials, the relations of the two being seen in river banks, especially below the 200 feet contour line. The whole superficial covering of the Carboniferous rocks, indeed, appears more or less stratified in the upper part, and is, generally speaking, deeper than that resting upon the other geological systems or formations of the province. It conceals the rocks from view everywhere, except along river valleys. The millstone-grit, in its decay, seems, however, to have crumbled down largely into arenaceous materials. Sandy loam is met with along river courses, and clay beds constitute the basal member of the stratified series in certain places, but are not common; hence the conditions necessary for the preservation of the shells of marine animals in the post-Tertiary deposits of this district are rare, and consequently very few of these are found in the fossil state.

“A noteworthy feature of the surface beds upon the area referred to is the presence of boulders of granite, felsite, diorite, &c., scattered broadcast over them and often embedded therein. The boulders are obviously derived from the Cambro-Silurian, Cambrian and pre-Cambrian rocks to the north-west. Near the coast and below the 200 feet contour line, however, they are sparingly intermingled, in some localities, at least, with others which are not so easily accounted for, and which appear to have been borne thither by floating ice. The direction in which the boulders on the higher parts of the district have been transported is exemplified by their greater or less abundance in the different localities as we recede from the parent beds. For example, along the south-west Miramichi those of granite and other crystalline rocks are unusually large and abundant, and in many cases angular, being near the parent rocks; but as we proceed eastwards across the Carboniferous basin they become smaller and more scattered. These transported boulders are, however, merely the residual specimens of the vast numbers which have been borne thither. Remains of others which have crumbled to pieces are seen in the coarser gravels and sands in numerous places.

“The other superficial deposits of the district presented no new features worthy of consideration.

“The evidence regarding the Pleistocene subsidence indicates that it may have been slightly less here than in the Bay of Fundy and the Baie des Chaleurs basins. An old shore line, quite distinct, was observed at Galloway, near Kingston, at a height of 150 to 160 feet above sea level. A similar ancient shore line, at about the same elevation, occurs in the Miramichi valley.

“After Mr. Wilson joined our party on the 30th of June he and Mr. McDonald examined the southern part of the district, following all the roads and streams. While they were thus engaged I first visited the ship railway now under construction across the Isthmus of Chignecto, for the purpose of re-examining the formations disclosed in an excavation for docks which is now being made at its western end. This excavation is opened in the margin of the Amherst salt marsh, between the

mouths of the La Planche and Missaguash rivers. The section exhibits in descending order—(1) marsh mud, (2) blue clay holding shells of *Mya arenaria*, *Macoma groenlandica*, and the young of *Buccinum undatum*?, (3) peat or humus, (4) red clay, and (5) boulder-clay, with local boulders. The bottom of the boulder-clay is not reached, although the excavation is upwards of 60 feet in depth. Afterwards I proceeded to Grand Manan, to examine one or two doubtful points there. Striation by ice, apparently from the mainland, and a few boulders evidently belonging to rocks other than those on the island, were observed on the higher parts, 350 to 400 feet above the sea. Returning to Kent county, I then made a canoe trip along the coast and around the lagoons inside of the sand dunes, which here form barriers along the shallow shores. Many interesting facts were noted regarding the formation of the sand beaches, lagoons, peat beds, salt marshes, &c.

“On the 3rd of October I visited St. John, with the view of re-examining the boulder clay beds at Negrotown Point and the Fern Ledges. In company with Mr. Wilson, I measured a section of them at the latter place, to enable me to make a diagram exhibiting a deposit of stratified clay intercalated therein. From St. John I went to St. Andrews to make some further observations on the glaciation of that section, more especially of Chamcook Mountain, &c. It was found that ice had ground completely over that hill, and that the summit, 637 feet above sea level, was scored and polished in a remarkable manner.

“Regarding the soil of the district examined during the past season, it may be remarked that it is, on the whole, good, especially along the coast and river banks, and also on some of the higher grounds between the streams. But large tracts are swampy, or covered with boggy material, constituting the so-called barrens. Wherever the natural drainage is sufficient to carry off the surplus waters due to precipitation, the land is fit for cultivation. It is, however, deficient in lime, and requires frequent applications of that material to bring it up to its highest yielding capacity. Good farming districts are found along the Richibucto valley, more especially on Nicholas River and Coal Branch, also in the Kouchibouguacis valley, and in the Buctouche and Cocagne districts.

“The forests of this part of the province, formerly so dense, and consisting of a mixed growth of trees, such as pine, spruce, birch, hemlock, cedar, poplar, haematac, &c., are now becoming greatly depleted. Large areas have been overrun by fires, and present little else but bare trunks and a scanty second growth. The destruction of timber from this cause alone is enormous. During the summer of 1888 the fires which swept over a large portion of the area under review destroyed valuable tracts of the forest.

“The materials of economic value met with in the district are few and unimportant.

“Peat is found in extensive bogs along the coast, especially near the Kouchibouguac, the Kouchibouguacis, Aldouane, Richibucto, and in many other places. These bogs are often deep, and produce abundant crops of cranberries. In the interior, large bogs often occur upon the flat, undrained portions of the district, but they are usually shallow, and in many cases support a scrubby growth of haematac and black spruce. No use has yet been made of peat in this part of the country.

“Gravel and sand, suitable for ballasting, road-making, &c., were observed in nearly every locality, and clay, available for brick-making, occurs in many of the river valleys. Fine blown-sands are abundant everywhere along the coast, forming the dunes or barriers already referred to.

“In the latter part of the season I visited the deposit of so-called magnetite, near the head of Millstream, Gloucester county, specimens of which, analysed by Prof. Donald, chemist and assayer, Montreal, are reported to have yielded upwards of 60 per cent. of metallic iron, with 10 per cent. of silica, &c. Considerable portions of the ore appear to be highly pyritous. About two miles distant from this deposit there occurs a vein of pyrites and galena, the former containing traces of gold and the latter of silver, according to an assay made by Mr. Hoffmann, chemist and mineralogist to the Geological Survey Department.

"Field work closed on the 4th of November and on the 6th I reached Ottawa. Mr. W. J. Wilson rendered me good service, and has now acquired such a knowledge of surface geology as to make him an efficient and valuable coadjutor in the work."

Cost of season's explorations, \$1,005.41.

Early in July Professor Bailey was occupied in completing the work undertaken in previous seasons in the counties of Rimouski and Temiscouata, in the province of Quebec, and in obtaining the additional data required to complete the sections of the map illustrating this region. Respecting this work he reports as follows:—

"Careful examinations were made of the rocks exposed along the lines of the Intercolonial and Temiscouata railways, with reference both to the succession of strata and the possible occurrence of fossils, while similar observations were extended to portions of the intervening district, between Little Métis and Rivière du Loup. The general result was to show that the greater part, if not the whole, of this district is occupied by rocks of the Sillery formation, supposed to represent an upper portion of the Cambrian system. A detailed report, with accompanying maps, is being prepared, and will be published during the year.

"About the 25th of July I proceeded, in accordance with your instructions, to the province of Nova Scotia, and entered upon the study of the geology of Queen's and Shelburne counties. Having been desired by you to give my first attention to the coast, operations upon the latter were begun at the town of Liverpool, and were continuously carried on until the entire coast, from Port Medway harbour, forming the eastern boundary of Queen's county, to Pubnico harbour, forming the western limit of Shelburne, had been examined. This work was found to be unexpectedly easy, owing to the circumstance that almost the entire shore is occupied by fishermen, and bordered by roads which give easy access to any desired point. The comparative uniformity of the rock formations, consisting chiefly of fine grained gneisses, quartzites and mica schists, together with irregular masses of granite, further facilitated their study. The general result of these observations was to show that the crystalline rocks in question, which occupy a belt along the coast of from two to fifteen miles in width, are only a more highly altered condition of the gold-bearing slates and sandstones of the interior.

"Having completed the study of the coast, attention was next given to the more accessible portions of the inland districts. Every road in the two counties was traversed and observations were made on the character and relations of their rock formation, particular attention being paid to the country embracing the gold districts of Molega Lake and Whiteburne. The several members of the gold-bearing series were clearly distinguished, and numerous facts ascertained bearing upon their succession and the plications by which they have been affected, facts of the first importance in connection with the development of the gold industries of the district. A report embodying the results of these observations is now in course of preparation, but cannot well be completed until examinations are made of the numerous lakes and streams by which the country is intersected, and for the traversing of which there was not sufficient time during the past season. One of the streams, the Port Medway, affords admirable opportunities for this purpose, forming an almost continuous rock section from the border of Annapolis county to the coast, and its careful study will supply a key to the structure of the entire region."

Mr. Fletcher left Ottawa for Nova Scotia on the 8th of July, 1890, and continued fieldwork until the second week of December, being engaged during the greater part of that time in an examination of the district lying west of that surveyed in 1889, including a portion of the counties of Colchester and Hants.

His assistants were M. H. McLeod for six months, B. A. L. Huntsman for two months and a half and D. I. V. Eaton who is still employed. The cost of the season's explorations including salaries of assistants will be \$1,300.

Within the area examined, Triassic, Carboniferous limestone and Devonian rocks are well exposed.

Between the Intercolonial railway along the Salmon River and the valley of the Stewiacke River the country is occupied chiefly by the rocks of Union and Riversdale, described in previous reports as Devonian. These, at Brookfield, are referred by Sir Wm. Dawson to the Devonian, but south of Truro, to the lowest part of the Carboniferous. Dr. Ells, who considers them Devonian, traced them in 1884 nearly to the Shubenacadie River where they are succeeded by Carboniferous limestone; but beyond this river quartzites and slates also occupy a considerable portion of the shore of Minas Basin at Walton, Split Rock, Somerville Landing and Avonport, and are seen in most of the brooks from Maitland as far as the mouth of the Gaspe-reaux River. Although at a few points west of Clifton the Carboniferous limestone comes between them, they are as a rule capped on the north by Triassic strata. These occupy, in nearly horizontal attitude, a basin which extends westward from near Valley Station, one rim fringing the south side of Minas Basin, the other reaching much further inland on the north side.

South of the Devonian slates, Carboniferous limestone occupies the basin of the Stewiacke River from Eastville to its confluence with the Shubenacadie, whence it stretches from Brookfield to Gay's River; thence up Shubenacadie River to Enfield where it rests on Cambrian rocks of the Atlantic coast gold-bearing series and down stream to Maitland and Blackrock. Outliers are also found on Minas Basin and a broad belt lies, as already stated, along the Kennetcook River.

Between the gold-bearing rocks and the Carboniferous of Stewiacke lies a great mass of drift sand, gravel and boulders.

Good sections across the country are given by the road from Walton to Brooklyn and Newport station, by that from Noel through Kennetcook Corner to the Gore, and from the Gore to Shubenacadie station. The first crosses principally Carboniferous limestone to the contact of the gold-bearing rocks, a short distance east of Newport station. The second shows first Devonian, then Carboniferous limestone, with the small coal seams of Kennetcook, then the great band of soft micaceous and chloritic slates of various colours, which enclose the cross-leads of quartz, from which are derived the stibnite of the West Gore antimony mine and the gold of Central Rawdon. From the last named locality come the forms found at the gold mines last summer by Professor Hind, supposed by him to be *stromatopora*, but which, on examination by Mr. T. C. Weston, of the Geological Survey, proved to be only concretions of dolomite. From Shubenacadie and Elmsdale to the slates of the Gore—once quarried for roofing slate—the rocks are chiefly Carboniferous limestone.

A careful survey of the Devonian rocks and Carboniferous limestone of the East Mountain of Onslow and Penny's Mountain, in Clifford's and Farnham's brooks, has shown that the latter rest, in small patches, on the former, with the most complete and satisfactory evidence of unconformity, and unconformity scarcely less evident is seen also at Walton and Cheverie.

The Trias seems to yield no minerals of economic value, its sandstones being too crumbly for building, and its concretionary beds too impure for limestone. In the Lower Carboniferous, on the other hand, limestone quarries abound, some of which at Brookfield, Stewiacke, Shubenacadie and elsewhere, are extensively worked. The red hematite of Newton Mills is a deposit at the junction of the Carboniferous limestone, and conglomerate with the Cambrian gold-bearing series, and similar ores may be expected at other points along the line of contact. The limonite of the Brookfield iron mine is also at or near the base of the Carboniferous. It is now being vigorously worked by the New Glasgow Coal, Iron and Railway Company, who are also working their East River of Pictou iron areas, near which they are erecting a large blast furnace (see "Canadian Mining Review" for August, page 113.) At the same horizon, probably, are the manganese mines of Tenny Cape, Walton, Cheverie and East Onslow. That of Tenny Cape has continued for many years to supply a large quantity of the purest manganese di-oxide (pyrolusite).

From quarries near Windsor, Cheverie and Walton large quantities of gypsum are exported to the United States, and plaster is also worked on a smaller scale at Beaver Brook, Shubenacadie, Stewiacke and other places within the area.

In the East Brook, which flows into Stewiacke River from the south, about eight miles above the station, a seam of coal, apparently not exceeding eighteen inches in thickness of mixed coal and carbonaceous shale, was lately opened. A boring sunk about 80 feet at Johnston Brook, not far distant, is said to have cut black gypsum, and the coal is probably about the same horizon as that of Kennetcook. The celebrated scythestone of Birch Hill, a fine gray sandstone, with sharp grains of silica, is found in the same neighbourhood. Coal was also reported to occur at Selma, but the report seems to have arisen from the presence of thin bands of dark-grey shale, marked with fossil plants, among thick beds of grey flinty sandstone, which forms barrens in the neighbourhood. At the request of Mr. Robert H. Fraser, Superintendent of the Nova Scotia Central railway, a visit was paid on the 20th of October to borings made in search of coal at Spa Springs, Annapolis county. One hole had been sunk 100 feet, but nowhere in the neighbourhood were rocks seen in which coal could reasonably be expected to occur. Beneath what appears to be an overflow of coarse dolerite near the top of a steep slope lies a layer of bright-greenish clay rock, underlaid by dark graphitic argillite, from a few inches to several feet thick, succeeded below by bright-red rocks presumably of Triassic age.

Great excitement was caused last summer by the reported discovery of gold in a whitish-grey flinty conglomerate consisting almost wholly of pebbles and grains of white quartz, beds of which underlie the Carboniferous limestone from the neighbourhood of Brookfield, far up the Stewiacke River on the north side. The region was proclaimed a gold-district and rights of search taken out covering many miles. The attention of prospectors was, moreover, directed to all the conglomerates in the province. That the conglomerate of Gay's River is auriferous has long been well known, and Professor Hind has proved the existence of gold, silver and copper in certain beds of that nature near Baddeck. The Brookfield conglomerate was said to have given rich returns by milling, although a somewhat close examination by panning the dirt in the beds of the streams flowing over it failed to indicate the presence of gold in appreciable quantity. Two samples were sent to Mr. Hoffmann, one from the neighbourhood of the barytes mine, the other from the brook three hundred yards above the Glenbervie mills; but neither of them yielded, on assay, a trace of either silver or gold. Tests subsequently made on a large scale at the mill of one of the gold mines emphatically confirmed the accuracy of Mr. Hoffmann's assays.

It has been shown that the rocks of the Londonderry iron mines, formerly supposed to be Devonian, and subsequently Silurian or Cambro-Silurian, everywhere contain Devonian plants; and as similar slates were stated by Mr. Scott Barlow to be largely developed in the west branch of Economy River, it was deemed advisable to re-examine these latter for comparison, and to collect specimens of the fossils with which they are crowded. In 1876, from dark shales in situ in a little brook at Farmington, in Cumberland county, a locality of slaty rocks to which also attention was directed by Mr. Barlow, and at which he obtained trilobites in 1876, several species of graptolites and other Silurian fossils were collected. In Bulmer Brook and other brooks of this vicinity, pre-Carboniferous argillites were seen in contact with traps, agglomerates, felsites and other rocks of similar origin.

The conclusion arrived at that large areas hitherto mapped as Cambro-Silurian are no older than Devonian led to a short re-examination of the so-called Cambro-Silurian strata of the iron mines of the East River of Pictou. These, however, appear to be older than the rocks of Londonderry.

Mr. E. R. Faribault left Ottawa on the 11th of June, with instructions to continue the detailed surveys of previous years and study the stratigraphical structure of the gold-bearing series of rocks of the Atlantic coast of Nova Scotia.

The district surveyed lies westward of that surveyed in 1888, and southward of that surveyed in 1889, extending along the sea shore in Halifax county from Tangier to Lawrencetown and some twenty miles inland, an area of about 375 square miles.

The auriferous Lower Cambrian rocks of the country are cut by an uninterrupted belt of granite, two to four miles wide, extending westward to within two miles of Waverly. The folds of the gold-bearing series, and more especially the anticlinal axes, were carefully examined and traced out, on account of their close relation to the richest auriferous belts.

The gold mining districts of Tangier, Lake Catcha and Head of Chezzetcook are situated in the region examined. These districts were carefully studied as to their geological structure, and found to be on the axis of anticlinals, and are the auriferous leads of Murphy's Cove and Black Point of Ship harbour, Clam Bay and English Point of Jeddore, and those on the south side of Conrod and Thomson lakes are similarly situated.

Three miles up the Musquodoboit road a few tons of loose argentiferous galena ore were taken out, along four levels tunnelled in granite debris on the face of a hill. An assay of the ore is said to have given a good showing of silver, but so far the developments made have not reached the bed rock.

Some fossil forms, taken from the gold-bearing slates at the Northup gold mines at Rawdon, and believed to be of organic origin, were found on microscopic examination by Mr. T. C. Weston to be merely concretions.

Mr. Ed. Gilpin, Inspector of Mines in Nova Scotia, has found markings on Lower Cambrian rocks near Bedford which may prove of some importance in determining more definitely the age of this series.

Mr. Faribault was assisted, as in previous years, by Messrs. A. Cameron, J. McG. Cruickshanks and P. A. Faribault.

The season's work extended until the 1st of November; cost \$1,106.54.

MINERAL STATISTICS AND MINES.

Mr. E. D. Ingall, Mining Engineer in charge of the division of Statistics and Mines, makes the following report on the work done during the past year:—

"The early part of the year was occupied with the ordinary routine connected with preparation of statistics of mineral production &c., during 1889. A summary of this was printed and distributed in April and the full report was issued in November. Considerable attention has also been given to devising more complete and efficient methods for attaining the objects sought in establishing the Mining division of the Department. To this end efforts have been made to revise and complete the Directory of producers of economic minerals and of the localities where the various minerals are worked, or occur in the Dominion: these latter are being geographically represented on maps by means of a complete system of conventional signs. In the compilation of this schedule of signs those already in use by the Survey have been taken as a basis, others invented, where necessary for the completion of the list, and the whole elaborated so as to show not only the metallic ore dealt with, but also the particular ore yielded by the deposit.

"Preliminary steps have also been taken towards the more systematic arrangement of the mining records such as of borings, mining plans, reports &c., and the cataloguing of the same, while effort has also been directed towards the more continuous and regular acquirement by the office of general mining information at frequent regular intervals during the year from the several mining districts.

"During the summer investigations were made by myself and by Mr. Brumell, regarding the progress and condition of the mineral industries in a number of mining districts in Ontario, Quebec and New Brunswick.

"As last summer was the first opportunity I have had to visit most of the mining districts referred to, the investigations made were more or less of a preliminary and general character, and were undertaken to familiarize myself with the aspect

and leading features of the several districts, and to become better acquainted with the mine owners and managers, and thus be able to deal more intelligently with the returns and the reports sent by them to the Department.

"With this object in view the iron, mica and phosphate districts of the eastern part of the province of Ontario were visited, as also were the Madoc gold and iron centres, likewise the Sault Ste. Marie and the Sudbury mining districts. Attention was also directed to the salt, gypsum, petroleum and natural gas industries, the two latter receiving special attention from Mr. Brumell.

"In Quebec visits were made to the gold, asbestos and copper mining, and slate quarrying districts of the Eastern Townships, as well as to the newly started asbestos mines and phosphate mines of Ottawa county. In New Brunswick the coal and manganese mines were visited, and also the gypsum and granite quarries, etc.

"During the summer Mr. Brumell visited several points in Ontario where boring operations were being carried on. Notes on these were made and information relating to old borings and the occurrence of gas and oil was obtained. Mr. Brumell states:—

"In Essex county extensive drilling operations were in progress at various points, more especially in the district between Essex Centre, Harrow and Leamington. At Essex Centre the Central Gas and Oil Company of that place have finished a well 1,200 feet in depth without, however, any economic result, as neither gas nor oil were obtained. At Walker's Marsh, the Messrs. Walker and Sons, of Windsor, have finished three wells from which a very considerable flow of oil was obtained. They have also been actively carrying on operations in other parts of the county and in the adjoining county of Kent. The Citizens Gas, Oil and Piping Company, of Kingsville, during the year drilled on the road allowance, west of the well known as 'Coste No. 1,' where a daily flow of gas amounting to over 7,000,000 cubic feet per day was obtained; this gas is now being utilized in lighting the streets of Kingsville, to which town it has been piped. The drilling of this well was the cause of considerable litigation between the owners and the Ontario Natural Gas and Fuel Company, the owners of 'Coste No. 1,' the result of the suit was, however, in favour of the former company the injunction given at the instance of the latter company not being sustained. The Ontario Natural Gas and Fuel Company have, it is understood, again undertaken operations in the county, in that part between 'The Marsh' and Essex Centre, with what result, however, we are unacquainted. Various other operators have been working throughout the county, but owing to lack of time I was not enabled to ascertain the result nor the extent of their operations.

"In Kent county, in addition to the work done by Messrs. Walker & Sons, mentioned above, a certain amount of work has been carried on, notably the well sunk by the Citizen's Gas Company of Blenheim, where in a boring 900 feet deep small flows of gas were obtained at 700 and 800 feet.

"At Stratford, Perth county, a boring was undertaken by the Stratford Natural Gas Company, which at the time of my visit, on the 12th of August, had reached 900 feet without encountering gas or oil.

"In Welland county the Provincial Natural Gas and Fuel Company, have finished their series of wells to the number of fourteen, all of which are situated in the townships of Bertie and Humberstone, in the vicinity of Sherks Station on the Grand Trunk railway. Other operators have been busy throughout the county, notably Messrs. Conmiller & White, who drilled for and obtained gas in the town of Port Colborne. John Rube struck gas a few miles west of that town, this gas is being utilized in the firing of lime-kilns owned and operated by Mr. Rube. Another lime producer, Mr. Carroll, drilled in the south-west part of Bertie township, and in the northern part of Port Colborne, Mr. Edward Wear struck a well from which a daily flow of gas of over 400,000 cubic feet is recorded.

"In Wentworth county considerable activity has been evinced in the search for gas and oil. Several wells having been sunk in the vicinity of Hamilton, though with what result was not ascertained.

"Outside of the counties above mentioned, but little has been done except in the county of Lambton, where, in the oil territory of Enniskillen township, the usual

amount of boring has been carried on and many new wells brought in with the usual average daily flow of oil."

"A detailed report on the gas oil and salt wells in Ontario is now being prepared by Mr. Brumell.

In reference to the development of the gas and oil industry of which particulars are given above as regards Ontario, I desire to again call attention to a district in the province of Quebec, viz.: The valley of the Richelieu River, north of St. Hyacinthe, on the Grand Trunk railway, as one in which there are strong probabilities of remunerative gas or oil wells being struck at depths probably not exceeding 1,500 or 2,000 feet. The whole area is underlaid by the Trenton limestone and already, further north-east, near Lake St. Peter, a considerable flow of gas was struck, but which, so far, as I can learn, has never been utilized in any way. This well was described in the Summary Report for 1887. That the discovery at St. Grégoire should not have been more energetically followed up, is probably accounted for, if, as I am informed, one company has acquired by charter an exclusive right to seek and use natural gas in and over the whole province of Quebec.

"Mr. Jas. White's time was occupied in completing surveys of the south-west corner of the map illustrating the River du Lièvre, and Templeton Phosphate districts, and in making surveys of mines and workings in the Eastern Ontario phosphate, mica and iron districts, comprising the workings and pits of some 22 mines.

"Since returning from the field in the fall, the time has been occupied in the ordinary routine work of the division; collecting and preparing the material for the annual report; answering enquiries, &c., together with a continuation of the work of preparation of the directory, and maps of mineral occurrences, &c. It is hoped, that some of these maps will be published during the coming year.

"The number of circulars sent out, together with the reminders found necessary, amounts to about 5,500, besides about 650 letters sent, and some 500 received."

CHEMISTRY AND MINERALOGY.

With reference to the work carried out in this connection, Mr. Hoffmann reports as follows:—

Agreeably with the practice of former years, the work carried out in the chemical laboratory has been of an almost purely practical character; but few examinations or analyses having been made of other than material which it was deemed might, not improbably, prove of some importance. The work embraced:

- I. Analyses of fuels.
- II. Analyses of limestone and dolomites.
- III. Analyses of mineral waters and brines.
- IV. Analyses of iron ores.
- V. Gold and silver assays.
- VI. Miscellaneous examinations—under which heading are included clays, marls, saline deposits, &c., &c.

The number of mineral specimens received, brought or sent, for examination amounted to five hundred and fifty-eight. The greater number of these were brought by visitors, to whom the required information in regard to their economic value was communicated at the time of their visit. In other instances, those where a more detailed examination appeared called for, or when the specimens had been sent from a distance, the results were sent by letter. The number of letters written, the majority of which were of the nature of reports, amounted to two hundred and forty-six. The number of letters received one hundred and forty-eight.

Mr. F. G. Wait has, as a principal work, been engaged in the analyses of some twelve samples of brine from Lake Winnipegosis, collected by Mr. J. B. Tyrrell. The enquiry having for its object the ascertaining if these brines would be suitable for the manufacture of salt.

Mr. R. A. A. Johnston has, in addition to a great variety of miscellaneous work, conducted a series of analyses of limestones and dolomites, with the view of ascer-

taining their relative merits, in so far as chemical composition is concerned, for structural and other purposes. He has also examined numerous samples of ore in regard to their nickel content.

In the work in connection with the mineralogical section of the Museum, I have been most ably and faithfully assisted by Mr. R. L. Broadbent. In addition to the work of labelling, re-adjusting specimens and maintaining the collection generally in an orderly condition, he has completed the rough draft of a catalogue of the economic collection of minerals, so that the manuscript of the whole catalogue for this section of the Museum will now very shortly be ready to place in the hands of the printer.

A great many of the mineral specimens have been replaced by more characteristic ones, and the collection augmented by the addition of some three hundred others. Of these the following were collected by members of the staff:—

1. Dr. G. M. Dawson:—

Ninety specimens of gold and silver ores from British Columbia.

2. Mr. A. E. Barlow:—

Thirty specimens of copper and nickel ore from Sudbury and vicinity.

And the undermentioned constituted presentations:—

1. Allan, W. A., Ottawa, O.:—

Magnetite, from lot 1, range I, of the township of Torbolton, in Carleton county, O.

2. Baker, Lieut.-Colonel James, M.P.P., Cranbrook, Kootanie, B.C.:—

A sample of crude petroleum, from Sage Creek, Flathead River, East Kootanic, B.C.

3. Byrne, W. E.:—

Galena, from mine on Mill Stream, township of Beresford, Gloucester county, N.B.

4. Campbell, A. M., Perth, O., per A. E. Barlow:—

Martite, from the Dalhousie mine, Dalhousie township, Lancaster county, O.

5. Canadian Copper Company, Sudbury, O., per Wm. Evans, Manager.

(a.) Pyrrhotite (nickeliferous), and

(b.) Chalcopyrite and pyrrhotite (nickeliferous), from the Copper Cliff mine, lot 12, range II of the township of McKim, district of Nipissing, O.

(c.) Sample of foregoing ore, after roasting.

(d.) Sample of matte containing 17 per cent. nickel and 23 per cent. copper.

(e.) Nickeliferous pyrrhotite and chalcopyrite, from the Evans mine, lot 1, range I, of the township of Snider, district of Algoma, O.

6. Dickson, Wm., Pakenham, O.:—

Silicified wood, from Long Lake, N.W.T.

7. Donald, J. T., Montreal, Q.:—

Scolécite, from Black Lake, township of Coleraine, Megantic county, Q.

8. Ferguson, J., Newcastle, N.B.:—

Iron ochre, from the North-west branch of the Miramichi, Northumberland county, N.B.

9. Gordon, W. H. Lockhart, Toronto, O.:—

(a.) Apatite, from lots 13, 14, 15 and 17, range XI, of the township of Monmouth, Peterborough county, O.

(b.) Apatite, from lot 4, range III, of the township of Dudley, Peterborough county, O.

(c.) Apatite, from lot 11, range V, of the township of Dysart, Peterborough county, O.

(d.) Apatite, from lot 21, range XI, of the township of Harcourt, Peterborough county, O.

10. Grace, P., Gracefield, Q.:—

Mica, from lot 38, range I, of the township of Bouchette, Ottawa county, Q.

11. James, Joseph, Bridgewater, O.:—

(a.) Asbestos, from lot 7, range XI, of the township of Elzevir, Hastings county, O.

- (b.) A sample of the ground asbestos.
 (c.) Roofing cement prepared from the same.
12. McKindsey, Hon. G. C., Milton, O. :—
Seven specimens of terra-cotta ware.
 13. Matthis, Bro., Ottawa, O. :—
Clay nodules, from Green's Creek, Gloucester township, Carleton county, O.
 14. Murray, John, Spence's Bridge, B.C. :—
Gypsum, from vicinity of Spence's Bridge, B.C.
 15. Northup, Gould, per Hugh Fletcher :—
Native gold in quartz, from the Central Rawdon gold mine, Hants county, N.S.
 16. Payne, W. R., Bathurst, N.B. :—
Magnetite, from head of Mill Stream, township of Boresford, Gloucester county, N.B.
 17. Poole, H. S., Stellarton, N.S. :—
Stalagmite, from the Acadia coal mine, Pictou county, N.S.
 18. Robotham, Capt. J. G. C., Victoria, B.C. :—
Infusorial earth, from Quamichan, Vancouver Island, B.C.
 19. Scott, J. G., Quebec, Q. :—
A six-inch cube of dressed limestone, River Mistassini, about thirty miles from Lake St. John, Q.
 20. Soues, —, Clinton, B.C. :—
A nugget of native copper, from Eleven-Mile Creek, Fraser River, B.C.
 21. Sperry, Francis L., Sudbury, O. :—
Sperrylite, from the Vermillion mine, lot 6, range IV, of the township of Denison, district of Algoma, O.
 22. Willmott & Co., Ottawa, O. :—
(a.) A collection consisting of 119 specimens of Canadian cutstones.
(b.) Strontianite, from Carleton county, O.

Mr. C. W. Willmott reports that during the early part of the year, he was engaged making up collections of minerals and rocks, for the following institutions :—

High School, Beamsville, Ont.....	113
do St. Johns, Que.....	113
Commercial Academy, Quebec, Que.—(Supplementary).....	30
Mechanics Institute, Wingham, Que.....	121
High School, Paris, Ont.....	113
Shefford Academy, Shefford, Que.....	113
Royal Military College, Kingston, Ont.—(Supplementary)...	54
Collège St. Rémi, county of Napierville, Que.....	106
High School, Essex Centre, Ont.....	109
do Parkhill, Ont.....	109
Separate School, Freelon, Ont.....	109
Collège Ste. Anne de Lapocatière, Que.....	109
St. Francis College, Richmond, Que.....	109
Presqu'île Park Museum, Presqu'île, Ont.....	109
High School, Guelph, Ont.....	115
Superior School, Petit Rocher, Gloucester county, N. B.....	13
Collegiate Institute, Hamilton, Ont.....	103
Total.....	1,648

A collection of 400 specimens of minerals and rocks was sent in for identification by the Collège St. Laurent, Montreal, these were named and returned. That during the summer, between the 11th of August and the 16th of September, several mineral localities in the townships of Hull and Wakefield were visited to obtain specimens, required for making up collections. Only those localities were examined,

which it was thought would afford the best specimens. In some instances poor success was met with, either from the running out of the mineral, or from being unable to find the exact locality, owing to the dense growth of underbrush. Nevertheless ten boxes of suitable specimens were collected, including some fine examples of crystals. Considerable delay was caused by the extremely wet weather making the search through the thick woods unpleasant and difficult.

Mr. W. F. Ferrier has been chiefly occupied in the study of collections of rocks brought from various parts of the Dominion by the field geologists and explorers of the staff.

A considerable portion of his time has also necessarily been devoted to superintending the preparation of thin sections of these and other rocks requiring identification, the arrangement of a large number of specimens collected by Dr. Lawson, Mr. Adams and others, and other routine work.

Good progress has also been made in the determination, naming and labelling of the rocks in the general stratigraphical collection exhibited in the Museum, which, when properly classified and arranged, will be invaluable as a reference collection. Numerous specimens have been handed to him from time to time, and identified by their microscopical characters and simple blowpipe tests.

A few of the building stones from British Columbia have been studied microscopically to determine their true character and durability, and further work is purposed in this direction.

The series of archæan rocks collected by Mr. Tyrrell from Lake Winnipeg, and by Dr. Bell and Mr. Barlow from the Sudbury region, which show many striking points of resemblance are now being investigated. 121 of the specimens of rocks brought in by the field parties, have been studied in thin sections, with the microscope and reported on during the past six months.

PALÆONTOLOGY AND ZOOLOGY.

In addition to museum work and his other official duties, Mr. Whiteaves has been engaged, during the past year, in a critical study of the fossils of the Devonian rocks of the Mackenzie River district and of Northern Manitoba. The manuscript of the third part of the "Contributions to Canadian Palæontology," which consists of a report upon the collections of fossils made by Mr. McConnell in 1887-89, from the Devonian rocks of the Hay, Mackenzie and Peace rivers, was finished in September, and the four plates required for its illustration were printed. Before sending the MSS. of this report to the printer, however, the receipt of an additional and important collection of fossils, made by Mr. McConnell during the summer season of 1890 from the Devonian rocks of the Athabasca River and its tributaries, induced the writer to enlarge its scope, so as to make it include not only all the raw material obtained by Mr. McConnell, but also three small collections of fossils made by Prof. Macoun, Mr. A. S. Cochrane and Dr. Bell, in 1876, 1881 and 1882, from the Devonian limestone of the Athabasca and the Clearwater. The report as thus enlarged has been rewritten, an additional plate has been prepared to illustrate it, and the whole is now ready for publication.

Considerable progress has been made in the study of the unusually extensive collections of fossils made by Mr. Tyrrell, in 1888-89, from the Devonian and Silurian rocks of Lakes Manitoba and Winnipegosis. The generic and specific relations of nearly all the sponges, brachiopoda and cephalopoda, and those of most of the pelecypoda, gasteropoda, crustacea and fishes in these collections have been ascertained and a preliminary list of them prepared for publication in Mr. Tyrrell's forthcoming report on the geology of this region. Some of the more critical of the mollusca and most of the corals and polyzoa have, however, yet to be studied. At an early date it is intended to publish an illustrated report upon the whole of these fossils in the fourth and concluding part of the "Contributions to Canadian Palæontology." In the meantime a paper descriptive of fifteen of the most striking species of brachiopoda

and mollusca in these collections has been prepared and published in the "Transactions of the Royal Society of Canada" for 1890. It consists of eighteen pages quarto and is illustrated by seven full page plates.

In August a fortnight was spent with Dr. Ells in an examination of the fossiliferous exposures near Philipsburgh, St. Dominique and Mystic, P.Q., and several species of fossils new to that district were obtained. In September a short visit was made to Hamilton, Hagersville and Cayuga, Ont. At the first named place a number of local collections were examined and several specimens of interest secured for the museum, especially a series of jaws, vertebræ and other bones, of snakes, small rodents and insectivora from the upper part of the sand and gravel ridge at Burlington Heights. From the Corniferous limestone of the neighbourhood of Hagersville a small collection of fossils was made which includes specimens of a few species not previously represented in the museum.

The MSS. of the first part of a descriptive monograph of the Vertebrata of the Tertiary and Cretaceous rocks of the North-west Territory, by Prof. E. D. Cope, has been received during the year and is now in type. It contains a description of the species from the White River beds (Older Miocene) of the Swift Current Creek region of the Cypress Hills and will consist of twenty-seven pages quarto, illustrated by fourteen full page plates.

The MSS. of the third part of the "Contributions to Canadian Micro-Palæontology," by Prof. T. Rupert Jones, F.R.S., has also been received and is now in the printers' hands. It consists of a description of a number of Ostracoda from the Cambro-Silurian, Silurian and Devonian rocks of Canada, and will be illustrated with two full page large octavo plates.

In the Department of Zoology another large collection of the mammalia, birds, reptiles, &c., of British Columbia, has been received from Prof. Macoun. Fifteen specimens of mammals, ninety-five of birds and two of turtles have been skilfully mounted by Mr. Herring during the past year, and twenty-four bird skins have been put up by him. Among the most striking of the additions to this branch of the museum are a remarkably fine specimen of the Musk Ox (*Ovibos moschatus*), from Fort Rae, on Great Slave Lake, recently presented by Julian Camsell, Esq., Chief Factor of the Hudson's Bay Company in the Mackenzie River district, and an adult male of the Woodland Caribou (*Rangifer Caribou*), from the Selkirk Ranges of British Columbia, obtained by Dr. G. M. Dawson.

For two months and seven days during the past summer the duties of Acting Director have been performed by Mr. Whiteaves, and in addition to the correspondence thereby occasioned, 220 official letters have been received during the year, and 200 written.

From the 6th of January to the 26th of June, Mr. T. C. Weston was confined to his house by severe illness. He subsequently obtained leave of absence until the first of August, and during that time and up to the 8th of September he was occupied in the examination of the rocks in the neighbourhood of Quebec city, from which he was successful in obtaining a remarkable and in some respects unique set of fossils, which throw considerable light on the age of these rocks, which is still under discussion. From the 10th of September until the close of the year, Mr. Weston's time has been spent in museum work, in the palæontological and archæological sections, in arranging several hundreds of new specimens in the cases, in preparing descriptive labels for them, and the like.

Mr. L. M. Lambe was engaged in the early part of the year in the study of collections of fossils from Lake Winnipegosis and from the Hay River, collected by Messrs. Tyrrell, Dowling and McConnell, in assisting in their determination and preparing drawings for their illustration.

During the latter part of July and in August Mr. Lambe, with Mr. Dowling, made a collection of fossils from the Cambro-Silurian rocks of Lake Winnipeg, from Dog Head on the south to the Little Saskatchewan on the north, and then east to Beren's or Swampy Island, including all the islands off that part of the western shore of the lake. He also visited East Selkirk, Manitoba, and made a collection of fossils at that place.

After his return, Mr. Lambe assisted Mr. Whiteaves in an examination and study of some Devonian fossils from Lake Winnipegosis, and prepared plates for their illustration in the transactions of the Royal Society of Canada for 1890, and has since been engaged in the study of some fossils collected by Mr. McConnell on the Athabasca River during the summer of 1890.

During the past year Mr. H. M. Ami's time has been occupied at intervals in sorting, identifying and labelling large collections of fossils which have not been unpacked since they left Montreal. About 20,000 specimens were examined with this end in view, and all of these are now accessible and available for reference or as duplicates. In March he made a selection of about 100 specimens of fossils and Indian remains belonging to the estate of the late Sheriff Dickson, for the Museum. He also assisted in a preliminary examination of fossils recently received from the North-west Territories, and spent some time in re-arranging the palaeontological part of the library with a view to making a catalogue thereof. In April Mr. Ami identified and labelled some 250 fossils for the St. Laurent College, Montreal, and some other specimens for a private collector at Hamilton in return for donations to the Museum. He also prepared systematic lists of species from various localities in Ontario, Quebec, Nova Scotia, and New Brunswick, and selected several especially among the graptolidae, monticuliporidae and ostracoda, which require further study. With Mr. Herdt's assistance and during Mr. Weston's illness, he attended to the reception, registration and arrangement of the archaeological specimens brought in by officers of the survey or presented by them. During the month of May he arranged, classified and labelled the vertebrate remains of the Lower Miocene of the Cypress Hills upon which Professor Cope has recently reported. A collection of fossils, consisting of 61 species and 184 specimens, has been prepared by Mr. Ami and sent to the Museum of Queen's College, Kingston, in July, and another, consisting of 365 specimens, was sent to the Redpath Museum, Montreal, in October. Small sets of fossils have been loaned or sent, for scientific purposes, to various specialists, especially to Professor Hall at Albany, Mr. C. D. Walcott at Washington, Professor E. D. Cope at Philadelphia and Dr. J. G. Hinde of Croydon, England. At the end of October he visited Quebec city and collected a series of fossils from the neighbourhood and named several hundred specimens of fossils for the Laval University. In November he prepared systematic lists of fossils for Mr. Low's report on the geology of the Counties of Portneuf, Quebec, Montmorency and Champlain, P.Q., and identified a few fossils from the black shales of Mr. Wissick, Lake Temiscouata, for Professor Bailey. He has also made a preliminary examination of the collections of fossils from Quebec city, made by Mr. Weston during the past summer, and of those made by Dr. Ells, Mr. Giroux and Mr. Deeks in the Eastern Townships. He has also prepared labels for a number of species of Cambrian and Carboniferous fossils which were previously unlabelled. From the third of May to the first of September he was assisted by Mr. H. D. Herdt a science student of McGill University.

The following collections have been received during the year from members of the staff:—

Dr. G. M. Dawson:—

174 specimens of fossil plants, shells, &c., from the southern interior of British Columbia. Six specimens of the fresh water pearl mussel (*Margaritana margaritifera*) from the head waters of the Bonaparte River, B.C. One fine specimen of the Woodland Caribou (*Rangifer Caribou*). About 200 specimens of arrowheads, jade implements, &c., from British Columbia.

J. F. Whiteaves:—

Fifty specimens of fossils from the Corniferous of Hagersville, Ont.

Dr. R. W. Ells:—

About 1,200 specimens of fossils from the Cambrian, Cambro-Silurian and Silurian rocks at numerous localities in the province of Quebec. Hairy-tailed Mole (*Scapanus Breweri*) from base of Orford Mountain, P.Q.

Hugh Fletcher :—

Fifty-four specimens of Silurian and other fossils from Economy River and River Philip, Nova Scotia. About sixty specimens of Carboniferous plants from the Pietou and Springhill Coal mines of Nova Scotia, through Messrs. H. S. Poole and William Madden.

R. G. McConnell :—

About 300 specimens of fossils from the Devonian and Cretaceous strata of the Athabasca River and its tributaries.

J. B. Tyrrell :—

500 fossils from the Assiniboine and Saskatchewan rivers and Lake Winnipeg region of Manitoba.

T. C. Weston :—

284 specimens of Cambro-Silurian fossils from the Montcalm market and Cove Field rocks of Quebec city, Que. One spear head from Hog's Back, Nepean, Ont.

H. M. Ami and H. D. Herdt :—

A number of fossils from the post-Tertiary deposits of Moose Creek, a post-Tertiary and Cambro-Silurian formations of the city of Quebec and vicinity of Ottawa. Eleven archaeological specimens from Old Indian Settlement, Casselman, Ont., and an Ermine (*Putorius ermineus*) from Russell, Ont.

D. B. Dowling and L. M. Lambe :—

750 specimens from the Cambro-Silurian rocks of Lake Winnipeg, Man.

L. M. Lambe :—

Fifty specimens of fossils from East Selkirk, and a large "head" of *Cleio-crinus* from Hull, P.Q.

A. P. Low :—

One fossil from Chambord, Lake St. John, Que. One chipped quartz implement, Quebec.

N. J. Giroux :—

About 100 specimens of fossils from the Cambro-Silurian rocks of Quebec.

The additions to the palaeontological, ethnological and zoological departments of the museum, by presentation, exchange or purchase, are as follows :—

By Presentation :

Julian Camsell, Chief Factor, Hudson's Bay Co., Mackenzie River district :—

Fine specimen of the Musk Ox (*Ovibos moschatus*) from Fort Rae, Great Slave Lake.

James Fletcher, Ottawa :—

Male Mole Shrew (*Blarina brevicauda*) in the flesh. Six Snowflakes (*Plectrophenax nivalis*) in the flesh. One Lapland Longspur (*Calcarius Lapponicus*).

Dr. C. A. White, U. S. Geological Survey, Washington :—

Two specimens of an undermentioned species of *Rhynchonella* found associated with *Aucella* at Paskanta, California.

John C. McRae, Port Colborne, Ont. :—

Twenty-five specimens of fossils from the Carboniferous Limestone near Port Colborne, two fragments of *Eurypterus* from the Water-lime group at Stonebridge, Ont., eleven specimens of fossils from the St. Louis limestone, and a *Spirifera* from the sub-Carboniferous limestone of Alabama.

Max Klotz, Preston, Ont. :—

Four specimens of *Megalomus Canadensis* from the Guelph limestone, below Preston, on the Grand River.

Donald McKay, Indian Head, N.W.T. :—

Skin of Silver-haired Bat (*Scotophilus noctivagans*) from Indian Head.

- W. F. Ganong, Cambridge, Mass. :—
 One Starfish (*Asterias Forbesi*) from Oak Bay, Charlotte co., N.B., and four species of marine Mollusca from the oyster beds of Prince Edward Island.
- G. R. White, Ottawa :—
 Skin of Grey Gopher (*Spermophilus Richardsoni*).
- Prof. H. Alleyne Nicholson, University of Aberdeen, Scotland :—
 Named specimens of twenty-one species of Polyzoa from the Trenton, Corniferous and Hamilton formations of Ontario, described or identified by the donor.
- H. G. Stanton :—
 Specimen of *Miya truncata*, with both valves, from the post-Pliocene of River Beaudette, P.Q.
- J. Deans, Victoria, V.I. :—
 One specimen of *Monotis subcircularis*, two of *Arniotites Vancouverensis*, from the Trias of Vancouver Island, and phragmocone of a large Belemnite from the Cretaceous rocks of Maud Island, Q.C.I.
- S. Robbins, Nanaimo, V.I. :—
 Two cores from boring in the Cretaceous rocks (Nanaimo series) of Vancouver Island; one containing specimens of *Anomia Vancouverensis*, *Inoceramus mytilopsis*, *Entalis Cooperi* and *Haminea Hornii*.
- Captain Josiah Jacques, Victoria, V.I. :—
 Burrows of *Teredo* is fossil wood; four species of fossil Pelecypoda and two of Gasteropoda, from near Carmanah Point, V.I.; also one *Conchocele disjuncta* and one *Pachypoma gibberosum*, from post-Pliocene deposits, three miles E. S.-E. of Bonilla Point, V.I.
- W. E. Saunders, London, Ont. :—
 One small Turtle (*Nanemys guttata*) alive, caught near London, Ont., and one fine living example of Blanding's Box Turtle (*Emys metagraris*, Shaw), from Rondeau, near Chatham.
- Colonel C. C. Grant, Hamilton, Ont. :—
 Specimen of *Orthis circulus*, Hall, from the Niagara group at Hamilton.
- D. Herring, Toronto :—
 Female Stilt Sandpiper (*Micropalama himantopus*), from Toronto Island; female Bartramian Sandpiper (*Bartramia longicauda*), shot on the Humber, near Toronto.
- S. Herring, Ottawa :—
 Four specimens of the Evening Grosbeak (*Coccothraustes vespertina*), shot near Toronto. In the flesh.
- Col. Irvine, per Dr. G. M. Dawson :—
 One large spear head from the Cypress Hills, Assiniboia.
- W. Dickson, per Dr. G. M. Dawson; from the estate of the late Sheriff Dickson, Pakenham, Ont. :—
 Three adzes from the vicinity of Pakenham, Ont., from his own collection; one fragment of pottery from Long Lake, N.W.T.
- R. Têtu, per W. McInnes :—
 Two arrow heads from near the mouth of the Cabano River, Lake Temiscouata, Têtu P.O., Que.
- D. J. Wing, per D. G. M. Dawson :—
 Chisel of jade, from Kamloops, B.C.
- George Hossie :—
 An iron axe.
- J. W. MacKay :—
 Three black flint arrow heads, from Lillooët, B.C.; one stone scraper, from Spence's Bridge, B.C.; one skin scraper, from Kamloops, B.C.; fragments of shells, teeth and flint from Lytton, B.C.

- Walter Odell, Ottawa :—
Eight specimens of Sponges and Polyzoa, from the post-Pliocene clays of Odell's brick yard, Ottawa, Ont.
- Walter R. Billings, Billings Bridge, Ottawa :—
Eight specimens of *Zygospira defecta*, Hall, from the Trenton limestone of Division St., Ottawa.
- Charles Giramaire, Ottawa :—
One female Short Eared Owl (*Asio accipitrinus*) in the flesh.
- John Vicars, Cannington, Ont. :—
Skin of a Hoary Bat (*Atalapha cinerea*) from Manitoba.
- Dr. Lorenzo G. Yates, Santa Barbara, California :—
Two specimens of the rare *Cypræa spadicea* from the Santa Barbara Channel ; three specimens of *Gonostoma Yatesii* from Calaveras co., Cal., three of *Melania Surati*, from near Cordova, Mexico, and one *Pinna Venturensis*, from the Cretaceous rocks in Ventura co., Cal.
- J. A. Doyon, Ottawa :—
Female Long tailed Duck (*Clangula hyemalis*) in full plumage.
- G. Everett, Ottawa :—
Specimen of the Deer Mouse (*Hesperomys leucopus*) in the flesh.
- Dr. H. G. Griffith, Burlington, Iowa :—
Four species of corals and two of Stromatoporoids from the Hamilton shales at Rockford, Iowa.
- G. P. Jones :—
Specimen of *Macoma nasuta*, Conrad, brought up on the point of a pile driven fifty feet into the bottom of the Nicomekyl River, B.C.
- A. E. Walker, Hamilton, Ont. :—
Petrified specimen of *Mesodon albilabris* from cavities in the Niagara limestone of the mountain at Hamilton.
- Dr. P. Jones, Hagersville, Ont. :—
Two otoliths of sheepshead (*Haploidonotus grunniens*) dug up in an Indian ossuary at Hagersville.
- Isaac Moore, Ottawa :—
Young Night Heron (*Nycticorax nycticorax novius*) in the flesh.
- By Exchange :*
- W. Turnbull, Hamilton, Ont. :—
Shells of three species of turtles, nine fossils from the neighbourhood of Hamilton, and one specimen of *Palæotrochus Kearneyi* from the Corniferous limestone of Hagersville.
- G. M. Leslie, Hamilton, Ont. :—
Six species of land shells from the vicinity of Hamilton. A series of vertebra, ribs, jaws and portions of skulls of snakes, small rodents and insectivora from the upper portion of the gravel ridge at Burlington Heights.
- S. W. Howard, J.P., Hagersville, Ont. :—
Seven specimens of fossils from the Corniferous limestone at Hagersville.
- S. A. Morgan, B.A., Hagersville, Ont. :—
One head of *Dalmanites anchiops*, one specimen of *Platystoma lineatum*, two specimens of *Chonetes hemisphærica* from the Corniferous limestone at Hagersville, and two arrow heads from the same place.
- By Purchase :*
- From John Stewart, Ottawa :—
Two hundred choice and selected specimens of fossils from the Trenton limestone, mostly from the neighbourhood of Ottawa, and from the post-Pliocene of Green's Creek, Gloucester, Ont. Among the former are about seventy remarkably fine, and in many cases unique crinoids, and two specimens representing a new genus of Blastoidea. Among the latter is the most perfect specimen known of the rare fish known as *Cottus uncinatus*, Reinhardt, and several plants not heretofore represented in the museum collection.

Henry Sproule, Ottawa:—

120 fossils from the post-Pliocene nodules of Green's Creek, Gloucester, Ont.

E. Effingham, Cooksville, Ont.:—

Specimen of the Turkey Vulture (*Carthartes aura*), shot at Cooksville, Ont. In the flesh, and since mounted.

G. Hogle, Philipsburgh:—

Seven specimens of fossils from the neighbourhood of Philipsburgh.

Prof. Henry Ward, Rochester, N.Y.:—

A small series of exotic shells, mostly terrestrial species from the Phillipine Islands.

The entomological collections in the Department are under the care of Mr. James Fletcher. They are contained in nine cabinets, and number about 9,000 specimens. Mr. Fletcher reports:

"The cabinets have been regularly examined, and the collections therein contained are in a good state of preservation, no losses having occurred from insects, mould or accident. Several valuable additions have been made during the year. These are chiefly from the collections made by the officers of the Survey, and by donations. Valuable and extensive collections were brought in by Dr. G. M. Dawson, from the Kamloops District in British Columbia, of Coleoptera and Lepidoptera; by Prof. Macoun, from the Kootanie District in British Columbia, of Lepidoptera and Coleoptera; by Mr. W. McInnes, from the Lake Superior region, of various orders. There are in all these collections many specimens which are interesting additions for the cabinets as well as duplicates for exchange.

"Donations have been received from the following:—

Rev. C. J. S. Bethune, Port Hope, Ont., Coleoptera.

Mr. W. H. Harrington, Ottawa, Coleoptera and Hymenoptera.

Mr. W. H. Darley, Victoria, B.C., Lepidoptera.

Rev. G. W. Taylor, Victoria, B.C., various orders.

Mr. A. L. Poudrier, Victoria, B.C., Lepidoptera from the Rocky Mountains.

Mr. T. E. Bean, Laggan, N.W.T., specimens of rare Lepidoptera.

"Most of these are insects not represented in the collection, and were kindly given in response to an application by the Curator.

"Special cases have been prepared for the exhibition of a collection of native insects in the hall of the Museum, which it is believed will be of interest to the many visitors who frequent the Museum."

BOTANY, &c.

Early in the year Professor Macoun was engaged on part V of the Catalogue of Canadian Plants and was also attending to Mr. Pearson's list of Canadian Hepaticæ, then passing through the press; both have since been printed and distributed. Part V included the ferns and their allies, and an addendum that brought the whole work up to date. One hundred and fifty-five species have been added to the Canadian Flora since the addendum, printed with Part III, was issued.

As the investigation of the fauna and flora of British Columbia had hitherto extended only from the Pacific coast to the Gold Range, Professor Macoun was authorized last spring to make examinations of the Columbia and the Kootanie River valleys and lake districts, and later to make collections amongst the higher summits of the Selkirk and Rocky Mountain ranges. He reports: "This work was successfully carried out. By the first week in April a competent collector was stationed at Revelstoke on the Columbia River. He worked there for two months, and procured 259 fine skins of rare birds. I joined him early in May and collected in the vicinity of Revelstoke for four weeks, or up to the first of June. My assistant, Jas. M. Macoun, who had remained in Ottawa reading proof and attending to arrears of office work, joined me on that date, and we then went down the Columbia to Deer Park and Sproat, where careful enumerations and collections of the fauna and flora were made. Early in July we crossed the portage from Sproat to Nelson and spent the next three weeks at various points on Kootanie Lake. We then returned to

Revelstoke and on the 28th of July went to Roger's Pass in the Selkirk Mountains, where some of the highest surrounding peaks were ascended and a number of rare and interesting specimens were secured. Ten days were then spent at Hector, in the Rocky Mountains, and large collections were made on the higher summits around that station. We left Hector for Ottawa on the 20th of August.

To secure data to complete the enumeration of the mosses in part VI a three weeks' trip was made in September to the western part of Ontario. The species of that region which had not hitherto been noticed, were collected and recorded. Owen Sound, Windsor, Chatham, Sandwich, Port Dover, Leamington, Port Colborne and the vicinity of Niagara Falls were visited.

The results of the season's work were the addition of over 20 species of birds to the British Columbia Avi-fauna and the addition of many species of flowering plants, part new to science and all new to the Canadian flora. The discoveries in cryptogams, especially mosses, have been so numerous that Dr. Carl Muller, of Halle, says in a letter to Dr. Kindberg, that they constitute a new epoch in American Bryology. Up to the present writing these two gentlemen have named 200 species new to science, collected chiefly by me during the last three years. About 400 specimens of birds and mammals and 20,000 specimens of plants were collected during the past season.

Since our return from the field my assistant had been engaged in examining and naming the year's collections of flowering plants, getting out the species to mount and doing the general work of the office, while I have been occupied on Part VI of the Catalogue of Plants and on the Catalogue of Canadian Birds which is approaching completion. All work in connection with the herbarium has been done as in the previous year, 1889, by Mr. Jas. M. Macoun. During 1890, 3,807 sheets of specimens have been mounted and placed in the herbarium. Of these 2,316 were flowering plants and 1,491 cryptogams, principally mosses. Of the flowering plants 1,699 were Canadian, 260 from the United States and 457 from Europe.

4,211 sheets of specimens were sent from the herbarium to private individuals and to public institutions in exchange for desiderata, of these 1,871 were cryptogams and 2,340 flowering plants. Specimens were sent to

The British Museum.....	200
Central Experimental Farm, Ottawa.....	200
Mechanics Institute, Wingham.....	100
St. John's College, Winnipeg.....	100
Department of Public Instruction, Quebec.....	100
McGill College, Montreal.....	100
National Museum, Washington.....	200
University of Nebraska.....	124
Harvard University.....	164
California Academy of Science.	100
Shaw School of Botany, St. Louis, Missouri.....	170
Columbia College, New York	218
The University of Copenhagen, 100 flowers, 400 cryptogams	500
Professor Kindberg, Linköping, Sweden.....	884

Since the 31st of December, 1889, in connection with the work of this division, 447 letters, of sufficient importance to copy were written and about the same number were received.

Since returning from the field the herbarium of St. Laurent College, Quebec, has been examined, and the specimens, over 2,100, named; also the herbarium of Mr. Morten, of Wingham, and Dr. White, of Toronto, besides many small collections from various parts of the Dominion.

The survey herbarium is arranged in eight large cases, but these are now so full that specimens are frequently injured by being crushed; another case will shortly be available and a better arrangement of the specimens will then be effected, and they will be much better preserved.

Considerable inconvenience is now caused by the crowded state of the small room devoted to the work of this division. It arises from the accumulation of the large collections annually brought in, and it is hoped that the alterations that have been suggested, whereby this serious inconvenience would be in a measure obviated, will be speedily carried out.

The following notices from foreign journals indicate the estimation and appreciation of the botanical work of the division under Professor Macoun:

From "Zoe," (Vol. 1-9) a biographical journal published at San Francisco—

"Catalogue of Canadian Plants, Part V. This part contains the ferns and fern allies and additions and corrections to Vol. I-IV, which are rather extensive, embracing a hundred pages and conforming to recent revisions. * * * The work in general has been carefully done, and reflects credit upon the Government of Canada and the botanists concerned in its production."

From "Botanical Gazette," Vol. XVI:—

"With the appearance of Part V, devoted to Pteridophytes, Prof. John Macoun's Catalogue of vascular Canadian Plants has been completed. It has been very handsomely done, and the painstaking care so evident through it all has made it a mine of information concerning the Canadian Flora. A large appendix brings together additions and corrections to Parts I-IV, the results of all monographic work done since the beginning of the catalogue being included. * * * The part is rounded out by a complete index to all the parts, and the five will make a very complete and compact volume."

MAPS.

Maps in course of Preparation and Published during 1890.

North-west Territory, 9 sheets, 20 to 26 inches long by 16 inches broad, showing waters followed by the members of the Yukon Expedition, 1887-88, and reaching from longitude 111° to 144° and latitude 59° to 68°, to accompany report by Mr. McConnell, will be ready for engraver in two months.....	8 miles=1 inch.	
Index map of the above now in the lithographer's hands.....	48 miles=1 inch.	
British Columbia, part of southern interior (Dr. Dawson), in draughtsman's hands, will be ready for engraver in April.....	4 miles=1 inch.	6,400
British Columbia, Kootanie district (Dr. Dawson), published 1890.....	8 miles=1 inch.	11,000
British Columbia, Shuswap district (Dr. Dawson), in draughtsman's hands.....	4 miles=1 inch.	6,400
Manitoba, map taking in the whole of Lake Winnipeg (Mr. Tyrrell) in the draughtsman's hands.....	do	48,600
Northern Manitoba, in manuscript (Mr. Tyrrell).....	2 miles=1 inch.	5,000
do in engraver's hands (Mr. Tyrrell).....	8 miles=1 inch.	20,000
Western Ontario, Lake of the Woods, sheet No. 2, in the engraver's hands.....	2 miles=1 inch.	2,000
Western Ontario, Hunters Island, sheet No. 7, (Dr. Lawson) in the engraver's hands.....	4 miles=1 inch.	1,450
Western Ontario, north of Hunters Island, sheet No. 6, in draughtsman's hands.....	do	3,456
Ontario, sheet No. 130, Sudbury Mining district (Dr. Bell), in hands of draughtsman; will be ready for engraver in a few weeks.....	do	3,456
Ontario, sheet No. 115, ready for draughtsman.....	do	3,456
do general map in progress.....	do	
Quebec, N.E. ¼ sheet (Eastern Townships map) in hands of engraver.....	do	4,500
do S.W. do in draughtsman's hands.....	do	4,500
do N.W. do in progress.....	do	4,500

Quebec, Quebec and Lake St. John district, 2½ sheets, in progress.....	4 miles=1 inch.	6,912
do ¼ sheet, 18 S.E. and 18 N.E. (Messrs. Bailey and McInnes) in draughtsman's hands.....	do	3,950
do Lièvre River and Templeton Phosphate region, Ottawa county, 2 sheets (Mr. Ingall), will be ready for engraver in two months.	40 chains=1 inch.	220
New Brunswick, surface geology, ¼ sheet 1 S.W., 1 S.E. and 1 N.E., 3 sheets (Mr. Chalmers), ready for engraver in a month.....	4 miles=1 inch.	6,650
Nova Scotia, ¼ sheet, 11 N.W. and 11 S.W. in the engraver's hands.....	do	
Nova Scotia, ¼ sheet, 4 N.E. and 4 S.E. (Messrs. Fletcher and Faribault) in manuscript, most part of them drawn.	1 inch=1 mile.	

LIBRARY. SALES AND DISTRIBUTION OF PUBLICATIONS.

Dr. Thorburn reports that the distribution of the various publications of the Geological Survey Department with which he is charged has now attained large dimensions and is likely to increase year by year. Last year there were sent from the office, including Annual Reports, special Reports and maps, 8,936. This is exclusive of the annual Report Vol. III, 1887-88 in French, the printing of which has unfortunately been delayed. There have been distributed in Canada 6,527, the remainder, 2,409, were sent to foreign countries, to scientific and literary institutions and individuals in the various countries of Europe, India, China, Japan, Australia, the United States, &c.

There have been received as exchanges during 1890, 2,375 publications, including reports, transactions, proceedings, memoirs, periodicals, pamphlets and maps.

The books purchased during the year were 116, and 41 periodicals have been subscribed for.

The number of books bound during the same period has been 152. Now that the work of binding has been taken over by the Government, it is hoped that it will, in future, be done as promptly as is desirable, and indeed essential that it should be, to make the volumes accessible to the members of the staff who are constantly requiring them for consultation and reference.

As an evidence of the amount of work connected with matters relating to the library, and to the distribution of the Geological Survey publications, it may be stated that during the past year, 1,644 letters were sent by the Librarian and 2,476 were received by him, as compared with 1,511 and 1,256 in 1889.

The number of volumes in the library is now about 8,500, and of pamphlets, 3,300.

In the Report for 1886, it was stated that a card catalogue of the library had been introduced. It has been in operation ever since and has been found to be of great service in assisting members of the staff in finding, more readily than formerly, information on the various subjects under investigation.

For several years past, the space allotted to the library has been found to be altogether insufficient, and consequently a large number of books are not readily available for reference, except at great inconvenience of those wishing to consult them. It is to be hoped that this will be soon remedied so that a full and exhaustive classification may be made.

Sales of Survey publications for year ending 31st December, 1890, amounted to \$2,366.42.

VISITORS.

The number of visitors to the Museum during the year, from 1st January to the 31st December, was 17,760.

STAFF, APPROPRIATION, EXPENDITURE AND CORRESPONDENCE.

The staff at present employed is 52, viz.: professional, 34; ordinary, 18.

During the year the following changes in the permanent staff have taken place:—

Dr. A. C. Lawson, Field Geologist, resigned.
 Mr. Amos Bowman do do
 Mr. F. G. Wait, appointed Assistant Chemist.
 Mr. L. N. Richard, appointed Draughtsman.
 Mr. J. B. Tyrell, promoted from 2nd to the 1st Class.
 Mr. R. L. Broadbent do 3rd do 2nd do
 Mr. H. M. Ami do 3rd do 2nd do

The amount available for the fiscal year ended 30th June, 1890, was:—

	Grant.		Expenditure.	
	\$	cts.	\$	cts.
Civil list appropriation	45,750	00		
General purpose appropriation	62,100	00		
Civil list salaries			40,768	78
Wages of temporary employes			17,051	85
Exploration and survey			22,528	01
Printing and lithography			13,520	83
Boring operations, Deloraine			2,497	54
Purchase and binding of books, &c., and purchase of instruments			1,232	80
Purchase of specimens			814	57
Laboratory apparatus and chemicals			238	34
Stationery, mapping materials, and Queen's Printer			1,216	45
Incidental and other expenses			2,488	09
			102,357	26
LESS—Paid in 1889			6,026	93
			96,330	33
ADD—Advances to field explorers			6,534	66
			102,864	99
Unexpended balance, civil list appropriation			4,981	22
do general purpose appropriation			3	79
	107,850	00	107,850	00

The correspondence of the Department shows a total of 11,159 letters sent and 6,016 received.

I have the honour to be, Sir,

Your obedient servant,

ALFRED R. C. SELWYN,

Deputy Head and Director.