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Additional comments /  
Commentaires supplémentaires:

Sessional paper No. 11d not printed.

Sessional paper No. 11, Eighteenth annual report ... 30<sup>th</sup> June, 1885 starts at page iii.

In Sessional paper No. 11, Eighteenth annual report ... 30<sup>th</sup> June, 1885, pages xix & xxi are incorrectly numbered pages xx & xx.

In Sessional paper No. 11, Appendix No. 9, page 144 is incorrectly numbered page 114,

In Sessional paper No. 11, Supplement to the eighteenth annual report ... 1885, pages 128, 136, 191 & 198 are incorrectly numbered pages 8, 16, 11 & 19.

In Sessional paper No. 11, Appendix No. 1, Schedule of Fishery Officers ..., pages 114, 326-327 are incorrectly numbered pages 14, 36-37.

# SESSIONAL PAPERS.

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OF THE

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### ERRATA FOR LIST OF 1885.

On page 11, Return No. 14, read 1883 instead of 1884. On page 50, Return No. 127, read *Not printed* instead of *Printed for Distribution only*. On page 53, Return No. 140, read *Printed for Sessional Papers only* instead of *Printed for Distribution only*.

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

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

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4. Annual Report of the Department of Indian Affairs, for the year ended 31st December, 1885. Presented to the House of Commons, 3rd March, 1886, by Sir John A. Macdonald—  
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5. Annual Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. J. Costigan.....*Printed for both Distribution and Sessional Papers.*

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

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- 6a.** Report upon the suppression of the rebellion in the North-West Territories, and matters in connection therewith, in 1885. Presented to the House of Commons, 20th May, 1886, by Sir Adolphe Caron.....*Printed for both Distribution and Sessional Papers.*

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

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

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- 10b.** Report on Canadian Archives, 1885. Presented to the House of Commons, 20th May, 1886, by Hon. J. Carling.....*Printed for both Distribution and Sessional Papers.*
- 10c.** Abstracts of the Returns of Mortuary Statistics for the year 1885—  
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- 11.** Eighteenth Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
- 11a.** Report of the Chairman of the Board of Steamboat Inspection for the calendar year ended 31st December, 1885..... *Printed for both Distribution and Sessional Papers.*

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

### CONTENTS OF VOLUME No. 10.

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

### CONTENTS OF VOLUME No. 11.

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



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

## CONTENTS OF VOLUME No. 12.

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

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

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

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

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

*Printed for Sessional Papers only.*

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

*Printed for Sessional Papers only.*

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

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

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

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

*Printed for both Distribution and Sessional Papers.*

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

*Printed for Sessional Papers only.*

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

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

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

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



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

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

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

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

*Printed for both Distribution and Sessional Papers.*

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

*Printed for both Distribution and Sessional Papers.*

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

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

*Not printed.*

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

*Printed for Sessional Papers only.*

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

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

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

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

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

*Not printed.*

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

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

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

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



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

spring; also the number of pickerel and black bass; also the instructions that have been given for their distribution. Presented to the House of Commons, 11th May, 1886.—*Mr. Go don—*  
*Not printed.*

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

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

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

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

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EIGHTEENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE

FOR THE

FISCAL YEAR ENDED 30TH JUNE,

1885.

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*Printed by Order of Parliament.*

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OTTAWA:

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

1886.



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*To His Excellency the Most Honourable Sir Henry Charles Keith Petty-Fitzmaurice, Marquess of Lansdowne, in the County of Somerset, Earl of Wycombe, of Chipping Wycombe, in the County of Bucks, Viscount Caln and Calnstone, in the County of Wilts, and Lord Wycombe, Baron of Chipping Wycombe, in the County of Bucks, in the Peerage of Great Britain; Earl of Kerry and Earl of Shelburne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw and Dunkerron, in the Peerage of Ireland; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Governor General of Canada, and Vice Admiral of the same, &c., &c., &c.*

**MAY IT PLEASE YOUR EXCELLENCY :**

I have the honor to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Eighteenth Annual Report of the Department of Marine, and the financial statements connected therewith, being for the fiscal year ended 30th June, 1885.

I have the honor to be,  
Your Excellency's most obedient servant,

GEO. E. FOSTER,  
*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE,  
OTTAWA, 1st January, 1886.





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REPORT  
OF THE  
DEPUTY MINISTER.

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To the Honourable

GEORGE E. FOSTER,

Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended the 30th June last, and to give an account of a considerable portion of the business up to 31st December, 1885. One supplement will be issued with this report, comprising the reports of the Chairmen of the Boards of Steam-boat Inspection, and Examiners of Masters and Mates, the reports of the Toronto, Montreal, Quebec and Pictou Harbour Commissioners, the Pilotage Authorities, the Harbour Masters, the Port Wardens, and the Harbour Police of Montreal and Quebec, together with statements of wrecks and casualties, and list of rewards for saving life.

The total amount expended on the various branches of the public service, administered by this Department, including the salaries of the establishment staff, during the fiscal year ended 30th June last, was \$1,038,892.96 while the total amount voted was \$1,041,232.50, which last-named amount includes the departmental salaries.

The whole number of persons engaged in the outside service of the Department at the close of the calendar year was 1414.

The lighthouse service of the Dominion is divided as follows, viz. :—The Ontario Division, embracing lights above Montreal; the Quebec Division, extending below Montreal and including the River and Gulf of St. Lawrence; the Nova Scotia Division; the New Brunswick Division; the Prince Edward Island Division, and the British Columbia Division. The total number of light stations in the Dominion, on the 31st December last was 526, and of lights shown 617; the number of steam fog-whistles and automatic fog-horns 35, and the number of light-keepers, engineers of fog whistles, and other assistants, with crews of light-ships, was 673.

The following is the number of light stations, the number of lights shown, of fog-whistles and automatic fog-horns in the several Provinces in the Dominion, at

31st December of each year, from 1868 to 1885, inclusive. In these numbers are the light stations on the coast of Newfoundland, maintained by the Dominion:—

	Light Stations.	Light- houses.	Fog- whistles.	Automatic Fog-horns.
31st December, 1868.....	198	227	2	.....
do 1869.....	219	233	2	.....
do 1870.....	240	278	4	.....
do 1871.....	261	297	8	.....
do 1872.....	280	314	13	.....
do 1873.....	316	363	17	....
do 1874.....	342	354	18	....
do 1875.....	377	444	22	....
do 1876.....	407	498	24	....
do 1877.....	416	509	25	2
do 1878.....	427	518	25	4
do 1879.....	443	542	23	6
do 1880.....	452	551	22	7
do 1881.....	462	553	23	9
do 1882.....	470	562	23	9
do 1883.....	484	573	23	9
do 1884.....	507	597	23	10
do 1885.....	526	617	23	12

#### ONTARIO LIGHTHOUSE DIVISION.

This division includes the lighthouses and lightships in that part of the Province of Quebec lying between Montreal and the boundary line between the Provinces of Ontario and Quebec, as also all the lights and lightships in the Province of Ontario, embracing the lights on the Ottawa River, the St. Lawrence River, above Montreal, the Thames River, and Lakes Ontario, Simcoe, Erie and Huron, the Georgian Bay and Lake Superior.

The number of lights in the Ontario division, inclusive of two in Manitoba, was 171. This number comprises lighthouses, light beacons and lightships maintained by the Dominion. There are 225 buoys and 19 beacons.

The number of light-keepers in this division, paid directly by the Government, was 140; but in several cases assistants were employed by keepers, and paid by them out of the allowance made by the Government for that purpose.

The lights in this division, with the exception of those on the Ottawa River, were inspected, during the months of July and August, by Mr. Patrick Harty, the Superintendent of Lights, and supplied with the necessary stores, the steamer

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"Celtic" being chartered for the purpose, for the sum of \$2,475. From the report received it appears that the lighthouses are, on the whole, well attended to, and their general condition satisfactory.

The following new lights have been established during the past season :—

A revolving white catoptric light, on the west side of Lyal Island, in the north riding of Bruce, Lake Huron, elevated 51 feet above the level of the lake, and visible 12 miles all around the horizon. The lighthouse is of wood, and consists of a square tower 57 feet high, from the ground to the vane on the lantern, with keeper's dwelling attached. The light, besides being a general lake-coast light, serves as a guide into the harbour of Stokes' Bay. The sum of \$4,423.11 was expended on this light, as will be seen by reference to the accounts of the past fiscal year.

A fixed white dioptric light at Deseronto, on the Bay of Quinté, in the County of Hastings, elevated 44 feet above the level of the Bay, and visible from all points of approach seaward. It is lit with gas supplied by the Rathbun Company. The building is a square wooden tower, surrounded by a projecting gallery, and surmounted by a hexagonal lantern, erected on the roof of the freight shed of the Bay of Quinté Railway, near the outer end of the company's wharf at Deseronto. The height of the vane of the lantern above the wharf is 46 feet. The light guides to Deseronto from the directions of Belleville, Picton and Napanee. The sum of \$455.55 was expended on this lighthouse.

A light on the west side of the entrance to Tobermory Harbour, Georgian Bay, in the North Riding of Bruce. From the opening of navigation next season a fixed red dioptric light will be shown, elevated 40 feet above the level of the lake, and visible 8 miles from all points of approach. The tower is a hexagonal wooden building, surrounded by an iron lantern, having a height of 43 feet from ground to lantern vane. The building was constructed under contract by Messrs. George & Currie, of Port Elgin, at a cost of \$675.

A fixed white dioptric light of the third order, on Colchester Reef, Lake Erie, elevated 72 feet above the level of the lake, and visible 14 miles all around the horizon. The structure, consisting of a circular stone pier, standing 20 feet out of the lake, surmounted by a hexagonal wooden tower painted white, is placed near the south-eastern edge of the reef, in 13 feet water, with 19 feet water within 1,000 feet of it on every side. The contractor for this work, Mr. John E. Askwith, has carried it out to satisfactory completion, in the face of many difficulties. The light-ship, which has been maintained for some years past on the reef has been withdrawn, the establishment of the new light having rendered it no longer necessary. The sum of \$2,048 was expended in connection with the construction of this light during the last fiscal year.

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The lights in the north channel and St. Mary's River, in the district of Algoma, referred to in last year's report have been completed and put in operation, and are located as follows:—

1st. Manitowaning Light, in the village of Manitowaning, on the north coast of Manitoulin Island, and leading direct from the mouth of Manitowaning Bay to the village. This light is elevated 80 feet above the lake, and is visible 14 miles.

2nd. Cape Robert Light, situated on the northern extremity of the cape, on the northern coast of Manitoulin Island, elevated 46 feet above the level of water, and visible 12 miles.

3rd. North Sister Rock Light, situated on the north side of the channel, at the Canadian entrance to the mouth of St. Mary's River, or channel north of St. Joseph's Island. This light is elevated 35 feet above the water, and is visible 11 miles all around the horizon. It is intended to guide through the narrow channel.

4th. Wilson's Channel Light, situated on the rocky islet on the north side of the channel, a short distance above the narrow passage of Wilson's Channel, and guides from Richards' Landing,  $2\frac{1}{4}$  miles above, to the channel. It is elevated 32 feet above the water, and is visible 10 miles.

5th. Shoal Point Light, situated on the islet of rock on the south side of the channel, 2 miles above Richard's Landing, and guiding therefrom. It is elevated 37 feet above the water, and visible 11 miles.

The above-mentioned lights are all fixed white, the illuminating apparatus being dioptric, of small size, and they show from all points of approach by water. The towers and other buildings are of wood, and are painted white. The contract for those lighthouses, as stated in the report of last year, was awarded to Mr. John Waddell, but he having failed to carry out his contract, the Department was obliged to complete the works at his expense. The sum of \$10,222.49 was expended on these lights during the past fiscal year, and further expenditure will be shown in the accounts of the present year.

Under the same contract a day beacon of crib-work, rising 4 feet out of the water, surmounted by an iron tripod, surrounded by hoops, and bearing on its top a globe of slatwork, elevated  $17\frac{1}{2}$  feet above the crib, was established on the outer edge of the shoal, on the starboard hand and near the western entrance to Wilson's Channel, to mark the edge of the channel at that point.

Three beacon lights on the Upper Ottawa River, between the Counties of Renfrew, Ont., and Pontiac, Que., located as follows: One on the islet in Lake des Chats, opposite the town of Arnprior; one on the north side of Coulonge Lake, half mile above old Fort Coulonge; and the third on the head of Spence's Island, in

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the Lower Allumette Lake. In each case a fixed white light is shown from a small dioptric lantern hoisted to the top of a mast, having a small shed, painted white at its base. These beacons were erected at a cost of \$485.

The fog-horn at Cove Island Light station, Georgian Bay, to which reference was made in the report of last year, was put into operation in July last, and sounds during thick weather blasts of 10 seconds' duration, with intervals of 110 seconds between the blasts. The horn is located a short distance to the westward of the lighthouse tower.

A fog-horn, similar to the above, has also been established in connection with the lighthouse at Gibraltar Point, Toronto Harbour, and will be put in operation on the opening of navigation next season. The horn was supplied by the Neptune Fog-horn Company, of Quebec, for the sum of \$2,100. As the fog-bell at this station will no longer be required, it is proposed to remove it, and establish it at Fort Mississauga Shoal, Niagara, to guide vessels in making the entrance to the river.

During the past season it was deemed advisable, in the interests of navigation, to establish a temporary light, by means of a lantern erected on a pole, at Spanish River, in the District of Algoma. Tenders have been invited for the building of a permanent lighthouse, and the work will be proceeded with next season.

The lighthouse at Rainy River, Algoma, to which reference was made in the report of last year, is at present in course of erection. The contract for this work was awarded to Mr. Thomas A. Shepherd, of Winnipeg, at \$600.

Tenders were also invited last season for the erection of a lighthouse and fog-trumpet at Caribou Island, Lake Superior, and the contract awarded to Messrs. John George and David Currie, of Port Elgin, at \$6,475. The contractors have made considerable progress with this work, and it is expected that both light and trumpet will be put into operation in the early part of next season.

Tenders have also been invited for the erection of a lighthouse at Victoria Island, Lake Superior, on which a temporary beacon light has been shown for some years past.

Appropriations were made by Parliament at its last Session for the erection of a beacon light at the entrance to South River, Lake Nipissing, and also for establishing a system for lighting Lime Kiln Crossing, near Amherstburg, on the Detroit River, and arrangements for the carrying out of these works are in progress.

A contract for the erection of a fog-alarm at Thunder Cape, Lake Superior, for which an appropriation was also made last season, was awarded to Messrs.



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John George and D. Currie, at \$2,350, and the work will be proceeded with on the opening of navigation next season.

The lightship heretofore maintained off Bar Point, Lake Erie, to indicate the entrance to Detroit River, has been removed, as the vessel is no longer required, in consequence of the establishment of a lighthouse by the United States Government.

The lighthouse situated on the pier near Lancaster, in the River St. Lawrence, and also the lighthouse at McTavish Point, on the Ottawa River, were accidentally destroyed the one by fire the other by ice last season. Temporary lights were maintained until the close of navigation, and arrangements are being made to replace the buildings.

During the past season a change was made in the illuminating apparatus of the light on False Ducks Island, Lake Ontario, and the old reflectors replaced by a dioptric light of the third order. A new lantern was also placed at this station.

A new revolving apparatus was also supplied to Point Peter Light, Lake Ontario.

It was found necessary for the protection of the lighthouse at Salmon Point, Lake Ontario, to build a breakwater, as, owing to the encroachments of the lake during storms, the safety of the lighthouse was endangered.

Extensive repairs were also carried out during the past season at Jack Straw Lighthouse, in the River St. Lawrence, and at the range lights, situated at the entrance of the Beauharnois Canal, and the cost of these repairs will appear in the accounts of the present fiscal year.

A very heavy iron beacon, surmounted by a cage, was erected during the past season on the dangerous rock on the Georgian Bay, known as Lone Rock, lying in the inside passage to Parry Sound; the beacon established in 1884 having been carried away by the force of the ice, and also a previous beacon erected by the steamboat owners, which had been pulled down by a tow passing over it.

The total cost of maintaining the lights, light-vessels, fog-bells, buoys and beacons in the Ontario Division, including the Manitoba lights and the lightships, for the last fiscal year, was \$70,697.89, and the expenditure for construction of lights during the same period was \$25,929.02.

#### QUEBEC LIGHTHOUSE DIVISION.

This division comprises the lighthouses and lightships below Montreal, on the River St. Lawrence, and on the Richelieu River and Lake Memphremagog, as well as all the lighthouses, lightships, steam fog-whistles, buoys and beacons in the

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River and Gulf of St. Lawrence below Quebec, the Strait of Belle Isle and on the north-west coast of Newfoundland. This important division is under the charge of Mr. J. U. Gregory, agent of this Department at Quebec, who has also under his superintendence several of the Dominion steamers, the Quebec River Police Force and the Fisheries Protection Service.

At the close of navigation there were in this division 149 lights; 8 lightships, 3 of which are supplied with steam fog-whistles, 7 steam fog-whistles or horns, 10 fog guns, 107 buoys, 59 beacons and 9 life-saving canoes, for service in the ice.

The lights situated between Quebec and Montreal were supplied during the past season by the steamer "La Canadienne," the "Druid," which generally attended to the service, having been laid up for repairs. The lights below Quebec, including those on the Gulf of St. Lawrence, Strait of Belle Isle, Magdalen Islands and Baie des Chaleurs, were supplied by the steamer "Napoleon III," under the superintendence of Mr. Barbour, Inspector of Lights. A number of the lights were also visited by the agent.

The lighthouse at Grand River, in the County of Gaspé, to which reference was made in the report of last year, was completed and put into operation in September last. A fixed red light is shown, elevated 52 feet above high water mark, which should be visible 8 miles from all points of approach seaward and up the river. The illuminating apparatus is dioptric, of small size. The tower is a hexagonal wooden building, painted white, surmounted by an iron lantern, and is 43 feet in height from ground to vane. This light is intended to guide vessels into the harbour, as well as for a coast light.

The lighthouse established at Cape Ray, on the coast of Newfoundland, was unfortunately destroyed by fire, owing to the explosion of a lamp, in April last. The fire was confined to the lighthouse tower; consequently the fog-alarm and signal station were continued in operation as usual. Immediate steps were taken to replace the building; the frame and necessary materials were sent down in the "Napoleon" from Quebec, the tower rebuilt and the light shown on the 6th August last. The cost of rebuilding will be shown in the accounts of the present fiscal year.

An appropriation was made by Parliament in 1884 for the establishment of range lights in the north channel of the Island of Orleans, in the St. Lawrence below Quebec, and arrangements were made, during the past season, for the erection of six small buildings. The contract was satisfactorily carried out by Messrs. Nesbitt & Auger, of Quebec, for \$936, and the lights were put in operation.

Arrangements were made during the past season to replace the steam fog-whistle at Amour Point light station by a fog-horn sounded by compressed air, giving a blast of eight seconds' duration every minute. The new fog-alarm is

situated on the extreme point, 700 yards south-easterly from the old whistle building, and 250 yards west of the lighthouse. The old fog-whistle is kept in reserve, in case the horn gets out of order. Fog-horns of a similar description have also been placed at the light stations at South Point, Anticosti, Cape Ray and Cape Rosier, and the alarms formerly in use at these stations will be kept for use in case the horns become disabled from any cause.

The following is a synopsis of the principal repairs and improvements affected at the lighthouse stations in this division during the past season :—

LIGHTS BETWEEN QUEBEC AND MONTREAL.

*Cape Charles Range.*

A new foundation was placed under the higher or back tower.

*Port St. François.*

The extensive damages caused to the pier by ice last spring were repaired.

*Contrecoeur Range.*

The small tower carried away by the ice a distance of 300 feet from its site, was replaced, and considerable repairs effected to make good the damage.

*Lavaltrie Range.*

The two piers at this station were in a dilapidated condition from age, and they are now being rebuilt, under contract.

*Isle aux Prunes.*

Damage caused by the ice to the pier at this station has been repaired.

*Isle Ste. Thérèse Range.*

Considerable damage was caused by the ice last spring to the new pier of the back range tower, erected at this station in 1884, and the tower carried away a considerable distance down stream. A contract was entered into for the necessary repairs and re-erection of the tower with Mr. F. T. Thomas, of Ottawa, for the sum of \$950, and the work has been completed.

LIGHTS BELOW QUEBEC.

*Brandy Pots.*

A new landing slip was built at this station, to replace one carried away by storm.

*Lark Islet.*

A coal shed built for fog-horn, and landing repaired.

*Red Island.*

Damages caused by storm in fall of 1884 to buildings and landing slip duly repaired.

*Green Island.*

Gun-house and part of wharf, carried away by storm, replaced, and other necessary repairs effected.

*St. Ann's Fog-horn (Cape Chatte).*

A new house erected at this station for use of keeper.

*Point des Monts.*

The buildings at this station suffered severely from the storm of November, 1884, and necessary repairs were made this season.

*West and East Points Anticosti.*

Repairs made to outbuildings at West Point, and to boats at East Point station.

*Forteau.*

Lighthouse clapboarded, and repairs made to outbuildings.

*Cape Norman.*

An oil store erected at this station during the past season.

*Seven Islands.*

Dwelling and outbuildings repaired.

*Portneuf.*

Storehouse built to replace that carried away by storm of November, 1884, and also a breakwater to protect the lighthouse.

• *Red Island Lightship.*

A new deck was placed on this vessel, and also iron beams, supports and stringers, and repairs made to boiler of fog-alarm.

The two gas buoys supplied by the Pintsch Lighting Company, of London, Eng., and placed on Pilgrim Shoal and Channel Patch, in the lower St. Lawrence, have been maintained in position during the past season, and have given great satisfaction to shipping. Gas works, for the manufacture of gas to supply these buoys, were erected at Quebec, and the buoys supplied from this source. As buoys of this description have proved of great service to navigation, arrangements have been made to place three additional buoys next season in the lower St. Lawrence. Barrett's Ledge, De Beaujeu Channel, Crane Island, and the east end of White

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Island Reef, have been designated as points urgently requiring these aids to navigation.

The total amount expended for the maintenance of lights, lightships, provision depôts, buoys and beacons, and fog-whistles, in this division during the year ended 30th June last, amounted to \$142,119.88.

The sum of \$4,354.87 was expended on construction of lights during the same period.

#### NOVA SCOTIA LIGHTHOUSE DIVISION.

This division, in charge of Mr. H. W. Johnston, agent of the Department for the Province, includes at this date 152 lighthouses, exhibiting 163 lights; 1 light vessel, 12 steam fog-alarms, 8 hand fog-alarm stations, 2 fog-bells, 3 signal gun stations, 9 automatic signal buoys, 5 iron bell-buoys, 84 iron can buoys, about 430 spar and other small buoys, 7 stationary beacons, 8 life-boat stations, 3 humane establishments, 4 signal stations.

The lights in this division were supplied by the steamers "Lansdowne" and "Newfield," and the work of coaling the fog-alarms was performed by chartered schooners.

The light stations were inspected by Mr. C. A. Hutchins, the Inspector of Lights. The fog-alarm stations were also visited by the inspector, in company with Mr. Warner, chief engineer of the "Newfield," and boilers and the machinery carefully examined.

##### *Hubbard's Cove.*

A new lighthouse has been erected on Westhaver Point or Green Point, which forms the western head of the entrance to Hubbard's Cove, in St. Margaret's Bay, in the County of Lunenburg.

This lighthouse was built by Mr. C. Albert Smith, of Lunenburg, under contract, for the sum of \$1,435. The light is fixed red, elevated 60 feet above high water mark, and should be visible a distance of 11 miles.

The illuminating apparatus is dioptric, of the sixth order. The building is a square wooden tower, with dwelling attached, is painted white, and measures 39 feet from base to vane. The light is intended for the guidance of vessels navigating St. Margaret's Bay, and to mark the entrance into Hubbard's Cove.

##### *Shipley Head.*

A pole light has been erected on Shipley Head, near Tenant Point, which forms the western head of the entrance to Terence Bay, in the County of Halifax. The light is displayed from a small dioptric lantern hoisted on a mast 25 feet high,

which has a white shed at its base. The light is elevated 55 feet above high water mark, should be visible 7 miles from all points seaward, and is intended chiefly as a guide to coasters and fishermen seeking a harbour. It was built under contract by Patrick A. Fahey, for the sum of \$175.

*Shafner's Point.*

A new lighthouse has been erected on Shafner's Point, on the north side of the Annapolis River, in the County of Annapolis, and was put in operation on the 24th September. The work was done by Mr. John Wagstaff, of Annapolis, under contract, for the sum of \$900. The light is fixed white, elevated 55 feet above high water, and should be visible 11 miles. The building is a square wooden tower, painted white, and surmounted by an iron lantern, painted red, and measures 43 feet from base to vane. The illuminating apparatus consists of a small size dioptric lens. The light is intended for the guidance of vessels navigating the Annapolis River, and especially to indicate the position of Goat Island Shoals.

*Margaree.*

A small wooden tower has been erected by Mr. Duncan McFarlane, of Margaree, under contract, for \$254, on the outer end of the breakwater pier at Margaree Harbour, in the County of Inverness, C.B., and was put in operation on the 10th day of October. The building is of wood, square, painted red, and is 21 feet from base to vane. The seaward or front light, which faces north, is fixed red. White lights are shown from the eastern and western sides of the lantern. The light is elevated 21 feet above high water mark, and should be visible 4 miles. This light is intended to guide into Margaree Harbour, and in order to keep the channel, the eastern light should be kept close aboard in passing. The two small range lights hitherto in use have been discontinued since the erection of the light.

*Fog-Alarms.*

A fog-bell has been attached to the lighthouse on Bunker's Island, at the entrance to Yarmouth Harbour, on the western or channel side, which, during thick or foggy weather, strikes at intervals of fifteen seconds.

*Cape Sharp.*

The contract for the erection of a lighthouse on Cape Sharp, in Cumberland County, has been awarded to Mr. Thomas O'Neil, of Salmon River, Guysboro' County, for the sum of \$1,886. This light will be completed early next spring, and is intended for the guidance of vessels navigating Minas Basin, and especially to mark the dangerous position of Black Rock, which lies a short distance to the westward of the cape.

*Herring Cove.*

The contract for the erection of a pole light on the western head entrance to Herring Cove, Halifax County, has been awarded to Mr. Patrick Fahey, for the

sum of \$195. This light being a harbour light, is intended especially for the benefit of coasters and fishermen seeking a harbour in Herring Cove.

*McKinnon's Harbour.*

A small lighthouse tower is to be erected on the north-east point of Campbell's Island, on the western side of entrance to McKinnon's Harbour, in the Bras d'Or Lake, C.B., for the guidance of vessels seeking an entrance to McKinnon's Harbour, and in navigating the Bras d'Or Lake, C.B.

*Carey's Beach.*

A pole light is to be erected on Carey's Beach, at the northern entrance to the Great Bras d'Or, C.B. The channel at this point is very narrow, and the shoal extending eastward is dangerous, especially to strangers passing in or out of the lake.

*Cranberry Head.*

It has been decided to erect a steam fog-alarm on Cranberry Head, which forms the northern headland of entrance to Sydney Harbour, C.B. Plans and specifications are being prepared for this work.

*Cape Negro.*

The present lighthouse on Negro Island, Shelburne County, having been found in a condition of decay, such as rendered effective repairs impossible, it has been decided to erect a new tower to connect with the eastern end of keeper's dwelling.

Plans and specifications are being prepared, and tenders will be invited for the work.

The following is a statement of the repairs and improvements done during the past year at the different light stations :—

*Meagher's Beach.*

Extensive repairs to tower and lantern were carried out at this station.

*Fort Point, Liverpool.*

A substantial foundation wall was placed under the lighthouse, a new lantern erected, and lamps supplied; the buildings re-shingled, and other necessary repairs effected.

*Guysborough.*

Complaints having been made of the inefficiency of the light, a new lantern was erected, and an additional lamp supplied, and other repairs carried out. The light has been greatly improved.

*Cranberry Island, Cape Canso.*

A Neptune fog-trumpet is about being placed at this station, in place of the steam fog-whistle and boiler in use for years past.

*Point Tupper.*

An oil store has been erected, a new copper cowl placed in the lantern, and other repairs effected.

*Jérôme Point.*

A road made at this station, a fence erected and lighthouse repaired.

*St. Esprit.*

A crib work protection built and ballasted, owing to the exposed position of landing.

*Cheticamp.*

An addition was built to light-keeper's dwelling, for kitchen purposes.

*Cape St. George.*

Wire rope stays fitted to the lantern, to prevent its vibration during heavy storms.

*Pictou Island.*

The light-keeper's dwelling repaired and improved, a well dug, and a life-boat placed at this station.

*Mullin's Point.*

A gallery built round the tower and wire stays fitted to the building.

*Margaret's Bay.*

Lighthouse shingled, a wood shed erected, and buildings thoroughly repaired.

*Cross Island.*

A new boiler supplied to the fog-horn at this station, and a new dwelling erected for the light-keeper and engineer. This house was built under contract by Mr. C. Albert Smith, of Lunenburg, for \$1,725.

*Hobson's Nose.*

A breakwater and boat house built at this station, at a cost of \$285.

*Barrington Lightship.*

Vessel repaired and new main mast supplied.

*Yarmouth Harbour.*

Lighthouse re-shingled, pier repaired and other necessary repairs effected.



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*Burnt Coat.*

Considerable work carried out at this station. Lantern renewed, light tower re-shingled and dwelling repaired.

*Parrsboro'.*

A substantial breakwater erected at this station for the protection of the lighthouse, the old one being found greatly decayed, and having been badly damaged by a storm. This work was carried out under contract by Mr. Neil McKay, of Parrsboro', for \$1,975. Repairs were also made to the portion of the breakwater fronting the lighthouse.

*Sable Island.*

Much was done during the past year towards promoting the efficiency of the life saving service. Two new life-boats of the most improved description were supplied, and also a despatch boat for communication with the mainland in cases of emergency. Telephonic communication was also established between all the stations, extending over a distance of 21 miles, and assistance can in cases of wreck be effectively and promptly rendered at any desired point, the superintendent being now in a position to know what is going on throughout the island, and transmit immediately necessary directions. Extensive repairs have been made during the year to the various buildings at the main station.

*St. Paul's Island.*

The buildings at the different stations were put in efficient repair, workmen and materials having been sent to the island for this purpose.

Oil stores have been erected at Green Island, Point Aconi, Grand Narrows, and Kidston's Island.

The extensive buoy service under the charge of this agency has been attended to as usual. The two automatic whistling buoys, stationed off Halifax and Liverpool Harbours, were lost during the year, having been probably run into and sunk at their moorings. They have been replaced by new buoys and moorings. A bell buoy has been moored off the La Have River, Lunenburg County, and an automatic whistling buoy at the entrance to Sheet Harbour, Halifax County. It is proposed early next season to place an automatic buoy on the southern side of the N. E. Bar, Sable Island. An iron can buoy has been placed to the westward of Pease's Ledge and one also to the westward of Jebogue Ledge, and a number of old wooden buoys in Halifax Harbour have been replaced by iron can buoys.

Six new lifeboats were built under contract for \$575 each by Mr. John Williams, of Dartmouth, under plans and specifications prepared by the Department, which embrace all the latest improvements, including the self-righting and self-bailing

principles. Two of these boats were sent to Sable Island, one to Devil's Island, and it is proposed to place the remaining boats at Duncan's Cove, Yarmouth and Scatterie.

The total cost of maintenance of the lights, steam fog whistles, &c., in the Province of Nova Scotia, including humane establishments at Sable Island, St. Paul and Scatarie, for the last fiscal year, amounted to \$136,514.31, and the amount expended during the same period on construction of lights was \$4,352.42.

#### NEW BRUNSWICK LIGHTHOUSE DIVISION.

This division comprises all the lighthouses, fog-whistles, buoys and beacons on the coasts and rivers of the Province of New Brunswick, and is under the charge of Mr. J. H. Harding, agent of this Department at St. John, N.B. In this division, there were at the close of navigation 102 lighthouses, including 2 lightships, and 11 fog alarms, under the charge of 85 light-keepers and engineers.

During the past year, new lights and fog-alarms have been established, as follows:

A small beacon light on the north side of Pokemouche gully, in the Gulf of St. Lawrence, Gloucester County. A fixed red light is shown from a small lantern, elevated 23 feet above high water, and visible 5 miles in the line of range and in the channel in entering the gully. This light is hoisted on a pole, arranged to slide on a tramway, so that it can be moved to suit changes in the channel. It is located 270 feet from the main light, and in range with it leads to the iron mid-channel buoy, which indicates the outside entrance to the channel.

A fixed white light on Mulholland's Point, Campobello Island, on the eastern side of Lubec Narrows, in the County of Charlotte, to guide through the narrows. The light is dioptric, of small size, is elevated 60 feet above high water mark, and should be visible 13 miles. The building is a square wooden tower, painted white, surmounted by an iron lantern, and is 44 feet in height from the ground to the lantern vane.

A fog-horn operated by compressed air, on St. Martin's Head, Bay of Fundy, in the County of St. John. This horn is located on the summit of the head, and sounds blasts of 14 seconds' duration during thick weather, with intervals of 46 seconds between the blasts. The engine house is an oblong wooden building with a pitched roof, and painted white.

A light at Grindstone Point, Clifton, on the south-coast of the Bay des Chaleurs, in the County of Gloucester. This light is fixed red, elevated 88 feet above high water mark, and should be visible 15 miles from all points of approach seaward. The building is a square wooden tower painted white, surmounted by an iron

lantern, and is 37 feet in height from the ground to the lantern vane. The light, besides being a general coast light, indicates the position of the breakwater, behind which small vessels can take shelter in stormy weather. This lighthouse was built under contract by Mr. Richard Peters, of Clifton, for \$620.

A beacon light at Flewelling's Landing, St. John River, in King's County. A fixed red light is shown from a tubular lantern hoisted on a mast. It is elevated 25 feet above high water, and should be visible 5 miles. The light is intended to guide to the landing, as well as for the general navigation of the river.

A small beacon light was also erected on Hatfield's Point, on the western side of Belle Isle Bay, which will be put in operation on the opening of navigation next spring. A fixed white light will be shown from a small dioptric lantern hoisted on a mast. It is elevated 35 feet above high water mark, and should be visible 10 miles. The light is intended to guide vessels in navigating the bay and approaching the landing at the point.

Extensive repairs and improvements were carried out at the beacon light, St. John Harbour, the pier and tower having become greatly decayed.

The following is a synopsis of repairs and improvements at other stations:—

*Bay du Vin.*

A small building erected for the accommodation of the keeper, at a cost of \$300.

*Caraquet.*

A dioptric light has been supplied, a storeroom built and a well dug, at this station.

*Fox Island.*

Two lanterns supplied to the upper lights.

*Grindstone Island.*

The machinery of the fog-trumpet put in perfect order.

*Gannet Rock.*

Machinery of revolving light repaired and lighthouse painted.

*Grant's Beach Light.*

Old lights removed and Mississippi lanterns substituted, the change giving general satisfaction.

*Head Harbour.*

A dwelling was erected under contract by Mr. Angus Fisher, of St. George, at a cost of \$1,100.

*Machias Seal Island.*

A new tramway was built at this station, at a cost of \$300.

*Neguac.*

The small light ranging with the main tower, indicating the entrance to the south channel, has been discontinued, in consequence of the channel having filled up so as to make the entrance unsafe.

*Oak Point, Miramichi.*

Mississippi lanterns have replaced the lamps at this station, and the change has been a great improvement.

*Partridge Island.*

The storm of January, 1885, caused much damage to the buildings at this station. Necessary repairs to buildings and fog-alarm carried out.

*Point Lepreau.*

As complaints were made that the Lepreau fog-whistle building was not sufficiently near the point, and as the existing buildings were much out of repair, it was decided to erect a new building on the extreme point in front of the lighthouse.

Tenders were consequently invited in October last for the construction of a framed building, and the contract awarded to Messrs. Dewitt & Causey, of St. John, for \$1,987. The work is almost completed, and an improved Champion fog-horn will shortly be put in operation in conjunction with the steam whistle, which will be kept for use should the horn become disabled.

*Pea Point.*

An addition built to the lighthouse at this station.

*Passamaquoddy Bay.*

Protection made to lighthouse foundation. Coal shed erected and landing made.

*Swallow Tail.*

Considerable repairs carried out at this station during the year.

*Southern Wolf.*

A wharf was built at this station, and a derrick erected, to facilitate the landing of supplies.

A considerable increase has been made to the buoy service. A new automatic buoy was placed at Lepreau, and it has proved of good benefit to vessels passing

that point. The automatic buoy placed at Split Rock was missed on 22nd of December, 1884, and is supposed to be sunk.

A bell buoy was placed off Quaco Shoal, in the Bay of Fundy, distant a third of a mile from this point of the reef, and about half a mile from the lighthouse.

An appropriation was made by Parliament, in 1884, for the erection of a fog-alarm near Grand Manan. It having been decided to place it on Big Duck Island, tenders were invited for the necessary buildings, and the contract awarded to Mr. G. S. Mayes, of Carleton, St. John, at \$2,370. It is proposed to use a Champion fog-horn at this station, and it will probably be put in operation early next season.

The total cost of maintaining the lights, fog-whistles, buoys and beacons in the Province of New Brunswick, for the fiscal year, amounted to \$92,130.28, and the amount expended during the same period on construction of lights was \$7,667.42.

#### PRINCE EDWARD ISLAND LIGHTHOUSE DIVISION.

This division is under the charge of Mr. Artemas Lord, who is agent of the Department at Charlottetown. At the close of navigation there were 45 lights in operation, under charge of 35 light-keepers. The majority of the lights are situated on headlands, and serve the general purposes of navigation. The remainder are harbour lights, erected principally for the benefit of fishermen.

The agent reports that during the past year very extensive repairs were carried out at several of the stations, for the most part under his personal supervision. The following is a synopsis of repairs and improvements:—

##### *Blockhouse Point.*

Lantern deck and floor renewed, and a portion of the tower stripped and repaired.

##### *West Point.*

Extensive repairs carried out to remedy leakage in tower. Lantern deck renewed, and all the buildings painted.

##### *Panmure Island.*

A new lantern supplied and a fourth order dioptric illuminating apparatus substituted for the catoptric apparatus previously used. The light is, as heretofore, fixed white, but should appear of equal intensity from all points of approach seaward. Light tower and keeper's dwelling also repaired.

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*North Cape.*

New sills and anchor posts supplied to tower, and revolving machinery put in good order.

*Indian Point.*

Protection work of brush built from the north end of breakwater to the iron caisson, and brush and ballast also placed at south end of breakwater, to prevent the sand bar being cut away by the current.

*Sea Cow Head.*

Extensive improvements to lantern, and new lamp and reflector supplied. Keeper's dwelling repaired and all buildings painted.

*East Point.*

Tower and keeper's dwelling removed from old position 1,600 feet east, or about 200 feet from the extreme point, and a fog-alarm erected and put into operation in September last. The contract for removing buildings and erecting fog-alarm buildings was awarded to and the work carried out by Mr. Bernard Creamer, of East Point, for \$2,836. Two fog-horns, operated by compressed air, have been placed at this station, supplied by Messrs. Carrier, Lainé & Co., of Levis, at a cost of \$960 each.

*Sandy Island, Aliberton.*

The front range light on the island has been discontinued, and two lights established at the head of Cascumpec Harbour, to guide up the harbour. The front light consists of a small dioptric lantern, showing a fixed red light, elevated 22 feet above high water and visible 9 miles. The back range is situated half a mile west of the front light, and consists of an open framed tower, 22 feet high, through the roof of which a small dioptric lantern is hoisted on a mast. The light is fixed red, elevated 40 feet above high water, and should be visible 11 miles.

*Georgetown.*

The light maintained for some years past as a winter light, to range with the light on St. Andrew's Point, has been made a permanent light, to show all the year round. It is a fixed white catoptric light, elevated 50 feet above high water, and visible 12 miles in the line of range.

*Little Channel.*

Brush and stone work for protection of light built up, and the front light placed upon a new block. Lantern repaired and put in order.

Minor repairs were carried out and painting done at other stations.

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The total cost of maintaining the lights in the Province of Prince Edward Island for the fiscal year was \$20,218.83 and the expenditure for construction was \$879.40.

#### BRITISH COLUMBIA LIGHTHOUSE DIVISION.

This division is under the charge of Mr. H. G. Lewis, agent of this Department at Victoria, who was appointed to this position by Order in Council of the 11th May, 1885. There are eight lighthouses in this Province, and one fog-whistle, under the charge of eight keepers, who provide the necessary assistants.

During the past season a lighthouse was erected on Georgina Point, the northernmost extremity of Mayne Island, in the District of Vancouver, and a fixed white light shown in June last. The light is elevated 55 feet above high water mark, and should be visible 12 miles. The illuminating apparatus is dioptric of the sixth order. The building is of wood, and consists of a square tower, 42 feet high from the ground to the lantern vane, with keeper's dwelling attached. This light, besides serving as a coast light for the Strait of Georgia, indicates the eastern entrance to Active Pass, or Plumper Pass, as set down on the American charts. This lighthouse was built under contract by Mr. Arthur Fenney, of Victoria, for \$3,000.

A contract was entered into with Mr. Alex. Mennie, of Port Moody, for the erection of a lighthouse on Sea Bird Point, Discovery Island, Haro Straits, for \$2,300. The building has been completed and the light will shortly be put in operation.

An appropriation was made by Parliament at its last Session for the erection of a lighthouse on East Point, Saturna Island, and tenders will shortly be invited for this work.

Extensive repairs were carried out during the year at Race Rocks light station.

The total cost of maintaining the lights in the Province of British Columbia for the fiscal year was \$15,457.76, and the expenditure for construction was \$1,617.01.

The following changes have been made to the keepership of lights in the Dominion, during the calendar year ended 31st December, 1885 :—

## LIGHTS ABOVE MONTREAL.

Name of Keeper.	Name of Station.	Date of Appointment by Order in Council.	Date of Appointment by Departmental Letter.	Salary per Annum.	Remarks.
		1885		\$	
Xavier Grignon.....	Beauharnois Canal, Que.....	Mch. 16...	.....	200	<i>Vice</i> Joseph Meloche, deceased.
William Gillespie....	Wolfe Island, Ont.....	do 16...	.....	250	<i>Vice</i> Robt. Gillespie, superannuated.
Bernard Spence.....	Paquette Rapids, Spence's Island, Lower Allumette Lake, Que.	do 16...	.....	100	New light.
Felix Bertrand.....	Lower end Coulonge Lake, Pontiac, Que.	do 16...	.....	100	do
Joshua Legge.....	Gananoque Narrows and Jack Straw Shoal, Ont.	April 4...	.....	480	<i>Vice</i> Cornelius Cook, deceased.
James Hughes.....	Arnprior Island, Upper Ottawa.	do 20...	.....	150	New light.
Mails Cowley.....	Campbell's Island do	do 20...	.....	150	<i>Vice</i> Alexander Wilson, deceased.
Jean Haitze.....	Lonely Island, Georgian Bay ...	May 11...	.....	450	<i>Vice</i> Dominic Solomon, resigned.
Abraham Davis.....	Tobermory Harbour, Ont. ....	Sept. 21...	.....	100	<i>Vice</i> Jos. Earl, who was in temporary charge
Wm. E. Nesbitt.....	Cape Robert, Algoma, Ont.....	Oct. 23...	.....	350	<i>Vice</i> A. K. Nesbitt, deceased.
Christopher Robson.	Colchester Reef, Ont. ....	Nov. 6...	.....	500	New light.
Wm. Weightman ...	North Sisters Rock, North Channel, Algoma, Ont	do 6...	.....	350	do
Wm. Sutherland.....	Port Burwell.....	do 23...	.....	225	<i>Vice</i> Alex'r Sutherland, resigned.
Wm. J. Baxter.....	Gin Rock, near Gloucester Bay..	do 23...	.....	300	<i>Vice</i> William Baxter, deceased.

## LIGHTS BETWEEN MONTREAL AND QUEBEC.

Wm. Matte, jun.....	Isle à la Pierre, River St. Lawrence.	Mch. 16...	.....	220	<i>Vice</i> William Matte, sen., resigned.
Joseph Lamarche ...	Pointe aux Trembles, Hochelaga, Que.	April 4...	.....	130	<i>Vice</i> Antoine Lamoureux, deceased.

## LIGHTS BELOW QUEBEC.

Thomas A. Baudin...	Grand River, Gaspé.....	June 30...	.....	150	New light.
*Honoré Roberge....	St. Pierre.....	.....	Oct. 19.	60	do
*Jean Roberge.....	do.....	.....	do 19.	60	do
*Joseph Huot.....	L'Ange Gardien.....	.....	do 19.	60	do
*— Trudel.....	do.....	.....	do 19.	60	do
*Pierre Paquet.....	Ste. Famille.....	.....	do 19.	60	do
*Famille Asselin.....	do.....	.....	do 19.	60	do

\* Orleans Channel Light.



Appointments made in the Keepership of Lights, &c.—Continued.

LIGHTS IN NEW BRUNSWICK.

Name of Keeper.	Name of Station.	Date of Appointment by Order in Council.	Date of Appointment by Departmental Letter.	Salary per Annum.	Remarks.
Malachi Parker.....	Mulholland's Point, Campo Bello	April 4...	.....	300	New light.
Charles F. Scott.....	Clifton, Gloucester.....	July 20.....	.....	100	do
Geo. Maurice Russell	Grindstone Island, Bay of Fundy.	Nov. 6.....	.....	700	Vice John Rogers Styles, superseded.
D. T. Flewelling.....	Flewelling's Wharf, Oak Point	do 6.....	.....	80	New light.
Israël Nobles.....	Hatfield's Point, Belleisle Bay....	do 23.....	.....	80	do

LIGHTS IN NOVA SCOTIA.

Freik. T. Gardiner.	Brooklyn Pier, Queen's County.	Feb. 6.....	.....	180	Light was in temporary charge of Jos. Gardner
Charles Robinson....	Black Rock, Canada Creek.....	March 16..	.....	300	Vice James S. Robinson, deceased.
Joseph K. Healy.....	Shafner's Point.....	May 11.....	.....	150	New light.
James W. Brown.....	Scatarie.....	June 5.....	.....	800	Mr. Brown was keeper, but now has charge of both light and fog-alarm, vice Malcolm Ferguson, resigned.
Angus Campbell.....	Bird Island, St. Ann's, C.B.....	July 1.....	.....	400	Vice Angus Ross, superannuated.
Joseph Coolen, jun..	Westhaver Point, St. Margaret's Bay.	Aug. 5.....	.....	250	New light.
Peter Jollimore.....	Terence Bay, Halifax County....	.....	Sept. 1.	100	do
Samuel Moser.....	Moser's Island, LaHave.....	Nov. 6.....	.....	450	Vice Henry Moser, deceased.
John McDonald.....	Cape North, Victoria County....	Dec. 14.....	.....	400	Vice John McKinnon, deceased.
J. Peter Strum.....	Westhaver Island, Lunenburg County.	do 14.....	.....	300	Vice Edward Strum, deceased.

LIGHTS IN PRINCE EDWARD ISLAND.

John Mountain.....	Cascumpec Harbour .....	May 11.....	.....	80	New light.
A. R. Beaton.....	East Point.....	.....	May 11.	600	Mr. Beaton was keeper of light and given charge of fog-alarm lately established.

LIGHTS IN BRITISH COLUMBIA.

Rodger Douglas ....	Sand Heads, Fraser River.....	.....	July 16.	1,000	Placed in temporary charge by agent.
Geo. Brown.....	Discovery Island.....	.....	Oct. 15.	45 per month	New light. Placed in temporary charge by agent.

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### OIL.

A contract was entered into with the Imperial Oil Company, of London, Ont., in February, 1884, for the supply of oil required for the purposes of the lights, and oil was supplied during the past season under this contract at the following rates, viz. :—22½ cents per gallon, delivered at Halifax and St. John; 22 cents, delivered at Quebec; 21 cents at Montreal, and 20 cents delivered at Hamilton and Goderich. The oil is required to be of the best quality of double distilled standard white, extra refined petroleum, free from acid or other impurities; to weigh, at 62° Fah., not less than 7·85 lbs., nor more than 8·02 lbs. per gallon; to withstand a flash test of 115° Fah.; and in all other respects to comply with the Petroleum Inspection Act of 1880.

The quantity of oil supplied to the lights above Montreal during the past fiscal year was 21,645 gallons; to the lights in the Quebec district 24,435 gallons; to the Nova Scotia district, 47,037 gallons: to the New Brunswick district, 27,029 gallons and to the lights in the Prince Edward Island district, 5,383 gallons; making in all 125,529 gallons.

A quantity of oil, amounting to 11,000 gallons, was ordered from the New York Refining Company, for the use of the dioptric lights, as the Canadian oil was found not as serviceable as could be desired.

### DOMINION STEAMERS.

The steamers under the control of this Department consist of the screw steamer "Napoleon, III," the "Druid" paddle-wheel, the "Newfield," screw; the "Lansdowne," screw; the "Sir James Douglas," screw; the "Northern Light," screw; the "Bayfield," screw; and the small steam launch "Dolphin," employed at Quebec in connection with the River Police Force.

The steamer "Napoleon III" was employed during the past season in supplying the lights in the Lower St. Lawrence, Straits of Belle Isle and North Shore of New Brunswick, and made three trips for this purpose.

The steamer "Druid" was laid up last season, and the lighthouse and buoy service, usually performed by her, was attended to by the fisheries steamer "La Canadienne." It is proposed to invite tenders for new boilers and engines for the "Druid," and to put her in good condition.

The steamer "Newfield" having been laid up for the purpose of undergoing extensive repairs, including the provision of a new boiler, was not available for work until the latter end of July. She was then engaged in supplying the Nova Scotia lights and the extensive buoy service in that division.

The steamer "Lansdowne" was employed in the Nova Scotia light service while the "Newfield" was laid up for repairs, and then despatched to St. John, N.B., to attend to the lighthouse and buoy service in the Bay of Fundy. Owing to the "Newfield" being disabled by a flaw in her crank shaft, which required renewal, the "Lansdowne" was despatched, in November last, to attend to lighthouse and buoy service in Nova Scotia.

The steamer "Sir James Douglas," stationed at Victoria, B.C., was employed in attending to the light and buoy service, and such special service as was found necessary in British Columbia for other Departments. She was hauled out for repairs in July last, and launched again on 2nd September. Some 60 feet of false keel were found to be shattered, and this was renewed and coppered. She was fitted, also, with a new shaft and propeller, and is now in good working order.

The "Northern Light" is employed in maintaining communication between Prince Edward Island and the mainland. She commenced service on the 21st December last, and made twenty-three round trips between Georgetown and Pictou, up to 27th January, when she was prevented by ice from further service until 27th April, when she broke out of the ice at Georgetown and went to Pictou. The earnings of this vessel for the last fiscal year amounted to \$2,175.91. Shortly after commencing this winter's service the vessel encountered a very severe gale on the 26th ultimo, and received considerable damage in proceeding from Georgetown to Pictou, and was obliged to put back. The front of wheelhouse was destroyed, the binnacle and forward wheel smashed, doors destroyed, staterooms flooded and the cargo damaged. The captain and pilot narrowly escaped being carried overboard, and the captain and engineer received considerable injury.

The "Bayfield" is a wooden steamer of 150 tons gross and 94 tons register and 75 horse power purchased by the Department for \$15,000 and fitted up for the purposes of the survey of the Georgian Bay. She has been employed in this service during the seasons of 1884 and 1885.

The amount expended during the fiscal year ended 30th June last, as will be seen by reference to Appendix No. 9, for the maintenance of "Napoleon III.," was \$30,527.09; of the "Druid," \$16,378.37; of the "Newfield," \$35,534.80; of the "Lansdowne," \$17,386.47; of the "Sir James Douglas," \$12,485.07; and of the "Northern Light," \$33,963.54. The sum of \$47,238.03 was also expended on construction of "Lansdowne," and the sum \$4,187.51 in connection with repairs to brigantine "Alliance," which vessel was run into and sunk by the "La Canadienne," near the entrance to Gaspé Harbour, on the 20th May, 1884. The entire expenditure on account of Dominion steamers (less refunds) amounted to \$196,102.29.

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**HARBOUR POLICE.**

A police force has been established, for a number of years past, at the harbours of Montreal and Quebec, for the purpose of keeping order among the shipping and restraining crimping, and a tax of 3 cents per ton, by the provisions of Act 45 Vic., chap. 48, is levied on all vessels, whether sea-going or inland, entering at Quebec or Montreal. Vessels of 100 tons and under are required to pay this tax once in each year, and vessels of more than 100 tons twice in each year.

**QUEBEC.**

The river police force at Quebec, under charge of Mr. B. Trudel, was sworn in for duty, as customary, on 1st May last, and constituted as follows, viz.: The Chief Constable, who is also Shipping Master for the port of Quebec, at a salary of \$1,500 for the joint offices; one Deputy Chief Constable, at \$2.40 per diem; five coxswains, each at \$1.90 per diem; 27 constables at \$1.50 per diem; and two engineers at \$50 each per month—making in all 36.

From the statements appended to the annual report to the Chief, which appear in the supplement to this report, it will be seen that 470 arrests were made by the police during the past season, 56 of which were for desertion, being 107 less than reported last year. The chief attributes this decrease as mainly due to the vigilance exercised by the police in patrolling both day and night; 1,031 seamen received care and assistance from the force.

The total amount expended in connection with the maintenance of the Quebec river police for the fiscal year ended 30th June last was \$20,399.33, while the dues collected during the same period amounted to \$14,296.35, showing a deficiency of \$6,102.98.

A detailed statement of this service showing the amount paid for maintenance of the force, police steamer and contingencies, will be found in Appendix No. 26 to this report.

**MONTREAL.**

The force at Montreal, which is under the charge of Mr. H. St. A. Ormond, Inspector, who also holds the position of agent of the Department, consisted of one Chief Constable, with a salary of \$3 per diem; two sergeants at \$1.90, and three at \$1.75 per diem; one caretaker at \$1, and thirty-one constables at \$1.50; making a total, including the inspector, of thirty-nine. The Inspector and agent receives a salary of \$1,400 per annum. Only a portion of the force was taken on at the beginning of the season, additions being made to it as necessity required.

From the returns received from the inspector, it appears that 907 persons were arrested during the year; 181 seamen were assisted to their vessels and placed on board; 113 received protection, and 646 sent to court and proceeded against.

During the past season new premises were leased for a term of years, and fitted up for the accommodation of the force.

The Inspector reports a notable increase in vessels lying at the wharves, and that the police patrol extends over 5 miles.

The total expenditure on account of this service at Montreal, during the fiscal year amounted to \$17,683.59, and the harbour police dues collected to \$6,402.44, showing an excess of expenditure over receipts of \$11,281.15.

The total amount expended during the past fiscal year at Quebec and Montreal, on account of harbour police service was \$38,082.92, and the amount collected was \$20,698.79, showing an excess of expenditure over receipts of \$17,384.13.

The receipts and expenditures on account of this service during the past sixteen years are as follows, viz :—

	Receipts.	Disbursements.
For fiscal year ended 30th June, 1870...	\$ 23,996 68	\$ 18,461 83
do do 1871...	21,235 06	17,400 73
do do 1872...	27,215 80	20,348 00
do do 1873...	26,618 50	32,653 87
do do 1874...	28,650 39	38,897 52
do do 1875...	25,620 09	37,895 00
do do 1876...	26,499 09	41,222 68
do do 1877...	28,598 10	35,006 37
do do 1878...	26,702 43	37,560 14
do do 1879...	21,464 97	36,486 50
do do 1880...	21,510 15	35,225 54
do do 1881...	27,375 09	35,451 07
do do 1882...	21,420 33	42,316 56
do do 1883...	28,060 02	38,318 65
do do 1884...	28,497 25	41,980 72
do do 1885...	20,698 79	38,082 92
	<hr/>	<hr/>
	\$404,162 74	\$547,318 10
Deduct receipts from expenditure.....		404,162 74
		<hr/>
Excess of expenditure over receipts.....		\$143,155 36
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**SICK AND DISTRESSED MARINERS.**

Under the provisions of the Act 38 Vic., chap. 31, amending the Act respecting the treatment and relief of sick and distressed mariners, vessels of greater burthen than 100 tons register are liable to pay a duty of 2 cents per ton three times in each calendar year, instead of twice as formerly—vessels of 100 tons and under paying the duty once in each year.

By the provisions of the Act 47 Viet., chap. 21, passed at the last Session of Parliament, vessels employed exclusively in fishing, which were exempt from the payment of sick mariners dues and not entitled to the same benefits as those vessels on which the dues are imposed, have now the same rights as other vessels, if dues are paid before leaving on a fishing voyage.

The receipts for the fiscal year ended 30th June last amounted to \$39,068.39, being a decrease as compared with the receipts of the preceding year, of \$9,593.68.

The Sick Mariners' Act does not apply to the Province of Ontario, and consequently no dues are collected from vessels in that Province and no expenditure incurred on account of sick seamen. For a number of years past, however, a grant has been made by Parliament of \$500 to the General Hospital at Kingston, and a similar amount to the General and Marine Hospital at St. Catharines, for the care of such seamen as may be received. In the Province of Quebec the expenditure on account of sick and distressed seamen, including the total expenditure for the Marine and Immigrant Hospital at Quebec, amounted to \$23,626.93, as will be seen by reference to Appendix No. 16. Of this sum \$617.89 was expended on account shipwrecked and distressed seamen, and \$1,736.16 for sick seamen, at ports other than those of Montreal and Quebec.

At the port of Montreal sick seamen are cared for at the General Hospital, under an arrangement made by the Department, by which 90 cents per diem is paid for the board and medical attendance of each seaman. The amount paid the hospital during the past fiscal year was \$1,276.20. The sick mariners' dues collected during the same period at the port of Montreal amounted to \$2,217.68.

At the port of Quebec sick seamen are cared for at the Marine and Immigrant Hospital. The sum of \$20,000 was appropriated by Parliament for the maintenance of this hospital, and the expenditure, as shown by Appendix No. 17, amounted to \$19,996.68. A grant of \$2,133.33 was received from the Government, being a reduction of \$266.67 in the amount allowed last year, and the sum of \$187 for the rent of beach lots, &c., making the total amount deposited to the credit of the Receiver-General \$2,320.33, thus reducing the cost of maintenance to

the Government of the Dominion to \$17,676.35. In this sum the cost of maintaining sick immigrants as well as seamen is included, and estimating the cost of immigrants, of whom 69 were treated and retained in hospital, in all 1,823 days, at \$1,891.63, the cost of sick seamen would amount to \$15,764.72. By reference, however, to the report of the resident physician, it appears that during the past fiscal year, out of 659 patients treated 362 were seamen, having 7,778 days' treatment; 69 were immigrants having 1,823 days' treatment, and 223 were residents of Quebec having 7,434 days' treatment, thus showing as stated in former reports, that the amount contributed by the Government of Quebec, viz., \$2,133.33 towards the support of residents in the hospital is altogether inadequate. A fair proportion of the cost of the institution for the past fiscal year would be as follows, viz., for seamen, \$9,130.27, for immigrants, \$2,139.94, and for residents \$3,726.46. The Commissioners report a falling off of 70 in the number of admissions, and an increase of 1,518 days attendance over the preceding year, and that the death rate is increased by 7.10 per cent. This increase is attributed to the great number of serious accidents which occurred on vessels, and on the works in progress of erection, in Quebec and neighbourhood. Taking the total number days, treatment of all patients during the year as 17,035, the cost per diem of maintaining each patient is \$1.11.

The sick mariners dues collected at the port of Quebec during the last fiscal year, amounted to \$9,174.66, being \$2,409.98 less than the previous year, and the total collections in the Province of Quebec for the same period amounted to \$13,640.15 instead of \$17,368.48 collected the previous year. The expenditure for sick and distressed seamen at the different ports in Quebec, estimating the actual charge to a fund for the Marine Hospital at Quebec at \$17,676.35, amounts to \$21,306.60, showing an excess of expenditure over receipts of \$7,666.15.

The expenditure on account of sick, disabled and distressed seamen in the Province of New Brunswick amounted, during the last fiscal year, to \$9,353.28 and the receipts to \$7,413.16. Marine hospitals have been established for a number of years at the ports of St. John, St. Andrews, Miramichi, Richibucto, Bathurst and Sackville and details of the expenditure for these hospitals will be found in Appendix No. 16. The collections at the port of St. John for the Sick Mariners Fund during the last fiscal year amounted to \$3,873.38 and the cost of maintenance of the Marine Hospital to \$5,169.42.

In the Province of Nova Scotia marine hospitals are established at the ports of Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. At Halifax provision is made for the care of sick seamen at the Provincial and City Hospital, under arrangements with the managers of that institution. The sum of 90 cents per diem

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is at present allowed for board and medical attendance. The sum of \$6,057.64 was collected at Halifax during the past fiscal year as sick mariners' dues, and the sum paid the Provincial and City Hospital was \$6,273.71. This includes a payment made on account. At ports in Nova Scotia where no hospitals are established, sick seamen are cared for under the direction of the chief officer of Customs, and details of this expenditure will be found in Appendix No. 16. The total expenditure for sick, disabled and distressed seamen in Nova Scotia for the past fiscal year amounted to \$14,265.33, and the receipts to \$14,239, showing an excess of expenditure over receipts of \$26.33.

In the Province of Prince Edward Island the expenditure on account of sick, disabled and shipwrecked seamen, for the last fiscal year, amounted to \$2,193.62, and the receipts to \$678.22. Sick seamen at Charlottetown are cared for under an arrangement made with the managers of the Charlottetown hospital. The amount paid under this arrangement for the last fiscal year was \$1,229.05. Much additional expense was incurred during the past fiscal year, owing to the ice-boat disaster of 25th January last, by which the passengers and boats' crews, in crossing from Cape Traverse to Cape Tormentine, were severely frostbitten. Four of the passengers and seven of boat's crew were placed in the Charlottetown hospital, and cared for at the expense of the Government.

In the Province of British Columbia the sum of \$2,831.33 was expended during the year, and the receipts amounted to \$3,097.86. A Marine Hospital is established at the Port of Victoria.

During the past fiscal year the sum of \$2,076.69 was paid to Her Majesty's Government to re-imburse expenses incurred in caring for shipwrecked and distressed Canadian seamen at foreign ports. The total expenditure by this Department on account of sick, disabled, shipwrecked and distressed seamen during the past fiscal year, including the grant of \$500 to each of the hospitals at St. Catharines and Kingston, and the entire expenditure on account of the Marine Hospital at Quebec, amounted to \$55,367.97, being \$3,976.33 in excess of the previous year, and \$6,632.03 less than the amount appropriated by Parliament for the service. It will be seen, however, that as the entire collection of sick mariners' dues amounted only to \$39,068.39, the excess of expenditure over receipts is \$16,299.58, but should a deduction, be made, of a fair proportion for maintaining residents of Quebec and immigrants in the Marine Hospital at Quebec, which amounts, as above stated, to \$10,866.40, the expenditure would amount to \$44,501.57, and the excess of expenditure over receipts would amount to \$5,433.18.

The receipts and disbursements in connection with this service during the preceding seventeen fiscal years are as follows :—



	Receipts.	Disbursements.
For fiscal year ended 30th June, 1869...\$	31,353 78	\$ 26,987 64
do do 1870..	31,410 46	27,029 34
do do 1871..	29,683 41	28,971 22
do do 1872..	34,911 64	38,947 60
do do 1873..	37,136 10	41,016 43
do do 1874..	41,500 16	59,778 90
do do 1875..	37,801 46	50,684 76
do do 1876..	41,287 66	48,828 49
do do 1877..	43,739 21	51,647 94
do do 1878..	44,665 07	43,780 99
do do 1879..	37,779 57	42,729 36
do do 1880..	42,523 20	42,160 91
do do 1881..	49,779 72	40,667 52
do do 1882..	45,951 47	39,359 11
do do 1883..	47,573 42	36,249 65
do do 1884..	48,667 07	39,553 58
do do 1885..	39,068 39	44,501 57
	\$684,831 79	\$702,895 01
Deduct receipts from expenditure.....		684,831 79
Balance to debit of fund.....		\$18,063 22

### IMPROVEMENT OF HARBOURS.

Under the provisions of the Act 32 and 33 Vic., chap. 40, a tax of 10 cents per ton was formerly imposed, for the improvement of harbours, on all vessels arriving at the ports of Bathurst and Richibucto, N. B., and House Harbor, Magdalen Islands, Cape Chatte, these ports having been proclaimed to be under the operation of the Act referred to. By Order in Council of 1st May, 1877, the port of South Bay, Ingonish, N. S., was proclaimed under the Act, and a tonnage duty of 6 cents a ton imposed, and by the Order of the 7th May, 1877, the duty on the ports first named reduced from 10 to 4 cents for every ton of the registered measurement of vessels entering the ports in question.

By Order in Council of 12th April 1880, the port of Bathurst was exempted from the provisions of the proclamation referred to, and by a proclamation bearing date 22nd January, 1885, the duties imposed by the proclamations issued under the Acts

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with respect to the ports of Richibucto, Amherst Harbour, House Harbour, Cape Chatte and Southern Bay, Ingonish, were repealed.

#### STEAMBOAT INSPECTION.

The annual report of the Chairman of the Board of Steamboat Inspection for the year ended 31st December last, will be found in the supplement to this report, together with statements showing certificates granted to engineers; steam vessels inspected and not inspected; number of passengers allowed to be carried; steam vessels added to list, and steamers lost or laid up, or rendered unfit for service during the year.

No change occurred in the constitution of the Board of Steamboat Inspection during the past year. Meetings of the board were held during the year at St. John, N. B., Pictou, N. S., Charlottetown, P. E. I., Quebec and Toronto, for examination of engineers, and other business.

At the last meeting of Parliament an amendment was made to the Steamboat Inspection Act, by which provision was made for the issue of certificates to fourth class engineers.

The amount received during the last fiscal year on account of tonnage dues, inspection of steamboats and certificates to engineers, was \$13,343.66, of which sum \$11,357.66 was for tonnage dues and inspection fees and \$1,986, for certificates to engineers. This shows a falling off in receipts, as compared with the previous year, of \$2,028.13. The decrease in tonnage dues and inspection fees, amounted to \$1,164.13 and in fees for certificates to \$864. The expenditure for steamboat inspection during the last fiscal year, as will be seen by reference to Appendix No 23, amounted to \$23,235.04, and as the receipts amounted only to \$13,343.66, there is a deficiency of \$9,891.38. As stated in the report of last year, this large increase in expenditure is owing to the increase in the number of inspectors, rendered necessary under the provisions of the Consolidated Steamboat Inspection Act.

From the report of the chairman, it will appear that during the last calendar year 928 certificates were granted to engineers, as follows: First-class, 11; second-class, 278; third-class, 607 and fourth-class, 32.

The total number of steamboats in the Dominion is given by the chairman as 916, with a gross tonnage of 167,679 tons. Of this number, 270 steamers belonged to the West Ontario, Huron and Superior Division, 123 to the Kingston Division, 141 to the Montreal Division, 144 to the Quebec Division, 119 to the Maritime Province Division, 57 to Manitoba, Keewatin and North-West Territories, and 62 to British Columbia.

From the returns received by the chairman, it would appear that during the past year 76 steam vessels were added to the list and 52 lost or put out of service. The principal increase to steamers was in the Division of Western Ontario, Huron and Lake Superior.

A statement of the casualties to steamboats will be found in the report of the chairman. The loss of life during the past season has been very large, but special reference is made, in the portion of the report relating to wrecks and casualties, to the principal disasters.

It will be seen by the following comparative statement of receipts and expenditure on account of the Steamboat Inspection Fund for the past sixteen years, that during that period the entire receipts, \$223,962.69, have exceeded the expenditure, \$210,616.02, by the sum of \$13,346.67, which remains as a balance to the credit of the fund :—

		Receipts.	Expenditure.
For fiscal year ended 30th June 1870...		\$ 12,521 29	\$ 7,399 18
do	do 1871...	10,369 96	8,321 00
do	do 1872...	11,710 43	8,500 00
do	do 1873...	15,412 75	11,205 54
do	do 1874...	15,603 19	10,291 58
do	do 1875...	15,011 90	12,199 81
do	do 1876...	13,811 24	13,081 86
do	do 1877...	15,859 42	13,073 01
do	do 1878...	12,431 25	13,228 28
do	do 1879...	12,331 16	13,076 46
do	do 1880...	15,424 02	11,854 34
do	do 1881...	16,305 49	12,211 65
do	do 1882...	15,277 78	14,835 97
do	do 1883...	12,577 36	16,209 02
do	do 1884...	15,371 79	21,893 28
do	do 1885...	13,343 66	23,235 04
		\$223,962 69	\$210,616 02
Deduct expenditure from receipts...		210,616 02	
Excess of receipts over expenditure.		13,346 67	

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**CERTIFICATES TO MASTERS AND MATES.**

The report of the chairman of the Board of Examiners of Masters and Mates of sea-going ships, for the calendar year ended 31st December, 1885, will be found in Supplement No. 1 to this report.

During the past calendar year, as will be seen by reference to the report, the Board of Examiners have held meetings for the examination of candidates at the ports of Halifax, N.S., St. John, N.B., Quebec and Yarmouth, N.S.

At the port of Halifax thirteen meetings were held, twelve at St. John, two at Quebec, and ten at Yarmouth.

At Halifax the number of masters who succeeded in passing and obtaining certificates of competency was twenty-six, and the number of mates thirty-five, while two failed as master and twenty-seven as mate. At the port of St. John, N.B., thirteen candidates passed for the grade of master, and twenty-five for mate, while six failed as master and six as mate. At the port of Yarmouth, N.S., eighteen candidates passed for the grade of master and fourteen for mate, while seven failed for master and nine for mate. At the port of Quebec three candidates passed for the grade of master and six for mate, while one candidate failed for mate.

It will thus be seen that during the past year out of eighty-one candidates that presented themselves at the ports named for examination as master, sixty-six succeeded in passing and fifteen failed, and that out of 123 that applied for examination as mate eighty passed and forty-three failed.

The number of candidates who have passed and obtained master's certificates of competency since the Act went into operation, viz., 16th September, 1871, to the 31st December, 1885, is 1,440, and the amount paid for these certificates, at the rate of \$10 each, \$14,400. During the same period 888 candidates received certificates of competency as mate, and the amount paid, at the rate of \$5 each, was \$4,440.

In the supplement referred to a list will be found of all who have obtained certificates of competency and service, either as master or mate, during the year ended 31st December, 1885.

During the calendar year twenty-three certificates of service for the grade of master and thirty-two for that of mate have been granted. The total number of certificates of service issued since the Act came into operation is 916 for the grade of master and 353 for that of mate, making a total of 1,269 certificates of service granted. These certificates, as stated in previous reports, are granted to masters and mates who are unable or unwilling to undergo examination for certi-

ificates of competency, and who have held situations as masters and mates previous to 1st January, 1870, and can produce certificates of experience and general good conduct. The fee charged for certificates of service is at the rate of \$5 for master and \$3 for mate.

The fees received on account of certificates of competency and service during the fiscal year ended 30th June last was \$1,647; and the amount, in detail, expended on account of this service, as will be seen by reference to Appendix No. 1 to this report, was \$4,324.15.

A list of certificates cancelled during the last calendar year will also be found in Supplement No 1 to this report.

The following statement shows the receipts and expenditure on account of this service since the Act came into operation, viz:—

	Expenditure.	Receipts.
For fiscal year ended 30th June, 1871.....	\$1,410 45	\$ .....
do do 1872.....	4,312 07	1,344 00
do do 1873.....	6,466 18	4,963 00
do do 1874.....	4,520 19	2,995 00
do do 1875.....	5,696 62	2,715 00
do do 1876.....	4,672 08	2,021 87
do do 1877.....	4,050 00	1,740 50
do do 1878.....	4,249 76	1,296 50
do do 1879.....	4,250 12	1,334 50
do do 1880 .....	4,253 43	1,547 00
do do 1881.....	3,888 41	1,333 50
do do 1882.....	3,965 19	1,152 50
do do 1883.....	4,021 20	1,314 00
do do 1884.....	3,909 59	1,387 50
do do 1885.. ...	4,324 15	1,647 00
	<hr/>	<hr/>
	\$63,989 44	\$26,791 87
Receipts .....	26,791 87	<hr/> <hr/>
	<hr/>	
Excess of expenditure over receipts..	\$37,197 57	
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The certificate of service held by John LeCain was suspended for a period of six months for gross misconduct.

The certificate of competency as master, No. 1,682, held by M. L. Porter, was suspended for a period of three months, from 27th March, 1885, by the Board of

Trade, for careless navigation of the "Neophyte," which was stranded on Bahama Bank, near Isle of Man.

The certificate of service, No. 2,075, held by E. E. Grant, was cancelled for gross neglect of duty in abandoning the "Annie," in Schooner's Cove, Campo Bello, N.B.

The certificate of competency, No. 2,133, held by D. G. Morine, was suspended for a period of six months, from 18th June, 1885, by the Board of Trade, on account of his conviction at Cork of assaulting two of the crew of the "Granville Belle."

The certificate of competency, No. 1,431, as master, held by Geo. N. Layton, was cancelled for assaulting one of the crew of his vessel.

The certificate of competency, No. 1,942, as mate, held by Arthur Layton, was cancelled, he having assisted in assaulting one of the crew of his vessel.

The certificate of competency, No. 432, as master, held by F. S. Israel, was suspended for a period of six months by a court of inquiry held at Nancowry, into the loss of the Bark "Revello." The court considered the loss of the vessel due to the incompetency of the master, and therefore suspended his certificate.

The certificate of service, No. 1,346, as master, held by Albert Insley, was suspended for a period of twelve months, from 28th July, 1885, for great neglect of duty in connection with the collision between the "R. P. Rithet" and the "Enterprise."

#### INLAND AND COASTING CERTIFICATES.

During the last calendar year the number of candidates who have passed and obtained masters' certificates of service was 128, and the amount paid for these certificates, at the rate of \$4 each, was \$512, 2 having failed. During the same period forty-two candidates received certificates of service as mate, and the amount paid, at the rate of \$2 each, was \$84, 1 having failed. The number of candidates who succeeded in passing for certificates of competency as master was forty-eight, and the amount paid for these certificates, at the rate of \$8 each, was \$384, while six failed. Twenty-two mates obtained certificates of competency, and the amount paid for the same, at the rate of \$4 each, was \$88, while five failed. The amount received for renewal, certificates, competency and services was \$17, making a total of \$1,163.00 received for Masters and Mates of Inland and Coasting Certificates.

The amount voted by Parliament for certificates of competency and service to masters and mates of foreign sea-going, inland and coasting ships, was \$6,000, and the amount expended to the 30th June, 1885, was \$6,656.44, being \$656.44 of an excess of expenditure over the amount voted. The total amount of fees received for

certificates of competency and service of inland and coasting vessels during the fiscal year ended 30th June, 1885, was \$1,250, and the amount expended was \$2,332.29.

The certificate of service for the inland waters, held by Captain John S. Moore, was suspended for a period of nine months, from 1st December, 1885, in connection with the loss of the "Algoma."

#### WRECKS AND CASUALTIES.

The total number of casualties to British, Canadian and foreign sea-going vessels reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada, during the year ended 31st December, 1885, was 174, representing a tonnage of 79,552 tons register, and the amount of loss, both partial and total, to vessels and cargoes, so far as ascertained, was \$1,210,000.

The number of lives lost in connection with these casualties was twenty-one viz, ten in Canadian waters, and eleven in waters other than those of Canada.

The disasters reported to this Department as having occurred to vessels on the inland waters of Canada and to Canadian vessels in American inland waters, during the year 1885, were twenty-one, and the tonnage involved was 6,695 tons register. The number of lives lost was forty-eight, and the amount of loss, both partial and total, to vessels and cargoes, so far as estimated, was \$358,723.

When the Wreck Register closed in 1884 a large number of casualties had been reported of which the Department had not sufficient particulars to enable it to publish them in the list for that year. Returns have subsequently been received for many of these casualties, and a detailed list of them will be found in Supplement No. 1 to this report. These casualties have been added to those previously reported, with the result of largely increasing the totals for 1884, as the following will show :—

Total number of disasters for 1884.....	324
do tons involved.....	119,741
do lives lost.....	253
	=====
Total loss and damage estimated.....	\$2,965,321.00

## COMPARATIVE STATEMENT of the losses reported to the Department since 1870.

—			Casualties.	Tonnage.	Lives Lost.	Damage.
For the year ending 31st December, 1870.....			335	32	210	\$ 901,000
do do 1871.....			274	81,035	81	2,100,000
do do 1872.....			290	99,109	237	2,507,338
do do 1873.....			350	99,523	*813	2,844,133
do do 1874.....			308	106,682	109	2,029,965
do do 1875.....			286	99,427	78	2,468,521
do do 1876.....			452	153,368	404	2,912,965
do do 1877.....			468	177,896	153	3,952,582
do do 1878.....			414	161,760	187	3,444,875
do do 1879.....			533	198,364	339	4,119,233
do do 1880.....			445	179,993	217	3,820,652
do do 1881.....			440	210,719	399	4,922,423
do do 1882.....			451	193,655	271	3,138,423
do do 1883.....			366	158,826	259	2,029,752
do do 1884.....			324	119,741	253	2,965,321
do do 1885.....			195	86,247	69	1,568,728

\* Of this number, 545 persons were lost by the wreck of the steamship "Atlantic," on the 1st of April, 1873.

There were no wrecks reported to the Department as having occurred on St. Paul's Island during the past year, and only one upon Sable Island, viz., the American fishing schooner "Cora May."

The "Cora May," on the morning of the 24th May, during a dense fog, struck on the north-west bar, and after making vain attempts to get the vessel off all hands left in the dories and landed safely at the west end light station. Much of the vessel's gear and outfit was subsequently saved. The total loss on vessel and cargo was estimated at \$14,000. The "Cora May" was of 157 tons register, and carried a crew of twenty-four men, and eleven years old, registered at Liverpool, 2,782 tons.

The fine iron steamship "Brooklyn," while on a voyage from Liverpool to Quebec, stranded on the eastern end of Anticosti Island, and became a total wreck on the 8th of November. Passengers and crew safe on the Island, and in tents rigged from the vessel's sails, and about opposite the wreck.

The Government S.S. "Napoleon III," Capt. Laroche, proceeded from Quebec to the scene of the wreck, but was unable to relieve the vessel and returned to Quebec with the captain, crew and passengers. Also a quantity of cabin fixtures, silverware, &c., and most of the sails. The steamers "Delta" and "Earl of Dufferin" proceeded to the wreck from Halifax. The former vessel returned on the 21st November with a portion of the cargo, comprising general merchandise, some



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valuable cattle and a portion of the ships materials. The vessel broke in two during an easterly gale on Sunday, 20th December.

An investigation was held, by direction of the Government, before J. U. Gregory, Esq., agent of the Department at Quebec, with Messrs. Bain and Laroche as assessors, and after a full hearing, they were unanimously of opinion that the cause of the stranding was due to the effect of the wind on the currents, and to an atmospheric mirage, such as often exists about Anticosti. They, therefore, held that there had been no negligence, ignorance or want of competency shown by the master or officers, and no blame attachable to any of them. The "Brooklyn" was fifteen years old, of 2,781 tons register, and had a general cargo on board. The amount of loss was not estimated. She was owned by the Dominion Steamship Company.

On 3rd November the iron steamship "Titania," six years old, registered at Glasgow, 1406 tons, bound from Glasgow to Montreal, stranded at Carleton Point, Anticosti, and remained. She was owned by Donaldson Bros., of Glasgow, G.B., was of 1,406 tons register, five years old, and had a general cargo on board. There was a heavy loss on both vessel and cargo, the amount of which has not yet been ascertained. An investigation was held before J. U. Gregory, Esq., as commissioner, and Messrs. Bain and Laroche, as assessors, and for the same reasons as in the case of the "Brooklyn," just noted, the masters and officers were held to be free from all blame, and no cause found to deal with their certificates. The wrecking tugs "Relief" and "Challenger" with the screw schooner "Florence" were sent from Quebec to the assistance of the "Titania."

Owing to the lateness of the season and the position of the vessel, the tugs were not able to haul her off. They brought to Quebec, on their return, the captain, crew, the two passengers and a quantity of rigging, &c. The guardian in charge reported from West Point, in the early part of December, that the vessel was still in the same position and was likely to remain so until spring.

The barque "Cynthia," of St. John, N.B., 866 tons register, four years old, owned by James Kennedy, St. John, on the 23rd February, while on a voyage from Samarang to Greenock, stranded at Luce Bay, Scotland, and became a total wreck. A heavy gale was prevailing at the time, and the pilot mistook the light on the Mull of Galloway for a lightship on the Irish coast. There was no loss of life. The loss on the vessel was estimated at \$30,000, and on the cargo of sugar at \$128,000.

The ship "Howard D. Troop," of St. John, N.B., 1,543 tons register, fourteen years old, and owned by Howard D. Troop, of St. John, while loading guano at Canton Island, on the Pacific Ocean, dragged her anchors during a heavy gale, and going on the rocks became a total wreck. The loss on the vessel was \$50,000.

The barque "Palestine," of St. John, N.B., 1,350 tons register, two years old, and owned by Oliver Emory, of St. John while on a voyage from Liverpool to Shelburne went ashore during a dense fog at Black Rock, Shelburne, on the 18th of May, and became a total wreck. The cause of the disaster was either that the master had overrun his reckoning, or the vessel had been carried out of her course by the current. There was no cargo, and the loss on the vessel was \$55,000.

The "Humacao," a fine iron steamship of 1,714 tons register, two years old, and owned by D. De Eigaga, of Bilbao, Spain, while on a voyage from Porto Rico to St. John, N.B., went ashore on the Wallace Ledge, Grand Manan, during a dense fog, on the 5th of August, and became a total wreck, the loss being estimated at \$200,000.

The barque "Cornwallis," of Windsor, N.S., 1,136 tons register, five years old, and owned by Sheffield & Wickwire, of Cornwallis, when on a voyage from Antwerp to New York was run into, on 20th March, by the steamship "Wieland" in mid-ocean. Although seriously damaged her crew remained on board for six days, but were then obliged to abandon her, and she is supposed to have foundered. The loss was estimated at \$30,000.

The ship "Cypress," of Yarmouth, N.S., 1,392 tons register, seven years old, owned by C. J. Kelley, Yarmouth, when on a voyage from Calcutta to New York, laden with a general cargo, was caught in a series of gales, which continued from 19th of February to 17th of March, and caused the ship to leak so badly that on the latter date the crew were compelled to abandon her, and she shortly afterwards foundered. The loss on the vessel was \$42,000; on the cargo, unknown.

The barque "Abbie B," of Windsor, N.S., 759 tons register, eleven years old, and owned in New York, while on a voyage from Bilbao to New York, laden with iron ore, sprung a leak, and on the 28th of July was abandoned in mid-ocean in a sinking condition, the loss on the vessel being \$25,000.

The barque "Underwriter," registered at Yarmouth, N.S., 697 tons register, twelve years old, and owned by Capt. Allen, of Brooklyn, N.Y., while on a voyage from New York to Bilbao, with a cargo of petroleum, was driven into Bermuda by stress of weather on the 24th of January. There the cargo was seized for alleged violation of a local regulation, and the ship taken possession of by the authorities. Subsequently she was plundered of sails, rigging, provisions, &c., and finally, on the 2nd of November, was set on fire and burned to the waters' edge, the total loss being \$60,000, which amount, with other damages, the owner is seeking to recover from the Bermudean authorities.

The three masted schooner "Arcana," of Boston, 562 tons register, and seventeen years old, owned by W. M. Patterson, of Portland, Me., while on a voyage

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from Portland to Annapolis, N.S., was caught in a heavy snow storm, and running past her port got up the bay amongst the ice, becoming unmanageable, and finally striking on Quaco Reef, 25th January, disappearing almost immediately. Out of a crew of ten men only one escaped. The loss on the vessel was \$10,000. There was no cargo.

The schooner "Opera," of St. John, N.B., 83 tons register, eleven years old, and owned by Joseph H. Scammell, of St. John, in going from St. John to Boston stranded somewhere near Provincetown, Mass., 10th February, and became a total wreck, her entire crew of five men perishing, and the exact details of the disaster not being known. There was a loss of \$1,000 upon the vessel and \$1,200 upon the cargo.

The schooner "May," of Halifax, 20 tons register, four years old, and owned by Eben Mosely, when sailing from Halifax to Barbadoes, must have foundered at sea, as nothing has been heard of her since the 28th January. She carried a crew of four. The loss on vessel and cargo has not been reported to the Department.

On the 28th of July the steamer "R. P. Rithet," of New Westminster, B.C., 686 tons register, and the steamer "Enterprise," of Victoria, B.C., 302 tons, met in collision off Vancouver Island, B.C., with the result of the latter steamer being wrecked and two lives lost. An investigation was ordered by the Department, and held by H. G. Lewis, Esq., agent of the Department, assisted by Messrs. Devereux and Vigor. After a full enquiry the commissioners found that the "R. P. Rithet" had been in fault, and her master wholly responsible for the disaster. His certificate, therefore, was suspended for a period of twelve months. The captain of the "Enterprise" was held to be free from blame. The loss on the vessel was estimated at \$10,000, and on the cargo, \$2,000.

Several casualties involving loss of life occurred on the inland waters of Canada, the most serious being that of the "Algoma," one of the splendid steel steamships owned by the Canadian Pacific Railway Company, and navigating Lake Superior.

The "Algoma" was registered in Montreal, was of 1,773 tons register, and two years old. She left Owen Sound on the 5th of November, and on the following day a gale sprang up, which continued to the 7th, when she struck on Isle Royal, and shortly after became a total wreck, thirty-eight of the crew and passengers losing their lives. An investigation was held by Lieut. Gordon, R.N., and Capt. Harbottle, and after a careful examination of all the evidence procurable they reported that the disaster was caused by the ship overrunning her estimated distance, and the failure of the officers to use the log as they should have done. They therefore recommended that the master's certificate be suspended for twelve months and the first mate's for six months. The Department subsequently

reduced the suspension in the case of the captain to nine months, and in the case of the first mate the suspension to date from the 7th November last. The loss on the vessel was \$225,000, and on the cargo, \$17,000.

The White Cross Line Belgian steamship "Helvetia" was off Cape Ray, Nfld., on 8th May, with bows badly injured by ice; had not been able to work a passage beyond the cape, having been in the ice for a week. From information obtained at Cape Ray station, through the Inspector's office, Quebec, turned and proceeded to make passage by the Gut of Canso. When off Scatterie, C.B., the following day, 9th May, the vessel's leaks increasing, she sunk. Crew and passengers saved by Allan steamer "Acadian," and landed at Port Hawkesbury, N.S. Cargo worth \$100,000.

The steamship "Jeranos," seven years old, registered at Hull, 1,288 tons, from Rotterdam for Montreal, arrived at North Sydney, C.B., 13th May, with her bows stove and four compartments full of water. Jettisoned 200 tons of cargo—railway iron. Made temporary repairs and proceeded.

The Norwegian bark "Annie Christine," from Cork, 10th April, for the St. Lawrence, was crushed in the ice on the 7th May, and the officers and men were two days in the boat before being rescued by the steamer "Plover," and landed at St. Johns, Nfld.

The Canada Shipping Company's steamship "Lake Manitoba," five years old, registered at Liverpool, 2,160 tons, from Montreal, 10th June, to Liverpool, with a general cargo, was stranded at South West Bay, Miquelon, Langley Island, at 2:30 p.m. the 14th June. Passengers and crew saved. The passengers were taken to England by steamship "Lake Nepigon," of the same line. The vessel was declared a total wreck and sold by auction 10th July.

The Hansa Line steamship "Grassbrook," from Antwerp for Montreal, laden with glass and spirits, ran ashore at Seal's Cove, near Cape Ballard, south-east coast of Newfoundland, Sunday afternoon, 21st June, during a dense fog. Ship supposed a total wreck. Crew saved; cargo saved. During the month of August the vessel was floated, docked at St. John's, Nfld., the holes blocked with concrete, and the vessel proceeded home in that condition.

The Norwegian bark "Kushjof," of and from Lonsberg, in ballast, for Quebec, was lost at Cape Ballard, Nfld., in a fog, the 29th June. Crew saved.

The Beaver Line steamship "Lake Champlain," ten years old, registered at Montreal, 1,438 tons, from Liverpool for Montreal, on the night of 5th July collided near Matane, with the steamship "Dentholme," from Montreal for Sydney, C.B., in ballast. The latter vessel was sunk. Crew saved by the "Lake Champlain," and landed at Montreal.

The schooner "Almada" went ashore during an easterly gale near Pabos, 7th August. She was in ballast from St. Pierre Miquelon for Pabos. The vessel was totally lost. The crew and materials were saved.

The steamship "Summerside," one year old, registered at Charlottetown, P.E.I., 223 tons, from Montreal, 12th August, laden with provisions, bound for Fogo, Nfld., went ashore at that place and became a total wreck. Vessel sold.

The Allan Line steamship "Hanoverian," three years old, registered at Glasgow, 2,353 tons, from Halifax for Liverpool *via* St. Johns, Nfld., went ashore at Portugal Cove, Trepassy Bay, about twelve miles from Cape Race, during a thick fog, the 2nd September. The passengers and crew were saved. The vessel became a total wreck. The wreck was sold to Sir A. Shea, for the sum of £20 5s.

The steamship "Juliet," four years old, registered at Liverpool, 1,565 tons, from Pierreville, near Montreal, for London, lumber laden, ran ashore on Point Aconie, nine miles west of Low Point, on 16th September. Part of the cargo was jettisoned, and with the aid of tugs she was towed to Sydney for repairs. She proceeded 22nd. September

The bark "Red Cross," seventeen years old, registered at Barnstaple, 466 tons from Quebec for Greenock, timber laden, was wrecked at Crabb's Brake, near Bay St. George, Nfld., 50 miles from Cape Ray. Crew saved. The vessel proved a total wreck, and the hull and cargo were sold.

The wrecking steamer "Earl Dufferin," eleven years old, registered at St. John, N.B., 93 tons, of Halifax, was wrecked near the wreck of the "Brooklyn." She drove ashore on the beach during the gale of 27th November, and will be a total loss. The crew are all wintering on the island, in houses they constructed near the wreck of the steamer Brooklyn. They have been engaged in salvaging the latter's cargo, and last reports stated all were well.

The Norwegian bark "Bayard," Capt. Anderson, from London for Matane, was crushed by the ice and sunk 6th May. The crew were saved and brought to Quebec by the bark "Brilliant," Capt. Hansen.

The Norwegian bark "Magdalene," 886 tons, of Drammen, Norway, from Troon, 12th April, for Quebec, coals. During a fog on 6th May she struck heavy ice and smashed in lower port bow, making a whole 2 feet square, through which the water poured. Boats were launched, and the captain and thirteen men got into them. They were two days and nights on an ice field, suffering terribly from hunger, cold and exposure. They were afterwards picked up by the Norwegian bark "Elise Mathilda," Capt. Jundersen, and landed at Halifax, N.S., on the 17th May.

The Norwegian ship "Moen," Capt. Juul, from Elsinore for Quebec, in ballast, struck an immense iceberg during foggy weather on the 1st of May, and remained fast. The berg toppled over and broke the ship in two, carrying the captain down with it. He returned to the surface uninjured, and was picked up by the crew in the long boat. They were twenty-four hours in the boat, exposed to severe cold, before they were rescued by the ship "Hølgai," of Lonsberg, who afterwards, for want of sufficient provisions, transferred part of the men to the bark "Orion," who landed them at Quebec.

The Norwegian bark "Christine," Capt. Byorke, from Norway, struck an iceberg on the Grand Banks, south of Newfoundland, and foundered. The crew were in the boats eighteen hours before fallen in with by the French schooner "Cornelius Stokem," who landed them at St. Pierre, Miquelon.

The bark "Abbotsford," fifteen years old, registered at Bath, U.S., 1,178 tons, from Greenock, arrived at Quebec 9th June; was detained thirty-four days in the Gulf.

The German bark "Margarothe," Capt. Supples, from Granton, Scotland, arrived at Quebec 17th June, after a protracted voyage of eighty-five days. Capt. Supples reported having been twenty-five days in the ice, and having rescued two fishermen in a small boat, who had lost their vessel. The two men were transferred the next day to another fishing vessel.

#### SHIPPING MASTERS AND SHIPPING OF SEAMEN.

In the supplement to this report will be found a statement showing the returns received from the shipping masters appointed under the Act relating to the shipping of seamen, for the half years ended 30th June and 31st December last, and of the fees received under the Act.

The following changes have occurred in the list of shipping masters since 1st January last, viz. :—

The appointment of Mr. Henry W. Mutch as Shipping Master for Charlottetown, P.E.I., on the 13th July last, in the room of Mr. Wm. Koughan, deceased; and

The appointment of Mr. Henry McKay as Shipping Master at Montreal, on 11th May last, in the room of Mr. George Smith, deceased.

The following is a summary of the reports received from the shipping masters at some of the principal ports in the Dominion:—

The shipping master at St. John, N.B., shipped during the year, 3,716 and discharged 2,632, and received as fees at the rate of 50 cents for each shipped, and 30 cents for each seaman discharged, \$2,647.60, out of which he paid to deputy and for incidental expenses \$1,086.26, leaving the net income of his office \$1,561.34.

The shipping master at Halifax shipped during the year 2,972 seamen and discharged 1,980, for which he received \$2,080, out of which, after deducting expenses, he had as remuneration \$920.

The shipping master at Montreal shipped from 11th May, the date of his appointment, 517 seamen, and discharged 652, out of which, after deducting expenses, he received as remuneration \$337.88.

At the Port of Quebec the total number of seamen shipped during the season was 759, of which number 303 belonged to British vessels, 355 to Dominion and 101 to foreign vessels; 174 were discharged, of which 95 belonged to British, and 79 to Dominion vessels. The total receipts during the calendar year amounted to \$506.65, and deducting the amount of incidental expenses the balance of \$413.42 reverted to the treasury.

At the Port of Pictou 119 seamen were shipped and 72 discharged, and fees to the amount of \$81.10 received.

At Yarmouth 564 seamen were shipped and 469 discharged, and fees to the amount of \$422.70 received by the shipping master.

At North Sydney 284 seamen were shipped, 235 discharged, and fees received to the amount of \$212.50.

#### PILOTAGE AUTHORITIES.

The report of the Harbour Commissioners of the Port of Quebec, who are by law the pilotage Authority for the District of Quebec, will be found in the supplement to this report. The annual statement of the Decayed Pilot Fund, which is under the conduct and management of the Corporation of Pilots, will be found in Appendix No. 35 to this Report. From this statement it appears that on the 31st December last the Decayed Pilot Fund stood as follows:—

Money invested .....	\$53,352 71
do in Savings Bank.....	2,352 17
do in Treasurer's hands .....	83 19
	55,788 07
Deduct arrears due for pensions .....	254 79
	\$55,533 28

The number of decayed pilots on the list is 50, and the pensions range from \$47 to \$110; 119 widows receive pensions ranging from \$38 to \$63, and 15 children pensions ranging from \$10 to \$15. The amount paid for pensions during

the year amounted to \$11,055.76 ; the percentage on contributions of pilots to the fund amounted to \$8,418.61, and the sum of \$3,188.89 was received for interest. The total receipts on account of the fund, including a balance from the preceding year, amounted to \$14,213.04, and the expenses amounted to \$11,807.68. The total receipts of the Corporation of Pilots for the past season, as given by the Secretary, amounted to \$118,292.19 ; the expenditure to \$22,487.18, and the net dividend paid to each pilot on the active list was \$576.

The number of pilots on the active list on 31st December last was 171, being seven less than reported last year, and the number of apprentice pilots 23 ; 37 pilots, who had attained the age of 65 years, were examined by the Pilotage Authority before the opening of navigation, and 34 being found fit for duty were continued on the active list. Four pilots were pensioned during the year, and 5 tried on complaints of ship masters, and 2 on complaints lodged by the Corporation of Pilots. The complaints in all the cases were sustained and the pilots punished either by fine or suspension. Of pilots on the active list, 27 were in the employ of steamship companies and in charge of Dominion steamers and light vessels. The Commissioners report that during the past year they investigated into several complaints made against the pilotage system, but found them not valid.

The Report of the Harbour Commissioners of Montreal, who are by law constituted the Pilotage Authority for this district, and possess the powers formerly vested in the Montreal Trinity House, will be found in the Supplement. A statement of the Decayed Pilotage Fund will be found in Appendix No. 36 to this report. The Commissioners report that the fund continues in a very satisfactory condition, the excess of receipts over disbursements for the year being \$1,764.52. The receipts for poundage amounted to \$2,094.83, and for interest on investments, &c., to \$2,211.69, and the disbursements for pensions to \$2,542. The fund now amounts \$41,421.82, \$28,000 of which is invested in Montreal Harbour bonds, \$2,000 in Water Works bonds, \$5,000 in Montreal Consolidated Fund, \$6,385.06 in City and District Savings Bank, and \$36.26 in hands of Treasurer. There are 21 pensioners on the fund, viz., 19 widows and 2 old pilots. The number of pilots on the active list is 48, and the earnings amounted to \$40,974.35. Of this amount \$39,040.74 was received from British vessels and \$1,933.61 from foreign. There are 21 apprentice pilots. The only accident to vessels during the past season which necessitated the holding of an investigation was that of the steamship "Montreal," which vessel, while in charge of a pilot, grounded so heavily as to cause damage. As it appeared on the investigation that the pilot was out of the channel, he was suspended until 30th June next.

HALIFAX, N. S.

The returns received from the Halifax Pilotage Authority for the year ended 31st December last show that the sum of \$18,322.16 was received as pilotage



dues, of which \$15,040.94 was received from British and \$3,281.22 from foreign vessels. The receipts for commission on pilotage collected, outward pilotage on ships having no pilot, together with cash on hand and deposited in Savings Bank, amounted to \$4,990.70, while the expenditure, including payment to Commissioners, Secretary's salary, printing and other expenses, amounted to \$1,872.90, leaving the sum of \$3,117.80 to the credit of the Pilotage Fund. The sum of \$205 was paid to families of deceased pilots, and the balance to the credit of the Superannuation Fund, was \$2,670.34. There are 27 licensed pilots in this district.

## ST. JOHN, N. B.

The returns of this district for the last calendar year show that the sum of \$22,981.51 was received as pilotage dues, of which \$14,804.10 was received from British and \$8,177.41 from foreign vessels. The receipts from license fees and other sources amounted to \$2,121.81, and the sum of \$2,089.35 in payment of pensions to pilots and widows, salary of Secretary Treasurer and expenses of the office. There are 38 licensed pilots.

## MIRAMICHI, N. B.

There are 31 licensed pilots in this district. The number of vessels reported inwards and outwards was 371, of which, 145 were British and 226 foreign. The total amount received from pilotage and other sources was \$12,359.18, and this amount was expended. Each pilot received out of the dues collected the sum of \$379.01.

## PICTOU, N. S.

There are 12 licensed pilots and 1 certificated master in this district. The sum of \$3,684.36 was received as pilotage dues, of which amount \$3,126.86 was received from British and \$557.50 from foreign ships. The sum of \$3,452.36 was paid to pilots; \$207 to Secretary as salary, office expenses, &c.; \$330, superannuation grant and \$109.52 paid Commissioners to make good amount paid by them on account of late Secretary, making the entire expenditure \$3,898.88.

## SYDNEY, N. S.

By Order in Council of 19th June last the District of Sydney was divided into two districts, the one embracing the ports of Sydney and North Sydney and all ports lying between Cranberry Head and Low Point, the other embracing all the ports situated between Low Point and the southern head of Cow Bay. There are 35 licensed pilots in the Sydney District, and the sum of \$11,032.50 was received as pilotage dues up to 31st December last, and \$275 for licenses, making the entire receipts \$11,307.50. The amount paid to pilots was \$10,370.40, and the entire expenditure amounted to \$11,326.27.

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VICTORIA AND ESQUIMALT, B. C.

There are 11 licensed and qualified pilots in this district, and 9 certificated masters and mates. The total amount of pilotage dues received was \$9,294, of which sum \$1,972.25 was received from British and \$7,321.75 from foreign vessels. The entire receipts for dues, certificates, fines, &c., amounted to \$10,100.84, including balance of last year, and the expenditure equalled the receipts.

In addition to the pilotage returns above referred to, returns have been received from the pilotage districts of Buctouche, Charlotte and Bathurst, in the Province of New Brunswick, and from St. Mary's and Liscomb, in the Province of Nova Scotia.

WHARVES, PIERS AND BREAKWATERS.

The piers under the control and management of this Department are the following :—

The piers at Goderich, Rondeau, Inverhuron, Morpeth and Kingsville, in the Province of Ontario; Rimouski, Rivière du Loup, Rivière Ouelle, Malbaie, Eboulement, L'Islet, Berthier, Trois Pistoles, Tadoussac, Anse St. Jean, St. Alphonse de Bagotville, Chicoutimi, Bay St. Paul, Ile aux Grues, St. Jean d'Orléans, and St. Laurent d'Orléans, in the Province of Quebec; Maitland, Oak Point, Digby, Delap's Cove, East Bay, Meteghan River, Pickett's Wharf, Port Greville and Brooklyn, in the Province of Nova Scotia; Clifton, in the Province of New Brunswick; Souris, Campbell's Cove, Annandale, North Cardigan, Lewis', Georgetown, Lambert's, St. Mary's Bay, Mink River, South River, Chapel Point, Montague, Stevens, Sturgeon, South Rustico, Pinette, Belfast, Port Selkirk, China Point, Vernon River, Pownal, Hickey's, Nine Mile Creek, Victoria (Crapsud), Clifton, Wood Islands, Hurd's Point, McGee, Higgin's Shore, West Point, Tignish Harbour and Kier's Shore, in the Province of Prince Edward Island. At the Port of Cow Bay, Cape Breton, N. S., the pier or breakwater purchased under the provisions of the Act, 37 Vic., chap. 18, is also under the management of this Department, and the tonnage dues imposed on vessels calling at the pier, and tolls for goods landed thereon, are collected by Mr. Archibald McKinnon, Wharfinger.

By referring to Appendix No. 30, a statement will be found of the amounts collected from the wharves and piers under the charge of this Department. The amount collected was \$3,157.83.

The following is a statement of wharfingers appointed by Order in Council during the calendar year ended 31st December last, and of the remuneration to be allowed them :—

Name of Wharfinger.	Pier or Wharf.	Date of Appointment.	Salary.
Jacob Eugène Cann.....	Maitland Pier, N.S.....	May 16....	25 p.c. of tolls collected.
Benjamin Seusabaugh.....	Murray Harbor, South, P.E.I.....	July 2....	do
Edward Henderson.....	Mink River, P.E.I.....	do 2....	do
James Bourke.....	Georgetown, P.E.I.....	do 2....	do
John A. Macdonald.....	Lambert's Pier, Montague, P.E.I.....	do 2....	do
James E. Macdonald.....	Lewis Point Pier, Cardigan, P.E.I.....	do 2....	do
Donald McIntyre.....	North Cardigan, P.E.I.....	do 2....	do
James Taylor.....	Annandale, P.E.I.....	do 2....	do
Percy Palmer.....	Victoria Pier, Grapaud, P.E.I.....	do 2....	do
C. H. Lewellin.....	St. Mary's Bar Pier, King's Co., P.E.I.....	do 2....	do
James A. Oumiskey.....	Hickey's Wharf, East River, P.E.I.....	Aug. 5....	do
John A. Macdonald.....	Stevens and Montague Piers, Montague, P.E.I.....	Sept. 11....	do
Ronald McCormack.....	Chapel Point Wharf, King's Co., P.E.I.....	do 18....	do
Bernard Kearney.....	Sturgeon Pier do.....	do 18....	do
William Craue.....	China Point, Queen's Co., P.E.I.....	do 18....	do
Hector Morrison.....	Pinette, do.....	do 18....	do
Levi Ings.....	Port Selkirk or Brush Wharf, Queen's Co., P.E.I.....	do 18....	do
Alexander McRae.....	Pownal, Queen's Co., P.E.I.....	Oct. 2....	do
Joseph Harrington.....	Bay View do.....	do 2....	do
Joseph Doucette.....	South Rustico do.....	do 2....	do
John McKenzie.....	Vernon River do.....	do 19....	do
Samuel Hume.....	Wood Island do.....	do 19....	do
John Halliday.....	Belfast do.....	do 29....	do
Edward Harrington.....	Nine Mile Creek do.....	do 29....	do
Henry S. MacNutt.....	Kier's Shore, Prince Co., P.E.I.....	do 29....	do

#### HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In the supplement to this report will be found reports of the Harbour Commissioners at Toronto, Montreal, Quebec, Pictou and North Sydney, for the year ended 31st December last.

The report of the harbour master at Toronto to the Commissioners shows that the receipts for the past year for harbour dues amounted to \$7,597.21, an increase of \$490.17 over the receipts of the previous year. The revenue for the year amounted to \$10,925.04 and the expenditure to \$13,437.10. The number of vessels that arrived in port during the season was 1,518. Dredging was carried out at several places in this harbour at a cost of \$7,329.81 to the Commissioners.

The report of the Harbour Commissioners for the Port of Quebec shows that the revenue arising from tonnage dues, harbour dues, wharf property, interest, &c., during the year, amounted to \$54,173.22, and shows a decrease of \$590.63 as compared with the preceding year. Of the revenue received \$19,626.54 was for tonnage

dues, \$12,518.97 for export, import and harbour dues, \$21,498.71 for revenue from property, and the balance for interest and sundries. The expenditure, including salaries of officials, interest and sinking fund on \$723,000, harbour debentures, repairs and improvements on wharves, printing, advertising, &c., amounted to \$56,426.46, showing an excess of expenditure over revenue of \$2,248.24. The total value of the assets of the corporation is given as \$3,093,142.60 and the liabilities as \$2,845,370.25.

The Commissioners report that all the masonry inside the gate of the graving dock is now completed that the caisson is ready to be placed in position, and that the inauguration of this dock will take place early next season.

The harbour works have also proceeded satisfactorily. The tidal basin has been enlarged to nearly its full dimensions, and a uniform depth of 25 feet at low water obtained. The foundations of the northern portion of the "cross wall," a length of 612 feet, and the foundation crib for the southern side of the entrance, have been put in position and filled with concrete. The filling of the embankment is completed for the whole width of 330 feet from the head of the basin to the "cross wall," and for a width of 250 feet along the face of the tidal basin, and a double line of rails laid the whole length of the embankment, together with a siding of 1,500 feet in length, making in all  $1\frac{3}{4}$  mile. These rails are connected with those of the North Shore and Lake St. John Railways.

From the report of the Harbour Commissioners, Montreal, it appears that the receipts from all sources amounted to \$764,138.22, and the expenditure to \$586,831.12. The sum of \$186,128.91 was received from wharfage and tonnage dues, and \$38,768.10 from local traffic, making the ordinary revenue \$224,897.01. The sum of \$349,504.10 was received from the Dominion Government on account of new channel works, and \$163,000 was received on account of the sale of debentures. The sum of \$31,704.10 was expended on Government interest account, \$116,090 as interest on harbour debt, \$42,200.55 for harbour repairs, \$154,189.84 on new channel operations, \$76,000 on redemption of harbour debentures, \$30,876.13 on construction account of Victoria Pier, and \$39,836.46 on harbour dredging. The ordinary revenue for the year shows a decrease of \$5,668, as compared with 1884, the decrease in sea-going traffic being \$7,062, while the local traffic increased \$1,394. The Commissioners report that the revenue may, on the whole, be considered satisfactory, in view of the dues on grain being reduced by one-half for the whole season, and the fact that owing to the improvements in the Lachine Canal a large number of vessels resort there to load and discharge, thus depriving the Commissioners of a considerable revenue, which, for the year, amounted to \$13,000. The harbour master's report shows an increase in the number of sea-going vessels of 3, and in tonnage of 34,480 tons. As regards the inland traffic, the vessels have increased by 198, but the tonnage has fallen off 1,630 tons.

Owing to the report of the harbour engineer not having been received up to the date of going to press, no particulars can be given in regard to the deepening of the ship channel between Montreal and Quebec to 27½ feet at low water. The Commissioners report, however, that the work has been carried on with good results.

The report of the Harbour Commissioners for the Port of North Sydney will be found in the supplement, together with an account of receipts and disbursements. The receipts amounted to \$1,331.08, including the balance of a preceding year, and exhibit a decrease of \$375.43 as compared with the preceding year. The disbursements amounted to \$1,300.42, of which \$400 was paid to a harbour master as salary, \$50 to secretary on account of salary, \$64.65 to the treasurer as commission, \$75 to a chairman for services, and \$210.50 as interest on loan effected by the Commissioners. The Commissioners report that the trade of the port continues to increase to a very satisfactory extent; 1,317 vessels having a total tonnage of 400,557 tons, arrived at the port during the season.

The harbour master for the Port of Halifax reports that he collected fees during the year ended 31st December last from 737 vessels, to the amount of \$1,540 which he received for expenses and remuneration.

In the supplement will also be found reports from a number of harbourmasters at the more important ports, appointed under the Acts 35 Vic., chap. 42, 36 Vic., chap. 9 and 63, and 37 Vic., chap. 34, with a statement of the fees collected by harbourmasters during the year ended 31st December last, and also a list of all the harbour masters appointed under these Acts.

The following harbour masters have been appointed by Order in Council during the past year, viz:—

Name.	Port.	Date of Appointment.	Salary.	Remarks.
Peter Joyce.....	Descouse, N.S.....	Jan. 23....	\$100 of fees.	A new appointment.
Louis Napoleon Catellier.....	Chicoutimi, Que.....	May 23....	200 do ...	do
Jacob Eugène Cann.....	Maitland, N.S.....	do 26....	100 do ...	do
Wm. Fergus Taylor.....	Sarnia, Ont.....	July 25....	300 do ...	do
John Gordon, jun.....	Brudenell, P.E.I.....	do 25....	200 do ...	do
Charles E. Kerr.....	Wallace, N.S.....	do 28....	100 do ...	Vice John Hervey McNab, left the locality.
Lemuel D. Chiasson.....	Rollo Bay, P.E.I.....	do 28....	200 do ...	Vice Charles Deagle, deceased.
George Bollum.....	Egmont Bay, P.E.I.	Nov. 3....	200 do ...	Vice Alex. McArthur, deceased.....
Thos. J. Banks.....	Barrington, N.S.....	do 23....	\$100 of fees.	Vice Ephraim Newell, left the locality.
Eugène Hammond.....	St. Thomas de Montmagny, Que.....	Dec. 21....	200 do ...	A new appointment.

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 METEOROLOGICAL SERVICE.

The annual report of the Meteorological Service, by the Superintendent, Mr. Carpmael, forms Appendix No. 32 to this report. By reference thereto it will be seen that there has been an addition to the number of volunteer observers, and also to the stations along the line of the Canadian Pacific Railway, sending returns of rain and snow fall.

The storm signal service remains unchanged, except with the addition of two new stations. The warnings issued during the year were 830, of which 741 were verified.

The issue of weather forecasts has been carried on without interruption during the whole of the year, and the percentage of verifications reported as very satisfactory and showing marked improvement.

The sum of \$50,000 was appropriated for this service, and the expenditure, as will be seen by reference to Appendix No. 17, amounted to \$50,375.46.

## OBSERVATORIES.

The annual reports of the Directors of the Magnetic Observatory at Toronto, and the Observatories at Montreal and Kingston, form appendices to this report. By reference to Appendix No. 18 it will be seen that \$5,250 was expended on the Magnetic Observatory at Toronto, and \$500, each, on the Observatories at Montreal and Kingston. The total expenditure on the Meteorological and Observatory Service for the past fiscal year amounted to \$56,525.46.

## SIGNAL SERVICE IN THE RIVER AND GULF OF ST. LAWRENCE.

This service was organized in 1879 with 8 stations, and since that date 21 have been added, making the number now in operation 29. Fifteen of these are located on the River St. Lawrence, and the remainder in the Gulf. It will be seen by the report of Mr. McHugh, Signal Officer at Quebec, in charge of this service—which appears in the supplement to this report—that the service has been satisfactorily performed during the past season, and information as to ice in the Gulf, State of weather, &c., forwarded in the months of April and May, to the Chamber of Commerce, Halifax, and Boards of Trade at St. John, Montreal, and Quebec, as also to the Press. Daily reports as to wrecks and casualties, state of weather passing vessels, &c., were also supplied to the Boards of Trade and the Press at Quebec and Montreal during the season. The number of vessels reported in 1885 was 5,512. The sum of \$7,500 was appropriated by Parliament for this service, and the expenditure for the last fiscal year amounted to \$3,881.05. A diagram with list of stations form, Appendix No. 38 to this Report.

## HUDSON BAY EXPEDITION.

The report of Lieutenant Gordon, R. N., Deputy Superintendent of the Meteorological Service, who had charge of the Expedition, forms Appendix No. 29 to this report. The sum of \$30,000 was voted by Parliament for this service last Session, making, with amounts previously voted, a total appropriation of \$130,000, and the sum of \$71,374.69 was expended during the past fiscal year, as will be seen by reference to Appendix No. 11. The total expenditure on account of this service up to 31st December last amounted to \$91,225.97.

## GEORGIAN BAY SURVEY.

The report of Staff Commander Boulton, R. N., as to the operations of the survey during the past season, forms Appendix No. 24 to this report. The sum of \$18,000 was voted for this service last Session, making, with previous votes, a total appropriation of \$66,000 for the service. The expenditure for the past fiscal year amounted to \$20,454.68, and the total expenditure to 31st December last amounts to \$59,109.27.

## PORT WARDENS.

From the report of the Port Warden for Montreal, transmitted by the Montreal Board of Trade, it appears that there was an increase in the number of sea-going ships and tonnage which arrived in Montreal, as compared with the previous year—323 ships, with an aggregate tonnage of 501,679 tons, being reported, as against 322 ships, with a tonnage of 478,763 tons. Of the vessels reported, 252 were steamers of 459,410 tons, and 71 sailing vessels of 42,239 tons. Vessels from Newfoundland, the Gulf ports, and other places in the Dominion, are not included in these figures, as they do not come under the jurisdiction of the port warden. The import trade is reported as fully up to that of last year—sugar, in particular, being largely imported from the West Indies and other places. The shipments of staple articles of export was larger than last year. The shipment of grain, though in excess of last year, is reported as dull and inactive the greater part of the season. The quantity shipped during open water amounted to 8,775,728 bushels, as against 7,429,252 the previous year. The shipment of phosphate is on the increase, 24,524 tons being exported, as against 20,747 in 1884; and also the shipment of deals to Great Britain and sawn lumber to South America shows a steady increase from year to year. The export of cattle has been increasing in volume during the last few years, 62,359 head being exported in 1885, as against 56,664 in 1884. No ships have been reported as lost from overloading or shifting of cargo during the year. The receipts of the port warden's office amounted to \$9,070.44, and the expenditure to \$8,703.89.

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From the report of the port warden at Quebec it appears that during the year he surveyed 118 steamships and sailing vessels and cargoes, and examined and surveyed 49 vessels on account of stranding and collisions. The fees received amounted to \$1,691.25, and the expenses to \$854.50.

The port warden at Halifax reports that during the year he held surveys on 44 vessels which arrived in port in a damaged condition, and which vessels, after being repaired, proceeded to their ports of destination. The fees received amounted to \$2,121.50, and the expenses for assistants, &c., to \$1,037.45.

The port warden at North Sydney reports 15 surveys and fees collected \$193; Port Hawkesbury, 4 surveys, and fees \$44; Pictou, fees collected \$183; Charlottetown, P.E.I., fees collected \$505.50; St. Andrews, N.B., fees collected \$4.50; Sydney, fees collected \$248, and Moncton, N.B., fees collected \$29.

#### REWARDS FOR SAVING LIFE AND LIFE-BOAT SERVICE.

The usual appropriation of \$8,000 was made by Parliament for the above-named services, and it will be seen by reference to Appendix No. 21 that the sum of \$5,221.25 was expended during the last fiscal year. In the supplement to this report will be found a list of persons to whom rewards and testimonials have been granted by the Government of Canada, and by Her Majesty's Government, and also by foreign Governments, for humane and gallant exertions in saving life at sea, and also of rewards given for saving life on the shores of Canada.

During the past year it was decided to invite tenders for the supply of 12 life-boats, of a similar description to the self-righting and self-bailing boats placed in 1883 at Poplar Point and Wellington, in the County of Prince Edward, Ontario. Six of these were built at Goderich, by Mr. Wm. Marlton, and 6 at Dartmouth, N. S., by Mr. John Williams, at a cost, including outfit, of \$575 each. These boats have been allocated as follows:—Two on Sable Island, and 1 each on Devil's Island, Duncan's Cove, Yarmouth and Scatarie, in Nova Scotia; and 1 each at Cobourg, Collingwood, Goderich, Port Stanley, Toronto and Pelee Island, in the Province of Ontario.

#### MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1885, including old and new vessels, sailing vessels, steamers and barges, was 7,315, measuring 1,231,856 tons register tonnage, being an increase of 61 vessels and a decrease of tonnage of 21,891 tons register, as compared with 1884. The number of steamers on the registry books on the same date was 1,131, with a gross tonnage of 212,570 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$36,955,680.



The number of new vessels built and registered in the Dominion of Canada during the last year was 249, measuring 43,179 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,943,055 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1873 to 1885. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1885, both inclusive.

The following persons were appointed Measuring Surveyors of the Shipping during the calendar year of 1885, viz. :—

Mr. Samuel McDonald, Dundas, King's County, Prince Edward Island.

Mr. William F. Davidson, Port Arthur, Ontario.

Mr. Ascher Farron, Goderich, Ontario.

The Port of Port Arthur, in the Province of Ontario, was constituted a port at which vessels may be registered, during the last calendar year.

Permission was given to change the names of the following vessels during last year :—

Schooner "Alice and Mary," of Port Hope, official number 77,919, changed to "George H. Lee."

Barge "Cayuga," of Kingston, changed to "Bella."

Barge "Oneida," of Kingston, changed to "Maggie."

Steamboat "William Stroud," of St. John, N.B., official number 66,960, changed to "Sea King."

Steamboat "City of Calais," of St. John, official number 88,700, changed to "Bellisle."

Schooner "Bidgewater Packet," of Lunenburg, official number 88,612, changed to "Ariel."

The following wrecked vessels were re-registered, by authority of His Excellency the Governor in Council, during the last calendar year, after being thoroughly repaired and made seaworthy, viz. :—

Name of Vessel.	Official Number.	Port of Registry.
Alpheta.....	75,476	Port Hawkesbury, N.S.
American Union.....	.....	Halifax, N.S.
Canning Packet.....	83,438	Digby, N.S.
A. S. Townshend.....	71,398	Sydney, N.S.
Ella Blanche.....	80,788	Arichat, N.S.
Lizzie Lindsay.....	75,448	Gaspé, Quebec.
Maggie.....	88,655	Halifax, N.S.
Safe Guide.....	37,519	do

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1885.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	No. of Vessels.	No. of Steamers.	Gross Tonnage, Steamers.	Total Net Tonnage.
Chatham.....	174	24	1,603	14,383
Dorchester.....	28			19,669
Moncton.....	8			2,740
Richibucto.....	14			4,200
Sackville.....	11			3,029
St. Andrews.....	168	1	25	10,621
St. John.....	657	51	8,755	233,947
Total.....	1,060	76	10,383	288,589

PROVINCE OF NOVA SCOTIA.

Amherst.....	16			5,451
Annapolis.....	87	2	53	18,182
Arichat.....	121			6,172
Barrington.....	45			2,710
Baddeck.....	3			208
Digby.....	165	2	93	13,587
Guyaboro'.....	49			2,533
Halifax.....	938	38	6,392	84,334
Liverpool.....	88			8,068
Londonderry.....	5			2,393
Lunenburg.....	280	1	48	22,457
Maitland.....	48			40,434
Pugwash.....	11			770
Parrsboro'.....	105	1	12	23,650
Pictou.....	96	7	269	34,998
Port Hawkesbury.....	55			2,839
Port Medway.....	29			2,071
Sydney.....	110	6	325	5,452
Shelburne.....	133	1	26	11,418
Truro.....	7			2,467
Windsor.....	186	4	377	117,354
Weymouth.....	30			4,155
Yarmouth.....	381	14	1,696	130,129
Total.....	2,988	76	9,291	541,832

PROVINCE OF QUEBEC.

Amherst, Magdalen Islands.....	32			1,104
Gaspé.....	43	2	1,344	2,837
Montreal.....	622	173	62,704	96,744
New Carlisle.....	25	2	31	1,303
Percé.....	2			133
Quebec.....	907	151	25,766	101,514
St. Johns.....				
Total.....	1,631	328	89,845	203,635

STATEMENT showing the Number of Vessels and Number of Tons on the Registry  
Books of the Dominion of Canada, &c.—Continued.

## PROVINCE OF ONTARIO.

Name of Port.	No. of Vessels.	No. of Steamers.	Gross Tonnage, Steamers.	Total Net Tonnage.
Amherstburg .....	6	1	37	251
Belleville .....	16	7	509	907
Brockville .....	34	30	813	909
Collingwood .....	23	20	2,177	2,363
Chippewa .....	3	2	263	153
Cranahe .....	3			351
Chatham .....	28	17	1,850	2,134
Cobourg .....	8	3	242	718
Cornwall .....	3	3	248	160
Darlington .....	2			253
Dunville .....	18	5	616	2,195
Deseronto .....	4	3	719	516
Goderich .....	27	11	408	1,668
Hamilton .....	29	15	6,808	7,109
Kingston .....	217	62	10,662	26,408
Morrisburg .....	3	1	54	382
Napanee .....	19	6	403	2,575
Newcastle .....	1			158
Oshawa .....	1			138
Owen Sound .....	19	17	3,810	2,600
Ottawa .....	178	73	9,487	18,899
Oakville .....	5			384
Prescott .....	15	8	289	1,837
Port Burwell .....	23	3	172	3,910
Port Arthur .....				
Port Dover .....	21	6	357	1,452
Port Colborne .....	7	3	125	682
Port Hope .....	50	29	2,596	4,819
Port Rowan .....	7	1	168	1,060
Port Stanley .....	10	7	1,697	1,357
Pictou .....	37	9	615	4,165
Sarnia .....	19	11	7,089	5,509
Sault St. Marie .....	6	6	387	275
St. Catharines .....	137	56	12,312	26,098
Toronto .....	140	76	7,441	11,975
Wallaceburg .....	38	17	1,467	2,863
Windsor .....	64	18	7,242	6,924
Whitby .....	2			330
<b>Total .....</b>	<b>1,223</b>	<b>526</b>	<b>81,063</b>	<b>144,487</b>

## PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown .....	227	12	3,055	36,040
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## PROVINCE OF BRITISH COLUMBIA.

Victoria .....	102	54	11,247	9,995
New Westminster .....	21	20	2,625	1,839
<b>Total .....</b>	<b>123</b>	<b>74</b>	<b>13,872</b>	<b>11,834</b>

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

PROVINCE OF MANITOBA.

Name of Ports.	No. of Vessels.	No. of Steamers.	Gross Tonnage, Steamers.	Total Net Tonnage.
Winnipeg .....	63	39	5,061	5,439
Total .....	63	39	5,061	5,439

SUMMARY.

New Brunswick .....	1,060	76	10,383	288,589
Nova Scotia .....	2,988	76	9,291	541,832
Quebec .....	1,631	328	89,845	203,635
Ontario .....	1,223	526	81,063	144,487
Prince Edward Island .....	227	12	3,055	36,040
British Columbia .....	123	74	13,872	11,834
Manitoba .....	63	39	5,061	5,439
Total.....	7,315	1,131	212,570	1,231,856

COMPARATIVE STATEMENT, showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each year, from 1873 to 1885.

Provinces.	1873.		1874.		1875.		1876.		1877.		1878.		1879.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick .....	1,147	277,860	1,144	284,741	1,133	307,926	1,164	324,513	1,133	339,457	1,142	335,965	1,135	340,491
Nova Scotia.....	2,803	449,701	2,787	479,689	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368	2,975	552,169
Quebec .....	1,842	214,043	1,837	218,946	1,831	222,955	1,902	228,502	1,951	248,399	1,976	248,349	1,975	246,025
Ontario .....	681	88,111	815	113,068	825	114,890	889	123,847	926	131,761	958	135,440	1,006	136,987
Prince Edward Island .....	280	38,918	31.	48,388	335	50,677	338	50,692	342	55,647	322	54,250	298	49,807
British Columbia.....	30	4,095	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482	60	4,701
Manitoba.....	.....	.....	2	.....	2	178	2	.....	6	246	17	1,161	22	1,924
Total .....	6,783	1,073,718	6,930	1,168,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,469	1,333,015	7,471	1,332,093
.....	1880.		1881.		1882.		1883.		1884.		1885.			
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.		
New Brunswick .....	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906	1,096	308,132	1,060	288,589		
Nova Scotia.....	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715	2,942	541,048	2,988	541,832		
Quebec.....	1,889	233,341	1,930	234,936	1,754	215,804	1,733	216,577	1,688	202,842	1,631	203,685		
Ontario .....	1,042	137,481	1,081	139,998	1,112	137,061	1,138	140,972	1,184	142,387	1,223	144,487		
Prince Edward Island .....	288	45,931	273	45,410	248	41,684	241	49,446	234	39,213	227	36,040		
British Columbia.....	63	6,049	74	6,296	84	7,687	94	9,046	115	11,403	123	11,834		
Manitoba .....	21	1,992	24	2,130	23	2,763	24	2,778	55	5,722	63	5,439		
Total .....	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,374	1,267,394	7,254	1,263,747	7,315	1,231,855		

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LIST of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered, during the year ended 31st December, 1885.

## PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Tonnage.	Name of Port.	Vessels.	Tonnage.
Chatham.....	9	383	St. John.....	22	7,205
Dorchester.....	.....	.....	St. Andrews.....	1	8
Moncton.....	1	66	Sackville.....	.....	.....
Richibucto.....	1	74	Total.....	34	7,736

## PROVINCE OF NOVA SCOTIA.

Amherst.....	2	188	Parrsboro'.....	10	3,616
Annapolis.....	.....	.....	Pictou.....	.....	.....
Arichat.....	2	102	Port Medway.....	5	580
Barrington.....	1	110	Port Hawkesbury.....	2	98
Digby.....	2	32	Shelburne.....	8	742
Guysboro'.....	2	115	Sydney.....	2	145
Halifax.....	19	4,356	Truro.....	.....	.....
Liverpool.....	.....	.....	Weymouth.....	.....	.....
Lunenburg.....	18	1,737	Windsor.....	5	5,000
Maitland.....	7	5,322	Yarmouth.....	17	2,562
			Total.....	102	24,703

## PROVINCE OF QUEBEC.

Amherst.....	3	92	New Carlisle.....	1	11
Gaspé.....	.....	.....	Quebec.....	14	3,219
Montreal.....	11	1,234	St. John's.....	.....	.....
			Total.....	29	4,556

## PROVINCE OF ONTARIO.

Amherstburg.....	.....	.....	Port Burwell.....	1	31
Brockville.....	2	18	Prescott.....	.....	.....
Belleville.....	1	7	Port Dover.....	1	20
Chatham.....	1	11	Port Hope.....	1	5
Cobourg.....	.....	.....	Port Rowan.....	.....	.....
Collingwood.....	1	216	Port Stanley.....	.....	.....
Cornwall.....	1	30	Port Arthur.....	.....	.....
Deseronto.....	1	16	Sarnia.....	.....	.....
Darlington.....	.....	.....	Sault Ste. Marie.....	1	17
Goderich.....	1	25	St. Catharines.....	5	570
Hamilton.....	2	58	Toronto.....	6	380
Kingston.....	8	774	Windsor.....	2	132
Owen Sound.....	2	39	Whitby.....	.....	.....
Ottawa.....	5	1,119	Wallaceburg.....	1	26
Pictou.....	2	16	Total.....	45	3,509

LIST of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered, &c.—*Concluded.*

PROVINCE OF PRINCE EDWARD ISLAND.

Name of Port.	Vessels.	Tonnage.
Charlottetown.....	11	1,707

PROVINCE OF BRITISH COLUMBIA.

Victoria.....	4	81
New Westminster.....	2	567
Total.....	6	648

PROVINCE OF MANITOBA.

Winnipeg.....	13	320
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SUMMARY.

New Brunswick.....	34	7,736
Nova Scotia.....	102	24,703
Quebec.....	29	4,556
Ontario.....	45	3,509
Prince Edward Island.....	11	1,707
British Columbia.....	6	648
Manitoba.....	13	320
	240	43,179

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion of Canada during the Years ended 31st December, 1874 to 1885.

Provinces.	1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.		1882.		1883.		1884.		1885.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	99	42027	65	33483	61	31040	54	31158	56	27368	43	19067	63	18896	57	18259	66	16820	72	21103	46	12888	34	7736
Nova Scotia .....	175	84480	177	67106	184	58771	219	47980	168	49784	186	39208	109	31257	150	40465	117	26711	202	35765	178	42032	102	24703
Quebec.....	73	20796	102	22825	46	17800	62	19253	46	10870	29	7421	33	8319	56	5673	26	6785	42	6594	32	3815	29	4566
Ontario.....	50	10797	53	7760	47	5397	28	3216	30	2409	42	2464	44	3610	54	5111	55	4369	31	4311	58	4446	45	3509
Prince Edward Island....	88	24634	83	19638	62	14571	62	17026	38	10352	20	5379	21	3369	15	4361	15	3706	17	5343	21	5189	11	1707.
British Columbia.....	5	276	.....	.....	1	121	2	204	2	45	6	788	.....	.....	2	85	8	1631	5	849	15	675	6	6
Manitoba .....	.....	.....	.....	.....	.....	.....	3	48	1	15	.....	.....	1	100	2	116	1	289	2	125	37	3366	13	320
Add new vessels built in Canada, which proceeded to the United Kingdom under a Governor's pass without being registered.....	6	7746	.....	.....	3	2721	2	1948	1	633	.....	.....	.....	.....	.....	.....	.....	1	1029	.....	.....	.....	.....	.....
Add new vessels which left Quebec for registration in Germany.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	496	190756	480	151012	420	130901	432	120928	340	101506	265	74227	271	65441	336	74060	288	60113	374	74090	387	72411	240	43179

M. M.



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**COASTING TRADE OF CANADA.**

By the provisions of the Act 33 Vic., cap. 14, respecting the coasting trade of Canada, no goods or passengers can be carried by water from one port in Canada to another, except in British ships; but the Governor in Council may, from time to time, declare that the Act shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act 32 Vic., cap. 11, intituled: "An Act for amending the law relating to the Coasting Trade and Merchant Shipping in British Possessions," which came into operation in this country on its proclamation by the Governor General on the 23rd October, 1869.

It having been ascertained that the following countries, viz.: Italy, Germany, Netherlands, Sweden and Norway, Austro-Hungary, Denmark and Belgium, allowed British ships or vessels to participate in their coasting trade on the same footing as their own national vessels, the ships of Italy, by Order in Council of the 13th August, 1873; those of Germany, by Order in Council of the 14th May, 1874; those of the Netherlands, by Order in Council of the 9th September, 1874; those of Sweden and Norway, by Order in Council of the 5th November, 1874; those of Austro-Hungary, by Order in Council of the 1st June, 1876; those of Denmark, by Order in Council of the 25th January, 1877; those of Belgium, by Order in Council of the 30th September, 1879, and those of the Argentine Republic, by Order in Council of the 18th May, 1881, were admitted to the coasting trade of Canada.

**ESTABLISHMENT STAFF AT OTTAWA.**

In Appendix No. 13 a statement is given showing the names of the members on the Establishment Staff of the Department at Ottawa, the rank held by each, and the amount of salary they severally received during the fiscal year ended 30th June, 1885.

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 OUTSIDE SERVICE.

The number of persons employed on the Outside Service on the 31st December, 1885, was as follows :—

Superintendent of lights and Light-keepers, &c., in Ontario and above Montreal.....	140
Officers of Agency in City of Quebec, and Light-keepers, Fog-whistle Keepers, &c., at and below Montreal, in the Province of Quebec.....	212
Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, Attendants at Humane Establishments, &c., in Nova Scotia.....	210
Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, &c., in New Brunswick..	89
Agent and Light-keepers in Prince Edward Island.....	36
Agent and Light-keepers in British Columbia.....	9
Officers and crews of Dominion steamers and vessels.....	167
Inspectors of Steamboats.....	16
Examiners of Masters and Mates, and Clerk to Chairman of Board.....	20
Harbour Police, Montreal and Quebec.....	75
Officers and servants in Marine Hospitals.....	75
Shipping Masters.....	25
Harbour Masters.....	174
Officers of Observatories, Meteorological Observers, &c., receiving pay.....	98
Receivers of Wreck.....	33
Wharfingers.....	35
Making a total of.....	<u>1,414</u>

For the previous year the number was 1,363. In addition to the 1,414 mentioned above, there are 76 Registrars of Shipping, who act under the direction and control of this Department, but are, at the same time, Collectors of Customs at the various ports of registration, and receive no salary or fees in their capacity of Registrars. There are 88 Measurers and Surveyors of Shipping at certain ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although, in addition to such office, many of them hold a position in the Customs Service. Also, in addition to the above, by Orders in Council of the 21st April and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate Shipping Office has been established, is to be held

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and deemed a Shipping Master, is to receive the fees, make half-yearly returns to this Department, and act in that capacity under its instructions.

From the above statement it will be seen that there are 98 Officers of Observatories, &c., who receive pay for the performance of their duties, but in addition thereto there are a large number of Meteorological Observers throughout the Dominion who give their services gratuitously.

It is scarcely necessary to remark, in conclusion, that the services as reported on in the preceding pages were administered by your predecessor in office, the Hon. A. W. McLelan up to the date of his appointment as Minister of Finance, and your appointment as Minister of Marine and Fisheries, viz., 10th December, 1885.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

*Deputy Minister of Marine.*

DEPARTMENT OF MARINE,

OTTAWA, 1st January, 1886.

## APPENDIX No. I

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Maintenance of Lights above Montreal, for the Fiscal Year ended 30th June, 1885.

GENERAL ACCOUNT.		\$ cts.	\$ cts.
Patrick Harty.....	12 months salary as Superintendent of Lights.....	\$1,176 00	
do ..	12 months superannuation tax.....	24 00	
do ..	Travelling expenses, etc.....		1,200 00
John Corbett.....	12 months salary as Inspector.....		145 05
do ..	Travelling expenses.....		1,200 00
W. H. Noble.....	8 months salary inspecting and fitting up lighthouse apparatus, at \$750 per annum.....	\$560 00	
do ..	3 months salary inspecting and fitting up lighthouse apparatus, at \$800 per annum.....	199 99	
do ..	Travelling expenses, \$60; paid cartage, etc., \$15.10.....		699 99
Wm. Howe.....	Rope, brooms, chamois, glass, wall paper, etc.....		75 10
Union Glass Co.....	Glass, lamps, chimneys, etc.....		887 52
E. B. Eddy.....	16 cases of matches.....		492 38
A. Rosenthal.....	Marine clock, thermometer, etc.....		68 00
Imperial Oil Co.....	3 cans refined oil.....	3 75	
do ..	5,453·16 galls. oil, at 21c., delivered at Montreal.....	\$1,145 16	
do ..	do .. 20c., Hamilton ..	1,082 91	
do ..	do .. 20c., Goderich.....	1,079 81	
do ..	do .. 23½c., do ..	1,245 40	
do ..	do .. 21c., Kingston.....	574 38	
do ..	Test oil for dioptric lights.....	5 00	
		\$5,136 41	
	Less—2½ days demurrage not allowed.....	62 50	
			5,073 91
Gault Bros. & Co.....	Cotten, flannel, bags, etc.....		282 73
Fenwick & Sclater.....	Rope, life-preservers, flags, etc.....		431 55
A. Ramsay & Son.....	Plate glass, \$71.08; freight on chimneys, \$18.62.....		89 70
C. C. Snowdon & Co.....	Paint brushes, nails, sheet zinc, lanterns, scissors, etc.....		564 22
Canada Atlantic Railway	Freight on oil.....		1 28
J. R. Esmonde.....	Tanks, pipes, cans, measures, etc.....		377 20
J. H. Wilson.....	18 tons coal, at \$8.75.....		157 50
Canadian Express Co.....	Charges on plans, etc., boxes and coal oil.....		8 40
James Redden.....	5 barrels of lime.....		7 25
McDougall, Logie & Co.	373 galls oil, at 56½c.....	\$209 81	
do ..	376½ do .. 54c.....	203 31	
do ..	209 galls. turpentine, at 49c. ....	102 69	
do ..		\$515 81	
do ..	Putty, paint, &c.....	540 33	
			1,056 14
Kenneth Campbell & Co.	Oil, ammonia, spirits of wine, etc. ....		93 05
T. Long & Bros.....	Lumber, pails, paint brushes, etc.....		105 55
R. O. Mackay.....	On account charter of steamer "Celtic" to deliver lighthouse supplies.....		2,600 00
Canadian Pacific Ry. Co	Freight on oil, paint, tubes, etc.....		17 71
J. A. Robertson.....	Travelling expenses.....		11 60
do ..	Allowed for clothing destroyed handling oil, etc., on supply steamer.....		12 00
Chance Bros. & Co.....	Duplex burners.....	£33 4 4	161 65
do ..	Burners, wicks, brass stands, etc.....	61 11 10	299 74
Secretary Trinity House.	Rouge powder, freight, etc.....	16 12 1	90 81
Graves Bros.....	Locks, tacks, etc.....		3 20
P. Baskerville & Bros.....	Brooms, boxes and barrels.....		9 00
O'Doherty & Co.....	Grey cotton and towels.....		19 58
James Green.....	Labour putting up supplies.....		3 75
	Carried forward.....		16,335 81

**STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
Brought forward .....		16,335	81		
<b>GENERAL ACCOUNT—Concluded.</b>					
H. Meadows & Co.....	1 dozen galvanized iron pails.....		4	80	
J. O'Neill & Co.....	Samples of oil .....		17	00	
F. B. Hackett.....	Maintenance of Colchester Reef Light-ship during season 1884 .....	1,800	00		
Bank of Montreal.....	Draft on New York in favor of Holmes, Booth & Hayden, for spring burners. ....		135	76	
G. A. Harris.....	Freight and cartage on lighthouse supplies.....		143	25	
Duff & Gatfield.....	Services keeping signals at Lime Kiln Crossing and showing depth of water, 1884.....		500	00	
Hon. J. Simpson.....	Maintaining light at Port Darlington Pier during season 1885.....		100	00	
C. S. Shaw & Co.....	4½ gallons astral oil.....		1	80	
A. Workman & Co.....	Scissors, measures, plyers, files, etc.....		5	52	
W. P. Anderson.....	Travelling expenses.....		89	88	
Riefert & Somerville.....	One 50-gallon automatic measure .....		20	00	
M. P. McElhinney .....	Travelling expenses .....		160	00	
B. C. W. McQuaig.....	9 dozen grenades.....		67	50	
Steam Gauge and Lantern Co.....	Marine signal lamps .....		153	60	
Kingston "Daily News"	Advertising for tenders for supply steamer, etc.....		7	60	
"Spectator" Printing Co	do do .....		7	69	
"Morning Herald".....	do do .....		5	10	
"Le Monde".....	do do .....		2	80	
"La Minerve" .....	do do .....		2	80	
"Shareholder" .....	do do .....		2	80	
"Gazette" Printing Co.	do do .....		2	80	
"The Star" .....	do do .....		2	80	
"Post" Printing and Publishing Co .....	do do .....		2	80	
"Mail" Printing Co.....	do do .....		4	20	
"The Visitor" .....	do do .....		2	80	
"Canadian Printing Co."	do do .....		2	24	
"Journal" Printing Co.	do do .....		2	80	
"Canadian Sportsman"	do do .....		2	80	
Stratford "Times" .....	do do .....		3	80	
"Evening Telegram" .....	do do .....		2	80	
				<b>19,593 46</b>	
<b>Allumette Island.</b>					
John Cockburn .....	Skiff.....			27	50
<b>Arnprior Island.</b>					
James Hughes .....	Salary as Light-keeper, from 30th April to 30th June, 1885.....			25	42
<b>Bar Point Lightship.</b>					
John Manson .....	12 months salary as Light-keeper.....	\$495	63		
do .....	do superannuation tax .....		4	37	
do .....	Allowance towards pay for assistant .....		500	00	
do .....	Paid for meals and fare taking Lightship to Amherstburg and expenses at repairs.....		50	00	
George Middleditch.....	Shackle keys, horse hire, etc.....		22	95	
F. B. Hackett .....	Hire of tug lifting anchors and chains .....		3	64	
Str. "City of Dresden" ..	Towage .....		105	00	
George Campbell .....	do .....		110	00	
Canadian Express Co. ...	Freight on lantern.....		50	00	
			2	65	
Carried forward .....				844	24
				<b>19,646 38</b>	

STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward .....	844 24	19,646 38
<i>Bar Point Lightship—Concluded.</i>			
John Harsley .....	Removing articles from and placing Lightship .....	6 00	
John Morin .....	do do .....	2 00	
Eli Morin .....	do do .....	2 00	
M. P. McElhinney .....	Travelling expenses inspecting .....	106 00	
Henry Jenkins .....	Pay list repairs.....	430 58	
C. F. Dunbar .....	Caulking .....	22 50	
H. D. Edwards & Co.....	Manilla rope, marline, etc.....	19 69	
D. Gerard .....	4 days work at boat.....	10 00	
Park & Borrowman .....	Dockage, 1884-85, and booms .....	30 00	
W. Hamilton .....	Storage on outfit, etc.....	10 30	
Henry Jenkins.....	Lumber, iron, blacksmithing .....	431 41	
			1,914 72
<i>Batchewana Bay.</i>			
Andrew Crawford .....	12 months salary as Light-keeper .....	350 00	
W. H. Noble.....	Paid on account of repairs .....	200 00	
			550 00
<i>Battle Island.</i>			
C. S. Mackay .....	12 months salary as Light-keeper .....	\$493 75	
do .....	do superannuation tax.....	6 25	
		500 00	
E. Chanteloup.....	Lantern.....	178 60	
			678 60
<i>Beauharnois.</i>			
Joseph Meloche .....	6 months salary as Light-keeper .....	\$111 08	
do .....	do superannuation tax .....	1 40	
		112 48	
Widow Joseph Meloche..	Salary from 1st January, 1885, to 25th April, 1885..	72 41	
X. Grignon .....	2½ months salary as Light-keeper, to 30th June, 1885 .....	36 11	
A. W. Owen.....	Travelling expenses .....	24 55	
			245 55
<i>Belleville.</i>			
John Covert.....	12 months salary as Light-keeper .....	\$197 50	
do .....	do superannuation tax.....	2 50	
		200 00	
do .....	Paid freight on oil and repairs to oil can.....	3 60	
A. E. Wensley.....	Painting light .....	30 00	
			233 60
<i>Bois Blanc</i>			
Andrew Hackett.....	12 months salary as Light-keeper .....	829 56	
do .....	do superannuation tax .....	5 44	
			835 00
<i>Brown's or Knapps Point.</i>			
Patrick McAvoy .....	12 months salary as Light-keeper.....	148 13	
do .....	do superannuation tax .....	1 87	
			150 00
	Carried forward.....		24,253 85

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				24,253	85
<i>Burlington Beach.</i>					
Thomas Campbell.....	12 months salary as Light-keeper.....	\$296	25		
do .....	do superannuation tax.....	3	75		
			300	00	
do .....	Paid for repairs to chimney, \$6.75; 2 cords wood, \$11.....		17	75	
					317 75
<i>Burnt Island.</i>					
Colise Turcotte.....	12 months salary as Light-keeper .....	\$246	88		
do .....	do superannuation tax.....	3	12		
			250	00	
do .....	Paid for righting boat-house, \$5; 2 cords wood, \$7.....		12	00	
					262 00
<i>Byng Inlet.</i>					
Joseph Lamondin.....	12 months salary as Light-keeper.....		250	00	
do .....	Paid for rope, bolts, pitch, etc.....		4	01	
M. O. Gorman .....	Repairs to boats .....		94	75	
					348 76
<i>Campbell Island.</i>					
R. Wilson .....	10 months salary as Acting Light-keeper.....		125	00	
do .....	Paid freight on supplies.....		7	34	
M. Cowley .....	2 months salary as Light-keeper.....		25	00	
					157 34
<i>Chantry Island.</i>					
W. Mc. G. Lambert.....	12 months salary as Light-keeper .....	\$444	37		
do .....	do superannuation tax.....	5	63		
			450	00	
do .....	Paid for wood, \$7.25; varnishing notices and boat, \$40.....		47	25	
D. R. Lambert.....	Painting, whitewashing, etc.....		46	00	
D. Robertson.....	Repairs to wire rope protection .....		5	90	
					549 15
<i>Cherry Island.</i>					
Isaac Johnson .....	12 months salary as Light-keeper.....				300 00
<i>Christian Island.</i>					
John Hoar.....	12 months salary as Light-keeper .....	\$429	69		
do .....	do superannuation tax.....	5	31		
			435	00	
do .....	Paid balance for work at pier.....		50	00	
do .....	do window frames, etc .....		4	75	
					489 75
<i>Clapperton Island.</i>					
B. B. Baker.....	12 months salary as Light-keeper.....	\$345	63		
do .....	do superannuation tax.....	4	37		
			350	00	
do .....	Paid for shingling house, \$49.95; boiler plate for boat, etc., \$5.67.....		55	62	
					405 62
Carried forward.....				26,084	22

STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				26,084	22
<i>Cobourg.</i>					
Robert Gordon .....	Taking charge of Light from 1st April, 1884. to 31st March, 1885 .....				
do .....	Paid for repairs to oil tank, etc.....	100	00		
H. Pitts.....	Cabin and rods.....			103	00
Jas. Gillard .....	16½ gallons oil, at 25c.....			4	05
W. Battell.....	Repairing pier, light, etc.....	42	50		
				255	20
<i>Colchester Reef.</i>					
"Spectator" Printing Co.....	Advertising for tenders .....	2	80		
F. B. Hackett.....	Expressage on lamp.....	1	60		
J. Laframboise .....	Bringing in Light-ship .....	50	00		
				54	40
<i>Cole Shoal.</i>					
R. P. Boyd .....	12 months salary as Light-keeper .....	250	00		
do .....	Paid for repairs to oil tank, \$2.50; freight on apparatus, etc., \$2.25.....			4	75
Brockville "Times" .....	Advertising for tenders for repairs.....	3	92		
Ottawa Plating Co.....	Plating reflector.....	15	00		
R. Kendrick.....	Payment in full for repairing pier.....	275	00		
				548	67
<i>Collingwood.</i>					
Andrew Lockerbie.....	6 months salary as Light-keeper.....	\$100	00		
do .....	do .....	125	00		
do .....	8 do arrears for taking charge of additional light to 31st Dec., 1884....	33	34		
do .....	Paid for ladders, \$10; repairing and painting yacht, \$24.27.....			34	27
do .....	Paid for repairing boat and building boathouse.....	157	94		
do .....	do freight on apparatus.....	25	90		
E. R. Carpenter.....	Chimneys and chamois.....			2	00
Collingwood House and Steamboat Furnishing Co.....	Repairing oil can, tray, etc.....			3	15
Queen's Dry Dock and Ship-yard.....	Expenses incurred planking crib.....			13	00
				494	60
<i>Coteau Island.</i>					
E. B. Prieur .....	12 months salary as Light-keeper.....			140	00
<i>Deep River Island</i>					
Owen Smith.....	12 months salary as Light-keeper.....	100	00		
do .....	Paid for repairs to boat, oars and freight on oil.....	10	15		
				110	15
<i>Dorval.</i>					
Benjamin Gloude.....	12 months salary as Light-keeper.....	\$296	25		
do .....	do superannuation tax .....	3	75		
				300	00
E. Chanteloup.....	Oil cups, etc.....			12	80
J. A. Paré .....	Repairs .....			7	45
H. St. A. Ormond.....	Inspecting.....			4	58
				324	83
Carried forward.....				28,012	07



STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....			29,012	07
	<i>False Ducks.</i>				
F. Swetman .....	12 months salary as Light-keeper .....	\$429	69		
do .....	do superannuation tax .....	5	31		
			435	00	
do .....	Paid freight on lamps, chimneys, &c.....		3	45	
				438	45
	<i>Fort William.</i>				
Charles Pennock.....	Taking charge of Light, 1st July to 30th November, 1885, at \$300 per annum. ....		125	00	
N. Isbister & Co.....	43·65 gallons oil, at 40c.....		17	45	
				142	45
	<i>French River.</i>				
Edward Borron, jun .. ...	12 months salary as Light-keeper. ....	\$493	75		
do .....	do superannuation tax.....	6	25		
			500	00	
do .....	Paid for carpenters repairs .....		18	44	
Ontario Lumber Co.....	Lumber for repairs.....		14	02	
				532	46
	<i>Frenchman's Bay.</i>				
John Leng.....	12 months salary as Light-keeper.....				100 00
	<i>Gananoque Narrows.</i>				
Cornelius Cook .....	6 months salary as Light-keeper.....	\$237	00		
do .....	do superannuation tax.....	3	00		
			240	00	
Estate of Cornelius Cook	Salary from 1st January to 18th February, 1885 ....		65	72	
Joshua Legge. ....	do as Light-keeper, 21st February to 30th June, 1885 .....		171	43	
A. Ramsay. ....	Boat and equipment .....		49	50	
				526	65
	<i>Gibraltar Point.</i>				
George Durnan.....	12 months salary as Light-keeper.....	\$529	69		
do .....	do superannuation tax.....	5	31		
			535	00	
John Eastwood & Son....	18 ticks for curtains.....		4	50	
"Canadian Sportsman"	Advertising tenders for Fog alarm.....		2	70	
				542	20
	<i>Gin Rock.</i>				
William Baxter .....	12 months salary as Light-keeper. ....	\$295	63		
do .....	do superannuation tax.....	4	37		
			300	00	
do .....	Hire of boat for season 1884.....		10	00	
				310	00
	<i>Glengarry or Stonehouse Point.</i>				
Mrs. K. McLachlin.....	12 months salary as Acting Light-keeper .....		200	00	
John Hunter.....	13½ days labor building cellar... ..		40	50	
D. Ward.....	Lime.....		8	42	
N. D. Derocher .....	Carpenter's work.....		22	00	
John Marren. ....	Stone, lime, etc.....		11	06	
J. K. McLachlin .....	Paid for labor, sand, painting, etc.....		117	62	
				399	60
	Carried forward .....			32,003	88

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				32,003	88
<i>Goderich.</i>					
G. N. McDonald.....	12 months salary as Light-keeper.....	\$395	00		
do .....	do superannuation tax .....	5	00		
			400	00	
W. Marlton.....	Repairing elevated walk, etc.....		25	34	
J. Saunders & Son .....	Ladder, window frames, etc.....		28	50	
David Hay.....	8½ days painting, at \$1.25 .....		10	63	
				464	47
<i>Gore Bay.</i>					
Robert Baxter.....	12 months salary as Light-keeper.....	\$345	63		
do .....	do superannuation tax.....	4	37		
			350	00	
J. Martin.....	Pair of oars.....		2	00	
				352	00.
<i>Gravenhurst.</i>					
David Schell.....	For taking charge of Light 38 days rom 24th May to 30th June, 1884, at \$100 per annum.....	\$ 10	42		
do .....	12 months salary as Light-keeper .....	100	00		
			110	42	
do .....	Paid for boat \$16, freight on oil, etc., \$3.12.....		19	12	
Imperial Oil Co.....	1 barrel illuminating oil.....	\$9	25		
do .....	Freight on do .....	2	48		
			11	73	
J. F. Young.....	Stove and utensils.....		9	25	
				150	52
<i>Great Duck Island.</i>					
Wm. Purvis.....	12 months salary as Light-keeper .....	\$493	75		
do .....	do superannuation tax .....	6	25		
			500	00	
W. Watt & Son.....	Boat and equipments.....		142	70	
				642	70.
<i>Green Shoal.</i>					
Alfred Laberge.....	12 months salary as Light-keeper.....	\$247	00		
do .....	do superannuation tax .....	3	00		
			250	00	
do .....	Paid for sashes, re-shingling kitchen, etc.....		53	75	
				303	75
<i>Grenadier Island.</i>					
Albert Root.....	12 months salary as Light-keeper.....		246	88	
do .....	do superannuation tax.....		3	12	
				250	00
<i>Griffith's Island.</i>					
G. W. Patterson.....	12 months salary as Light-keeper.....	45	00		
do .....	do superannuation tax.....	5	00		
			350	00	
do .....	On account repairs to breakwater.....		26	50	
				376	50
Carried forward.....				34,543	82

STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
		Brought forward .....			34,543 82
<i>Grosse Point.</i>					
William Shannon.....	12 months salary as Light-keeper.....	\$429	69		
do .....	do superannuation tax .....		5 31		
George Shannon.....	do salary as assistant .....	\$172	81	435	00
do .....	do superannuation tax.....		2 19		
William Shannon .....	Paid for cedar, hire of scow, etc.....			175	00
do .....	do lumber, stone and carpenters work repair- ing walk and re-building boat house .....			11	00
Etienne Leger .....	Iron, etc .....			73	55
W. P. Anderson.....	Travelling expenses inspecting.....			4	00
				11	75
					710 30
<i>Gull Island.</i>					
Robert Roddick.....	12 months salary as Light-keeper .....	\$493	75		
do .....	do superannuation tax .....		6 25		
do .....	Paid for boat.....			500	00
J. A. Brown & Co .....	4½ tons coal, at \$6.....			65	00
				27	00
					592 00
<i>Hamiltons Island.</i>					
John Hamilton .....	12 months salary as Light-keeper.....				120 00
<i>Head of Deschene Rapids.</i>					
M. Murphy .....	12 months salary as Light-keeper.....			100	00
do .....	Paid for cartage on oil .....			1	25
					101 25
<i>Hope Island.</i>					
Charles Tizard.....	8 months and 5 days salary as Light-keeper from 27th October, 1884, to 30th June, 1885, at \$450 per annum.....			306	05
W. Watt & Son .....	Boat, caps, etc.....			110	00
					416 05
<i>Isle of Coves.</i>					
George Currie.....	12 months salary as Light-keeper.....	\$637	00		
do .....	do superannuation tax.....		13 00		
do .....	Paid for shingling kitchen.....			650	00
W. H. Noble.....	Expenses repairing apparatus .....			10	00
Cooper, Fairman & Co...	70 feet wire rope.....			30	65
				3	50
					694 15
<i>Isle Perrot.</i>					
Henri Robillard .....	12 months salary as Light-keeper.....			70	00
E. Madore .....	Payment in full for all demands for land and dam- age to trees .....			11	00
					81 00
					37,258 57
					81 00
					37,258 57

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			37,258 57
<i>Killarney.</i>			
P. R. de Lamorandière...	12 months salary as Light-keeper.....	\$395 00	
do .....	do superannuation tax.....	5 00	
do .....	Paid for repairs, oars, ironwork, etc.....	400 00	
D. Solomon .....	Iron for boat slide .....	21 47	
Chance Bros. & Co.....	Anchor light lense, lamps, chimneys, etc.....	7 80	
		92 46	521 73
<i>Kincardine.</i>			
Wm. Kay .....	12 months salary as Light-keeper.....	\$345 63	
do .....	do superannuation tax.....	4 37	
George Sturgeon.....	Stove, chimneys, wicks, burners, etc.....	350 00	
H. T. Hurdon.....	3 cords wood, at \$4.50.....	9 90	
		13 50	373 40
<i>Lake Coulonge.</i>			
C. S. Shaw & Co.....	Coal oil, cans, scissors, towels, etc.....	19 90	
John Cockburn .....	Skiff.....	27 50	
			47 40
<i>Lachine Pier and Lake St. Louis Lightship No. 1.</i>			
Charles Leger .....	12 months salary as Light-keeper on pier.....	\$197 50	
do .....	do superannuation tax .....	2 50	
Simon Meloche.....	do salary as Light-keeper.....	\$246 88	
do .....	do superannuation tax.....	3 12	
		250 00	
Charles Leger .....	Boards for repairs .....	10 02	
Simon Meloche .....	Allowance for fuel, 1884-85 .....	8 00	
Ross Bros. & Co.....	Iron blocks, rope, hooks, etc.....	2 80	
B. Crevier .....	Cooking stove, galvanized pipe, etc.....	25 25	
E. Chanteloup.....	Repairing light.....	2 50	
T. Chapman .....	do storage of anchors, etc.....	41 59	
H. St. A. Ormond .....	Inspecting.....	4 58	
			544 74
<i>Lake St. Louis Lightship No. 2.</i>			
Isaie Taillefer.....	12 months salary as Light-keeper.....	\$296 25	
do .....	do superannuation tax.....	3 75	
do .....	Paid for repairing deck, \$8, and fuel, \$8.....	300 00	
F. Desmarais .....	Boat .....	16 00	
Ross Bros. & Co.....	Iron blocks, rope, hooks, etc .....	20 00	
E. Chanteloup.....	Repairing Lightship .....	2 79	
T. Chapman .....	do storage of anchors, etc.....	21 00	
H. St. A. Ormond .....	Inspecting .....	38 78	
		4 58	403 15
<i>Lake St. Louis Lightship No. 3.</i>			
O. Veaudry.....	12 months salary as Light-keeper.....	\$296 25	
do .....	do superannuation tax .....	3 75	
do .....	Allowance for fuel, 1884-85 .....	300 00	
Ross Bros. & Co.....	Iron blocks, rope, hooks, etc.....	8 00	
E. Chanteloup.....	Repairing lightship.....	2 79	
T. Chapman .....	do storage of anchors, etc.....	21 50	
H. St. A. Ormond.....	Paid for repairs to pump .....	53 23	
do .....	Inspecting.....	4 00	
		4 58	394 10
Carried forward .....			39,543 09

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued

		\$	cts.	\$	cts.
		Brought forward.....		39,543	09
<i>Lamb Island.</i>					
W. T. Richards .....	12 months salary as Light-keeper.....	400	00		
T. Marks & Co.....	1 barrel of oil.....	10	50		
				410	50
<i>Lancaster Bar.</i>					
G. H. Johnson.....	12 months salary as Light-keeper.....	321	88		
do .....	do superannuation tax.....		3 12		
				325	00
<i>Lancaster Pier.</i>					
T. H. Hill.....	12 months salary as Light-keeper.....	\$320	94		
do .....	do superannuation tax .....		4 06		
				325	00
do .....	Paid for painting.....		8 00		
				333	00
<i>Leamington.</i>					
F. H. C. Conover.....	12 months salary as Light-keeper.....	150	00		
do .....	Paid for painting tower.....		8 00		
H. Eede.....	Flooring, etc .....		9 45		
W. S. Pulford.....	Lock and repairs.....		0 90		
				168	35
<i>Lindoe Island.</i>					
J. G. Wallace.....	12 months salary as Light-keeper.....	\$246	25		
do .....	do superannuation tax.....		3 75		
				250	00
John Corbett.....	On account repairs.....		125 00		
				375	00
<i>Little Current.</i>					
Donald McKenzie.....	12 months salary as Light-keeper.....	345	63		
do .....	do superannuation tax.....		4 37		
				350	00
<i>Lonely Island.</i>					
Dominic Solomon.....	11½ months salary as Light-Keeper, to 15th June, 1885 .....	\$427	02		
do .....	do superannuation tax.....		4 22		
				431	24
Jean Haitze.....	Salary as Light-keeper, 16th to 30th June, 1885.....		18 75		
				449	99
<i>Long Point, E. End.</i>					
H. H. Woodward.....	12 months salary as Light-keeper.....	429	69		
do .....	do superannuation tax.....		5 31		
				435	00
<i>Long Point, W. E., Port Rowan.</i>					
W. E. Dickinson... ..	12 months salary as Light-keeper.....	405	00		
do .....	do superannuation tax.....		5 00		
				410	00
Carried forward.....				42,799	93

STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward .....			42,799 93
<i>L'Orignal.</i>			
G. Campbell.....	12 months salary as Light-keeper.....	100 00	
do .....	Repairing and painting deck and lantern.....	6 70	
C. T. Bate & Co.....	1 barrel coal oil.....	10 36	
			117 06
<i>Lyall Island.</i>			
John McKay.....	On account salary.....		20 00
<i>Manitoulin Island.</i>			
W. Oullis.....	12 months salary as Light-keeper.....	694 37	
do .....	do superannuation tax.....	5 63	
			700 00
<i>Meaford.</i>			
Samuel Dutcher.....	12 months salary as Light-keeper.....	150 00	
J. Cleland.....	Iron railing.....	36 43	
			186 43
<i>McKie's Point.</i>			
Alex McDonald.....	12 months salary as Light-keeper.....	\$173 90	
do .....	6 do superannuation tax.....	1 09	
		174 99	
Joseph Genier.....	Varnish and turpentine.....	11 72	
			186 71
<i>McKillop's Point, Port Lewis.</i>			
Damase Caza.....	12 months salary as Light-keeper.....	115 00	
do .....	Paid for repairing road.....	30 00	
M. Stalker.....	Repairing window.....	5 00	
Joseph Genier.....	Painting.....	25 00	
			175 00
<i>McTavish Point.</i>			
Joseph Geegan.....	12 months salary as Light-keeper.....	100 00	
do .....	Paid for canvas, lanterns, painting, etc.....	23 65	
Isabella McTavish.....	Purchase of land.....	100 00	
W. P. Anderson.....	Travelling expenses, surveying.....	13 10	
			236 75
<i>Michael's Point.</i>			
J. W. Chisholm.....	12 months salary as Light-keeper.....		250 00
<i>Michipicoten Island.</i>			
H. Davieau.....	12 months salary as Light-keeper.....	394 37	
do .....	do superannuation tax.....	5 63	
			400 00
<i>Middle Island.</i>			
L. S. Brown.....	12 months salary as Light-keeper.....	148 13	
do .....	do superannuation tax.....	1 87	
			150 00
Carried forward .....			45,221 88

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				45,221	88
<i>Mississauga Island.</i>					
N. McDonald .....	11 months salary as Light-keeper.....	275	00		
do .....	Paid freight on boat .....	14	00		
do .....	do for cotton, oil, repairing tanks, etc.....	28	55		
				317	55
<i>Mohawk Island.</i>					
R. H. Smithers.....	12 months salary as Light-keeper .....	\$405	00		
do .....	do superannuation tax .....	5	00		
				410	00
J. E. Deamud.....	Putting glass in lantern.....		11	80	
				421	80
<i>Muskoka or Fox Island.</i>					
Henry Darke.....	12 months salary as Light-keeper.....	250	00		
do .....	Allowance for fuel, 1884-85 .....	25	00		
				275	00
<i>Nine Mile Point.</i>					
Albert Dunlop.....	12 months salary as Light-keeper.....	\$395	63		
do .....	do superannuation tax .....	4	37		
				400	00
R. M. Horsey.....	Glass and repairing vane.....		6	60	
				406	60
<i>Nottawasaga.</i>					
George Collins .....	12 months salary as Light-keeper.....	\$588	00		
do .....	do superannuation tax.....	12	00		
				600	00
do .....	Paid for 3 cords wood.....		16	50	
do .....	do freight on lamp stand.....		1	10	
W. Watt & Son .....	Boat.....		35	00	
J. Henderson .....	Rope.....		1	17	
				653	77
<i>Oakville Pier.</i>					
R. K. Chisholm.....	12 months salary as Light-keeper.....	197	50		
do .....	do superannuation tax .....	2	50		
				200	00
<i>Owen Sound (Presqu' Isle.)</i>					
John McKenzie.....	12 months salary as Light-keeper .....				100 00
<i>Owen Sound.</i>					
G. S. Miller.....	12 months salary as Light-keeper.....	\$148	13		
do .....	do superannuation tax .....	1	87		
				150	00
M. O. Gorman.....	Repairs to boats and freight on same .....		94	75	
Wm. Dunn .....	Boat, \$32; and repairs to boat, \$15.....		47	00	
				291	75
<i>Pelée Island.</i>					
James Cummins.....	12 months salary as Light-keeper.....	435	00		
do .....	Paid for oars, freight and lifting pile driver out of ice .....	15	00		
				450	00
Carried forward.....				48,338	35

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward .....				48,338	35
<i>Penetanguishene.</i>					
W. A. Thompson.....	12 months salary as Light-keeper.....				150 00
<i>Pigeon Island.</i>					
Mrs. J. W. Davis.....	Salary as Acting Light-keeper, 15th February to 27th March, 1884 .....		34 27		
Richard Davis.....	12 months salary as Light keeper.....	\$300	00		
	Less paid Mrs. J. W. Davis.....		34 27		
			265 73		300 00
<i>Pointe à Cadieux.</i>					
Félix Valois.....	12 months salary as Light-keeper.....	\$197	50		
do .....	do superannuation tax.....		2 50		
			200 00		
C. T. Bate & Co.....	45 <sup>89</sup> / <sub>100</sub> gallons coal oil at 45 cents.....		10 96		210 96
<i>Pointe aux Anglais.</i>					
Ed. Charlebois.....	12 months salary as Light-keeper.....		197 50		
do .....	do superannuation tax .....		2 50		200 00
<i>Pointe aux Pins.</i>					
Henry Wood.....	12 months salary as Light-keeper.....				200 00
<i>Point Clark.</i>					
John Rae.....	12 months salary as Light-keeper .....		400 00		
John McGaw .....	Boat .....		60 00		460 00
<i>Point Claire Lightship No. 1.</i>					
Moise Leclerc.....	12 months salary as Light-keeper .....	\$296	25		
do .....	do superannuation tax .....		3 75		
			300 00		
do .....	2 cords wood.....		10 00		
do .....	Paid for repairs to windows.....		7 00		
Thomas Chapman .....	Repairs to light.....		36 90		
E. Chanteloup.....	Burners .....		2 14		
H. St. A. Ormond.....	Inspecting .....		7 80		363 84
<i>Point Pelee Reef.</i>					
Wm. A. Grubb. ....	12 months salary as Light-keeper .....	\$493	75		
do .....	do superannuation tax.....		6 25		
			500 00		
do .....	Fuel, 1884-85.....		20 00		
D. E. Malott.....	Inspecting dwelling .....		8 00		528 00
<i>Point Pleasant.</i>					
John Prinyer .....	12 months salary as Light-keeper.....		296 25		
do .....	do superannuation tax.....		3 75		300 00
Carried forward.....					51,051 15



STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				51,051	15
<i>Point Peter.</i>					
James Burlingham.....	12 months salary as Light-keeper .....	\$395	00		
do .....	do superannuation tax.....		5 00		
				400	00
E. Chanteloup .....	Lantern, flooring, etc.....			936	34
W. H. Noble.....	Changing lantern, etc.....			433	02
N. Ramsay .....	Plate glass .....			195	38
H. H. Findlay .....	Wire, etc.....			43	87
Stewart & Fleck.....	Screws, brackets, labour, etc.....			59	54
				2,068	15
<i>Porphyry Point.</i>					
Andrew Dick.....	12 months salary as Light-keeper .....	\$395	00		
do .....	do superannuation tax .....		5 00		
				400	00
P. Doherty .....	Boat .....			125	00
				525	00
<i>Port Burwell.</i>					
A. Sutherland .....	12 months salary as Light-keeper .....			222	50
do .....	do superannuation tax.....			2	50
				225	00
<i>Port Colborne.</i>					
D. H. A. Fortier .....	12 months salary as Light-keeper .....	\$495	00		
do .....	do superannuation tax.....		5 00		
				500	00
John Landgraf.....	Re-building 2 chimneys.....			5	00
John Matthews .....	Hardwood, lead, etc.....			74	94
S. Burrow.....	Repairing boiler.....			13	00
				592	94
<i>Port Credit.</i>					
Alex. Blakely .....	12 months salary as Light-keeper .....				
				150	00
<i>Port Dalhousie.</i>					
David Hunter .....	12 months salary as Light-keeper .....	\$345	63		
do .....	do superannuation tax.....		4 37		
				350	00
George Lloyd .....	Making pipe.....			3	25
N. O. J. Phelps.....	Lumber .....			9	90
				363	
<i>Port Dover.</i>					
Henry Morgan .....	12 months salary as Light-keeper .....			256	75
do .....	do superannuation tax.....			3	25
				260	00
<i>Port Maitland.</i>					
F. Schfield .....	12 months salary as Light-keeper .....	\$345	65		
do .....	do superannuation tax.....		4 37		
				350	00
R. D. Dunn .....	Repairs to crib-work .....			176	50
				526	50
Carried forward .....				56,661	89

STATEMENT of Expenditure on account of Maintenance of Lights, above Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				56,661	89
<i>Port Stanley.</i>					
Charles Ead.....	12 months salary as Light-keeper .....		296 25		
do .....	do superannuation tax .....		3 75		
					300 00
<i>Presqu' Isle (Main Light.)</i>					
W. H. Sherwood.....	12 months salary as Light-keeper.....	\$370	31		
do .....	do superannuation tax .....		4 69		
				375 00	
do .....	Paid for labour and material repairing tower.....		22 00		
John McKenzie. ....	Painting .....		11 00		
					408 00
<i>Prince Arthur's Landing.</i>					
John Cooper.....	12 months salary as Light-keeper.....		200 00		
Canadian Pacific Rail- way Co.....	Moving and repairing light .....		90 00		
					290 00
<i>Range Lights and Buoys.</i>					
G. B. Simpson.....	12 months salary as Light-keeper.....	\$469	06		
do .....	do superannuation tax.....		5 94		
				475 00	
do .....	Paid for lumber.....		24 00		
					499 00
<i>Red Rock, Parry Sound.</i>					
A. A. Lawson .....	12 months salary as Light-keeper.....	\$394	37		
do .....	do superannuation tax.....		5 63		
				400 00	
do .....	Paid for filling pier with stone.....		30 00		
Parry Sound Lumber Co.	Lumber.....		207 65		
James Calder.....	Repairs.....		61 57		
Wm. Beatty.....	Paint, brushes, nails and pump.....		372 55		
					1,071 77
<i>River Thames.</i>					
Mrs. T. Cartier.....	3 months salary as Acting Light-keeper.....		108 75		
do .....	Paid charges on reflectors.....		2 35		
Henry Cartier .....	9 months salary as Light-keeper.....		318 75		
					429 85
<i>Rondeau Harbor.</i>					
Thomas Harrison.....	12 months salary as Light-keeper .....	\$395	00		
do .....	do superannuation tax.....		5 00		
				400 00	
do .....	Paid for repairing boat.....		30 88		
					430 88
<i>Salmon Point.</i>					
Lewis Hudgins.....	12 months salary as Light-keeper.....	\$296	25		
do .....	do superannuation tax.....		3 75		
				300 00	
Carried forward.....			300 00	59,191	39

STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—*Continued*

		\$ cts.	\$ cts.
	Brought forward .....	300 00	59,191 39
	<i>Salmon Point—Concluded.</i>		
Pictou "Gazette" .....	Advertising for tenders for building breakwater....	2 08	
"Intelligencer" .....	do do .....	2 60	
Brighton "Ensign" .....	do do .....	2 56	
Trent Valley "Advocate" .....	do do .....	2 08	
John Corbett. ....	Paid for drawing ballast.....	240 00	
J. N. Carter. ....	Hardware, tin bottoms for oil tanks.....	47 33	
			596 65
	<i>Saugeen Beacon.</i>		
M. McLeod.....	12 months salary as Light-keeper .....	80 00	
do .....	Paid for 6 gallons oil .....	2 93	
do .....	do moving light .....	25 00	
J. Rusk .....	Repairing lantern and oil reservoir.....	1 50	
			109 43
	<i>Scotch Bonnet.</i>		
Robert Pye. ....	12 months salary as Light-keeper. ....	\$395 00	
do .....	do superannuation tax.....	5 00	
		400 00	
do .....	Paid for 2 cords wood.....	6 00	
			406 00
	<i>Snake Island.</i>		
N. T. Orr.....	12 months salary as Light-keeper.....	\$489 69	
do .....	do superannuation tax.....	5 31	
		495 00	
do .....	Paid for 2 cords wood.....	8 00	
John Amo.....	3 days labour .....	6 00	
W. B. & S. Anglin .....	220 feet pine.....	3 77	
R. M. Horsey.....	Repairing roof of lantern.....	6 82	
			519 59
	<i>Southampton Range.</i>		
John Lee.....	12 months salary as Light-keeper.....	150 00	
J. Coal & Son.....	Shingling back range.....	48 00	
			198 00
	<i>South Bay Point.</i>		
Daniel McIntosh .....	12 months salary as Light-keeper.....	\$197 59	
do .....	do superannuation tax.....	2 50	
		200 00	
do .....	Paid for building scow.....	44 55	
J. Bougard .....	Boat.....	26 00	
			270 55
	<i>Spectacle Shoal.</i>		
Wm. Jackson .....	12 months salary as Light-keeper.....	\$395 00	
do .....	do superannuation tax.....	5 00	
		400 00	
do .....	Allowance for fuel, boat hire, etc.....	50 00	
			450 00
	Carried forward.....		61,741 61

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward .....			61,741 61
<i>Strawberry Island.</i>			
Bryan McKay.....	12 months salary as Light-keeper.....	\$295 63	
do .....	do superannuation tax.....	4 37	
		300 00	
Wm. Jeffery .....	Painting.....	9 00	
Dan. McKay .....	Lumber, shingles, etc.....	76 00	
Wm. McKenzie .....	Building breakwater.....	20 00	
			405 00
<i>Ste. Anne du Bout de L' Isle, No. 1.</i>			
Antoine Caron.....	12 months salary as Light-keeper.....	60 00	
do .....	Paid for cartage of oil, repairing can, etc.....	1 75	
			61 75
<i>Ste. Anne du Bout de L' Isle, No. 2.</i>			
T. de Repentigny .....	12 months salary as Light-keeper.....	100 00	
do .....	Allowance for boat hire.....	25 00	
do .....	Paid for repairs to lamps.....	2 00	
			127 00
<i>Ste. Placide.</i>			
Chas. Gauthier .....	12 months salary as Light-keeper.....	190 00	
do .....	Paid freight and wharfage on supplies.....	5 76	
			105 76
<i>Sulphur Island.</i>			
Wm. Shepherd.....	12 months salary as Light-keeper.....	\$321 25	
do .....	do superannuation tax.....	3 75	
		325 00	
do .....	Paid for boat and repairs to tower.....	83 00	
			408 00
<i>Swampy Island.</i>			
H. E. Plunkett.....	7 months salary from 1st June, 1884, to 1st January, 1885 .....	\$204 17	
	Less—Amount paid by N. W. N. Co. ....	19 50	
		184 67	
do .....	6 months salary to 30th June, 1885.....	175 00	
N. W. Navigation Co.....	Paid H. E. Plunkett's passage, meals, etc., per steamer "Princess" .....	19 50	
do .....	6 gallons oil, and freight.....	3 50	
R. Bullock.....	Coal oil and can.....	5 50	
Merrick, Anderson & Co.	Oil, iron tanks, white lead, etc.....	89 85	
			478 02
<i>Telegraph Island.</i>			
John Mason .....	12 months salary as Light-keeper.....	\$197 50	
do .....	do superannuation tax.....	2 50	
		200 00	
do .....	Paid freight, painting, etc.....	6 88	
			206 88
<i>Thunder Cape.</i>			
S. R. Richmond. ....	12 months salary as Light-keeper.....	500 00	
E. Chanteloup.....	Lantern.....	200 60	
			700 60
Carried forward.....			64,234 62

**STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward .....		64,234 62
	<i>Tobermorey.</i>		
Charles Ead .....	Taking charge of Light during season 1884.....		100 00
	<i>Upper Ottawa Lights.</i>		
G. Ouellette .....	2 months salary to 30th June, 1884, Buckom's Point .....	\$ 16 67	
do .....	12 months salary to 30th June, 1886, Buckom's Point .....	100 00	
do .....	Arrears of salary, May and June, Buck- om's Point .....	5 00	
		<b>121 67</b>	
do .....	In full for protection work, Buckom's Point.....	30 00	
do .....	Paid for attendance and labour do .....	4 00	
do .....	Paid for stove, Buckom's Point .....	5 00	
F. Boucher.....	12 months salary as Light-keeper, Aylmer Island....		160 67
B. McQuestin .....	do McQuestin's Point .....		100 00
John Tario .....	do Morrison's Island .....		100 00
Wm. Baskin .....	do Baskin's Wharf... ..		130 00
Upper Ottawa Towing Company .....	Freight on oil and cabinets for Morrison's Island and McQuestin's Point.....		8 50
J. C. Wadleigh .....	18 weeks pay, at \$1.50.....	27 00	
C. T. Bate & Co.....	88·19 gallons oil, at 24c., Baskin's Wharf, Aylmer, and Buckom's Point .....	21 17	
W. P. Anderson.....	Travelling expenses .....	36 25	
			<b>84 42</b>
	<i>Victoria Island.</i>		
Francis Levan .....	12 months salary as Light-keeper .....	100 00	
do .....	Paid freight and cartage on oil, supplies, etc.....	5 95	
			<b>105 95</b>
	<i>Victoria Island, Lake Superior.</i>		
A. Debakonang.....	Salary as Keeper .....	225 00	
R. Singleton.....	Balance of salary, 1883-84.....	50 00	
			<b>275 00</b>
	<i>Way Shoal.</i>		
A. Mongeon .....	12 months salary as Light-keeper.....		100 00
	<i>Weller's Bay.</i>		
Reuben Young.....	12 months salary as Light-keeper.....	148 13	
do .....	do superannuation tax.....	1 87	
			<b>150 00</b>
	<i>Whisky Island.</i>		
W. A. Thompson.....	12 months salary as Light-keeper .....		150 00
	<i>Windmill Point.</i>		
W. S. Plumb .....	12 months salary as Light-keeper.....		150 00
	Carried forward.....		<b>65,949 16</b>

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			65,949 6
<i>Wolfe Island.</i>			
Robert Gillespie .....	9 months salary as Light-keeper.....	\$185 16	
do .....	do superannuation tax.....	2 34	
			187 50
do .....	1 do salary .....		62 50
Richard Davis.....	Compensation for boat, \$20; wood, hardware, etc., \$19.47 .....		39 47
W. McRossie.....	Shingles.....		27 20
Wm. Wills.....	Sail boat.....		150 00
			466 67
BUOYS AND BEACONS.			
Jos. Lamondin .....	Laying out channel, Byng Inlet.....		16 00
"Intelligencer" Printing Co.....	Advertising tenders for buoys, Bay of Quinté.....		2 52
J. D. Burke.....	Rope, line, paint, Bois Blanc.....	\$ 3 21	
A. Reaume .....	Making buoys do .....	34 50	
A. Hackett .....	Placing do do .....	2 00	
W. Menzies.....	Replacing do do .....	4 00	
H. A. Hackett .....	Placing do do .....	4 00	
A. Reaume .....	Pole buoy.....	20 00	
			69 71
F. J. Silvester .....	Balance for taking up, Georgian Bay....	\$275 00	
George Carley.....	Hire of tug, laying buoys do .....	35 00	
Wm. Henderson.....	Making buoys do .....	71 00	
E. Polkinghorn.....	Paid for hire of tug do .....	45 00	
			426 00
F. J. Silvester .....	Amount for taking up buoys, Lone Rock.....		170 00
Cameron & Moberly.....	Anchors, Collingwood .....	\$102 68	
Wm. McCauley .....	Spar buoy, hire of scow and derrick, Collingwood .....	26 50	
Tug "Leslie".....	Replacing, Collingwood .....	15 00	
Robert Dey .....	Mountings do .....	53 57	
W. Watts & Son.....	4 spar buoys do .....	32 00	
W. A. Clark .....	Lifting do .....	20 00	
Geo. Collins.....	Teaming do .....	1 00	
A. Lockerbie .....	Spar buoy, repairs and placing, Colling- wood.....	97 57	
			353 32
W. O. Luscombe.....	Placing, St. Mary's River .....	\$300 00	
Jos. Wilson .....	do do .....	144 97	
E. Biggins & Son .....	Advertising buoyage, St. Mary's River...	1 60	
			446 57
A. Laberge .....	New buoy, Green Shoal.....		30 00
J. Beechee .....	Buoy service, Long Point.....		100 00
George Collins .....	Placing, Spectacle Shoal .....		42 48
Wm. Callam .....	Replacing, Stoney Island .....	\$ 2 00	
H. A. Hackett .....	do do .....	2 00	
			4 00
P. McCarron .....	Staking channel, Mitchell's Bay .....		25 00
J. R. Stevenson.....	Placing, Lake Simcoe.....	\$ 40 00	
Henrp Darke .....	do do .....	15 20	
			55 20
George Collins.....	Placing and making, Surprise Shoal....	\$ 117 15	
W. A. Clark.....	Lifting do .....	17 00	
			134 15
F. J. Sylvester.....	do Waubuno Channel.....		195 00
W. A. Clark.....	do do .....		85 00
Wm. Shannon.....	Replacing, wood, etc., Grosse Point.....		22 80
Jos. Genier.....	Buoy service, Lake St. Francis.....		175 00
H. A. Hackett.....	Replacing, Bar Point.....	\$ 2 00	
Wm. Menzies.....	do do .....	2 00	
			4 00
Carried forward.....			2,356 75
			66,415 83

STATEMENT of Expenditure on account of Maintenance of Lights above  
Montreal, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward .....	2,356 75	66,415 83
<b>BUOYS AND BFACONS—<i>Concluded.</i></b>			
Stephen St. Denis.....	Balance account, Lake St. Louis.....\$ 200 00		
do .....	On do do .....	300 00	
		500 00	
Thomas Campbell.....	Taking up and placing, Burlington.....	6 00	
W. A. Clark.....	Lifting, Jackson's Shoal.....	17 00	
do .....	do Mary Ward Shoal.....	17 00	
do .....	do Stag Shoal.....	17 00	
Wm. Farr.....	Recovering spar buoy, Parry Sound.....	8 00	
A. Hackett.....	Taking up, Detroit River.....	50 00	
F. Gaudaur.....	Placing bushes, Narrow Channel.....	7 50	
Geo. Newlands.....	Buoy stone, Snake Island.....	3 50	
Dry Dock Co. ....	Buoys and anchors, Owen Sound.....\$ 48 05		
G. S. Miller.....	Painting and placing do .....	9 00	
		57 05	
Wm. Brown.....	On account of contract, Sault Ste. Marie.....	300 00	
E. Polkinghorn.....	Bringing in buoy, Midland.. ..\$ 4 00		
do .....	Putting out do .....	45 00	
		49 00	
"Enterprise" .....	Advertising for tenders, North Channel.....	1 60	
George Collins.....	Repairs and freight, Nottawasaga.....	32 65	
A. Hackett .....	Placing, painting, etc., Canadian Channel, Colchester Reef and Bois Blanc.....	56 00	
J. T. Menzies.....	Placing, Detroit River.....\$ 6 00		
E. Reno.....	Replacing do .....	3 00	
		9 00	
H. A. Hackett .....	Placing, Canadian Channel.....	12 00	
A. Reaume.....	Making and repairing, Colchester Reef.....	29 00	
John Corbett.....	On account of repairs, Port Dover.....	60 00	
Str. "Chicoutimi".....	Placing, Parry Sound.....\$ 60 00		
H. W. Walker.....	do do .....	10 00	
Conger Lumber Co. ....	Clevice and coupling band, Parry Sound	1 00	
		71 00	
C. B. Kemp.....	Steel, metal and chain, Presqu'Isle.....\$ 3 00		
A. R. Simpson.....	Logs for buoys do .....	5 00	
G. B. Simpson.....	Buoys and anchors do .....	9 00	
H. H. Marsh.....	Eyebolts, rings, etc. do .....	5 20	
		22 20	
John Corbett.....	Travelling expenses, General Account.....	100 00	
W. A. Clark.....	Lifting, Vail Shoal.....	17 00	
Gilmour & Co.....	Maintaining buoys, Trenton.....	89 55	
		3,888 80	
	<i>Manitoba Lightship.</i>		\$70,304 63
North-West Navigation Co.....	Taking charge, placing, etc.....		380 21
			\$70,684 84
Queen's Printer.....	Printing and stationery.....		33 05
			\$70,717 89
	Refund.....		26 00
			\$70,697 89

WM. SMITH,  
Deputy Minister Marine.

F. GOURDEAU,  
Accountant.

## APPENDIX No. 2

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Maintenance of Lights between Montreal and Quebec, for the Fiscal Year ended 30th June, 1885.

		<i>Ash and Bloody Islands.</i>		\$ cts.	\$ cts.
J. W. Hammond.....	12 months salary as Light-keeper .....	\$197 48			
do .....	do superannuation tax.....	2 52			
				200 00	
do .....	Fuel, 1884.....			10 00	
do .....	Coal oil.....			11 25	
do .....	Postage, \$2.70; freight, \$1.31.....			4 01	
do .....	Skiff and oars.....			20 00	
R. H. Whitman.....	Coal oil.....			14 23	
H. St. A. Ormond.....	Inspecting lights.....			26 75	
A. E. Vallerand.....	Lamp, chimneys and wicks.....			5 35	
Beaudet & Chinic.....	Glass.....			31 00	
					322 59
		<i>Batiscan.</i>			
L. Fugère.....	12 months salary as Light-keeper.....			80 00	
Jos. Marchand.....	do do .....			80 00	
do .....	Ground rent.....			6 00	
L. Fugère.....	Stairs and painting.....			6 00	
A. E. Vallerand.....	Lamp, chimneys and wicks.....			2 65	
					174 65
		<i>Cap à la Roche.</i>			
Fradette & Co.....	Hire of schooner .....			594 00	
H. Jewell.....	Towing do .....			45 00	
					639 00
		<i>Cap Charles.</i>			
N. Boisvert.....	12 months salary as Light-keeper .....	\$148 12			
do .....	do superannuation tax.....	1 88			
				150 00	
do .....	Ground rent.....			10 00	
do .....	Freight and postage.....			1 43	
A. E. Vallerand.....	Lamp, chimneys and wicks.....			2 00	
P. Jobin.....	Travelling expenses.....			10 00	
					173 43
		<i>Cap Madeleine.</i>			
Paul Manuel.....	12 months salary as Light-keeper.....			100 00	
Ant. Montplaisir.....	do do .....			150 00	
do .....	Ground rent.....			12 00	
P. Jobin.....	Repairs.....			23 04	
A. Marmen.....	Travelling expenses.....			20 60	
					305 64
		<i>Champlain.</i>			
Nap. Hardy.....	12 months salary as Light-keeper.....			130 00	
do .....	Small house.....			21 00	
T. Martineau.....	Ground rent.....			12 00	
S. Bedard.....	Measures .....			1 90	
A. E. Vallerand.....	Lamp, chimneys and wicks.....			2 65	
					167 55
		Carried forward.....			1,782 86



STATEMENT of Expenditure on account of Maintenance of Lights between  
Montreal and Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....		1,782 86
<i>Contrecoeur.</i>			
A. Gervais.....	12 months salary as Light-keeper.....	100 00	
N. Lacroix.....	do do .....	75 00	
do .....	Cutting trees.....	4 00	
S. Bedard.....	Measures.....	2 60	
P. Jobin.....	Repairs.....	16 10	
A. E. Vallerand .....	Lamp, chimneys and wicks.....	2 50	
			200 20
<i>Grondines.</i>			
Louis Boisvert.....	12 months salary as Light-keeper.....	100 00	
Widow J. Trottier.....	do do .....	100 00	
do .....	Board of carpenters.....	19 50	
do .....	Fuel.....	4 00	
L. Boisvert.....	do .....	4 00	
do .....	Postage .....	1 11	
F. Turgeon.....	Repairs.....	58 15	
Phy. Trottier.....	Purchase of land.....	40 00	
do .....	3 years rent.....	30 00	
Beaudet & Chinic .....	Hardware.....	24 42	
F. Gunn.....	Canvas .....	28 53	
J. H. Clint.....	Lumber.....	16 62	
J. A. Charlebois.....	Deeds and registration.....	12 90	
S. Bedard.....	Pipes.....	5 20	
			444 43
<i>Isle à la Baque.</i>			
Onés. Mercier.....	12 months salary as Light-keeper .....	\$148 12	
do .....	do superannuation tax.....	1 88	
			150 00
O. Mercier.....	Repairing pier, \$492.25; stove, \$9 .....	501 25	
do .....	Boat, \$40; repairing lantern, \$52.50.....	92 50	
A. Marmen.....	Travelling expenses.....	26 55	
A. E. Vallerand.....	Chimneys, burners and wicks.....	4 10	
Beaudet & Chinic.....	Lock.....	1 50	
			775 90
<i>Isle de Grâce.</i>			
Ed. Paul .....	Salary for season .....	240 00	
do .....	Putting up and taking down tower .....	45 00	
P. Bellefeuille .....	Wharf .....	122 66	
			407 66
<i>Isle à la Pierre.</i>			
Wm. Matte.....	12 months salary as Light-keeper.....	\$ 217 24	
do .....	do superannuation tax.....	2 76	
			220 00
do .....	Fuel, 1884-85, \$10; painting, \$16.....	26 00	
P. Bellefeuille .....	Hangar, crane, &c.....	113 40	
E. Portelance .....	Blacksmith's repairs .....	31 36	
J. U. Gregory .....	Travelling expenses.....	16 00	
N. Auger .....	Cartage .....	6 00	
Beaudet & Chinic .....	Lock .....	2 00	
A. E. Vallerand .....	Chimneys .....	1 30	
			416 06
	Carried forward.....		4,027 11

STATEMENT of Expenditure on account of Maintenance of Lights between  
Montreal and Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward .....				4,027	11
<i>Ile aux Prunes.</i>					
D. Robert .....	12 months salary as Light-keeper.....	120	00		
do .....	Putting up and taking down tower .....	40	00		
do .....	Fuel, 1884-85.....	8	00		
do .....	Repairs .....	12	00		
				180	00
<i>Ile aux Raisins.</i>					
Théo. Verville .....	12 months salary as Light-keeper .....	240	00		
do .....	Fuel, 1884-85.....	12	00		
do .....	Putting up and taking down tower .....	30	00		
do .....	Clearing canal .....	10	00		
Jetté & Bernier .....	Repairing roof.....	29	50		
				321	50
<i>Ile Ste. Thérèse.</i>					
Sam. Reeves.....	12 months salary as Light-keeper.....	\$ 136	21		
do .....	do superannuation tax.....	0	46		
				136	67
Théo. Brodeur .....	Salary for season.....	144	00		
Jno. Black .....	Contract for repairs .....	3,150	00		
A. Ramsay .....	Plate glass.....	32	13		
J. H. Clint .....	Lumber .....	48	59		
H. St. A. Ormond.....	Boat .....	19	00		
do .....	Removing light.....	45	75		
do .....	Inspecting do .....	44	10		
do .....	Travelling expenses .....	18	00		
W. P. Anderson .....	do .....	10	15		
P. Jobin .....	Repairs .....	26	50		
Ross Bros. & Co.....	Blocks, rope, etc. ....	16	89		
S. Bedard .....	Ventilators, measures, etc. ....	10	90		
S. Reeves .....	Putting up tower.....	12	50		
F. Gunn .....	Canvas .....	14	00		
A. Reeves .....	Ground rent .....	10	00		
J. Walker & Co.....	Wrench .....	2	75		
E. Chanteloup.....	Lamp .....	2	15		
A. E. Vallerand .....	Lamp and chimneys .....	2	00		
				3,746	08
<i>Lacolle.</i>					
R. H. Whitman .....	12 months salary as Light-keeper.....	\$ 148	12		
do .....	do superannuation tax.....	1	88		
				150	00
do .....	Building tower.....	125	00		
E. Chanteloup.....	Glass .....	20	00		
A. E. Vallerand .....	Lamp and chimney .....	2	65		
				297	65
<i>Lavaltrie.</i>					
D. Giguère .....	12 months salary as Light-keeper .....	\$ 296	24		
do .....	do superannuation tax.....	3	76		
				300	00
do .....	Fuel, 1884-85.....	20	00		
do .....	Repairs .....	32	90		
do .....	Putting up and taking down tower .....	80	00		
O. Henvieux.....	Ground rent .....	30	00		
P. Jobin .....	Repairs .....	24	50		
A. E. Vallerand .....	Lamp and chimneys .....	3	65		
Beaudet & Chinic .....	Red paint .....	1	10		
				492	15
Carried forward .....				9,084	49

STATEMENT of Expenditure on account of Maintenance of Lights between  
Montreal and Quebec, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward .....			9,064 49
<i>Lake Memphremagog.</i>			
J. E. Peters .....	Keeping Green Point Light.....	22 50	
Loomis Miller .....	do Lead Mines.....	12 86	
Alex. Molson .....	do Molson's Island .....	26 14	
D. E. Peters .....	Repairs .....	93 31	
Geo. W. Fogg .....	Oil .....	22 08	176 89
<i>Lightship No. 1.</i>			
A. Auger .....	12 months salary as Light-keeper .....	\$496 24	
do .....	do superannuation tax.....	3 76	
		500 00	
P. Bellefeuille .....	Outfitting and wintering.....	175 45	
do .....	6 cords wood.....	36 00	
L. T. Trempe.....	Paint, oil, putty, nails, etc. ....	17 03	
E. Portelance .....	Blacksmith's repairs .....	14 29	
A. Garceau, fils et Cie...	Tinsmiths' do .....	7 30	
A. W. Glassford.....	Paint.....	3 30	
Beaudet & Chinic.....	Wrench .....	1 00	754 37
<i>Lightship No. 2.</i>			
Hector Fiset.....	12 months salary as Light-keeper .....	\$496 24	
do .....	do superannuation tax.....	3 76	
		500 00	
do .....	Oil .....	15 19	
P. Bellefeuille .....	Outfitting and wintering.....	175 23	
do .....	Fuel.....	36 00	
L. T. Trempe.....	Paint, oil, putty and nails.....	94 86	
E. Portelance .....	Blacksmith's work .....	69 79	
A. Garceau, fils et Cie ...	Tinsmiths' repairs .....	12 55	
N. Provost.....	New roof and ball .....	85 00	
Jetté & Bernier.....	Tinning roof .....	40 00	
G. A. Pontbriand .....	Repairing hull .....	125 02	
Beaudet & Chinic.....	Iron and red paint.....	5 16	
A. W. Glassford .....	Paint .....	3 30	
A. E. Vallerand .....	Lamp and chimneys.....	2 65	1,164 75
<i>Lightship No. 3.</i>			
Amedée Magnan.....	12 months salary as Light-keeper .....	\$496 24	
do .....	do superannuation tax.....	3 76	
		500 00	
P. Bellefeuille .....	Outfitting and wintering.....	299 40	
L. T. Trempe.....	Paint, oil, putty and nails.....	37 13	
Sincennes & McNaughton	Towage.....	75 00	
P. Bellefeuille .....	Fuel .....	36 00	
A. Garceau, fils et Cie ...	Tinsmiths' repairs .....	7 45	
E. Portelance.....	Blacksmith's do .....	5 99	
A. W. Glassford.....	Paint.....	3 30	965 27
<i>L'Islet, Richelieu.</i>			
Catherine Blais .....	Salary for season.....	160 00	
do .....	Painting and repairing roof.....	44 00	
do .....	Fuel, 1884-85.....	15 00	
do .....	Boat hire.....	8 50	227 50
Carried forward .....			12,343 27

STATEMENT of Expenditure on account of Maintenance of Lights between  
Montreal and Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward .....		12,343 27
	<i>Lotbinière.</i>		
L. Beaudet .....	12 months salary as Light-keeper .....	80 00	
Geo. Beaudet.....	do do .....	80 00	
do .....	Repairing roof .....	25 00	
do .....	Painting tower.....	8 00	
L. Beaudet .....	Repairs.....	21 30	
do .....	Taking down tower .....	8 00	
			222 30
	<i>North Half-way Point.</i>		
D. Ménard.....	12 months salary as Light-keeper .....	\$167 88	
do .....	do superannuation tax.....	2 12	
		170 00	
J. Sheridan .....	Contract.....	1,940 00	
W. L. Cameron.....	On account of services.....	50 00	
A. Marmen .....	Travelling expenses .....	15 40	
F. Parent .....	Water keg .....	4 05	
Beaudet & Chinic.....	Putty .....	0 18	
			2,179 63
	<i>Platon.</i>		
P. Beaudet.....	Salary for season.....	120 00	
do .....	Stone for repairs and board of men.....	43 10	
do .....	Postage.....	2 08	
T. Routier.....	Repairs.....	101 50	
J. Brousseau .....	Lima.....	4 50	
F. Turgeon.....	Passage and freight.....	3 00	
J. H. Clint.....	Lumber.....	16 96	
Beaudet & Chinic.....	Glass, paint, etc.....	7 25	
			298 39
	<i>Pointe aux Trembles.</i>		
A. Lamoureux.....	9 months salary as Light-keeper.....	97 50	
J. Lamarche.....	3 do do .....	32 50	
E. Ouanteloup.....	Lamps and burners.....	50 60	
Drapeau & Savignac.....	Repairing lights.....	10 00	
			190 60
	<i>Pointe du Lac.</i>		
M. Paquin.....	12 months salary.....	100 00	
do .....	Repairs and postage .....	14 20	
			114 20
	<i>Port St. Francis.</i>		
E. Duval.....	Salary for season.....	240 00	
H. Brassard.....	Putting up and taking down tower.....	60 00	
			300 00
	<i>Pointe Citrouille.</i>		
O. Brunelle.....	Salary for season.....	200 00	
do .....	Fuel, \$10; repairing staff, \$26.....	36 00	
do .....	Repairing boat and pole.....	16 00	
J. H. Marchildon.....	Ground rent.....	12 00	
F. Marchand.....	Right of way .....	8 00	
			272 00
	Carried forward.....		15,926 39

**STATEMENT of Expenditure on account of Maintenance of Lights between  
Montreal and Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		15,920 39
	<i>Portneuf (Above).</i>		
F. Rodrigue.....	12 months salary as Light-keeper .....	\$246 88	
do .....	do superannuation tax.....	3 12	
		250 00	
do .....	Fuel, 1884-85.....	10 50	
G. Germain.....	Ground rent.....	5 50	
S. Bedard.....	Measures.....	2 05	
Beaudet & Chinic .....	Paint and putty.....	2 05	
			270 10
	<i>Répertigny.</i>		
Chas. Rivet.....	Salary for season.....	56 00	
J. B. Lachapelle.....	do .....	56 00	
Beaudet & Chinic.....	Glass.....	2 00	
			114 00
	<i>Rivière du Chêne.</i>		
Widow J. Langlois.....	12 months salary as Light-keeper.....	95 83	
Beaudet & Chinic.....	Lock.....	1 50	
S. J. Shaw & Co.....	Dusters and pans.....	1 55	
			98 88
	<i>St. Antoine.</i>		
L. Lafleur.....	12 months salary as Light-keeper .....	\$148 12	
do .....	do superannuation tax.....	1 88	
		150 00	
do .....	Fuel.....	10 00	
			160 00
	<i>Ste. Croix.</i>		
Wm. Thurber .....	12 months salary as Light-keeper .....	\$172 80	
do .....	do superannuation tax.....	2 20	
		175 00	
do .....	Fuel, 1884-85.....	10 00	
W. P. Anderson.....	Travelling expenses.....	23 30	
M. Desrochers.....	Ground rent.....	6 00	
A. E. Vallerand .....	Lamp, chimneys and wicks.....	4 05	
Beaudet & Chinic.....	Putty.....	0 49	
			218 84
	<i>St. Pierre.</i>		
S. C. Francœur.....	12 months salary as Light-Keeper.....	70 00	
do .....	Cutting trees.....	16 00	
			86 00
	<i>St. Valentine.</i>		
Paul Martin.....	12 months salary as Light-keeper .....	\$148 12	
do .....	do superannuation tax.....	1 88	
		150 00	
do .....	Repairs.....	8 00	
E. Chanteloup.....	Glass.....	20 00	
			178 00
	<i>Sorel Harbour.</i>		
Richelieu Co.....	Keeping light.....	85 00	
E. Latraverse.....	Removing pole and lantern.....	40 00	
A. Orépault.....	Painting.....	52 00	
			177 00
	Carried forward.....		17,223 21

STATEMENT of Expenditure on account of Maintenance of Lights between Montreal and Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....			17,223	21
	<i>River St. Francis.</i>				
R. Latraverse.....	Salvage of lamp.....	10	00		10 00
	<i>Buoys.</i>				
M. Francoeur.....	Services.....	450	00		
D. Meilleur.....	Contract.....	150	00		
L. H. Hebert.....	do.....	139	00		
"Post" Printing Co.....	Advertising.....	2	60		
"Le Protectioniste".....	do.....	2	60		
"Sorel News".....	do.....	2	60		
"Moniteur du Commerce".....	do.....	2	60		
"Sorelois".....	do.....	2	60		
"Shareholder".....	do.....	2	60		
"La Minerve".....	do.....	2	60		
				757	20
	GENERAL ACCOUNT.				
Imperial Oil Company...	3,571.84 galls. petroleum, at 22c.(1884).....	785	80		
do	3,626.40 do do (1885).....	797	80		
E. Chanteloup.....	Chimneys, burners, wicks, etc.....	748	80		
J. Hamel et freres.....	Glass, cloth, chamois, etc.....	106	11		
G. T. Phillips.....	Valves, pipes, and repairs.....	168	48		
A. J. Turcotte.....	200 galls. linseed oil, at 75c.....	150	00		
do	25 do turpentine, at \$1.....	25	00		
do	Brooms, brushes, etc.....	45	10		
Frothingham & Workman	Hasps.....	7	00		
Beaudet & Chinic.....	Iron.....	8	00		
J. P. Dery.....	Stationery.....	86	95		
C. E. Holiwell.....	do.....	19	26		
S. Bedard.....	Oil pumps and ventilators.....	33	85		
O. Simard.....	Canisters.....	76	80		
G. M. Webster.....	2 chaldron coal, at \$8, \$16; cartage, \$1.....	17	00		
J. Dunn.....	Soap.....	42	00		
J. Joseph.....	Paint and brushes.....	31	00		
A. E. Vallerand.....	Lamp chimneys and wicks.....	38	50		
T. Rontier.....	Pay list, carpenters and blacksmiths repairs.....	1,247	10		
A. Marmen.....	Services supplying and inspecting lights.....	108	00		
P. Bellefeuille.....	Freight and travelling expenses.....	27	75		
H. St. A. Ormond.....	do do.....	77	20		
Queen's Store.....	Storage of oil.....	232	60		
J. U. Gregory.....	Travelling expenses.....	39	50		
W. L. Cameron.....	Inspecting.....	47	00		
J. J. Foote.....	Subscription to "Chronicle".....	6	00		
J. A. Langlois.....	Printing.....	5	00		
The "Star".....	Advertising.....	3	10		
The "Post".....	do.....	3	10		
"Gazette" Printing Co.	do.....	3	10		
"Journal of Commerce"	do.....	3	10		
"Moniteur du Commerce"	do.....	3	10		
The "News".....	do.....	3	10		
"Sorel News".....	do.....	3	10		
"Sorelois".....	do.....	3	10		
"Le Monde".....	do.....	5	70		
"Le Progrès de l'Est".....	do.....	5	12		
"L'Etendard".....	do.....	3	10		
"La Minerve".....	do.....	3	10		
The "Shareholder".....	do.....	3	10		
T. Berrigan.....	Carting snow.....	35	00		
W. C. Scott.....	Freight.....	9	31		
	Carried forward.....	5,066	83	17,990	41

STATEMENT of Expenditure on account of Maintenance of Lights between Montreal and Quebec, etc.—*Concluded.*

		\$ cts.	\$ cts.
Brought forward .....		5,066 83	17,990 41
<b>GENERAL ACCOUNT—<i>Concluded.</i></b>			
H. Belleisle.....	Pilotage .....	72 50	
A. Marinen.....	Travelling expenses.....	4 68	
J. G. Bruneau.....	12 months salary as clerk.....	67 50	
G. D. O'Farrell.....	do do .....	52 50	
J. Marmen.....	Cartage.....	5 50	
The "Shareholder".....	Advertising .....	3 10	
Total .....			5,272 53
			23,262 94

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOURDEAU,  
*Accountant.*

APPENDIX No. 3

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Maintenance of Lights below Quebec, for the Fiscal Year ended 30th June, 1884.

		\$	cts.	\$	cts.
<i>Algernon Rock.</i>					
L. D. Babin.....	Allowance for assistant.....	150	00		
do .....	Fuel, 1884-85.....	24	00		
C. Vezina.....	Bolts and plates.....	19	85		
T. Parent.....	Water barrel.....	5	00		
S. Bedard.....	Stove.....	11	00		
T. Routier.....	Repairing boat.....	44	98		
					254 83
<i>Amherst Island.</i>					
Wm. Cormier .....	12 months salary as Light-keeper .....	\$286	24		
do .....	do superannuation tax.....	3	78		
do .....	Fuel, 1884-85.....	300	00		
do .....	Painting and shingling Lighthouse .....	20	00		
Beaudet & Chinic.....	Saw, paint, nails, etc.....	75	00		
J. H. Clint .....	Lumber.....	21	25		
E. Giroux et freres.....	Medicines.....	23	20		
A. E. Vallerand .....	Chimneys and burners .....	18	00		
S. Bedard .....	Measures.....	4	95		
J. & W. Reid.....	Felt.....	3	35		
W. M. McDonald.....	Wall paper.....	3	13		
					1 80
					470 68
<i>Anse St. Jean.</i>					
F. Boivin.....	12 months salary.....				40
<i>Anticosti, South Point.</i>					
W. Carter.....	12 months salary as Light-keeper .....	\$837	00		
do .....	do superannuation tax.....	13	00		
do .....	On account of breakwater.....	650	00		
Beaudet & Chinic.....	Paint, iron, etc.....	1,250	00		
G. Lamontagne.....	Clock.....	48	16		
Audet & Robitaille.....	Blocks and halyards .....	6	00		
J. F. Dobbin.....	Repairing clock .....	7	55		
T. Houghton.....	Horse shoes.....	1	50		
A. E. Vallerand;.....	Lantern .....	3	15		
S. Bedard .....	Galvanized pipes.....	0	75		
					22 60
					1,989 71
<i>Fog Whistle.</i>					
W. Carter.....	Salary as Engineer.....	250	00		
T. Routier.....	Bolts, nuts, etc.....	20	00		
T. Parent .....	Barrelling coal.....	0	50		
G. T. Phillips .....	Rubber .....	35	75		
Beaudet & Chinic .....	Tools .....	7	59		
W. Carter .....	100 cords firewood .....	300	00		
					613 84
Carried forward.....					3,369 06



STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
		Brought forward .....		3,369 06	
<i>Anticosti, East Point.</i>					
Thos. Gagné.....	12 months salary as Light-keeper .....	\$795	00		
do .....	do superannuation tax.....	5	00		
do .....	Board of carpenters.....		800	00	
J. Morissette.....	Repairs to tower.....		214	20	
W. Fricault .....	Mason work .....		574	00	
J. H. Clint .....	Lumber .....		25	50	
L. Leclerc.....	Junk .....		109	05	
Beaudet & Chinic.....	Iron, tools, paint, etc.....		22	50	
F. Gunn.....	Canvas, rope, etc.....		57	50	
J. B. Renaud et Cie .....	Oats and bran .....		48	03	
S. Bedard .....	Stove, chimney top, measures, etc.....		21	90	
T. Parent .....	Water barrel, lime, etc .....		77	75	
T. Houghton.....	Horse shoes .....		6	55	
Audet & Robitaille.....	Halyards .....		3	60	
			2	18	
				1,962 76	
<i>Anticosti, South-West Point.</i>					
E. Pope .....	12 months salary as Light-keeper .....	\$795	00		
do .....	do superannuation tax.....	5	00		
do .....	Shingling and repairs .....		800	00	
E. Giroux et frère .....	Medicines .....		60	00	
E. Mathurin .....	Lime .....		7	40	
A. E. Vallerand .....	Lantern, chimneys and wicks.....		1	15	
Beaudet & Chinic.....	Paint, iron, etc.....		3	45	
S. Bedard .....	Stove and pipe.....		40	64	
J. B. Renaud et Cie.....	Oats and bran .....		34	30	
Fisher & Blouin .....	Harness .....		20	70	
J. Hamel et frères .....	Glass clock .....		34	00	
LaRoche & Co.....	Medicines .....		6	96	
Audet & Robitaille .....	Halyards .....		4	10	
			4	00	
				1,016 70	
<i>Anticosti, West Point.</i>					
A. Malouin.....	12 months salary as Light-keeper.....	\$645	00		
do .....	do superannuation tax.....	5	00		
do .....	Painting.....		650	00	
Beaudet & Chinic.....	Iron, paint, etc.....		40	00	
L. Leclerc.....	Junk.....		70	58	
R. Blakeston .....	Sails.....		18	00	
J. B. Renaud et Cie.....	Oats and bran.....		72	35	
S. Bedard .....	Stove and pipes.....		31	80	
F. Gunn.....	Rope.....		30	00	
E. Giroux et frère .....	Medicines .....		12	38	
J. Hamel et frères .....	Glass cloth .....		14	50	
T. Houghton.....	Horse shoes .....		8	13	
Fisher & Blouin.....	Halter, reins, etc.....		10	20	
T. Parent.....	Lime.....		7	85	
G. Lamontagne.....	Repairing clocks .....		3	25	
J. H. Clint .....	Lumber .....		3	00	
			2	70	
				974 74	
<i>Baie St. Paul.</i>					
H. Tremblay.....	12 months salary as Light-keeper.....	\$296	24		
do .....	do superannuation tax .....	3	76		
H. Tremblay.....	Fuel, 1884-85.....		300	00	
do .....	Painting and repairs.....		30	00	
F. Gunn .....	Rope.....		50	00	
			19	38	
Carried forward.....				7,323 26	

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....		399 38	7,323	26
<i>Baie St. Paul—Concluded.</i>					
Beaudet & Chinic.....	Paint and iron, axe, etc.....		22 79		
A. E. Vallerand .....	Chimneys, burners and wicks .....		6 55		
G. Lamontagne.....	Clock, and repairs.....		4 00		
E. Groux et frère.....	Medicines .....		2 40		
T. Parent .....	Water keg .....		1 75		
A. McCallum.....	Repairing telescope.....		1 50		
				436	37
<i>Bellechasse.</i>					
J. B. Galibois .....	12 months salary as Light-keeper.....	\$316	00		
do .....	do superannuation tax .....		4 00		
			320 00		
do .....	Fuel, 1884-85 .....		10 00		
do .....	Painting.....		1 50		
Beaudet & Chinic.....	Files, zinc, etc .....		2 80		
F. Gunn .....	Rope .....		6 50		
J. O'Donohoe.....	Repairing telescope .....		4 00		
J. B. Dutil.....	Oars .....		2 50		
				347	
<i>Belle Isle.</i>					
M. Colton .....	12 months salary as Light-keeper .....	\$893	72		
do .....	do superannuation tax .....		6 88		
			900 60		
do .....	Painting .....		50 00		
J. B. Renaud et Cie.....	Flour, hay, oats.....		117 01		
F. Gunn .....	42 ton coal, \$3.30 .....		138 60		
do .....	Canvass and rope.....		12 18		
S. Bedard .....	Galvanised pipes, drip pans, etc.....		46 15		
J. Sullivan .....	Bell, \$30; water tank, \$40 .....		70 00		
Beaudet & Chinic .....	Iron, paint, etc.....		25 47		
G. M. Webster & Co.....	3,800 tons coal, at \$8.....		26 40		
W. Boucher .....	Labour, landing stores .....		24 00		
T. Parent .....	Barrelling coal.....		120 05		
Audet & Robitaille.....	Flag, blocks, etc .....		25 90		
C. Grenier.....	Landing stores.....		15 40		
E. Giroux et frère.....	Medicines .....		11 65		
J. H. Olint .....	Lumber .....		5 64		
Fisher & Blouin.....	Bridle, reins, etc.....		8 60		
T. Houghton .....	Horse shoes .....		7 05		
J. B. Renaud .....	Hay .....		4 27		
J. Hamel et frères.....	Glass cloth .....		9 75		
A. E. Vallerand .....	Lamp, chimneys and wicks .....		6 85		
J. F. Dobbin.....	Clock .....		5 09		
J. B. Dutil.....	Oars .....		2 50		
				1,635	47
<i>Bicquette.</i>					
Et. Parent.....	12 months salary as Light-keeper .....	\$594	40		
do .....	do superannuation tax .....		5 60		
			600 00		
do .....	Fuel, 1884-85.....		24 00		
Ang. Dion.....	Decking boat.....		28 00		
R. Boucher .....	Repairing chimney .....		22 00		
L. Leclerc.....	Junk .....		22 50		
Audet & Robitaille .....	Chain, oars.....		17 00		
Beaudet & Chinic.....	Iron, paint, etc.....		9 41		
E. Giroux et frère.....	Medicines .....		3 80		
F. Gunn .....	Rope .....		3 00		
P. Bourgoing.....	Iron work.....		3 50		
E. Mathuria .....	Lime .....		1 15		
				734	46
	Carried forward.....			10,478	88

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				10,478	86
<i>Bird Rocks.</i>					
T. Turbide.....	12 months salary as Light-keeper.....	\$1,288	00		
do .....	do superannuation tax.....		12 00		
Beaudet & Chinic.....	Bar iron, paint and hardware .....		1,300 00		
F. Turgeon.....	Powder magazine.....		107 39		
L. Leclerc.....	Junk .....		40 50		
J. H. Clint.....	Lumber.....		156 44		
T. Parent.....	Barrelling coal.....		120 25		
W. Dingwell.....	Board of carpenters.....		57 60		
do .....	Boat hire.....		50 00		
J. Turner.....	Landing stores.....		37 40		
F. Gunn.....	Rope .....		27 90		
G. T. Phillips.....	Steam gauge and repairs.....		21 90		
S. Bédard.....	Stove, pipes and measures .....		36 05		
J. & W. Reid.....	Felt.....		12 04		
F. Gunn.....	60 tons coal, at \$3.30.....		198 00		
Audet & Robitaille.....	Wire rope.....		0 60		
				2,716	07
<i>Brandy Pots.</i>					
A. Richard.....	12 months salary as Light-keeper .....	\$395	00		
do .....	do superannuation tax.....		5 00		
do .....	Fuel, 1884-85.....		400 00		
do .....	Repairing boat .....		30 00		
F. Drayner.....	Boat.....		6 00		
Audet & Robitaille.....	Compass and rope.....		10 00		
Beaudet & Chinic.....	Iron.....		6 90		
F. Gunn.....	Iron.....		5 28		
A. E. Vallerand.....	Oakum and rope .....		4 00		
	Lantern.....		1 05		
				463	23
<i>Cap à l'Aigle.</i>					
E. Savard.....	Salary for season.....		40 00		
				40	00
<i>Cap aux Oies.</i>					
J. Savard.....	12 months salary as Light-keeper .....	\$296	24		
do .....	do superannuation tax.....		3 76		
do .....	Fuel, 1884-85.....		300 00		
J. Tremblay.....	Painting, \$20; repairs, \$10 .....		20 00		
Beaudet & Chinic.....	Iron, putty, brushes.....		30 00		
T. Parent.....	Water barrel .....		12 41		
J. Hamel et frères.....	Water barrel .....		8 00		
E. Mathurin.....	Ticking for curtains.....		4 13		
Audet & Robitaille.....	Ladders.....		4 20		
	Halyards.....		1 10		
				379	84
<i>Cap Bauld.</i>					
Alex. St. Laurent.....	12 months salary as Light-keeper .....		400 00		
do .....	Labour at Whistle.....		70 00		
J. H. Clint.....	Lumber.....		59 03		
A. W. Glassford.....	Fire extinguisher.....		49 75		
E. Cazeau.....	Wheels.....		35 80		
C. Grenier.....	Landing stores.....		17 60		
T. Routier.....	Bolts, grappling, etc.....		29 25		
T. Houghton.....	Horse shoes .....		6 80		
Carried forward.....				650	23
				14,078	00

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....	650 00	14,078 00
<i>Cap Bauld—Concluded.</i>			
A. E. Vallerand .....	Burners, chimneys and wicks .....	10 95	
E. Chanteloup .....	Ruby glass .....	12 50	
Fisher & Blouin.....	Collar, saddle, etc.....	17 85	
T. Parent.....	Water barrel .....	15 25	
W. Boucher.....	Landing stores.....	17 60	
E. Giroux et frère .....	Medicines.....	9 90	
F. Gunn.....	Canvas and rope.....	33 78	
J. B. Renaud & Co .....	Hay, oats and bran.....	59 23	
S. Bédard.....	Stove, pipes, chimney top, etc.....	42 50	
E. Chanteloup.....	Mammoth burners.....	16 50	
H. Roy.....	2 cords firewood.....	6 00	
<i>Fog Whistle.</i>			
A. St. Laurent .....	12 months salary as Engineer.....	400 00	
Noonan & Davies.....	137½ tons coal, at \$2.40.....	330 00	
V. Bouchard.....	Freight on 108½ tons coal, at \$5.....	542 50	
do .....	Paid for labour at coal.....	5 00	
Carrier, Laine & Co.....	Tongues for fog horn .....	30 00	
G. T. Phillips.....	Pipes and couplings.....	39 44	
S. J. Shaw & Co.....	Taps and dies.....	42 50	
Beaudet & Chinic.....	Iron, tools, etc.....	56 61	
J. Sullivan.....	Water tanks .....	80 00	
			2,418 34
<i>Cape Chatte (Fog-Horn).</i>			
S. Dion.....	12 months salary as Engineer.....	\$370 30	
do .....	do superannuation tax.....	4 70	
		375 00	
P. Chouinard.....	House and land.....	236 00	
T. Parent.....	Water barrels.....	2 00	
A. E. Vallerand.....	Lamp, chimney and burner.....	7 85	
S. Dion.....	House rent .....	18 00	
do .....	Survey and deed of sale.....	19 60	
B. Roy.....	40 cords maple at \$3 60.....	\$144 00	
do .....	10 do tamarac 2.70.....	27 00	
		171 00	
			829 45
<i>Cape Chatte.</i>			
T. Côté .....	12 months salary as Light-keeper .....	\$296 24	
do .....	do superannuation tax.....	3 76	
		300 00	
do .....	Fuel, 1884-85.....	20 00	
do .....	Paid for right of way .....	4 00	
do .....	Postage .....	3 90	
T. Parent .....	Lime and water barrels .....	29 75	
P. Jobin.....	Repairs to house .....	275 51	
J. H. Clint .....	Lumber .....	3 83	
Frs. Gagnon.....	Freight .....	8 50	
A. E. Vallerand .....	Lamps, chimneys and wicks.....	9 15	
Beaudet & Chinic.....	Hardware .....	4 75	
Audet & Robitaille .....	Wire rope .....	0 60	
			658 7
<i>Cape Despair.</i>			
Jno. Beck .....	12 months salary as Light-keeper .....	\$395 00	
do .....	do superannuation tax.....	5 00	
		400 00	
	Carried forward.....	400 00	17,984 58

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....	400	00	17,984	58
<i>Cape Despair—Concluded.</i>					
Jno. Beck .....	Fuel, 1884-85 .....	20	00		
do .....	Repairing lamps and clock .....	4	75		
A. E. Vallerand .....	Lamp and chimneys .....	6	40		
E. Giroux et frères .....	Medicines .....	3	50		
S. Bedard .....	Measures .....	3	35		
Quebec S.S. Co. ....	Freight .....	2	30		
Beaudet & Chinic .....	Whiting .....	1	87		
				442	17
<i>Cape Gaspé.</i>					
O. D. Esnouf .....	12 months salary as Light-keeper .....	\$795	00		
do .....	do superannuation tax .....	5	00		
do .....	Fuel, 1884-85 .....	800	00		
W. Hyman .....	Purchase of land .....	24	00		
L. Leclerc .....	Junk .....	100	00		
Beaudet & Chinic .....	Hardware .....	22	50		
Jos. Eden .....	Deed of sale and expenses .....	17	81		
Quebec S.S. Co. ....	Freight .....	26	20		
S. Bedard .....	Measures .....	4	50		
J. B. Dutil .....	Oars .....	3	35		
A. E. Vallerand .....	Lamp .....	2	50		
		0	85		
				1,001	71
<i>Cape Magdalen.</i>					
G. Lavergne .....	12 months salary as Light-keeper .....	\$296	24		
do .....	do superannuation tax .....	3	76		
do .....	Fuel, 1884-85, \$25; fence, \$36 .....	300	00		
do .....	Repairs to house .....	61	00		
Beaudet & Chinic .....	Hardware and paint .....	134	75		
E. Giroux et frères .....	Medicines .....	31	14		
A. E. Vallerand .....	Chimneys and wicks .....	16	40		
T. Parent .....	Lime .....	4	70		
G. M. Webster & Co .....	Bricks .....	3	25		
S. Bedard .....	Stovepipes .....	4	00		
		2	50		
				557	74
<i>Cape Normand.</i>					
Hy. Locke .....	12 months salary as Light-keeper .....	\$493	72		
do .....	do superannuation tax .....	6	28		
do .....	Fuel, 1884-85, \$60; wharf, \$30 .....	500	00		
do .....	Repairing buildings .....	90	00		
J. H. Clint .....	Lumber .....	130	00		
Beaudet & Chinic .....	Iron, paint, etc. ....	58	20		
T. Routier .....	Repairing davits .....	33	71		
Audet & Robitaille .....	Blocks .....	17	60		
E. Giroux et frères .....	Medicines .....	8	50		
S. Bedard .....	Pipes and measures .....	7	50		
A. E. Vallerand .....	Lamp, chimneys and wicks .....	7	05		
W. M. McDonald .....	Wall paper .....	6	80		
		1	80		
				861	16
<i>Cape Ray (Fog-Horn.)</i>					
E. H. Rennie .....	12 months salary as Engineer .....	200	00		
Beaudet & Chinic .....	Iron, tools, etc. ....	35	66		
R. Rennie .....	Building shed and repairs .....	108	00		
Asbestos Co .....	Cement .....	30	00		
	Carried forward .....	373	66	20,847	36

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	373 66	20,847 36
<i>Cape Ray (Fog-Horn)—Concluded.</i>			
Noonan & Davies .....	77 tons coal, at \$2.40.....	184 80	
do .....	Commission .....	4 62	
do .....	On account of freight.....	75 31	638 39
<i>Cape Ray Lighthouse.</i>			
E. H. Rennie .....	12 months salary as Light-keeper .....	\$638 00	
do .....	do superannuation tax.....	12 00	
		650 00	
L. C. Barney .....	Plate glass.....	233 00	
T. Routier.....	Building new tower.....	407 37	
Str. "Montreal".....	Freight of lantern.....	34 34	
J. Desgagné.....	Labour.....	20 00	
S. Bédard.....	Lamps and burners.....	46 30	
J. B. Renaud & Co.....	Hay, oats and bran.....	32 09	
F. Gunn.....	Canvas.....	14 18	
Beaudet & Chinic .....	Iron, paint, etc.....	9 45	
Richelieu Co.....	Freight on glass.....	4 56	
A. E. Vallerand.....	Lantern, chimneys and wicks.....	6 20	
J. H. Olint .....	Lumber.....	3 99	
T. Houghton.....	Horse shoes.....	2 40	
T. Parent.....	Lime.....	3 25	
R. Rennie.....	Fuel, 1884-85.....	40 00	1,507 13
<i>Cape Rosier.</i>			
A. Trudeau .....	12 months salary as Light-keeper .....	\$395 00	
do .....	do superannuation tax.....	5 00	
do .....		400 00	
do .....	Fuel, 1884-85, \$30; postage, \$3 .....	33 00	
A. E. Vallerand.....	Chimneys and wicks.....	19 10	
E. Mathurin.....	Lime.....	1 15	
Audet & Robitaille.....	Flag and halyard.....	10 00	
J. Hamel et frères.....	Glass cloth.....	15 13	
Beaudet & Chinic.....	Iron, paint, etc.....	83 04	
T. Parent .....	Water keg and lime.....	4 50	
E. Cazeau.....	Wheels.....	19 80	
P. Jobin.....	Travelling expenses.....	4 00	
Quebec SS. Co.....	Freight.....	13 25	
J. Packwood.....	Purchase of land.....	140 00	
S. Bédard.....	Oil feeders.....	13 35	
<i>Cape Rosier (Fog Whistle).</i>			
A. Trudeau .....	Salary as Engineer .....	400 00	
Noonan & Davies.....	90½ tons coal, at \$2.40.....	217 20	
P. Kennedy.....	200 tons coal, at \$2.40.....	480 00	
do .....	Freight on 200 tons coal, at \$3 .....	600 00	
do .....	Hauling 200 tons coal, at 65c.....	130 00	
G. T. Phillips .....	Rubber hose.....	45 20	
S. J. Shaw.....	Tube expander.....	36 15	
E. Trudeau.....	Covering drain .....	13 00	
Jno. Gleton.....	Land for tank.....	10 00	
J. B. Vien.....	Opening pipes.....	39 00	
			2,726 87
Carried forward.....			25,719 75

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
		Brought forward .....		25,719 75	
<i>Carleton Point.</i>					
Elm. Landry .....	12 months salary as Light-keeper .....	\$296	24		
do .....	do superannuation tax .....	3	76		
				300	00
do .....	Fuel, 1884-85 .....			20	00
Audet & Robitaille .....	Tar and chain .....			8	59
S. Bédard .....	Measures .....			3	35
Beaudet & Chinic .....	Nails .....			0	46
					332 40
<i>Chicoutimi Lights.</i>					
C. Harvey .....	Salary for Chicoutimi wharf .....			40	00
J. Marier .....	do range .....			70	00
A. Boudeau .....	do .....			70	00
X. Savard .....	do .....			70	00
F. Gauthier .....	do .....			40	00
J. Duperré .....	do .....			40	00
O. Lachance .....	do .....			40	00
A. Simard .....	do .....			40	00
O. Tremblay .....	Repairing lights .....			476	40
A. Stinton .....	Placing buoys .....			146	80
Beaudet & Chinic .....	Glass and brushes .....			7	50
L. Savard .....	Purchase of land .....			50	00
J. A. Gagné .....	Deeds and registration .....			8	00
T. Routier .....	Travelling expenses .....			17	75
A. E. Vallerand .....	Lanterns, chimneys and wicks .....			16	10
Audet & Robitaille .....	Blocks and lime .....			7	53
F. Gunn .....	Rope .....			6	63
J. Hamel et frères .....	Glass cloth .....			2	08
T. Parent .....	Lime .....			1	75
					1,150 54
<i>Crane Island.</i>					
J. Painchaud .....	12 months salary as Light-keeper .....	\$316	00		
do .....	do superannuation tax .....	4	00		
do .....	Fuel, 1884-85 .....			320	00
Z. & C. Roy .....	Land .....			16	00
O. Goudreau .....	Travelling expenses .....			100	00
do .....	Placing lantern .....			31	65
J. E. Casgrain .....	Deeds and registration .....			83	05
North Shore Railway .....	Freight on lantern .....			12	50
Beaudet & Chinic .....	Glass, paint brushes .....			15	08
A. Marmen .....	Travelling expenses .....			8	22
T. Routier .....	do .....			10	70
Audet & Robitaille .....	Anchor and oars .....			4	15
J. B. Dutil .....	Oars .....			9	30
The "Shareholder" .....	Advertising .....			6	00
Steamer "Quebec" .....	Freight .....			2	80
					621 45
<i>Eboulements.</i>					
A. Gourdeau .....	Salary for season .....			40	00
					40 00
<i>Egg Island.</i>					
Paul Coté .....	12 months salary as Light-keeper .....	\$493	72		
do .....	do superannuation tax .....	6	28		
				500	00
Carried forward .....				500	00
					27,864 14

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....	600	00	27,864	14
	<i>Egg Island—Concluded.</i>				
Paul Coté .....	Fuel, 1884-85 .....	60	00		
do .....	Repairs to wharf .....	96	65		
do .....	Postage, and repairs .....	8	38		
Beaudet & Chinic .....	Hardware .....	14	38		
E. Giroux et frère .....	Medicines .....	8	85		
J. B. Dutil .....	Oars .....	4	00		
				692	26
	<i>Entry Island.</i>				
J. Cassidy .....	12 months salary as Light-keeper .....	\$196	24		
do .....	do superannuation tax .....	3	76		
				300	00
do .....	Fuel, 1884-85, \$20; painting, \$16 .....	36	00		
do .....	Repairing house .....	10	00		
E. Chanteloup .....	Ruby glass .....	13	00		
S. Bédard .....	Measures .....	3	35		
N. Dickson .....	Ground rent .....	15	00		
E. Giroux et frère .....	Medicines .....	3	10		
Beaudet & Chinic .....	Stove brushes .....	1	45		
				381	90
	<i>Etang du Nord.</i>				
T. O'Brien .....	12 months salary as Light-keeper .....	400	00		
Bisset Bros .....	Screw jack .....	15	00		
A. E. Vallerand .....	Lamp, chimneys and wicks .....	10	40		
H. Le Blanc .....	Right of way .....	8	00		
F. Gunn .....	Canvas .....	14	53		
S. Bédard .....	Pump, pipe and measures .....	13	05		
T. O'Brien .....	Fence and bridge .....	20	00		
	<i>Fog Whistle.</i>				
T. O'Brien .....	12 months salary as Engineer .....	400	00		
do .....	Paid for repairing boiler .....	10	00		
do .....	do fuel .....	100	00		
G. M. Webster & Co .....	Cement .....	9	00		
Beaudet & Chinic .....	Tools, iron, etc .....	14	50		
M. Dunn .....	Tallow .....	6	50		
Noonan & Davies .....	55 tons coal, at \$2 40 .....	\$132	00		
do .....	Commission .....	3	30		
do .....	Account freight .....	68	07		
				203	37
				1,224	35
	<i>Fame Point.</i>				
J. Ascah .....	12 months salary as Light-keeper .....	\$395	00		
do .....	do superannuation tax .....	5	00		
				400	00
do .....	Fuel, 1884-85 .....	20	00		
do .....	Landing slip .....	20	00		
G. T. Philips .....	Pump, and repairs .....	18	00		
S. Bédard .....	Stove and pipes .....	20	70		
Audet & Robitaille .....	Halyard and tar .....	2	90		
J. B. Dutil .....	Oars .....	2	50		
A. Fraser & Co .....	Freight .....	2	25		
Beaudet & Chinic .....	Paint .....	2	99		
A. E. Vallerand .....	Lantern .....	1	05		
				490	39
	Carried forward .....			30,653	04



STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			30,653	04
<i>Ellis Bay.</i>					
R. Setter .....	12 months salary as Light-keeper .....	\$197	48		
do .....	do superannuation tax .....	2	52		
				200	00
<i>Father Point.</i>					
J. McWilliams.....	12 months salary as Light-keeper .....	\$337	48		
do .....	do superannuation tax.....	2	52		
do .....	Fuel, 1884-85 .....			340	00
do .....	Repairs to foundation and shed.....			20	00
J. M. Tardif.....	Spars.....			34	73
Beaudet & Chinic.....	Paint, nails, putty, etc.....			20	00
E. Giroux et frère .....	Medicines.....			33	97
E. Ozeau.....	Wheels.....			12	95
P. Theriault.....	Repairs.....			15	00
A. E. Vallerand.....	Chimneys, lamps, etc.....			16	30
L. Leclerc.....	Junk .....			10	30
J. H. Clint .....	Lumber.....			9	00
S. Bédard .....	Grate and stove doors.....			8	94
J. Hamel et frères.....	Glass cloth.....			7	95
G. M. Webster & Co.....	Cement.....			7	41
Audet & Robitaille.....	Rope.....			4	50
Quebec Steamship Co.....	Freight.....			3	68
E. Mathurin.....	Lime.....			1	25
				1	15
				557	13
<i>Forteau.</i>					
M. T. Wyatt.....	12 months salary as Light-keeper.....	\$493	72		
do .....	do superannuation tax.....	6	28		
				500	00
E. Ozeau.....	Wheels.....			35	80
J. B. Renaud & Co.....	Hay, oats and bran .....			52	27
Beaudet & Chinic .....	Iron, paint, etc.....			33	28
S. Bédard .....	Lamp, reflector and grates.....			34	85
Fisher & Blouin .....	Collar, saddle, etc.....			9	50
E. Giroux et frère .....	Medicines.....			9	00
Audet & Robitaille.....	Tar and pitch .....			8	75
A. E. Vallerand.....	Lamps, burners and chimneys.....			6	40
T. Parent.....	Lime.....			4	75
<i>Log Whistle.</i>					
M. T. Wyatt.....	Salary as Engineer .....			300	00
A. Trudel.....	2 cords wood.....			5	80
M. Dunn .....	Tallow.....			13	00
G. T. Phillips.....	Rubber.....			34	65
S. J. Shaw & Co.....	Gauge-cocks, etc.....			16	70
X. Kennedy.....	126½ tons coal, at \$2.40.....			303	60
do .....	Freight on coal, \$4 .....			506	00
F. A. Davies.....	Landing coals.....			21	00
				1,895	35
<i>Gaspé Basin.</i>					
B. Eden.....	12 months salary as Light-keeper.....			42	00
J. Eden.....	Repairs.....			12	50
Audet & Robitaille.....	Wire rope.....			1	54
				56	04
	Carried forward.....			33,361	56

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....		33,361 56
	<i>Gaspé Lightship.</i>		
Jno. Ascah .....	Salary as Light-keeper.....	400 00	400 00
	<i>Green Island.</i>		
G. W. Lindsay.....	12 months salary as Light-keeper.....	\$853 72	
do .....	do superannuation tax.....	6 28	
do .....	Boats, \$38; registration fees, \$8.05.....	860 00	
E. Giroux et frère .....	Medicines.....	46 05	
Beaudet & Chinic .....	Tools, iron and brushes.....	10 20	
L. Leclerc.....	Junk.....	49 97	
S. Bédard.....	Stove plates.....	13 50	
J. Hamel et frères.....	Glass cloth.....	6 50	
J. B. Dutil.....	Oars.....	7 14	
G. Lamontagne.....	Repairing clock.....	3 00	
J. F. Dobbin.....	do .....	1 50	
		0 75	998 61
	<i>Greenly Island.</i>		
L. C. de Beaumont. ....	12 months salary as Light-keeper ... ..	\$595 00	
do .....	do superannuation tax .....	5 00	
do .....	Labour .....	600 00	
A. J. Turcotte .....	Boat, sails and oars.....	18 80	
L. C. Barney .....	Plate glass.....	120 00	
Beaudet & Chinic.....	Paint and brushes .....	93 25	
J. H. Clint.....	Lumber.....	19 81	
L. Leclerc.....	Junk.....	34 37	
A. Gagnon .....	4 cords wood, at \$2.80 .....	22 50	
J. Turner.....	Landing stores.....	11 20	
F. Gunn.....	Ropes.....	26 40	
S. Bédard.....	Stove, pipes, etc.....	18 50	
J. B. Renaud & Co.....	Hay, oats and bran.....	18 85	
E. Chanteloup.....	Ruby glass.....	32 94	
A. E. Vallerand .....	Chimneys and burners .....	13 00	
E. Giroux et frère .....	Medicines.....	9 20	
T. Parent.....	Lime.....	9 10	
		3 25	1,051 17
	<i>Isle aux Coudres.</i>		
H. Pednault.....	Salary for season.....	40 00	
S. Bédard.....	Repairing tank.....	4 00	44 00
	<i>Kamouraska.</i>		
T. R. Desjardins.....	12 months salary as Light-keeper.....	\$444 40	
do .....	do superannuation tax.....	5 60	
do .....	Fuel, 1884-85, \$25; repairs, \$14.16.....	450 00	
D. Jalbert.....	Slip, truck, winch and nails.....	39 16	
Beaudet & Chinic.....	Iron.....	415 00	
S. Bédard.....	Repairing lamps, burners, etc.....	10 31	
A. E. Vallerand.....	Wicks and burners.....	21 00	
J. Hamel et frères .....	Glass cloth.....	4 75	
F. H. Proulx .....	Advertising tenders.....	4 86	
Bisset Bros .....	Spindle.....	2 32	
E. Mathurin.....	Lime.....	2 20	
		1 15	950 75
	Carried forward.....		36,806 09

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....		36,806 09
<i>Lark Islet.</i>			
P. Boulianne.....	12 months salary as Light-keeper.....	\$197 48	
do .....	do superannuation tax.....	2 52	
do .....	Fuel, 1884-85.....		200 00
do .....	Repairs .....		30 00
T. Routier.....	do .....		1 80
Beaudet & Chinic .....	Iron .....		22 68
W. M. Macdonald. ....	Wall paper.....		12 62
Audet & Robitaille .....	Halyards.....		4 50
			1 10
<i>Fog Horn.</i>			
P. Boulianne.....	Salary as Engineer.....		200 00
do .....	Repairs .....		65 18
F. Gunn .....	150 tons coal, at \$3.20 .....		495 00
J. Boulianne.....	85½ cords wood, at \$2.92.....		249 66
Carrier, Laine & Co.....	Pump and tongues.....		100 00
O. Gourdeau .....	Building coal house.....		128 99
G. T. Phillips .....	Reeds, plate, etc.....		18 45
J. E. Kane .....	Repairing boiler.....		226 00
			1,755 98
<i>Lower Traverse (Lightship).</i>			
I. Gourdeau .....	Balance, contract for 1884.....	\$1,700 00	
do .....	Account do 1885.....	600 00	
			2,300 00
A. E. Vallerand.....	Lamps.....		3 10
A. W. Glassford.....	Fire extinguisher.....		40 75
do .....	Paint.....		3 30
T. N. Tweddell .....	Towage.....		10 00
J. Gaudle.....	do .....		30 00
J. Hamel et frères.....	Glass cloth.....		2 88
E. Giroux et frère.....	Medicines.....		11 20
Beaudet & Chinic.....	Hardware.....		32 49
R. Blakiston.....	Sails.....		71 85
A. Bernier.....	Laying up for winter.....		36 00
S. Bédard.....	Repairing lamps.....		18 40
J. B. Renaud & Co.....	Lamp and chimneys.....		2 80
T. Routier.....	Wood and iron repairs .....		50 85
M. Dunn.....	Soap.....		19 60
<i>Fog Whistle.</i>			
G. T. Phillips.....	Hose, and repairs.....		130 23
J. Cambray .....	47 cords wood, at \$3.....		141 00
S. J. Shaw & Co.....	Files, rubber, etc.....		33 51
A. Bernier.....	Outfit.....		90 60
G. M. Webster & Co.....	Bricks and cement.....		15 00
R. Patterson.....	Coaling .....		18 75
Bisset Bros.....	Nuts, screws and catches.....		36 25
Crawford & Co.....	17½ chaldrons coal, at \$7.....		124 25
A. Gagnon .....	1 cord wood.....		3 20
F. Gunn.....	30 tons coal, at \$3.20.....		99 00
			3,325 01
<i>Martin River.</i>			
J. Gauthier.....	12 months salary as Light-keeper.....	\$296 24	
do .....	do superannuation tax.....	3 76	
			300 00
	Carried forward.....		300 00
			41,837 08

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward .....	300	00	41,837	08
	<i>Martin River—Concluded.</i>				
J. Gauthier.....	Fuel, 1884-85.....	25	00		
do .....	Postage.....	1	69		
S. Bédard.....	Burners, and repairing lamps .....	26	10		
E. Giroux et frère .....	Medicines.....	6	85		
J. F. Dobbin.....	Clock.....	5	00		
Beaudet & Chinié.....	Paint.....	2	80		
				367	44
	<i>Manicouagan Lightship.</i>				
R. Leblanc .....	Balance contract, 1884.....	\$2,150	00		
do .....	Account do 1885.....	650	00		
		2,800	00		
do .....	Sails .....	70	05		
do .....	Spar .....	1	50		
G. T. Davie .....	Boat .....	45	00		
do .....	Wintering, \$200; painting, \$76.15 .....	276	15		
G. Lamontagne.....	Clock .....	5	00		
J. Gaudle .....	Towage .....	60	00		
J. Hamel et frère .....	Glass cloth.....	2	88		
E. Giroux et frère .....	Medicines .....	14	90		
Harbour Commissioners.	Wintering.....	40	00		
Bisset Bros.....	Fitting dies .....	14	60		
Beaudet & Chinié.....	Hardware .....	40	86		
S. Bédard .....	Stove, tank, etc.....	56	70		
Renaud et Cie .....	Chimneys and wicks.....	4	55		
A. Charrier.....	Watching .....	12	00		
Hy. Black.....	Sheaves .....	2	50		
G. Glassford.....	Paint .....	3	30		
T. Routier.....	Balls for signals .....	40	00		
J. B. Dutil.....	Oars .....	4	00		
	<i>Fog Whistle.</i>				
G. T. Phillips .....	Valves, and repairs.....	275	89		
Whitehead & Turner .....	Tube brushes.....	10	00		
R. Leblanc.....	Paid for 70½ cords wood, at \$2.50 .....	175	62		
do .....	do 24½ do at \$3 .....	72	75		
S. J. Shaw & Co.....	Packing .....	54	08		
G. T. Davie .....	Repairing engines .....	193	00		
W. Stephens.....	Coaling .....	22	50		
C. Vezina.....	Repairing tools.....	82	10		
A. Gagnon .....	1 cord wood.....	3	20		
G. M. Webster & Co .....	26 chaldrons coal, at \$6.....	156	00		
F. Gunn .....	35 tons coal, at \$3.30 .....	115	50		
				4,654	63
	<i>Maquereau Point.</i>				
Aug. Bertrand.....	12 months salary as Light-keeper .....	\$296	24		
do .....	do superannuation tax .....	3	76		
		300	00		
do .....	Fuel, 1884-85 .....	20	00		
do .....	Painting .....	20	00		
do .....	Repairs .....	108	80		
do .....	Freight and cartage .....	8	00		
Beaudet & Chinié.....	Hardware .....	15	68		
A. E. Vallerand .....	Burners and wicks.....	1	90		
S. Bédard .....	Pipes and measures .....	9	05		
E. Giroux et frère.....	Medicines .....	5	60		
Quebec Steamship Co.....	Freight .....	2	47		
Steamship "Admiral" .....	do on oil .....	3	10		
				494	60
	Carried forward .....			47,403	75

STATEMENT of Expenditure on account of Maintenance of Lights, below Quebec, etc.—Continued.

		\$	cts.	\$	cts.
		Brought forward .....		47,403 75	
<i>Matane.</i>					
O. Desjardins.....	12 months salary as Light-keeper .....	\$246	88		
do .....	do superannuation tax .....	3	12		
do .....	Fuel, 1884-85, \$20; repairs, \$7.36.....			250	00
J. H. Clint .....	Lumber .....			27	36
S. Bédard .....	Stove, pipes, etc.....			111	08
G. T. Phillips .....	Iron pipe .....			30	00
E. Giroux et frère.....	Medicines .....			26	85
Beaudet & Chinic.....	Iron, paint and brushes .....			33	35
E. Mathuria.....	Lime.....			27	70
D. F. de St. Aubin.....	Oars .....			17	25
Geo. Pelletier .....	Lime .....			8	75
J. & W. Reid.....	Felt .....			4	63
J. Brousseau.....	Spout .....			3	76
A. E. Vallerand .....	Lantern .....			1	55
				1	05
				543 33	
<i>Metis.</i>					
J. Martin.....	12 months salary as Light-keeper .....	\$296	24		
do .....	do superannuation tax.....	3	76		
do .....	Paid for fuel, 1884-85, \$20; horse keep, \$20.....			300	00
do .....	do repairs .....			40	00
Beaudet & Chinic.....	Paint .....			204	80
E. Giroux et frère .....	Medicines .....			8	36
G. Lamontagne.....	Repairing clock .....			17	45
				1	50
				572 11	
<i>Montée du Lac.</i>					
E. Simard.....	12 months salary as Light-keeper.....	\$395	00		
do .....	do superannuation tax.....	5	00		
do .....	Fuel, 1884-85, \$30; freight, \$3 .....			400	00
Beaudet & Chinic.....	Glass, iron, etc.....			33	00
E. Giroux et frère.....	Medicines.....			10	92
G. Lamontagne.....	Clock.....			6	10
A. E. Vallerand.....	Burners, chimneys and wicks.....			3	00
				4	85
				457 87	
<i>Montmagny.</i>					
J. B. Robin.....	Salary for season.....			50	00
				50 00	
<i>Murray Bay.</i>					
E. Maltais.....	Salary for season.....			40	00
				40 00	
<i>Oak Point.</i>					
M. Geraghty.....	12 months salary as Light-keeper .....			130	00
do .....	Painting and repairs .....			15	00
S. Bédard.....	Measures .....			3	35
Steamship "Admiral".....	Freight on oil.....			1	25
Beaudet & Chinic.....	Paint.....			1	10
				150 70	
Carried forward.....				49,217 76	

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward .....				49,217	76
<i>Paspébiac.</i>					
J. Loisel.....	12 months salary as Light-keeper .....	\$148	12		
do .....	do superannuation tax.....	1	88		
do .....	Fuel, 1884-85, \$20; repairs, etc., \$60.83.....			150	00
do .....	Blowing fog-horn.....			80	83
S. Bédard.....	Stovepipes and measures.....			30	00
LeBoutillier Bros.....	Repairing stove.....			5	45
Quebec Steamship Co.....	Freight.....			2	50
Beaudet & Chinic.....	Lock .....			5	00
				1	50
				275	28
<i>Percé.</i>					
Chas. Bourget.....	12 months salary as Light-keeper .....	\$197	48		
do .....	do superannuation tax.....	2	52		
do .....	Fuel, 1884-85, \$25; painting, \$10 50.....			200	00
do .....	Postage.....			35	50
A. E. Vallerand.....	Lamp, chimneys and wicks.....			1	63
S. Bédard.....	Measures.....			8	90
Beaudet & Chinic.....	Paint.....			3	35
				1	10
				250	48
<i>Pilgrims.</i>					
D. Desjardins.....	12 months salary as Light-Keeper.....	\$335	76		
do .....	do superannuation tax.....	4	88		
do .....	Fuel, 1884-85, \$48; water \$20.....			340	64
do .....	Repairs .....			68	00
R. Blakiston .....	Sails.....			34	75
F. Gunn.....	Rope, pulleys, etc.....			47	20
Audet & Robitaille.....	Chain.....			30	88
Beaudet & Chinic.....	Hardware .....			24	48
J. Hamel et frères.....	Glass cloth.....			4	79
A. E. Vallerand.....	Chimneys and burners.....			4	56
				1	80
				557	10
<i>Pillars.</i>					
L. D. Babin.....	12 months salary as Light-keeper .....	\$444	40		
do .....	do superannuation tax.....	5	60		
do .....	Fuel, 1884-85.....			450	00
do .....	Repairing wharf.....			25	00
do .....	do canoe.....			160	00
Beaudet & Chinic.....	Boiler plate and bar iron.....			8	26
J. Sullivan.....	Water tank .....			15	77
A. E. Vallerand.....	Chimneys, burners and wicks.....			40	00
F. Gunn.....	Rope .....			11	65
T. Parent.....	Water barrel.....			7	38
S. Bédard .....	Lamps, and repairs.....			5	75
J. B. Dutil .....	Oars.....			3	50
J. Hamel et frères.....	Curtains.....			8	00
G. Lamontagne.....	Clock.....			1	47
J. Brousseau.....	Spout.....			3	00
				1	55
				741	33
Carried forward.....				51,041	95

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....			51,041	95
<i>Plateau Rock.</i>					
T. D. Boud.....	12 months salary as Light-keeper.....	350	00		
do .....	Boat, \$12; repairs and freight, \$8.75 .....	20	75		
do .....	Slip for landing.....	60	00		
E. Chanteloup.....	Lamps.....	49	50		
A. W. Glassford.....	Fire extinguishers.....	40	75		
E. Chanteloup.....	Ruby glass.....	25	50		
Beaudet & Chinic.....	Paint, glass, etc.....	10	30		
E. Giroux et frère.....	Medicines.....	6	75		
Quebec Steamship Co.....	Freight.....	5	49		
K. Mathurin.....	Lime.....	1	15		
				570	19
<i>Point de Monts.</i>					
L. F. Faffard.....	12 months salary as Light-keeper.....	\$695	00		
do .....	do superannuation tax .....	5	00		
do .....	Cannon house .....	700	00		
		91	54		
J. Couture.....	Repairing house.....	166	00		
A. E. Vallerand.....	Lamps.....	13	95		
T. Routier .....	Cart, repairs, &c .....	70	70		
J. Hamel et frères.....	Glass cloth and curtains.....	20	58		
E. Giroux et frère.....	Medicines.....	7	35		
L. Leclerc.....	Junk.....	13	50		
Beaudet & Chinic.....	Paint, iron, nails, etc.....	89	72		
Laroche & Co.....	Medicine .....	15	55		
J. Brousseau.....	Spouts .....	4	05		
Fisher & Blouin.....	Collar, bridle, etc.....	13	35		
F. Gagnon .....	Freight.....	5	00		
T. Parent.....	Water barrels.....	19	59		
Audet & Robitaille.....	Oars.....	4	50		
F. Gunn.....	Rope.....	28	26		
S. Peters.....	Elm.....	8	87		
Geo. Perrin.....	Bricks.....	3	10		
G. M. Webster & Co.....	do and cement.....	14	50		
Renaud et Cie.....	Hay, oats and bran.....	47	92		
Fraser & Co.....	Passage of carpenters.....	12	00		
G. T. Phillips.....	Sheet lead.....	20	41		
J. H. Clint.....	Lumber.....	17	76		
S. Bédard.....	Stove and pipes.....	34	55		
				1,422	66
<i>Point Rich.</i>					
F. Lemieux.....	12 months salary as Light-keeper.....	\$595	00		
do .....	do superannuation tax.....	5	60		
do .....	Fuel, 1884-85 .....	600	60		
do .....	Clapboarding and painting.....	300	00		
J. H. Clint.....	Lumber.....	44	60		
Beaudet & Chinic.....	Glass, paint, bar iron, &c .....	77	20		
F. Gunn.....	Rope.....	10	63		
S. Bédard.....	Measures and pipes .....	9	15		
J. & W. Reid.....	Felt.....	7	50		
G. T. Phillips.....	Sheet lead.....	8	97		
A. E. Vallerand.....	Lamps.....	2	10		
Audet & Robitaille.....	Halyards.....	1	70		
				1,122	45
	Carried forward.....			54,157	25

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc.—Continued.

		\$	cts.	\$	cts.
		Brought forward .....			54,157 25
<i>Point aux Orignaux.</i>					
J. H. Beaulieu.....	12 months salary as Light-keeper.....	\$246	88		
do .....	do superannuation tax.....	3	12		
do .....	Fuel, 1884-85 .....		250	00	
C. Dionne.....	Repairs to lighthouse .....		12	00	
A. Marmen.....	Travelling expenses.....		330	00	
T. Routier.....	do .....		9	05	
			7	00	
				608	05
<i>Point St. Laurent.</i>					
E. Chabot.....	12 months salary as Light-keeper.....	\$296	24		
do .....	do superannuation tax.....	3	76		
F. Gunn.....	Rope.....		300	00	
			0	75	
				300	75
<i>Point St. John.</i>					
Chas. Langlois .....	12 months salary as Light-keeper.....	\$296	24		
do .....	do superannuation tax.....	3	76		
do .....	Fuel, 1884-85 .....		300	00	
Beaudet & Chinic.....	Bucket.....		16	00	
			0	45	
				316	45
<i>Portneuf (B).</i>					
D. Tremblay.....	12 months salary as Light-keeper.....	\$345	60		
do .....	do superannuation tax.....	4	40		
do .....	Fuel, 1884-85, \$30; horse keep, \$12.....		350	00	
do .....	Repairing boat.....		42	00	
J. Cliford.....	Boat and shed.....		43	75	
Beaudet & Chinic.....	Paint, glass, iron.....		44	00	
F. Gunn.....	Canvas.....		16	04	
J. H. Clint .....	Lumber.....		14	70	
E. Giroux et frère .....	Medicines.....		12	96	
S. Bédard .....	Pipes and repairs.....		10	70	
J. Hamel et frères.....	Glass cloth.....		5	00	
Audet & Robitaille.....	Rope.....		4	53	
			1	13	
				544	81
<i>Red Island Lighthouse.</i>					
Elz. Fraser.....	12 months salary as Light keeper .....	\$653	72		
do .....	do superannuation tax .....	6	28		
do .....	Board of carpenter.....		660	00	
E. Giroux et frère.....	Medicine.....		2	00	
W. M. McDonald.....	Wall paper.....		8	15	
C. Bertrand .....	Nails.....		4	20	
E. Mathurin.....	Lime.....		3	65	
J. Brousseau.....	Ladders.....		2	30	
T. Parent.....	Water keg.....		2	20	
A. E. Vallerand.....	Lamp.....		1	75	
			1	60	
				685	85
<i>Rivière du Loup.</i>					
L. T. Puize.....	Salary for season.....		60	00	
				60	00
		Carried forward.....			56,673 16



STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.— *Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		56,673 16
<i>Red Island Lightship.</i>			
L. T. Delisle .....	Balance, contract for 1884.....	\$1,900 00	
do .....	Account do 1885.....	600 00	
		2,400 00	
G. Lamontagne.....	Repairing clock.....	1 50	
Harbour Commissioners.	Wintering.....	40 00	
J. O'Donohoe.....	Repairing barometer.....	4 00	
J. Gaudle.....	Towage.....	60 00	
Hamel et frères.....	Glass cloth.....	3 60	
E. Giroux et frère.....	Medicines.....	26 95	
A. W. Glassford.....	Fire extinguisher, paint.....	44 05	
R. Blakiston.....	Sails.....	122 50	
Audet & Robitaille.....	Chain.....	35 14	
L. T. Delisle.....	Paid for Repairs.....	16 79	
A. McCallum.....	Barometer and telescope.....	5 75	
Beaudet & Chinic.....	Padlocks.....	1 90	
S. Bédard.....	Galvanised pipe swing head.....	44 20	
W. T. Davie.....	Towage.....	10 00	
Renaud & Co.....	Lamp and wicks.....	4 40	
A. Charrier.....	Watching.....	37 06	
C. Vezina.....	Grapplles.....	17 80	
J. Sullivan.....	Chain cable.....	163 00	
M. Dunn.....	Soap.....	20 25	
G. T. Davie.....	Painting, \$131.20; wintering, \$200.....	331 20	
J. B. Dutil.....	Oars.....	4 00	
<i>Fog Whistle.</i>			
T. P. Pelletier.....	73 cords wood, at \$3.....	219 00	
G. T. Davie.....	Repairing engines.....	278 20	
S. J. Shaw.....	Files, hammer.....	8 25	
Beaudet & Chinic.....	Iron, tools, etc.....	83 82	
Whitehead & Turner.....	Tube brushes.....	9 00	
G. T. Phillips.....	Whistle, valves, pipes.....	982 37	
W. Stephens.....	Coaling.....	26 63	
C. Vezina.....	Repairing tools.....	20 40	
Carrier, Laine & Co.....	Steel plates and repairing boiler.....	1,336 08	
A. Gagnon.....	1 cord wood.....	3 20	
G. Webster & Co.....	25 chaldrons coal, at \$6.....	150 00	
F. Gunn.....	35 tons coal, at \$3.30.....	115 50	
			6,616 54
<i>St. Alphonse.</i>			
Chs. Potvin.....	12 months salary as Light-keeper.....	40 00	
Beaudet & Chinic.....	Whiting.....	0 28	
F. Gunn.....	Rope.....	0 75	
			41 03
<i>St. Francis Range.</i>			
J. Lepage.....	12 months salary as Light-keeper.....	75 00	
J. Marceau.....	do do.....	75 00	
do.....	Fuel, 1884-85.....	12 00	
J. Lepage.....	do.....	12 00	
J. Marceau.....	Board and cartage.....	13 55	
F. Gunn.....	Canvas.....	14 88	
J. Bédard.....	Repairs.....	34 95	
A. E. Vallerand.....	Lantern.....	2 00	
			239 38
	Carried forward.....		63,570 11

STATEMENT of Expenditure on account of Maintenance of Lights beolw  
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....			63,570	11
<i>Seven Islands.</i>					
F. Arcand.....	12 months salary as Light-keeper .....	\$495	00		
do .....	do superannuation tax.....	5	00		
do .....	Fuel, 1884-85.....		500	00	
T. Routier.....	Repairs .....		30	00	
I. Gourdeau.....	Provisions for workmen.....		62	15	
J. H. Clint .....	Lumber.....		6	60	
J. Hamel et frères .....	Glass cloth.....		7	22	
A. E. Vallerand .....	Chimneys.....		2	50	
E. Giroux et frère.....	Medicines.....		4	10	
Beaudet & Chinic.....	Whiting .....		1	00	
					633 57
<i>Upper Traverse Lightship.</i>					
E. Pelletier.....	Balance contract, 1884.....	\$1,200	00		
do .....	Account do 1885.....	300	00		
do .....	Allowance for extra hands.....		1,500	00	
do .....	Repairs .....		80	00	
T. Routier.....	do .....		61	51	
G. T. Phillips .....	Hose.....		58	52	
J. Gaudle .....	Towage .....		40	65	
E. Giroux et frère .....	Medicines .....		40	00	
J. B. Dutil .....	Oars.....		26	75	
Beaudet & Chinic.....	Bar iron .....		7	00	
G. Seifert .....	Telescope .....		26	49	
J. Sullivan .....	2 water tanks .....		8	00	
F. Derouin .....	Sheaves and blocks.....		80	00	
Hy. Black .....	Castings .....		32	00	
A. W. Glassford.....	Paint .....		9	75	
A. Gagnon.....	1 cord wood.....		3	30	
Renaud et Cie.....	Burners and wicks .....		3	20	
J. Hamel et frère.....	Glass cloth.....		1	65	
			1	44	
					1,980 26
<i>Buoys and Beacons.</i>					
Hy. Leblanc.....	Placing and taking up, New Richmond.....		26	70	
P. D. Rouleau .....	do Cock Point .....		27	50	
Le Boutillier Bros.....	do Paspebiac .....		44	50	
E. Maltais.....	do Malbaie .....		6	00	
E. Landry.....	do Carleton .....		10	00	
F. X. Cauchon .....	do North Channel .....		69	00	
Eug. Hamond .....	do Montmagny .....		75	00	
D. F. de St. Aubin.....	do Matane .....		134	50	
J. Eden.....	do Gaspé .....		35	65	
J. Cassidy.....	do Sandy Hook .....		25	00	
H. Suddard .....	do Gaspé .....		14	00	
Wm. Leslie.....	do Magdalen Islands.....		5	00	
A. Marmen.....	do River St. Lawrence.....		84	00	
A. Pelletier .....	Salvage.....		10	00	
A. Dupuis.....	do .....		5	00	
J. H. Clint.....	Lumber for beacons .....		41	98	
S. Veit.....	Erecting beacon.....		75	00	
Oct. Côté .....	Ground rent .....		15	00	
L. Legros.....	Repairs to beacon.....		6	00	
P. Anctil .....	do .....		7	75	
P. P. Pouliot.....	Erecting beacon.....		39	50	
Beaudet & Chinic .....	Iron for chains .....		237	58	
A. Rousseau.....	Sinkers.....		144	68	
T. Parent.....	Repairs.....		677	95	
	Carried forward.....		1,817	29	66,183 94

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....		1,817 29	66,183 94
<i>Buoys and Beacons—Continued.</i>			
T. Parent .....	New buoys.....	502 00	
H. Black.....	Sinkers, sheaves.....	173 25	
C. Veziua.....	Shackles, chains, etc.....	449 12	
J. Sullivan.....	Blocks.....	80 00	
Audet & Robitaille.....	Wire rope.....	6 40	
J. N. Tweddell.....	Towage.....	9 00	
A. Marmen.....	Paid for labour.....	4 80	
O. Simard.....	Paint brushes.....	14 80	
J. Lepage.....	Labour.....	6 75	
Aug. Blouin.....	do.....	6 75	
W. Fitzhenry.....	Paid labour landing buoys.....	10 00	
S. J. Shaw & Co.....	Rubber.....	9 60	
A. E. Vallerand.....	Wicking.....	9 60	
P. Waite.....	Clearing snow.....	16 80	
R. Patterson.....	Labour.....	24 38	
J. Sullivan.....	Rubber hose.....	10 20	
			3,150 74
<i>Gas Buoys.</i>			
P. Smith.....	Wages erecting building.....	476 38	
T. Routier.....	Pay list do.....	582 83	
J. Sullivan.....	Tanks, hose, etc.....	336 55	
J. Voyer.....	3 cords wood, at \$4.50.....	13 50	
C. Plante.....	Bricks, lime and sand.....	179 01	
do.....	Bricklaying.....	243 30	
Beaudet & Chinic.....	Paint, packing.....	28 00	
J. Marmen.....	5 cords wood, at \$5, and cartage.....	26 35	
D. Ross.....	Labour.....	9 60	
Hy. Black.....	Coke.....	17 00	
H. Hicks.....	Making gas and fitting tank.....	170 50	
G. M. Webster & Co.....	Bricks and cement.....	83 00	
Asbestos Manufact'g Co.....	Cement.....	11 25	
Bisset Bros.....	Bolts, grates, etc.....	21 96	
G. T. Phillips.....	Pipes, etc.....	217 31	
A. Marmen.....	Placing buoy.....	8 00	
C. Veziua.....	Laying up.....	28 10	
C. Joncas.....	Harbour dues.....	12 71	
Barge "Jumbo".....	Hire of barge.....	90 00	
Imperial Oil Co.....	Gas oil.....	217 50	
			2,772 55
<i>Agencies, Rents and Contingencies.</i>			
J. U. Gregory.....	12 months salary as Agent.....	1,960 00	
do.....	do superannuation tax.....	40 00	
L. A. Blanchet.....	do salary as Accountant and Chief Clerk.....	980 00	2,000 00
do.....	do superannuation tax.....	20 00	
E. E. Buteau.....	do salary as Clerk.....	882 00	1,000 00
do.....	do superannuation tax.....	18 00	
W. Barbour.....	do salary as Inspector of Lights.....	1,176 00	900 00
do.....	do superannuation tax.....	24 00	
			1,200 00
L. A. Blanchet.....	Petty cash.....	675 82	
A. G. Tourangeau.....	Postage, &c.....	244 65	
Bell Telephone Co.....	Rent.....	85 00	
British American Bank Note Co.....	Cheque books.....	43 50	
J. J. Foote.....	Subscriptions to "Chronicle".....	6 00	
City Corporation.....	Water taxes.....	22 00	
J. P. Dery.....	Stationery.....	44 50	
Dawson & Co.....	do.....	54 56	
C. E. Holiwell.....	do.....	6 90	
Carried forward.....		6,282 93	72,107 53

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	6,282 93*	72,107 53
<i>Agencies, Rent, and Contingencies—Concluded.</i>			
Geo. M. Webster & Co ...	11·1030 tons coal, at \$7.....	80 62	
do .....	10·120 do \$7 50.....	76 95	
E. Dussault .....	5 do \$4.50.....	22 50	
B. King .....	Washing and scrubbing.....	6 75	
J. & N. Reid.....	Felt.....	2 70	
D. & S. Arel .....	Ice.....	10 00	
G. T. Phillips .....	Repairing tanks and pipes.....	128 90	
A. B. Cherrier.....	Directory.....	4 00	
E. Pridham.....	Office files.....	6 00	
			6,621 35
<i>General Account.</i>			
Beaudet & Ohinic .....	20,000 lbs. powder, at 22c.....	\$4,400 00	
do .....	20,000 do at 20c.....	4,000 00	
do .....	Cartage.....	60 00	
do .....	Crossing.....	60 00	
do .....	Storage.....	160 00	
do .....	Blankets.....	10 00	
			8,690 00
Imperial Oil Co.....	20,546·61 galls. petroleum, at 22 cents.....	4,520 25	
E. Chanteloup.....	Lamps, chimneys, wire rope .....	1,690 50	
G. M. Webster & Co.....	9·30 tons coal, at \$7.....	63 11	
A. R. Pruneau.....	19 chaldrons coal, at \$7.50 .....	75 00	
J. Eden .....	Freight, 126½ tons coal, at \$1.50 .....	189 75	
Acadia Coal Co.....	126½ tons coal, at \$2.40.....	303 60	
Noonan & Davies.....	108½ do do .....	260 40	
do .....	Commission.....	6 50	
J. Eden .....	Paid for labour at coal .....	89 50	
V. Bouchard .....	Freight, 137½ tons coal, at \$2.....	275 00	
X. Kennedy .....	107 tons coal, at \$2.40 .....	256 80	
F. Cloutier .....	Freight, 86 tons coal, at \$1.50.....	129 00	
J. Sullivan .....	Boilers .....	500 00	
S. Bédard .....	Buckets, cans, etc. ....	284 65	
Beaudet & Ohinic.....	Paint, iron, etc.....	726 31	
O. Simard .....	Oil tanks.....	207 00	
A. E. Vallerand .....	Chimneys, lamps, etc.....	80 75	
Dawson & Co.....	Stationery .....	47 75	
P. P. Pouliot.....	Oars.....	24 00	
E. Giroux et frère.....	Medicine.....	31 10	
J. Hamel et frères.....	Chamois, flannel, etc.....	52 69	
J. Desjardins .....	Lumber .....	463 50	
O. Simard .....	Paint, oil tanks, brushes, etc.....	89 50	
A. Rousseau.....	Castings .....	42 91	
A. Trudel .....	1 cord wood .....	4 80	
J. Voyer .....	5 do at \$5.25.....	26 25	
L. Marois .....	Baskets .....	5 25	
J. H. Olliv .....	Lumber .....	227 79	
J. P. Dery .....	Stationery .....	342 10	
J. Desgagné.....	Chimney cleaners .....	18 00	
T. Parent.....	Kegs.....	37 50	
F. O. Vallerand.....	Reeds, knobs, etc.....	10 10	
J. B. Dutil.....	Oars and paddles .....	83 50	
Fradette & Co.....	Spikes .....	32 50	
W. Stephenson.....	Fire kindlers.....	32 00	
A. W. Glassford.....	Glass bottles.....	27 00	
C. E. Holiwell.....	Stationery .....	29 35	
S. J. Shaw & Co .....	Locks, brushes .....	16 20	
H. Jewel .....	Knees.....	3 40	
J. Joseph.....	Glass, varnish .....	7 15	
J. & W. Reid .....	Felt .....	3 66	
Mrs. J. Morin .....	Chimney cleaners.....	18 00	
	Carried forward .....	19,623 76	78,728 88

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	19,623 76	78,728 88
<i>General Account—Continued.</i>			
M. Guerard .....	Black walnut.....	8 35	
J. E. Martineau.....	Boring machine.....	20 00	
A. J. Turcotte.....	99 galls. turpentine, at \$1, \$99; cartage, etc., \$4.05.	103 05	
N. Fitzhenry .....	Bags.....	83 57	
Fisher & Blouin.....	Belts.....	1 50	
G. T. Phillips .....	Heating apparatus.....	1,180 00	
do .....	Cocks, screws, etc.....	77 50	
T. Teakle .....	26 galls. oil, at \$1.30.....	33 80	
T. Routier.....	Carpenters' repairs.....	1,295 39	
A. Boivin .....	do .....	33 00	
H. Black .....	Castings.....	6 30	
A. Bedigaré .....	Repairing locks.....	13 30	
H. Hicks .....	Making chimneys.....	26 60	
J. B. Dussault .....	Repairing shed and canoe.....	10 00	
J. Barbeau .....	Repairing roof.....	72 34	
J. Levesque .....	Labour.....	19 50	
C. Plante .....	Bricks and mortar.....	32 85	
N. Plant .....	Mason work.....	104 35	
D. Damour .....	Repairing shed and canoe.....	23 25	
T. Desroches .....	do do .....	10 00	
N. Fitzhenry .....	Repairing bags.....	9 82	
W. M. McDonald.....	Painting.....	5 00	
T. Parent .....	Cooperage.....	130 02	
G. Lamontagne .....	Repairing clock.....	1 50	
G. T. Phillips.....	do pipes.....	287 04	
Bisset Bros.....	do drilling machine.....	26 45	
J. E. Dobbin.....	do clock.....	1 00	
D. Damour .....	Keeping canoe, Trois Pistoles.....	5 00	
T. Desroches .....	do Murray Bay.....	5 00	
J. B. Dussault .....	do L'Islet.....	5 00	
T. Raymond .....	do do .....	5 00	
R. Chamard .....	do Rimouski.....	5 00	
G. N. W. Telegraph Co.....	Telegraphing.....	463 53	
J. Marmen .....	Cartage of supplies.....	495 25	
J. G. Brunneau.....	11 months salary as Clerk in office.....	752 75	
Geo. D. O'Farrell.....	do do .....	586 25	
A. Marmen .....	Services.....	280 00	
J. Eden.....	Salary as Agent at Gaspé.....	100 00	
O. Pelletier.....	Telegraphing.....	61 50	
J. U. Gregory .....	Travelling expenses.....	117 92	
Str. "Montreal" .....	Freight.....	27 28	
J. Carroll.....	Advertising.....	150 00	
A. Fraser & Co.....	Freight.....	2 95	
L. J. Demers .....	Subscription to "Le Canadien".....	5 00	
"Mercury" .....	do .....	4 00	
J. Marcoux .....	Cartage.....	14 00	
J. B. Côté.....	Lettering stamp.....	4 00	
J. Eden.....	Postage and telegrams.....	16 50	
Quebec Steamship Co.....	Freight.....	20 58	
Mrs. Gauthier.....	Washing.....	4 50	
W. Barbour.....	Cartage.....	59 05	
Queen's Wharf.....	Storage of supplies.....	450 00	
Mrs. B. King.....	Washing.....	18 75	
Allans, Rae & Co.....	Freight.....	8 03	
A. Marmen .....	Travelling expenses.....	23 40	
B. Patterson.....	Labour.....	4 00	
J. Eden.....	Rent of coal yard.....	200 00	
W. Barbour.....	Paid for cartage and labour.....	111 44	
do .....	Board.....	100 00	
P. D. Rouleau .....	Erecting mast.....	15 00	
J. J. Foote.....	Subscription to "Chronicle".....	6 00	
T. Berrigan .....	Carting snow.....	35 00	
Department Militia.....	Storage of powder.....	22 80	
	Carried forward.....	27,630 08	78,728 88

STATEMENT of Expenditure on account of Maintenance of Lights below  
Quebec, etc.—*Concluded.*

		\$ cts.	\$ cts.
Brought forward.....		27,630 08	78,728 88
<i>General Account—Concluded.</i>			
P. Jobin.....	Travelling expenses.....	31 43	
J. Desgagne.....	Labour.....	13 75	
North Shore Railway.....	Freight.....	6 02	
N. Fitzhenry.....	Paid labour at coal.....	22 50	
A. J. Turcotte.....	392 gallons linseed oil, at 75c.....	294 00	
do.....	89 do turpentine at \$1.....	89 00	
do.....	79½ do olive oil.....	87 76	
do.....	Brooms, brushes, matches, etc.....	175 35	
R. C. W. MacCuaig.....	Fire grenades.....	127 50	
C. & W. Wurtele.....	Steel wire.....	44 52	
J. Joseph.....	Paint brushes.....	15 50	
L. C. Barney.....	Plate glass.....	340 25	
T. Burns.....	Whipsaw.....	5 00	
M. Dunn.....	Soap.....	258 00	
Hy. Dinning & Co.....	Iron plates.....	29 29	
F. Lauder.....	Cinder separators.....	6 15	
O. Beaubien et fils.....	Lumber.....	5 72	
Secretary Trinity House.....	On account gas buoys, £1,650 Os. 0d.....	8,030 00	
do do.....	Balance do 570 0 0.....	2,774 21	
			39,986 03
			118,714 81
Queen's Printer.....	Printing, etc.....		142 03
Total.....			118,856 84

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOURDEAU,  
*Accountant.*

## APPENDIX No. 4

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Maintenance of Lighthouses, Steam Fog-Whistles, etc., in Nova Scotia, for Fiscal Year ended 30th June, 1885.

GENERAL ACCOUNT.		\$ cts.	\$ cts.
A. Ramsey .....	Plate glass.....	1,038	10
Henry Haverstock .....	Boxes.....	180	00
S. Cunard & Co.....	Coal bags and coals.....	119	53
J. E. M. Taylor.....	Ruby shades, cutting glass.....	161	70
J. Hogan & Sons.....	Lumber and cement.....	90	39
R. H. Cogswell.....	Minute glass, repairing clock.....	3	00
do .....	Aneroid and compass.....	52	57
do .....	Hoisting time ball, 1 year.....	100	00
J. E. Butler .....	Boat oars.....	3	80
Bell Telephone Co.....	Rent, telephones and extension bell.....	90	00
Jacob Bowser.....	Carpenters work.....	15	07
do .....	Removing blacksmiths shop.....	43	50
Macdonald & Co.....	Repairing lamps, lanterns, etc.....	231	13
J. Corbett.....	Travelling expenses.....	270	00
D. Waddell.....	Lighterage oil tanks.....	15	00
J. Overy.....	Truckage supplies.....	27	99
Starr Manufacturing Co.	Repairing reflectors.....	99	50
Joseph Geddes.....	Boat.....	99	00
City of Halifax.....	Water rates, 1884-85.....	500	00
do .....	Hydrant repairs .....	23	10
John Taylor.....	Wheelbarrows .....	9	00
Saml. Mosher.....	Water and oil tanks.....	67	00
Wm. Holloway.....	Blocks and shelves.....	5	40
John Cawsey.....	Building chimney.....	34	80
Lordly & Stimpson.....	Brooms.....	18	00
J. S. Uashin.....	Straw.....	4	66
J. E. Wilson.....	Boiler, pipes, stove, etc.....	35	05
J. E. Morse & Co.....	Hand grenades, baskets.....	12	20
G. McKenzie.....	Delivering oil at pole lights.....	7	00
Hugh Campbell.....	Survey, etc., Campbell's Island.....	4	50
Charles Neal.....	Travelling expenses.....	48	00
do .....	Labor, truckages and freights.....	1,324	47
H. R. McKenzie.....	Survey of land at Ingonish.....	28	50
E. Petitpas.....	Boat knees.....	17	50
Fishwick's Express.....	Freights.....	42	16
Baldwin & Co.....	Burner and chimneys.....	14	50
Alfred Graves.....	Coopering oil.....	19	25
do .....	Empty casks.....	84	00
Malcom McLeod.....	Freight supplies.....	56	60
F. W. W. Doane.....	Sonorettes for telephones.....	6	00
I. C. Coal Mining Co.....	Coals.....	8	70
J. D. McDougall.....	Rubber stamp.....	2	00
J. E. Irish.....	Lamp.....	7	50
T. W. Bateman.....	Repairing locks.....	1	50
J. R. Gordon.....	Alcohol.....	22	00
W. H. Noble.....	Travelling expenses.....	97	59
T. Forhan & Co.....	Tarpauline, repairing life belts.....	23	75
Archd. Warner.....	Travelling expenses.....	20	76
Thomas Doyle.....	Kegs.....	36	00
J. F. Phelan & Son.....	Freight, lamps.....	4	81
F. C. Stevens.....	Coals.....	19	30
Steam Gauge & Lantern Co.....	Lanterns.....	257	59
H. C. Evans.....	Brooms and pails.....	92	10
Carried forward.....		5,595	34

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia—Continued.

		\$	cts.	\$	cts.
	Brought forward.....	5,595	34		
GENERAL ACCOUNT—Continued.					
I. C. Railway.....	Freight, grenades, chimneys.....	16	23		
Sarah Dempsey.....	Rent, life-boat house, Herring Cove, to 17th June.	25	00		
R. C. W. MacUnaig.....	Fire grenades.....	127	50		
Creighton & Marshall.....	Stationery.....	19	46		
Parker & Evans.....	Boiler, compound.....	78	21		
Geo. E. Smith & Co.....	Cotton waste, paints, oil, lanterns, &c.....	2,151	79		
Theakston & Angwin.....	Paint, turpentine, hardware, &c.....	2,384	16		
John White.....	Oil tanks and tinware.....	334	00		
J. K. Christie.....	Blacksmith's wages.....	683	76		
Malcom McNeil.....	do.....	360	68		
J. Patterson.....	Smoke pipe for blacksmith's shop.....	24	80		
John P. Mott & Co.....	Soap, tallow, lime.....	707	56		
Burns & Murray.....	Cotton, ticking, flannel.....	331	63		
Union Glass Co.....	Chimneys.....	339	92		
Nova Scotia Glass Co.....	do.....	387	00		
James Simmonds.....	Tinware.....	277	80		
Alpin Grant.....	Rent, wharf and stores for 1 year.....	1,500	00		
Imperial Oil Co.....	18,847-19 gallons oil, at 22½ cts.....	\$4,240	62		
do.....	16,149-81 do do.....	3,633	71		
		7,874	33		
D. McPherson.....	Receiving, storing and delivering.....	457	86		
John Finlay.....	Repairing boats.....	192	25		
Sailors Home.....	Boat.....	15	00		
Edward Bennett.....	Night watching, labour.....	458	75		
James Mayor.....	Labour at wharf and stores.....	365	00		
Henry Metzler.....	do.....	509	00		
"Morning Chronicle".....	Subscription and advertising.....	19	44		
Western Union Telegraph Co.....	Telegrams.....	274	32		
"Herald" Printing Co.....	Posters and advertising.....	159	00		
George E. Morton.....	Postage stamps.....	228	50		
A. W. Mackinlay.....	Stationery, blank-books, etc.....	148	54		
Acadian "Recorder".....	Subscription, from 24th May, 1883, to Jan'y., 1886.	12	92		
Yarmouth "Times".....	Advertising.....	72	26		
do.....	Subscription, 1 year.....	2	00		
"Colonial Standard".....	Advertising.....	10	20		
"New Era".....	do.....	29	00		
Antigonish "Casket".....	do.....	2	72		
"Trades Journal".....	do.....	1	50		
Halifax "Citizen".....	Subscription, 1 year.....	5	00		
H. S. King & Co.....	Nautical magazine, 1 year.....	3	75		
North Sydney "Herald".....	Advertising.....	2	97		
Amherst "Gazette".....	do.....	7	84		
British America Bank Note Co.....	Altering cheque plate, printing cheque books.....	97	50		
Chas. M. Creed.....	Subscriptions to Reading Room.....	6	00		
"Moniteur Acadien".....	Advertising.....	3	20		
"Sun" Publishing Co.....	do.....	9	60		
"Critic" Publishing Co.....	do.....	2	80		
Post Office.....	Rent box, deposit on key.....	7	00		
W. J. Ouldfield.....	12 months salary as messenger.....	360	00		
Catherine Ouldfield.....	Cleaning offices.....	96	00		
do.....	Washing office towels.....	7	50		
H. J. Morgan.....	Annual Register, 1883.....	2	50		
Nautical "Gazette".....	Subscription, 1 year.....	4	00		
I. C. Express.....	Freight, cheque books.....	1	30		
Toronto "Mail".....	Subscription, 1 year.....	7	00		
J. R. Glendinning.....	Ice for offices.....	4	00		
J. H. Holland.....	Office blinds and fittings.....	30	20		
D. McAlpine & Co.....	City directory, 1885-86.....	\$1,960	00		
H. W. Johnston.....	12 months salary as Agent.....	40	00		
Receiver-General.....	do superannuation tax.....			2,000	00
		28,618	04		

Carried forward.....

28,618 04



STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	28,618 04	.....
<b>GENERAL ACCOUNT—Concluded.</b>			
Henry Dolby .....	12 months salary as Clerk.....	\$1,078 00	
Receiver-General.....	do superannuation tax.....	22 00	
		1,100 00	29,718 04
<b>FOG-WHISTLES.</b>			
<i>Brier Island.</i>			
Macdonald & Co.....	Suction hose, pipe.....	78 90	
Bowers & Havey.....	12 cords wood, at \$6.75.....	81 00	
Symonds & Co.....	Repairs to machinery.....	365 77	
J. E. Bancroft.....	Board mechanics.....	30 00	
F. C. Stevens.....	43 tons coal, at \$3.40.....	146 20	
G. P. Mitchell & Sons.....	Freight do.....	96 28	
B. H. Ruggles.....	Teaming and wharfage coal.....	77 25	
F. Sutherland.....	12 months salary as Keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	1,375 40
<i>Cape Sable.</i>			
Jiggins Coal Co.....	199 tons coal, at \$2.40.....	477 60	
D. A. Huntley .....	Freight do 4.50.....	895 50	
Macdonald & Co.....	Globe and check valves, etc.....	9 50	
J. K. Doane .....	8 cords wood, at \$3.50.....	28 00	
do .....	Teaming 174 tons coal, at 75c.....	130 50	
do .....	Freight and teaming supplies.....	2 35	
A. Moir & Sons.....	Globe valves, repairs.....	22 13	
			1,565 58
<i>Cape d'Or.</i>			
Austin Smith.....	Labour.....	5 00	
Jiggins Coal Co.....	150 tons coal, at \$2.40.....	360 00	
D. A. Huntley.....	Freight do 1.50.....	225 00	
John Green.....	Foundation coal shed.....	4 75	
G. K. Morris.....	Hauling stone for do.....	6 75	
Owen McGuirk.....	Laying stone foundation coal shed.....	26 00	
do .....	Whitewashing do.....	5 25	
do .....	Repairing road.....	127 83	
N. B. Morris.....	12 cords wood, at \$4.....	48 00	
Fred. Canning.....	Hauling 148 tons coal, at 80c.....	118 40	
Isaac Morris.....	do 2 do 79c.....	1 58	
A. S. Townshend.....	Freight supplies.....	1 60	
Symonds & Co.....	Pipe, bolts, repairing valve.....	27 50	
Robt. McLaughlin.....	Iron work.....	7 70	
W. Spence.....	Wages Assistant, 1 quarter.....	75 00	
J. McGuirk.....	do do.....	75 00	
J. P. Rand.....	do 6 months.....	150 00	
A. H. Rand.....	Board labourers at coal shed, repairing road.....	53 00	
do .....	Travelling expenses.....	7 50	
do .....	12 months salary as Engineer.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	1,825 86
<i>Cranberry Island.</i>			
Macdonald & Co.....	Valves and couplings.....	2 30	
Symonds & Co.....	Repairing boiler.....	24 50	
A. N. Whitman.....	Freight 60½ tons coal, at \$1.50.....	90 75	
S. McKenzie.....	do 87½ do.....	131 25	
Geo. Olliver.....	Landing and storing.....	148 00	
	Carried forward.....	396 80	34,484 88

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	396 80	34,484 88
	<b>FOG-WHISTLES—Continued-</b>		
	<i>Cranberry Island—Concluded.</i>		
Acadia Coal Co.....	148 tons coal, at \$2.40.....	355 20	
James Lepper .....	Iron, nails, board mechanics.....	26 55	778 55
	<i>Cross Island.</i>		
R. Heisler.....	Teaming coal, board mechanics.....	19 05	
Wm. Richard.....	Freight coal.....	50 00	
Wm. Roche.....	15 tons coal, at \$3.75.....	56 25	
I. C. Railway.....	Freight boiler.....	5 60	
Truro Foundry Co.....	Boiler and smoke stack.....	575 00	705 90
	<i>Digby.</i>		
Jiggins Coal Co.....	120 tons coal, at \$2.40.....	288 00	
D. A. Huntley.....	Freight do 1.70.....	228 00	
Macdonald & Co.....	Tube brushes.....	4 50	
R. H. Cogswell.....	Clock.....	4 50	
Jas. W. Hayden.....	Hauling 30 tons coal at 85c.....	25 50	
J. R. Hinxman.....	do 90 do 85c.....	76 50	627 00
	<i>St. Paul's Island.</i>		
John White.....	Stovepipe, grate.....	11 50	
Macdonald & Co.....	Machinists' supplies.....	33 92	
Archibald & Co.....	150 tons coal, at \$5.75.....	862 50	
R. Muirhead.....	12 months salary as Keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	1,407 92
	<i>Seal Island.</i>		
Macdonald & Co.....	Repairing whistles.....	5 25	
Jiggins Coal Co.....	150 tons coal, at \$2.40.....	360 00	
D. A. Huntley.....	Freight do 4.50.....	675 00	
J. Tobin & Co.....	Hauling and storing coal.....	112 50	
Burrell, Johnston & Co...	Repairing machinery.....	21 51	
L. J. Newell.....	Freight, 68 tons coal, at \$3.....	204 00	1,378 26
	<i>Sambro Island.</i>		
James Fleming.....	Freight lumber.....	3 00	
Macdonald & Co.....	Repairs and supplies.....	15 30	
do	Spindle and pattern.....	13 45	
do	Belting, repairing valve gear.....	23 50	
do	Tube brushes, gauge glasses.....	24 90	
Mary Myatt.....	Freight supplies.....	10 00	
D. Waddell.....	Freight coal.....	530 00	
John Smith.....	17 cords wood, at \$6.....	102 00	
A. Gilkie.....	Labour at coal.....	36 40	
Theakston & Angwin.....	Tube brushes, etc.....	18 05	
J. Hogan & Sons.....	Lumber.....	7 12	
Charles Neal.....	Paid labour on coal.....	25 50	
Acadia Coal Co.....	159½ tons coal, at \$3.10.....	494 45	
John Fegan.....	Freight supplies.....	28 00	
Major F. Fereday.....	Rent land, to 25th June, 1885.....	0 49	
	Carried forward.....	1,332 16	39,382 51

STATEMENT of Expenditure in connection with the Maintenance of Light houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	1,332 16	39,382 51
<b>FOG-WHISTLES—Continued.</b>			
<i>Sambro Island—Concluded.</i>			
Symonds & Co.....	Repairing boiler.....	286 30	
E. G. C. Stayner.....	38 tons coal, at \$3.10.....	111 60	
			1,730 06
<i>Scatterie.</i>			
J. W. Brown.....	9½ cords wood.....	40 38	
Macdonald & Co.....	Tubes, rubber packing, crank pin, brasses.....	16 00	
Theakston & Angwin....	Shovel.....	1 20	
Malcom Ferguson.....	Digging well.....	4 00	
do .....	12 months salary as Keeper.....	\$362 91	
Receiver-General.....	do superannuation tax.....	3 75	
		366 66	
Archibald & Co.....	150 tons coal, at \$4.25.....	675 75	
			1,103 99
<i>Shelburne.</i>			
Macdonald & Co.....	Supplies and repairs.....	21 35	
Lewis Newell .....	Freight on 76½ tons coal, at \$3.....	229 50	
Acadis Coal Co.....	76½ tons coal, at \$3.10.....	237 15	
Francis Demings.....	Teaming coal.....	114 00	
do .....	Salary from 15th March to 31st Dec., 1884.....	316 66	
			918 66
<i>Yarmouth.</i>			
Jiggins Coal Co.....	131 tons coal, at \$2.40.....	314 40	
Burrell, Johnston & Co...	Repairing boiler.....	46 17	
do .....	Repairing machinery.....	411 58	
D. A. Huntley .....	Freight 131 tons coal, at \$2.50.....	327 50	
W. H. Kenney .....	Building coal shed .....	300 00	
Theakston & Angwin....	Shovel, packing .....	3 65	
John Sweeney.....	15 cords wood, at \$4 .....	60 00	
T. C. Redding.....	Repairing building .....	84 61	
W. H. Gridley .....	Tube cleaner, etc.....	1 35	
L. J. Newell.....	Freight on 68 tons coal, at \$3.....	204 00	
Jacob Harris .....	Use of road, 1 year, to 1st July, 1884 .....	6 00	
			1,759 26
<b>LIGHTHOUSES.</b>			
<b>SUPERINTENDENT OF LIGHTS.</b>			
C. A. Hutchins.....	Travelling expenses .....	526 44	
do .....	12 months salary as Superintendent of Lights.....	\$1,176	
Receiver-General.....	do superannuation tax.....	24	
		1,200 00	
			1,726 44
<i>Amet Island.</i>			
Wm. McCully.....	Labour repairing protection work.....	3,111 66	
Arch. Campbell.....	Iron, spikes, logs, ties, plank, etc., for repairs.....	2,692 26	
Benj. Betts.....	Amount of contract on logs .....	1,300 00	
John McFarlane.....	12 months salary as Light-keeper.....	\$443 76	
Receiver-General.....	do superannuation tax.....	6 24	
		450 00	
			7,553 92
	Carried forward.....		54,174 84

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			54,174 84
<b>LIGHTHOUSES—Continued.</b>			
<i>Annapolis.</i>			
Smith & Kaye.....	Chimney top.....	6 75	
G. A. Turnbull .....	Hauling supplies.....	9 00	
Dakin Bros.....	Stovepipes and elbows.....	2 70	
Macdonald & Co.....	Lamps, etc.....	52 00	
W. E. Ellis.....	Freight and cartage supplies.....	5 68	
do .....	12 months salary as Light-keeper.....	\$795 00	
Receiver-General.....	do superannuation tax.....	5 00	
		800 00	876 13
<i>Apple River.</i>			
Smith & Kaye.....	Chimney top.....	6 62	
J. E. Wilson.....	Stove pipes, etc.....	3 55	
James Tate.....	Freight supplies.....	4 90	
do .....	12 months salary as Light-keeper.....	\$375 28	
Receiver-General.....	do superannuation tax.....	4 72	
		380 00	395 07
<i>Arichat.</i>			
John White.....	Stove, linings, grate.....	26 00	
Chris. de Ooste .....	Painting .....	12 50	
do .....	12 months salary as Light-keeper.....	\$246 88	
Receiver-General .....	do superannuation tax.....	3 12	
		250 00	288 50
<i>Argyle.</i>			
J. Holloway & Sons .....	Blocks.....	3 00	
W. Gardner.....	Boat and sails.....	30 00	
H. H. Hamilton.....	Labour on oil.....	5 00	
do .....	12 months salary as Light-keeper .....	\$345 64	
Receiver-General .....	do superannuation tax.....	4 36	
		350 00	388 00
<i>Abbott's Harbor.</i>			
Gervaise D'Entremont..	Attending light for season 1884.....		20 00
<i>Advocate Harbor.</i>			
Macdonald & Co.....	Fitting reflectors and burners.....	8 10	
Chas. Neal.....	Travelling expenses.....	31 40	
Geo. E. Smith & Co .....	Zinc and nails.....	2 75	
J. E. Wilson .....	Stovepipes, deck irons.....	14 80	
G. S. Livingstone.....	Stovepipe, freight.....	3 40	
do .....	Boat and freight.....	29 25	
do .....	Storm door, freight on oil.....	6 53	
do .....	Salary as Light-keeper from 8th May, '84, to 30th June, '85.....	156 57	
			252 80
<i>Barrington.</i>			
J. E. M. Taylor.....	Ruby glass.....	10 40	
Geo. H. Snow.....	Labour on oil and stores.....	8 00	
do .....	12 months salary as Light-keeper .....	\$345 00	
Receiver-General.....	do superannuation tax.....	5 00	
		350 00	368 40
Carried forward.....			56,763 74

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				56,763	74.
<b>LIGHTHOUSES—Continued.</b>					
<i>Barrington Light Vessel.</i>					
Macdonald & Co.....	Making and repairing lamps .....	21	55		
Theakston & Angwin.....	Rope, spun yarn, etc.....	30	13		
Burns & Murray.....	Cabin curtains.....	3	00		
Gordon & Kieth.....	Chair and cushion.....	3	00		
John White.....	Coal hod.....	1	75		
R. H. Cogswell.....	Repairing clock.....	1	00		
G. E. Smith & Co.....	Wire rope.....	2	25		
J. R. Kenney.....	Travelling expenses.....	22	50		
do.....	New mast and rigging.....	80	00		
do.....	Making sail.....	21	00		
Receiver-General.....	12 months salary as Light-keeper.....	\$496	24		
	do superannuation tax.....	3	76		
		500 00			
<i>Beaver Island.</i>					
John W. Hall.....	Building slip.....	40	00		
do.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	do superannuation tax.....	5	00		
		400 00		886	18
<i>Bird Island.</i>					
John White.....	Stove, linings, grate.....	26	00		
L. G. Campbell.....	Witness fees <i>in re</i> investigation charges vs. Keeper.....	7	50		
J. E. M. Taylor.....	Ruby glass.....	19	40		
Angus Ross.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	do superannuation tax.....	5	00		
		409 00		440	00
<i>Black Rock.</i>					
J. E. Wilson.....	Cook stove, pipe.....	25	30		
James S. Robinson.....	Salary as Light-keeper, 1st July, 1884, to 16th February, 1885.....	\$224	11		
Receiver-General.....	Superannuation tax.....	2	24		
		226 35			
Charles Robinson.....	Salary as Light-keeper, from 16th February, 1885, to 30th June, 1885.....	110	34		
		110 34		361	99
<i>Black Rock Point.</i>					
W. H. McDonald.....	Freight shingles and plank.....	10	55		
Geo. E. Smith & Co.....	Shingle nails, spikes.....	4	50		
Brookfield Bros.....	Shingles and lumber.....	57	50		
Alex. F. Morrison.....	Repairs, painting.....	60	00		
Donald Morrison.....	12 months salary as Light-keeper.....	\$345	64		
Receiver-General.....	do superannuation tax.....	4	36		
		350 00		482	55
<i>Boar's Head.</i>					
Smith & Kaye.....	Chimney top.....	6	62		
Henry M. Ruggles.....	Repairs.....	29	50		
do.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	do superannuation tax.....	5	00		
		406 00		436	12
Carried forward.....				59,614	48

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward .....				59,614	48
<b>LIGHTHOUSES—Continued.</b>					
<i>Brier Island.</i>					
Charles Neal .....	Travelling expenses.....	27	85		
James Maxwell.....	Teaming supplies.....	6	00		
J. E. Bancroft.....	Repairs to dwelling.....	30	08		
do .....	12 months salary as Light-keeper.....	400	00		
				464	53
<i>Burnt Coat.</i>					
Macdonald & Co.....	Kitchen pump.....	9	50		
Jacob Bowser.....	Repairs.....	199	80		
Theakston & Angwin....	Nails, spikes, canvas, etc.....	62	19		
A. Shaw Smith.....	Freight lumber, etc.....	31	83		
Prescott Mosher.....	Board carpenters, fence and fencing.....	124	51		
do .....	12 months salary as Light-keeper.....	250	00		
				677	83
<i>Bon Portage.</i>					
Burrell, Johnson & Co....	Repairs .....	44	60		
Wm. Wrayton.....	12 months salary as Light-keeper.....	\$345	64		
Receiver-General.....	do superannuation tax.....	4	36		
				350	00
				394	60
<i>Betty's Island.</i>					
J. E. M. Taylor.....	Ruby shades.....	7	80		
Macdonald & Co.....	Burners, lamps, fountains.....	71	75		
P. Christian, sen.....	Painting, repairing boat, labour.....	33	00		
do .....	12 months salary as Light-keeper.....	\$493	76		
Receiver-General.....	do superannuation tax.....	6	24		
				500	00
				612	55
<i>Brooklyn Pier.</i>					
G. E. Smith & Co.....	Repairing padlock, hatchet.....	3	90		
J. Gardner.....	Salary as Light-keeper, from 1st July, 1884, to 22nd February, 1885.....	118	50		
do .....	Painting.....	7	50		
Fred. S. Gardner.....	Salary as Light-keeper, from 22nd February, 1885, to 30th June, 1885.....	63	50		
				193	40
<i>Canso Harbour.</i>					
Thos. O'Neill.....	Repairs.....	154	33		
Patrick Cashen.....	Boat.....	19	00		
Lawrence Power.....	12 months salary as Light-keeper.....	\$197	52		
Receiver-General.....	do superannuation tax.....	2	48		
				200	00
				373	53
<i>Cape Canso.</i>					
George Hurst.....	Boat.....	18	00		
do .....	Labour removing and repairing building.....	54	00		
Angus McDonald.....	do .....	30	00		
O. E. Creighton & Co.....	511½ gallons oil, at 25c.; truckage, 50c.....	128	38		
J. E. M. Taylor.....	Cutting plate glass.....	1	00		
James Lepper.....	12 months salary as Light-keeper.....	900	00		
				1,131	38
Carried forward.....				63,462	30

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		63,462 30
<b>LIGHTHOUSES—Continued.</b>			
<i>Cape North.</i>			
John McKinnon.....	Labour on supplies.....	3 00	
do .....	12 months salary as Light-keeper.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	403 00
<i>Cape George.</i>			
John Murray.....	12 months salary as Light-keeper.....		200 00
<i>Church Point.</i>			
J. H. Saulneir.....	Repairs.....	46 48	
do .....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	246 48
<i>Cape Sable.</i>			
J. Hogan & Sons.....	Boards and plank.....	9 75	
Israel Cunningham.....	Boating blank.....	1 50	
I. K. Doane.....	Teaming supplies.....	3 00	
do .....	12 months salary as Light-keeper.....	\$794 00	
Receiver-General.....	do superannuation tax.....	6 00	
		800 00	814 25
<i>Cape St. George.</i>			
Macdonald & Co.....	Kitchen pump.....	10 50	
W. J. Ondon .....	Hauling supplies, 1883-84.....	3 60	
do .....	12 months salary as Light-keeper.....	450 00	
			464 10
<i>Cape St. Mary's.</i>			
W. H. Kenney.....	Shingles, nails, freight.....	27 50	
M. Robichau .....	Repairs.....	5 40	
do .....	12 months salary as Light-keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	532 90
<i>Carter's Island.</i>			
O. M. Collupy.....	Repairs, glazing.....	6 00	
do .....	12 months salary as Light-keeper.....	250 00	
			256 00
<i>Carribou Island.</i>			
Roderick McKenzie.....	12 months salary as Light-keeper.....	296 28	
Receiver-General.....	do superannuation tax.....	3 72	
			300 00
<i>Chester.</i>			
Uriah Young.....	Fencing, painting, trucking.....	32 12	
do .....	Stovepipe.....	5 34	
do .....	12 months salary as Light-keeper.....	400 00	
			437 46
	Carried forward.....		67,116 49

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
		Brought forward .....		67,116 49	
<b>LIGHTHOUSES—Continued.</b>					
<i>Cheticamp.</i>					
P. Robin & Co.....	12 months salary as Light-keeper.....	296	28		
Receiver-General.....	do superannuation tax.....	3	72		
					300 00
<i>Creighton Head.</i>					
Wm. P. Anderson.....	Travelling expenses.....	3	06		
R. H. Cogswell.....	Clock.....	4	50		
H. H. Orichton.....	12 months salary as Light-keeper.....	\$197	52		
Receiver-General.....	do superannuation tax.....	2	48		
				200	00
					207 56
<i>Chebucto Head.</i>					
R. H. Cogswell.....	Telescope.....	8	50		
Macdonald & Co.....	Oil fount .....	6	50		
Edward Johnson.....	Labor on oil.....	9	00		
do .....	Painting.....	20	00		
do .....	12 months salary as Light-keeper.....	\$493	12		
Receiver-General.....	do superannuation tax.....	6	88		
				500	00
					544 00
<i>Country Harbour.</i>					
Jacob Bowser.....	Masons' and carpenters' repairs .....	630	85		
J. A. McNeil .....	Conveyance carpenters, etc.....	21	00		
Macdonald & Co.....	Lamps, burners, repairs, etc. ....	139	70		
Spencer H. Giffin. ....	Balance on road.....	50	00		
do .....	Labor on oil .....	9	00		
do .....	Board carpenters and masons .....	217	50		
do .....	Building capstan, freight lamps .....	19	25		
do .....	12 months salary as Light-keeper.....	400	00		
					1,487 30
<i>Cross Island.</i>					
Macdonald & Co.....	Steel reeds, wrench.....	25	34		
George E. Smith.....	12 months salary as Light-keeper.....	\$794	28		
Receiver-General.....	do superannuation tax.....	5	72		
				800	00
					825 34
<i>Cape Le Ronde.</i>					
Geo. E. Smith & Co.....	Nails and spikes.....	10	28		
P. Walsh.....	Stovepipe, repairing lamps.....	5	25		
Chas. Latimer.....	Paint, oil, teaming stores .....	7	05		
do .....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General .....	do superannuation tax .....	3	72		
				300	00
					322 58
<i>Cow Bay Beacon.</i>					
J. E. M. Taylor.....	Ruby shades, cutting glass.....	14	39		
Geo. E. Smith & Co.....	Rope.....	1	17		
Arch. McKinnon.....	12 months salary as Light-keeper.....	70	00		
					85 56
<i>Cross Harbour.</i>					
John Ehler, 3rd.....	Storm door.....	3	00		
do .....	12 months salary as Light-keeper.....	300	00		
					303 00
		Carried forward .....		71,191 83	



STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			71,191 83
<b>LIGHTHOUSES—Continued.</b>			
<i>Croucher's Island.</i>			
Baldwin & Co.....	Duplex burners.....	5 00	
Theakston & Angwin.....	Cotton duck, etc.....	3 20	
George Croucher.....	12 months salary as Light-keeper.....	250 00	258 20
<i>Cape Sharp.</i>			
D. J. Taylor.....	Survey and plan land.....	12 00	
do.....	Duplicate plans, recording deed.....	7 75	
J. & S. Phinney.....	Building road, fencing lot.....	25 00	
Wallace Graham.....	Deed, etc., land.....	22 36	67 11
<i>Devil's Island.</i>			
J. Hogan & Sons.....	Fence posts, lumber.....	15 40	
J. E. Wilson.....	Stove and pipe.....	5 80	
John Smith.....	5 cords wood.....	25 00	
John White.....	Stovepipe.....	4 50	
Benj. Fulker.....	Labour on oil.....	4 50	
do.....	Labour erecting fence.....	14 00	
do.....	12 months salary as Light-keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	569 20
<i>De Bert (Pole Light).</i>			
Robt. Wier.....	12 months salary as Light-keeper.....		25 00
<i>Egg Island.</i>			
J. E. M. Taylor.....	Ruby glass.....	16 25	
Macdonald & Co.....	Spindle, repairing machinery.....	54 97	
Theakston & Angwin.....	Rope, zinc, duck.....	17 24	
J. Hogan & Sons.....	Spruce plank.....	2 65	
R. A. Nisbet.....	Re-fitting medicine chest.....	7 40	
W. Condon, jun.....	Freight, and landing coal.....	17 00	
do.....	Repairing boat slip.....	11 50	
do.....	do foundation oil store.....	3 00	
do.....	12 months salary as Light-keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	630 01
<i>Fish Island.</i>			
Joseph B. White.....	12 months salary as Light-keeper.....	276 52	
Receiver-General.....	do superannuation tax.....	3 48	
			280 00
<i>Flint Island.</i>			
Archibald & Co.....	10 tons coal, at \$5.....	50 00	
Steven Curry.....	Services.....	8 00	
Wm. Helen.....	Painting, repairing boat, rope.....	42 40	
do.....	12 months salary as Light-keeper.....	400 00	
			500 40
Carried forward.....			73,521 75

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
Brought forward.....			73,521 75
<b>LIGHTHOUSES—Continued.</b>			
<i>Fort Point.</i>			
John White.....	Stovepipe, elbows.....	10 00	
S. T. N. Sellon.....	12 months salary as Light-keeper.....	\$237 00	
Receiver-General.....	do superannuation tax.....	3 00	
		240 00	250 00
<i>Freestone Island (Pole Light.)</i>			
Lauchlin Morrison.....	12 months salary as Light-keeper.....		135 10
<i>Grand Narrows.</i>			
Stephen McNeil.....	Erecting oil store, labour on oil.....	33 80	
do.....	12 months salary as Light-keeper.....	\$118 52	
Receiver-General.....	do superannuation tax.....	1 48	
		120 00	153 80
<i>Green Island.</i>			
William Duann.....	12 months salary as Light-keeper.....	493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	500 00
<i>Gull Rock.</i>			
L. D. Orchard.....	Boat, stovepipe.....	29 14	
do.....	12 months salary as Light-keeper.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	429 14
<i>Cuysborough.</i>			
J. E. Wilson.....	Stove, pipe, roof plate.....	14 10	
Moses C. Scott.....	Freight do.....	1 70	
do.....	12 months salary as Light-keeper.....	220 00	
		235 80	235 80
<i>Guyon Island.</i>			
J. E. M. Taylor.....	Ruby glass.....	19 50	
Macdonald & Co.....	Repairing lamps and machinery.....	48 65	
Archibald & Co.....	10 tons coal, at \$5.....	50 00	
Theakston & Angwin.....	Latches and hinges.....	3 30	
J. E. Wilson.....	Stovepipe, pump.....	16 66	
John Hardy.....	Freight supplies.....	2 00	
R. B. Winton.....	12 months salary as Light-keeper.....	\$444 40	
Receiver-General.....	do superannuation tax.....	5 60	
		450 00	590 11
<i>George's Island.</i>			
John White.....	Stove back, coal hod.....	2 80	
Robert Ross.....	12 months salary as Light-keeper.....	150 00	
		152 80	152 80
<i>Glasgow Point (Pole Light).</i>			
Charles Forrest.....	Salary as Light-keeper.....		54 00
Carried forward.....			76,022 50

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward .....			76,022 50
<b>LIGHTHOUSES—Continued.</b>			
<i>Grandigue (Pole Light).</i>			
Daniel Clough.....	Salary as Light-keeper.....		54 00
<i>Green Cove.</i>			
Alfred Perry.....	Oil.....	2 55	
Walter Sallows.....	Salary as Light-keeper.....	52 50	55 05
<i>Horton Bluff.</i>			
S. M. Rathbun.....	Painting, oil stove.....	4 00	
do.....	Freight, and hauling stores.....	4 22	
do.....	12 months salary as Light-keeper.....	\$246 88	
Receiver-General.....	do superannuation tax.....	3 12	
		250 00	258 22
<i>Harbour au Bouché.</i>			
W. J. Webb.....	12 months salary as Light-keeper.....	197 52	
Receiver-General.....	do superannuation tax.....	2 48	
			200 00
<i>Isle au Haut.</i>			
Theakston & Angwin.....	Chain.....	18 92	
Nelson Card.....	Allowance for hauling stores.....	25 00	
do.....	Boat and dorey.....	42 00	
do.....	Sundry disbursements.....	1 40	
do.....	Freight supplies.....	2 98	
do.....	12 months salary as Light-keeper.....	\$495 00	
Receiver-General.....	do superannuation tax.....	5 00	
		500 00	590 30
<i>Ingonish.</i>			
Lauchlin McDougall.....	12 months salary as Light-keeper.....	414 76	
Receiver-General.....	do superannuation tax.....	5 24	
			420 00
<i>Ironbound Island.</i>			
Macdonald & Co.....	Repairing lamps.....	2 60	
Enos Wolf.....	Boat and oars, sails.....	31 35	
do.....	Drain, painting buildings.....	61 00	
do.....	12 months salary as Light-keeper.....	\$355 52	
Receiver-General.....	do superannuation tax.....	4 48	
		360 00	454 95
<i>Isaac's Harbour.</i>			
R. H. Cogswell.....	Telescope.....	8 50	
O. W. Bigsby.....	Freight supplies.....	3 00	
do.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	211 50
Carried forward .....			72,266 52

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		76,022 50
<b>LIGHTHOUSES—Continued.</b>			
<i>Jerseyman's Island.</i>			
W. B. Reynolds.....	Pails, pipe, cowl.....	25 13	
George Vigneau.....	Shingling, painting.....	24 24	
do.....	12 months salary as Light-keeper.....	300 00	349 37
<i>Jeddore Rock.</i>			
Jacob Bowser.....	Mason work, repairs.....	50 25	
J. Hogan & Sons.....	Cement, lime, ladder.....	39 25	
R. H. Cogswell.....	Repairing clock.....	1 25	
J. E. M. Taylor.....	Ruby glass.....	23 40	
John Mitchell.....	Sand, labour on oil.....	5 90	
do.....	Boarding masons, labour, painting.....	35 25	
do.....	12 months salary as Light-keeper.....	400 00	555 30
<i>Jérôme Point.</i>			
J. D. Matheson.....	Doors, building road.....	56 94	
do.....	12 months salary as Light-keeper.....	200 00	256 94
<i>Kingsport.</i>			
W. F. Phipps.....	Repairs, painting, freight.....	18 35	
do.....	12 months salary as Light-keeper.....	80 00	98 35
<i>Kidston's Island.</i>			
D. M. Miller.....	Erecting oil store.....	30 50	
D. McRae.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	230 50
<i>King's Head.</i>			
Colin McDonald.....	Coal, truckage of supplies.....	4 00	
do.....	12 months salary as Light-keeper.....	200 00	204 00
<i>Little Hope.</i>			
R. H. Cogswell.....	Spy glass.....	8 50	
Anderson & Bell.....	Painting, stone, stays.....	52 96	
Theakston & Angwin.....	Boat nails.....	1 50	
Alex. McDonald.....	12 months salary as Light-keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	562 96
<i>Lingan Head.</i>			
James Quinn.....	Painting, glazing, etc.....	26 25	
do.....	Freight supplies.....	3 40	
do.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	229 65
	Carried forward.....		80,753 59

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		80,753 59
<b>LIGHTHOUSES—Continued.</b>			
<i>Liscomb.</i>			
J. E. M. Taylor.....	Ruby glass.....	15 60	
Seth Crooks.....	12 months salary as Light-keeper .....	\$345 64	
Receiver-General .....	do superannuation tax .....	4 36	
		350 00	365 60
<i>Liverpool.</i>			
Macdonald & Co.....	Repairing machinery.....	63 70	
C. W. Firth.....	Board, and conveyance of machinists.....	29 59	
do .....	12 months salary as Light-keeper .....	\$345 64	
Receiver-General .....	do superannuation tax.....	4 36	
		350 00	443 29
<i>Louisburg.</i>			
Lawrence Kavanagh.....	Painting.....	20 00	
do .....	Labour on oil and stores .....	3 50	
do .....	12 months salary as Light-keeper .....	460 00	
			483 50
<i>Low Point.</i>			
Edwd. Murphy .....	Making and putting window in dwelling.....	18 50	
John G. Peters.....	Hauling supplies.....	2 00	
do .....	12 months salary as Light-keeper.....	\$ 454 28	
Receiver-General.....	do superannuation tax .....	5 72	
		460 00	480 50
<i>Lunenburg.</i>			
Starr Manufacturing Co.	Repairing reflectors.....	20 00	
Dept. Militia and Defence	Rent of land, 3 years, to 30th Nov., 1884.....	0 75	
John A. Ernst.....	Painting, labor on oil.....	14 00	
do .....	12 months salary as Light-keeper.....	\$ 296 28	
Receiver-General .....	do superannuation tax.....	3 72	
		300 00	334 75
<i>La Have.</i>			
W. H. Palmer .....	Painting buildings.....	16 79	
do .....	12 months salary as Light-keeper.....	\$ 197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	216 79
<i>Little Narrows.</i>			
John Ferguson.....	Freight on supplies.....	3 75	
do .....	12 months salary as Light-keeper.....	\$ 118 52	
Receiver-General.....	do superannuation tax.....	1 48	
		120 00	123 75
<i>Little Dyke (Pole Light).</i>			
Thos. C. J. Browne.....	Salary and expenses, 1884.....		27 00
<i>Main-à-Dieu.</i>			
John McIsaac.....	Digging well.....	7 00	
Jas. Burke.....	Repairing lantern glass and kitchen floor.....	7 00	
do .....	12 months salary as Light-keeper.....	\$ 296 28	
Receiver-General .....	do superannuation tax.....	3 72	
		300 00	314 00
	Carried forward.....		83,542 77

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			83,542 77
<b>LIGHTHOUSES—Continued.</b>			
<i>Margaretsville.</i>			
Wm. Early .....	Pipe, painting oil store.....	2 20	
do .....	12 months salary as Light-keeper.....	\$ 227 12	
Receiver-General.....	do superannuation tax.....	2 88	
		230 00	232 20
<i>Margaret's Bay.</i>			
Geo. E. Smith & Co.....	Nails and lead .....	32 00	
Reuben Heisler.....	Freight lumber.....	8 70	
Brookfield Bros.....	Shingles, lime and cement.....	96 40	
C. Albert Smith .....	Repairs.....	289 74	
Albert Pearl.....	Boat, fencing, hauling oil.....	63 00	
do .....	12 months salary as Light-keeper.. ..	\$ 493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	989 84
<i>Margaree.</i>			
David Munroe .....	Truckage and storage oil .....	10 00	
Farquhar McRae.....	3 months salary as Light-keeper.....	\$ 20 40	
Receiver-General .....	do superannuation tax .....	0 26	
		20 66	
John C. McFarlane.....	Labour on oil.....	9 00	
do .....	9 months salary as Light-keeper.....	379 34	
		379 34	419 00
<i>Mahone Bay.</i>			
Abram Zinck .....	12 months salary as Light-keeper.....	296 28	
Receiver-General .....	do superannuation tax.....	3 72	
		300 00	300 00
<i>McKenzie's Point.</i>			
D. J. McKay.....	Painting .....	16 00	
do .....	Repairs .....	18 00	
do .....	12 months salary as Light-keeper.....	\$ 158 00	
Receiver-General .....	do superannuation tax.....	2 00	
		160 00	194 00
<i>Meagher's Beach.</i>			
Macdonald & Co.....	Repairing force pump.....	3 10	
do .....	do machinery, fog-bell.....	9 80	
Geo. E. Smith & Co.....	Nails and hinges.....	1 80	
Smith & Kaye .....	Chimney crock .....	5 65	
J. Hogan & Sons.....	Lumber, cement and lime.....	109 66	
John White.....	Stovepipe and damper .....	23 00	
R. H. Cogswell.....	Telescope.....	8 50	
James Dempster.....	Window frames and sashes.....	6 75	
John Smith.....	20 cords of wood, at \$5.....	100 00	
W. & A. Naufts.....	Freight on lumber .....	10 00	
Theakston & Angwin. ...	Lead, nails, spikes and paint.....	80 52	
Jacob Bowser .....	Repairs .....	353 15	
Brookfield Bros.....	Shingles .....	172 00	
Edward Horne.....	Repairs.....	50 00	
do .....	Board mechanics .....	218 26	
do .....	12 months salary as Light-keeper.....	\$ 495 00	
Receiver-General .....	do superannuation tax.....	5 00	
		500 00	1,652 19
Carried forward .....			87,930 00

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			87,330 00
<b>LIGHTHOUSES—Continued.</b>			
<i>Moser's Island.</i>			
Geo. E. Smith & Co.....	Canvas.....	15 00	
Henry Moser.....	Painting.....	10 00	
do .....	12 months salary as Light-keeper.....	\$ 444 40	
Receiver-General.....	do superannuation tax.....	5 60	
		450 00	475 00
<i>Mullin's Point.</i>			
Z. Mullins.....	Repairing foundation .....	14 66	
do .....	12 months salary as Light-keeper.....	\$ 246 88	
Receiver-General.....	do superannuation tax .....	3 12	
		250 00	264 66
<i>Meteghan.</i>			
J. E. M. Taylor.....	Green glass.....	6 00	
L. C. Comeau.....	Freight and truckage supplies.....	3 00	
do .....	12 months salary as Light-keeper.....	100 00	
			109 00
<i>Margaree Harbour.</i>			
John McFarlane .....	12 months salary as Light-keeper.....		60 00
<i>Marjorie's Island.</i>			
Com'r. Crown Lands.....	Grant of land .....	20 00	
Norman McDonald.....	12 months salary as Light-keeper.....	72 00	
			92 00
<i>Mabou Range.</i>			
Allan McLean.....	Oil.....	1 75	
do .....	12 months salary as Light-keeper.....	54 16	
John McDonald.....	do do do on pier.....	59 16	
			115 07
<i>McNeil's Beach.</i>			
Lauchlin McNeil.....	Salary as Light-keeper, from 1st Aug., 1884, to 30th June, 1885.....		55 00
<i>Negro Island.</i>			
James McKinnon.....	Repairs.....	8 56	
do .....	12 months salary as Light-keeper.....	\$ 197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	208 56
<i>North Canso.</i>			
John Murphy.....	Barn, mason work.....	28 40	
Robie McKay.....	12 months salary as Light-keeper.....	\$ 345 00	
Receiver-General.....	do superannuation tax.....	5 00	
		350 00	378 40
<i>Oustique Island.</i>			
Cyril Sampson.....	Paint, stovepipe.....	10 11	
do .....	12 months salary as Light-keeper.....	\$ 345 64	
Receiver-General.....	do superannuation tax .....	4 36	
		350 00	360 11
Carried forward.....			89,447 80

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward .....			89,447 80
<b>LIGHTHOUSES—Continued.</b>			
<i>Pease's Island.</i>			
Thomas Baker.....	Deepening and fitting well.....	21 25	
do .....	Repairing fog-horn.....	5 07	
do .....	12 months salary as Light-keeper.....	\$345 64	
Receiver-General. ....	do superannuation tax.....	4 36	
		350 00	376 32
<i>Parrsboro'.</i>			
Jas. Gillespie & Son.....	Repairing breakwater.....	290 00	
J. H. Newcomb.....	Repairs, boathouse, &c.....	21 87	
do .....	12 months salary as Light-keeper.....	\$335 76	
Receiver-General. ....	do superannuation tax.....	4 24	
		340 00	651 87
<i>Peggy's Point.</i>			
Geo. Swinehammer. ....	12 months salary as Light-keeper.....		350 00
<i>Pictou.</i>			
Hugh Henderson.....	Repairs.....	36 94	
William Ross .....	12 months salary as Light-keeper.....	400 00	
			436 94
<i>Pictou Island.</i>			
Andrew Hogg .....	Building foundation .....	32 00	
do .....	12 months salary as Light-keeper.....	\$395 00	
Receiver-General. ....	do superannuation tax .....	5 00	
		400 00	432 00
<i>Pictou Custom House.</i>			
Gas Works .....	Gas, 1 year and 3 months .....	187 50	
Hugh Henderson.....	Repairs .....	19 85	
Geo. McLeod .....	12 months salary as Light-keeper .....	75 00	
			282 35
<i>Pemquet Island.</i>			
C. A. Chisholm .....	12 months salary as Light-keeper.....	345 64	
Receiver-General .....	do superannuation tax .....	4 36	
			350 00
<i>Point Tupper.</i>			
James McDonald.....	12 months salary as Light-keeper.....	246 88	
Receiver-General .....	do superannuation tax .....	3 12	
			250 00
<i>Port Hood.</i>			
J. A. McDonald .....	12 months salary as Light-keeper.....	276 52	
Receiver-General .....	do superannuation tax .....	3 48	
			280 00
<i>Port L'Ebert.</i>			
J. E. Wilson .....	Stove and pipe.....	15 30	
J. H. McDonald.....	12 months salary as Light-keeper.....	\$148 12	
Receiver-General .....	do superannuation tax.....	1 88	
		150 00	
Carried forward .....			165 30
			93,012 58



STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				93,012	58
<b>LIGHTHOUSES—Continued.</b>					
<i>Port Medway.</i>					
John White.....	Grate .....		2 00		
Elson Perry .....	Painting .....		10 00		
do .....	12 months salary as Light-keeper.....	\$256	76		
Receiver-General .....	do superannuation tax.....		3 24		
			260 00		272 00
<i>Port Mouton.</i>					
Starr Manufacturing Co.	Repairing reflectors .....		6 50		
J. E. M. Taylor.....	Ruby glass .....		16 60		
Robert J. Smith.....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General .....	do superannuation tax .....		3 72		
			300 00		323 10
<i>Port Williams.</i>					
James M. Dunn .....	Land for oil store .....		50 00		
do .....	12 months salary as Light-keeper.....	\$256	76		
Receiver-General .....	do superannuation tax .....		3 24		
			260 00		310 00
<i>Pubnico.</i>					
J. E. Wilson.....	Stove and pipe .....		5 80		
Maturin Amero .....	12 months salary as Light-keeper.....	\$237	00		
Receiver-General .....	do superannuation tax .....		3 00		
			240 00		245 80
<i>Pugwash.</i>					
Macdonald & Co.....	Kitchen pump .....		10 50		
Angus Beaton .....	Freight, and repairing tank .....		1 43		
do .....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General .....	do superannuation tax .....		3 72		
			300 00		311 93
<i>Point Aconi.</i>					
Geo. Bonner.....	Painting, trucking stores, etc. ....		5 95		
do .....	12 months salary as Light-keeper.....	\$143	12		
Receiver General.....	do superannuation tax .....		1 88		
			150 00		155 95
<i>Petit de Grat.</i>					
Starr Manufacturing Co.	Repairing reflectors .....		10 00		
D. P. Bouchie .....	12 months salary as Light-keeper.....		200 00		
					210 00
<i>Pope's Harbour.</i>					
J. E. M. Taylor .....	Ruby glass .....		15 60		
R. H. Cogswell .....	Time-piece .....		4 50		
Chas. Abril.....	Building boat slip .....		15 00		
J. Flemming & Co.....	Boat oars .....		4 00		
James Bollong.....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General .....	do superannuation tax .....		3 72		
			300 00		339 10
Carried forward.....				95,190	46

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		95,190 46
<b>LIGHTHOUSES—Continued.</b>			
<i>Piper's Cove.</i>			
Chas. Neal.....	Travelling expenses.....	34 50	
James Macdonald.....	Changing blank light in lantern.....	8 00	
J. E. Wilson.....	Stove and pipe.....	9 60	
R. H. Cogswell.....	Clock.....	4 50	
Geo. A. McNeil.....	Building fence.....	20 40	
do.....	Storm door, truckage and supplies.....	3 93	
do.....	12 months salary as Light-keeper.....	75 00	
			155 93
<i>Port au Pique (Pole Light).</i>			
J. Carr.....	Salary, 1883 and 1884.....		50 00
<i>Quaker's Island.</i>			
J. E. M. Taylor.....	Cutting plate glass.....	2 00	
T. O'Neill.....	Porch, attending light.....	22 00	
Martin Hutt.....	Boat.....	18 50	
Wm. Whalen.....	Freight oil, boat house.....	6 35	
do.....	Ladder, capstan slip.....	4 60	
do.....	12 months salary as Light-keeper.....	300 00	
			353 45
<i>Sambro Island.</i>			
C. E. Creighton & Co.....	1,049½ galls. oil, at 25c.....	263 38	
do.....	846½ do do 27c.....	229 64	
John Smith.....	31 cords wood, at \$6.....	186 00	
Susan Mackay.....	Freight oil.....	15 00	
Theakston & Angwin.....	Spikes, hinges, latches.....	6 45	
J. Hogan & Sons.....	Lumber and shingles.....	6 55	
Wm. Yeadon.....	Repairing buildings.....	43 50	
John Fagan.....	Conveyance carpenters.....	8 00	
John White.....	Stove, pipes, elbows.....	32 00	
J. Dempster & Co.....	Window sashes.....	2 60	
Geo. E. Smith & Co.....	White lead, spikes.....	23 85	
Alfred Gilkie.....	12 months salary as Light-keeper.....	\$995 00	
Receiver-General.....	do superannuation tax.....	5 00	
			1,000 00
			1,816 97
<i>Sand Point.</i>			
Joseph Mundell.....	Repairs.....	16 50	
do.....	12 months salary as Light-keeper.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
			400 00
			416 50
<i>Scatterie.</i>			
Macdonald & Co.....	Copper cowl.....	33 70	
James W. Brown.....	12 months salary as Light-keeper.....	\$543 76	
Receiver-General.....	do superannuation tax.....	6 24	
			550 00
			583 70
<i>Seal Island.</i>			
Gorning Crowell.....	12 months salary as Light-keeper.....	793 76	
Receiver-General.....	do superannuation tax.....	6 24	
			800 00
	Carried forward.....		99,387 01

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				99,367	01
<b>LIGHTHOUSES—Continued.</b>					
<i>Stoddart's Island.</i>					
A. M. Wrayton .....	12 months salary as Light-keeper.....	148	12		
Receiver-General .....	do superannuation tax.....	1	88		
				150	00
<i>Shelburne.</i>					
Francis Demings .....	Teaming, supplies.....	3	75		
do .....	12 months salary as Light-keeper .....	\$595	00		
Receiver-General .....	do superannuation tax.....	5	00		
				600	00
<i>Shelburne Harbour.</i>					
Theakston & Angwin.....	Rope.....	2	48		
Edward Goodick.....	Repairing pier.....	11	75		
do .....	12 months salary as Light-keeper .....	\$246	88		
Receiver-General .....	do superannuation tax .....	3	12		
				250	00
<i>Spencer's Point.</i>					
R. A. Spencer.....	Covering lantern, roof, etc .....	10	07		
do .....	12 months salary as Light-keeper.....	125	00		
				135	07
<i>St. Ann's.</i>					
Wm. Robertson .....	Removing building.....	30	00		
A. B. Morrison.....	12 months salary as Light-keeper .....	\$138	24		
Receiver-General .....	do superannuation tax.....	1	76		
				140	00
<i>Sheet Harbour.</i>					
Geo. E. Smith & Co.....	Nails, spikes, paint, oil.....	17	41		
Seth Dooks .....	Freight, lumber, passage, carpenters .....	32	50		
Jacob Bowser .....	Repairs.....	137	10		
J. Hogan & Sons.....	Lumber and shingles.....	64	62		
J. Holloway & Sons.....	Blocks.....	3	00		
J. E. M. Taylor.....	Ruby glass.....	9	60		
John Perry .....	Board carpenters, labour.....	24	70		
do .....	12 months salary as Light-keeper .....	\$495	00		
Receiver-General.....	do superannuation tax.....	5	00		
				500	00
<i>Sydney Bar.</i>					
Geo. Nunn .....	Repairs, stovepipe .....	11	92		
do .....	12 months salary as Light-keeper .....	\$246	88		
Receiver-General .....	do superannuation tax .....	3	12		
				250	00
<i>Sissiboo.</i>					
Macdonald & Co.....	Brass screws.....	1	80		
B. Amero .....	12 months salary as Light-keeper .....	\$197	52		
Receiver-General .....	do superannuation tax .....	2	48		
				200	00
<b>Carried forward.....</b>					
				101,942	91

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward .....				101,942	91
LIGHTHOUSES— <i>Continued.</i>					
<i>Sable Island.</i>					
Theakston & Angwin ....	Builders hardware, coal hods, shovels, etc.....	120	55		
John Hogan & Sons.....	Lumber, shingles.....	330	89		
Starr Manufacturing Co.	Bolts and nuts .....	6	43		
Jacob Bowser.....	Repairs .....	675	00		
C. E. Creighton & Co....	1,033½ gallons oil, at 25c. ; truckage, \$1.....	259	37		
John White.....	Stoves and pipe.....	31	00		
Macdonald & Co.....	Repairing lamps.....	7	90		
				1,431	14
<i>St. Paul's.</i>					
W. H. McDonald .....	Freight supplies .....	6	90		
J. E. Wilson.....	Stove and pipe .....	8	30		
Geo. E. Smith & Co .....	Zinc, tacks, ensign.....	26	70		
				41	90
<i>St. Esprit.</i>					
Angus McLeod.....	Rope.....	4	00		
do .....	Painting.....	20	60		
do .....	12 months salary as Light-keeper .....	\$395	00		
Receiver-General .....	do superannuation tax .....	5	00		
				400	00
				424	60
<i>Seal Island (Pole Light).</i>					
Daniel Clough.....	Stove and pipe .....	15	00		
Simon Joyce .....	12 months salary as Light-keeper .....	72	00		
				87	00
<i>South-East Beaver Island (Pole Light),</i>					
James D. Corbett.....	12 months salary as Light-keeper .....			72	00
<i>Tor Bay.</i>					
R. H. Cogswell .....	Telescope .....	8	50		
Dennis Gerroir .....	12 months salary as Light-keeper .....	\$246	88		
Receiver-General.....	do superannuation tax .....	3	12		
				250	00
				258	50
<i>Three Top Island.</i>					
W. S. Munroe.....	Repairing boat .....	8	00		
do .....	12 months salary as Light-keeper .....	\$296	28		
Receiver-General .....	do superannuation tax .....	3	72		
				300	00
				308	00
<i>Walton Harbour.</i>					
A. McN. Parker.....	12 months salary as Light-keeper .....			125	00
<i>Westport.</i>					
R. D. Suthern .....	12 months salary as Light-keeper .....	296	28		
Receiver-General .....	do superannuation tax.....	3	72		
				300	00
Carried forward .....				104,990	85

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
Brought forward.....			104,990 85
<b>LIGHTHOUSES—Concluded.</b>			
<i>Whitehead.</i>			
R. H. Cogswell .....	Repairing clock .....	1 25	
John White .....	Stove and pipe.....	31 30	
J. E. M. Taylor.....	Cutting plate glass .....	2 00	
James P. Dillon.....	Digging well, painting .....	64 91	
do .....	12 months salary as Light-keeper .....	\$503 64	
Receiver-General .....	do superannuation tax .....	6 36	
		<u>510 00</u>	609 46
<i>Wedge Island.</i>			
Edwd. Burns.....	9 months salary as Light-keeper .....	\$296 25	
Receiver-General .....	do superannuation tax .....	3 75	
		<u>300 00</u>	
Percy Burns.....	3 months salary as Light-keeper .....	100 00	400 00
<i>Westhaver's Island.</i>			
Baldwin & Co .....	Duplex burners.....	5 00	
Edwd. Strum .....	12 months salary as Light-keeper .....	300 00	305 00
<i>Whycomagh (Pole Light.)</i>			
Jas. H. Austin .....	Survey and plan of land .....	6 50	
Murdoch Matheson.....	Salary as Light-keeper .....	10 00	16 50
<i>Yarmouth.</i>			
W. H. Kenney .....	Repairing buildings.....	443 94	
J. P. Mott & Co.....	Lime.....	2 00	
G. J. Martin.....	Chimneys, stovepipe .....	8 93	
P. L. Hatfield.....	Survey and plan land.....	10 45	
J. H. Doane.....	12 months salary as Light-keeper.....	\$784 00	
Receiver-General .....	do superannuation tax .....	16 00	
		<u>800 00</u>	1,265 32
<i>Yarmouth Harbour.</i>			
Joshua Doane .....	Repairing boat .....	39 81	
do .....	12 months salary as Light-keeper.....	\$345 64	
Receiver-General.....	do superannuation tax.....	4 36	
		<u>350 00</u>	389 81
			<u>107,976 94</u>
<b>HUMANE ESTABLISHMENTS.</b>			
<i>Seal Island.</i>			
John Tobin & Co.....	Government allowance for years 1884 and 1885.....		240 00
Carried forward.....			<u>108,216 94</u>

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		108,216 94
<b>HUMANE ESTABLISHMENTS—Continued.</b>			
<i>Mud Island.</i>			
J. R. Kenney.....	Government allowance for year 1884.....		80 00
<i>St. Paul's.</i>			
J. E. Butler.....	Oars and paddles.....	34 47	
John White.....	Stove and pipe.....	23 50	
Lordly & Stimpson.....	Provisions.....	795 65	
Copeland & Co.....	Medicines.....	144 85	
Archibald & Co.....	Hay, oats, freight.....	130 57	
John McNab.....	Conveyance despatches.....	20 00	
John Mozener.....	Sand.....	9 00	
S. C. Campbell.....	12 months salary as Light-keeper.....	\$588 00	
Receiver-General.....	do superannuation tax.....	12 00	
		600 00	
S. C. Campbell.....	Paid salaries of boatmen.....	1,250 00	3,008 04
<i>Sable Island.</i>			
R. H. Cogswell.....	Repairing clock, thermometer.....	2 00	
R. H. Nisbet.....	Garden seeds, medicines.....	45 43	
John White.....	Stoves, pipe, tinware.....	67 40	
Lordly & Stimpson.....	Provisions.....	1,372 85	
J. E. Irish.....	Crockeryware.....	8 80	
Geo. E. Smith & Co.....	Horse, furniture, chains, paints, oil, rockets, hardware, etc.....	494 08	
W. E. Hyde & Co.....	Oats.....	62 50	
L. W. DesBarres.....	Empty barrels.....	30 00	
J. E. Butler.....	Oars and sweeps, spars and rigging for boat, lumber.....	110 81	
T. J. Egan.....	Revolver and cartridges.....	18 00	
Jacob Bowser.....	Repairing buildings.....	294 00	
Burns & Murray.....	Clothing and bedding.....	103 17	
A. & W. Mackinlay.....	Stationery.....	23 67	
John Findlay.....	Building boats.....	280 50	
H. H. Banks.....	Seed potatoes.....	16 95	
J. Hogan & Sons.....	Lumber.....	153 18	
J. E. Wilson.....	Coal grate.....	1 50	
Theakston & Angwin.....	Boat fastenings, outfit for sailboat.....	62 42	
Geo. W. Jackson.....	Building boat.....	157 50	
Chipman Bros.....	Wire fencing.....	52 45	
Thos. Robinson.....	Stud horse.....	150 00	
C. A. Bramble.....	Telephone posts.....	573 90	
J. H. Harding.....	Freight do.....	15 00	
C. E. Creighton & Co.....	Shingles.....	120 00	
James McLean.....	Hay and oats.....	52 20	
Macdonald & Co.....	Pump for sailboat.....	10 25	
J. P. Osman.....	Stove and gear.....	12 50	
T. Forhan & Co.....	Boat sails.....	88 57	
Richard Martin.....	Saddles and bridles.....	66 30	
R. T. Church.....	Telegraph wire and insulators.....	700 00	
S. G. Blizzard.....	Expenses on telephone posts.....	127 36	
Alfred Graves.....	Water casks.....	12 00	
J. R. Gordon.....	Medicines.....	9 00	
Island Staff.....	Salaries.....	3,407 98	8,702 23
			120,007 21

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		BUOYS AND BEACONS.	\$ cts.	\$ cts.
<i>Arichat.</i>				
H. G. Donovan.....	Amount contract for 1 year.....			270 00
<i>Barrington.</i>				
G. F. Horton.....	Labour replacing buoys.....		29 50	
do .....	Barge hire.....		6 00	
do .....	Paint, oil, painting.....		11 00	
Andrew Malone.....	Cleaning, painting, repairing buoys.....		18 50	
do .....	Oil, paint, turpentine.....		3 71	
do .....	Stone, \$3; lighter sinking buoy, \$4.....		6 00	
do .....	Boat hire, \$4; buoy and tackling, \$2.....		4 00	
do .....	Labour lifting and painting buoys.....		16 50	
do .....	Buoys, \$8.50; paint oil, \$5.54.....		14 04	
do .....	Hire schooner, \$12.50; iron work, \$12.42.....		24 92	
do .....	Labour at buoys.....		41 75	
do .....	Buoy and weight, \$4; hire schooner, \$3.50.....		7 50	
J. B. Brannen.....	Taking up buoys and moorings.....		33 00	
do .....	Hire vessel, winch, rope.....		27 00	
do .....	Labour laying buoys and moorings.....		27 50	
do .....	Painting, \$1.50; salvage on buoys, \$1.10.....		3 00	
do .....	Weight and chains, \$5; iron work, \$4.....		9 00	
do .....	Paint, oil, brushes, \$7; hire vessel, \$25.....		32 00	
E. Newell.....	Labour lifting buoys and moorings.....		61 62	
do .....	Hire vessel, \$14; iron work, \$2.80.....		16 80	
A. R. Greenwood.....	Painting and changing 10 buoys.....		45 00	
do .....	Stones and chain, \$12; saving buoy, \$1.....		13 00	
Wm. Robertson.....	15 spar buoys and moorings.....		26 25	
do .....	Making, painting and fitting.....		12 50	
do .....	Scow hire and labour.....		12 50	
do .....	Iron work, \$20; cleaning and painting, \$6.....		26 00	
T. S. Banks.....	Labour at buoys and moorings.....		74 50	
do .....	Hire schooner, \$18; boat hire, 75c.....		18 75	
do .....	Picking up buoys, \$2; buoys and truckage, \$6.....		8 00	
do .....	Paint brushes, \$1.40; iron work, \$25.10.....		26 50	
do .....	Stones and moorings, \$5; freight, 30c.....		5 30	
				662 54
<i>Bear River</i>				
Joseph E. Wear.....	Amount contract, placing buoys and moorings.....		55 00	
Henry Hennigar.....	Amount contract, raising buoys and moorings.....		55 00	
				110 00
<i>Bras d'Or.</i>				
Burns & Murray.....	Replacing Carey's Shoal buoy and moorings.....		20 00	
do .....	Iron work, \$5; lead, 60c.....		5 60	
do .....	Moorings stone, \$6; saving buoy, \$2.....		8 00	
do .....	Truckage buoys.....		2 00	
do .....	Raising and landing Little Island, Lime Rock and Carey's Shoal buoy.....		56 00	
Rory McNeil.....	Painting 2 spar buoys.....		2 00	
do .....	2 mooring stones and chains.....		7 00	
do .....	Vessel, and labour laying Big Beach buoys.....		13 00	
do .....	Raising and landing above.....		16 00	
Wm. Ross.....	Placing buoys on Little Island, Lime Rock and Carey's Shoal.....		56 00	
do .....	Paint, painting iron work.....		6 98	
R. H. Morrison.....	Finding shoal and placing buoy in Grand Narrows.....		30 00	
Arch'd Smith.....	Laying and lifting Smith's shoal buoy and moorings.....		10 00	
do .....	Paint and painting.....		1 00	
				233 58
Carried forward.....				1,276 12

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.
Brought forward .....			1,276 12
<b>BUOYS AND BEACONS—Continued.</b>			
<i>Canso.</i>			
Wm. Walsh .....	Buoysing St. Andrew's Channel .....	15 00	
Raymond & Keating.....	Contract, 1884.....	160 00	
Robert Jamieson .....	Landing 19 spar and 1 can buoy moorings .....	31 00	
			206 00
<i>Cheticamp.</i>			
Francis Martin .....	Amount contract.....		45 00
<i>Digby.</i>			
J. A. Hughes .....	Hire schooner .....	40 00	
do .....	Labour, lifting buoys and moorings .....	42 00	
do .....	Hire blocks, \$1; truckage chain, \$1 .....	2 00	
do .....	Labour, laying buoys and moorings .....	24 00	
do .....	Paint and painting .....	10 83	
do .....	Truckage, \$1.10; wharfage, \$2 .....	3 10	
do .....	Blocks and gear, \$1; hire schooner, \$30 .....	31 00	
do .....	Ironwork, \$3.37; carpenter, \$1.50 .....	4 87	
			157 80
<i>Descousse.</i>			
Joseph Langlois .....	Amount contract .....		9 00
<i>Guysborough.</i>			
A. M. Peart .....	Painting, raising and landing buoys and moorings, season 1884 .....		20 00
<i>Halifax.</i>			
R. J. Chetwynd .....	Towing Leopard's buoy from Sandy Cove to wharf .....	4 00	
Lawson, Harrington & Co	Securing towing, Point Pleasant buoy .....	21 00	
do do .....	do Litchfield buoy .....	21 00	
do do .....	Placing Point Pleasant buoy .....	28 00	
do do .....	Sawing and placing Reid's Rock buoy .....	42 00	
do do .....	Towing and placing in position Bell's Rock and Mars buoys.....	77 00	
do do .....	Litchfield buoy.....	28 00	
do do .....	Laying buoys and moorings—Pollock, South-West Breaker and Sambro .....	112 00	
			333 00
<i>Joggins' Bridge.</i>			
John A. Cossett .....	Taking up buoys and moorings .....	2 00	
do .....	Placing 3 buoys and moorings .....	2 00	
			4 00
<i>Ketch Harbour.</i>			
Emmanuel Mackey.....	Laying and taking up buoys and moorings, per agreement .....	24 00	
J. E. Russell .....	Spar buoy and mooring stone .....	9 00	
			33 00
Carried forward .....			2,083 92



**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward .....		2,083 92
<b>BUOYS AND BEACONS—Continued.</b>			
<i>Lennox Passage.</i>			
J. Deslauriers .....	Placing 6 spar buoys and 5 posts .....	45 00	
John Pertus .....	Placing and laying 2 extra buoys, 1883 and 1884 ...	38 08	
do .....	Taking up buoys and moorings .....	45 00	128 08
<i>Louisburg.</i>			
P. O'Toole .....	Mooring stone .....	5 00	
do .....	Ironwork, \$1.50; boat-hire, \$2. ....	3 50	
do .....	Labour and boat hire, taking up and storing buoys and moorings .....	30 00	
do .....	Labour, painting and laying buoys.....	25 00	
do .....	Boat hire, \$6; stone, \$5 .....	11 00	
do .....	Ironwork .....	11 15	85 65
<i>La Have.</i>			
G. H. Zwicker .....	Cleaning and painting.....	4 50	
do .....	Labour, lifting, paint, oil, painting. ....	26 65	
do .....	Labour and boat hire replacing buoy .....	4 00	35 15
<i>Little Narrows.</i>			
Norman Matheson .....	Stones and anchors .....	1 50	
do .....	Labour raising buoys and moorings .....	15 50	
do .....	Storage, \$7.50; truckage, \$3.60.....	11 10	
do .....	Iron work, \$2.77; paint and painting, \$4.50 .....	7 27	
do .....	Labour laying buoys.....	3 75	
do .....	Truckage and cartage, \$6.75; paint and oil, \$2.25	9 00	
do .....	Cartage, \$1.50; new buoy, \$7.50. ....	9 00	57 12
<i>Lunenburg.</i>			
Reuben Heisler.....	Amount contract, ½ year.....	100 00	
do .....	Laying buoys and moorings.....	75 00	
do .....	Painting buoys.....	2 50	
do .....	Iron work, \$1.70; stone and drilling, \$1 .....	4 70	
do .....	Picking up spar buoy and landing.....	2 00	
Henry Lohnes .....	Placing and raising buoys, South Harbour.....	40 00	
Henry Conrad.....	do back South Harbour...	30 00	254 20
<i>Liverpool.</i>			
W. A. Kenney.....	Boat hire and labour placing temporary buoy.....	3 00	
do .....	Paint and painting, \$2; iron work, \$1.30.....	3 63	
do .....	Freight moorings .....	3 75	
do .....	Hire schooner laying buoy.....	15 00	
do .....	Labour and boat hire laying Barrel Rock buoy.....	3 00	
John Flemming.....	Spar buoy.....	17 00	45 38
<i>L'Ardoise.</i>			
J. Matheson .....	Placing buoys in vicinity of the breakwater.....	25 00	
George Burk.....	Labour and scow hire placing buoys and moorings	15 00	40 00
	Carried forward.....		2,729 50

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., Nova Scotia, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		2,729 50
<b>BUOYS AND BEACONS—Continued.</b>			
<i>Liscomb.</i>			
James Hemlow.....	Freight, stone and moorings and placing buoy.....		8 00
<i>Main-à-Dieu.</i>			
Peter Mullins.....	Freight, chain and stone.....	5 25	
D. McDougall.....	Towing, \$6.50; iron work, \$2.50.....	9 00	
do.....	Storage, \$6; wharfage, \$1.20.....	7 20	
do.....	Laying buoys and moorings.....	25 00	
			46 45
<i>Merigomish.</i>			
Robt. Henderson.....	Amount contract, 1884.....		50 00
<i>Mahone Bay.</i>			
James Mosher.....	Taking up and placing buoys and moorings per agreement.....		230 00
<i>Mongolier Bay.</i>			
Louis Delorey.....	Raising and laying buoys and moorings.....	90 00	
do.....	4 new beacons.....	6 00	
			96 00
<i>Mabou.</i>			
Finlay Rankin.....	Buoys, anchors, chain and placing.....		59 69
<i>North Sydney.</i>			
Geo. H. Dobson.....	Hire tug-boat.....	30 00	
do.....	Labour, boat hire, etc.....	17 09	
do.....	Stocking and trucking anchor.....	4 80	
do.....	Tug hire placing buoys.....	37 50	
do.....	Scraping buoys, \$2.50; painting, \$2.50.....	5 00	
do.....	Paint and oil, \$5.38; labour, \$5; telegram 25c.....	10 63	
Coleman & McNeil.....	Iron work.....	28 75	
W. A. Robertson.....	Anchor.....	20 00	
			153 76
<i>Pugwash.</i>			
John Seaman.....	Amount contract.....	45 00	
Peter McDonald.....	do.....	43 00	
			88 00
<i>Port La Tour.</i>			
Thos. Ross.....	Amount of contract, 1 year.....	29 00	
do.....	Finding and placing 4 additional buoys.....	20 00	
Wm. Nickerson.....	Labour taking up and storing buoys and moorings.....	12 00	
do.....	Boat hire.....	2 00	
			63 00
	Carried forward.....		3,524 40

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			3,524 40
<b>BUOYS AND BEACONS—Continued.</b>			
<i>Pubnico.</i>			
D. G. Amero.....	Removing and painting buoys.....	24 00	
do .....	Freight, team and boat hire.....	7 00	
do .....	Iron work, \$11.26; paint and oil, \$3.82.....	15 08	
do .....	Castings, \$7.72; replacing, etc., \$11.....	18 72	
do .....	Labour painting, weighing and laying buoys.....	18 00	
do .....	Paint, oil rope, hire schooner .....	24 79	
do .....	Spar buoy, \$2; labour and iron work, \$18.....	20 00	
			127 59
<i>Parrsboro'.</i>			
Thos. J. Seaman.....	Amount of contract, 1 year.....	50 00	
E. W. Beatty.....	Taking care of buoys from 1st July, '84, to 1st Jan. '85	5 00	
do .....	Labour and team taking up buoys.....	27 50	
			82 50
<i>Pictou.</i>			
J. R. Noonan.....	Picking up Skinner's Reef buoy.....	10 00	
do .....	Scraping, paint, painting, etc .....	12 05	
do .....	Chain, shackles, swivels, anchor.....	61 38	
do .....	Searching for buoy .....	10 00	
do .....	Conveyance, buoy from Little Harbour.....	10 00	
do .....	Laying buoy Skinner's Reef.....	6 00	
do .....	Steamer lifting and laying buoys.....	150 00	
do .....	Paint and oil, \$8.85; repairing, \$4.50.....	13 35	
do .....	Freight, buoy and chain.....	6 48	
Fishwick's Express.....	Salvage on Island Shoal buoy and moorings. ....	60 00	
			339 26
<i>Port Hood.</i>			
J. H. Murphy .....	Raising buoys and moorings for ½ year.....		70 83
<i>Petit de Grat.</i>			
D. Marchand.....	Raising and placing buoys and moorings for agent. ....		150 00
<i>Port Medway.</i>			
John Hutt.....	Painting buoys .....	7 00	
do .....	Mooring stones, drilling and cartage .....	11 80	
do .....	Iron work, \$18.20; spar buoys, \$17.25.....	35 45	
do .....	Hire of vessel laying buoys.....	22 50	
Robt. Theakston.....	Sounding, shifting buoys, paint, oil, painting new barge and iron work .....	14 90	
do .....	Labour and hire of schooner.....	96 00	
			187 65
<i>Pope's Harbour.</i>			
Theakston & Angwin .....	Chain.....		4 50
<i>River Dennis.</i>			
Hugh Campbell.....	Material and labour placing buoys.....	44 00	
do .....	Paint, oil and painting.....	3 50	
do .....	Truckage and storage.....	1 50	
			49 00
Carried forward .....			4,535 73

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		4,535 73
<b>BUOYS AND BEACONS—Continued.</b>			
<i>Sambro.</i>			
Joseph Martin.....	Cleaning and painting buoys.....		5 00
<i>St. Peter's Inlet.</i>			
Michael Fougère.....	Making and placing 2 spar buoys.....	20 00	
Norman McLeod.....	Lifting buoys and moorings.....	95 00	
Joseph Hunson.....	Contract, $\frac{1}{2}$ year.....	50 00	
			165 00
<i>Ship Harbour.</i>			
James Marks, sen.....	Laying and taking up buoys and moorings, 1884.....		40 00
<i>Strait of Canso.</i>			
James Smith .....	Placing and taking up buoys and moorings on Ship Rock .....		8 00
<i>St. Mary's.</i>			
Jas. G. Pride .....	Lifting buoys and moorings.....	16 00	
do .....	Storage and wharfage .....	4 00	
do .....	Cleaning and painting 6 buoys .....	2 00	
do .....	Labour laying buoys and moorings.....	24 00	
do .....	Moorings stone, iron work.....	5 60	
			51 60
<i>Shelburne.</i>			
J. A. McGowan, jun .....	Taking up Middle Ground and Sand Spit buoys, etc.	30 00	
do .....	4 cask buoys and moorings .....	6 00	
do .....	Scraping and painting buoys .....	7 00	
do .....	Placing buoys.....	30 00	
do .....	Wharfage, \$3; paint, and painting barrel buoys and placing, \$8 .....	11 00	
A. C. McLean .....	Placing buoys and moorings.....	6 00	
			90 00
<i>St. Peter's Bay.</i>			
Simon Landry.....	$\frac{1}{2}$ years contract .....		80 00
<i>Tidnish.</i>			
W. D. F. Ward .....	Amount of contract, 3 years.....	45 00	
do .....	Replacing 4 buoys and chains.....	48 00	
C. B. Fields.....	Lifting buoys and moorings.....	2 00	
			95 00
<i>Tatamagouche.</i>			
W. Irvine .....	Furnishing and placing spar buoys and posts .....	60 00	
do .....	1 cask and 1 spar buoy .....	29 00	
do .....	Painting and laying 12 buoys and posts.....	16 00	
			85 00
<i>Tusket.</i>			
James Leblanc .....	Contract, 1 year .....		70 00
	Carried forward.....		5,225 33

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Concluded.**

		\$ cts.	\$ cts.
	Brought forward .....		5,225 33
	<b>BUOYS AND BEACONS—Concluded.</b>		
	<i>Whitehead.</i>		
O. N. Feltmate.....	Making, painting and placing buoy on French Rock	38 50	
do .....	Replacing buoys on Carey's and Charles Reefs, and mooring stones.....	16 50	
do .....	Picking up and replacing Seal Rock buoy.....	8 50	
do .....	Taking up buoys and moorings and placing them in safety, 1884.....	125 50	189 00
	<i>Wallace.</i>		
J. E. MacNab.....	Brushing river channel .....	5 00	
J. Mulnes .....	Labour, boat and team hire .....	21 00	
do .....	Chain, iron work.....	5 90	
do .....	Looking after buoys, season 1884.....	10 00	
do .....	Labour scraping, painting and laying buoys and moorings .....	20 00	61 90
	<i>Windsor.</i>		
B. N. Banks .....	Attending and painting buoys .....	33 50	
do .....	Hire of steamer taking up buoys, etc. ....	50 00	
do .....	Cleaning and painting buoys .....	3 50	
do .....	Paint and oil, \$3.34; iron, 76c. ....	4 10	
do .....	Hire of steamer laying buoys and moorings .....	30 00	
do .....	Labour do do .....	20 00	141 10
	<i>Westport.</i>		
R. D. Suthern .....	Labour taking up and replacing 3 buoys and moorings .....	72 00	
do .....	Shifting buoy, \$7.50; boat hire, \$4.....	11 50	83 50
	<i>Yarmouth.</i>		
Rben Scott .....	Chain and paint .....	21 40	
do .....	Hire of tug boat .....	19 00	
do .....	Scow hire, \$5; labour, \$14.10.....	19 10	
do .....	Taking up buoys, towing, labour .....	20 50	
do .....	Buoy boat replacing buoys, \$8; iron work, \$7.25...	15 25	
do .....	Anchor, \$9.37; paint and oil, \$14.08 .....	23 45	
do .....	Hire scow, anchor, chains, labour.....	45 07	
do .....	Logs, hire pile-driver .....	54 50	
do .....	Lifting, blocking, and stones .....	15 00	233 27
	<b>MISCELLANEOUS.</b>		
Williams & Leverman....	Birch segments.....	5 10	
J. E. Butler.....	Spar buoys .....	73 00	
Silas Townsend.....	Chain, etc .....	592 45	
Mcdonald & Co.....	Suction hose, couplings.....	35 75	
do .....	Bells for whistles .....	49 00	
A. O'Brien.....	Salvage on Brazil Rock bell buoy .....	59 00	
Geo. E. Smith & Co.....	Iron, chain, rivets.....	171 05	
Symonds & Co.....	Repairing buoys .....	289 60	
J. Bigler.....	Automatic buoy .....	1,575 00	
	Carried forward .....	2,849 95	5,934 10

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—Continued.**

	Brought forward .....	2,849 95	5,934 10
	<b>MISCELLANEOUS—Continued:</b>		
John Cavser .....	Cutting holes in stones.....	6 00	
Wm. McPartridge.....	Anchor .....	42 50	
Dominion Paint Co.....	Creosote.....	10 00	
John Findlay.....	Repairing and caulking buoys.....	24 00	
Wm. Lewis & Son.....	do bell buoy.....	400 00	
C. M. Creed .....	Freight automatic buoy .....	68 00	
Barbour & Staples .....	Painting bell buoy .....	16 28	
John Patterson .....	Angle iron .....	6 45	
do .....	Account iron can buoys.....	500 00	
D. Waddell .....	Moving buoys.....	10 00	
Geo. Langley & Co .....	Martin anchor.....	210 88	
Maurice & Downey .....	Painting buoys .....	15 75	
Theakston & Angwin.....	Iron, steel, varnish, wire rope.....	120 78	
T. Parkes & Sons .....	Chains and anchors.....	867 82	
Andrew Yeadon .....	Mooring stones .....	236 50	
J. Overy .....	Cartage and labour on chains and anchors .....	16 00	
Pickford & Black.....	Freight do .....	56 98	
John Ead.....	Anchor.....	80 62	
James Graham .....	Spars for buoys.....	408 00	
Geo. W. Jackson .....	Labour on buoys and cages .....	51 75	
W. Condon, jun.....	Examining Brig Rock bell buoy .....	5 00	
			6,003 24
	<b>SIGNAL STATIONS.</b>		11,937 34
Major F. Fereday.....	Expenses of Signal Stations, June quarter, 1884....	783 58	
do .....	do do Sept. do .....	589 29	
do .....	do do Dec. do .....	509 55	
do .....	do do March do 1885....	539 76	
			2,421 18
do .....	Conveyance signal parties, stores, etc.....	612 02	
do .....	Powder, cartridges, lights, tubes.....	56 55	
do .....	Conveyance signal parties and provisions .....	87 74	
do .....	Moving and mounting gun, Sambro .....	28 56	
			814 87
Lieut. J. C. Middlemas...	Salary as Superintendent of Signals, 1 year.....		150 00
			3,386 05

**RECAPITULATION.**

Maintenance of Lighthouses.....	92,800 50	
do Fog-Whistles.....	15,176 44	
do Humane Establishments.....	12,030 27	
do Buoys and Beacons .....	11,937 34	
do Signal Stations .....	3,386 05	
		135,330 60
Cape Race .....	925 09	
A. Ogden, on account model of lifeboat for Sable Island.....	40 00	
John Black & Co., white lead, etc.....	817 96	
Public Buildings, Halifax, share of heating and attendance .....	303 00	
Queen's Printer, stationery and printing.....	22 75	
		2,108 80
Total.....		137,439 40

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.

## APPENDIX No. 5

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, for the Fiscal Year ended 30th June, 1885.

GENERAL ACCOUNT.		\$	cts.	\$	cts.
T. B. Barber & Sons.....	Sand paper, Japan dryer, and tins.....		9	50	
Western Union Telegraph Company .....	Telegraphing.....		218	04	
Imperial Oil Co.....	27,029 galls. oil, at 22½c.....	6,081	53		
Henry King .....	Carting, boating and labour .....	475	05		
James Mitchell .....	Freight on supplies.....	6	92		
A. Christie & Co .....	Labour on sashes.....	4	86		
W. H. Thorne & Co.....	Nails, rope, locks, saw, hammer, plane.....	58	81		
Geo. W. Day.....	Printing circulars .....	2	50		
Alfred Mills .....	Code list, charts .....	17	30		
J. H. Harding .....	Travelling expenses .....	178	05		
W. B. Smith .....	Labour cleaning machinery.....	12	50		
E. Ross .....	Cars, and labour on boathouse.....	68	05		
John Corbett.....	Travelling expenses .....	40	50		
Samuel Carruthers .....	Carting oil.....	19	00		
J. S. Fleming .....	Freight of supplies.....	64	52		
"Sun" Publishing Co.....	Advertising .....	17	00		
W. P. Anderson .....	Travelling expenses inspecting .....	39	59		
Adelaide M. Thomas .....	12 months salary as telegraph operator.....	150	00		
John McEwan .....	Carting oil.....	18	50		
Geo. A. Barber .....	4 doz chimneys .....	20	25		
L. H. Vaughan & Bros.....	150 feet rope .....	9	51		
Jas. McNeil.....	Labour landing coal .....	16	00		
E. Lee Street .....	Alcohol, chamois, sponges .....	51	10		
Steam Gauge and Lantern Co .....	Lantern .....	81	15		
J. Johnston .....	Postage .....	41	40		
Harding & Hatheway.....	13 barrels lime .....	10	95		
Chas. Babbitt .....	Freight on oil, river lights .....	8	70		
J. H. Phinney .....	Oil cans .....	18	55		
J. & J. D. Howe.....	Cushion for boat .....	3	50		
E. J. Armstrong.....	Printing .....	31	75		
Joseph Bullock .....	Storage on oil .....	100	35		
R. R. Call.....	Rent of warehouse, and coal.....	70	58		
R. B. Humphreys.....	Freight on oil to river lights .....	2	70		
James Sinclair.....	Lumber, and framing charts .....	30	96		
Chas. Douglas.....	Labour graining range lights .....	3	00		
Alex. McKellop.....	Contract for maintaining Point Le Garde Light-ship .....	127	40		
T. B. Hannington .....	Postage stamps.....	60	00		
Wm. Kent.....	Freight .....	6	52		
T. McAvity & Son .....	Valves.....	7	25		
Weeks & Powers.....	Advertising .....	5	00		
F. J. Harding .....	Paid freight .....	2	11		
R. C. Quigley .....	Inspector's telegraph bill, to 1st April, 1885.....	47	23		
Geo. Smith.....	3 days work, and travelling expenses .....	12	00		
W. H. Noble.....	Travelling expenses preparing apparatus .....	149	25		
Daniel Vennell .....	Taking telegram to steamer "Newfield" .....	4	00		
Chas. L. Nelson .....	Wrapping paper .....	9	95		
Phillip Doody.....	Repairing boat .....	8	85		
J. Millar .....	Postage, cartage and labour, to 30th June, 1885....	9	71		
C. E. Harding & Son.....	Lumber .....	8	15		
	Carried forward.....				
					8,440 09

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			8,440 09
<i>Inspector's Office.</i>			
James Mitchell.....	12 months salary as Inspector.....	\$1,176 00	
Receiver-General.....	do superannuation tax.....	24 00	
		1,200 00	
James Mitchell.....	Travelling expenses.....	665 34	1,865 34
<i>Agent's Office.</i>			
J. H. Harding .....	12 months salary as Agent.....	\$1,764 00	
Receiver-General.....	9 do superannuation.....	27 00	
		1,791 00	
F. J. Harding.....	12 months salary as Clerk.....	\$ 783 96	
Receiver-General.....	9 do superannuation tax.....	12 00	
		795 96	
Joseph Millar.....	12 months salary as Janitor.....	\$ 493 68	
Receiver-General.....	9 do superannuation tax.....	4 71	
		498 39	
S. T. King.....	Rent of Post Office box.....	8 00	
Barnes & Co.....	Stationery.....	112 25	
J. & A. McMillan.....	do .....	59 70	
D. McAlpine .....	Directory.....	2 50	
John W. Gilmore.....	Subscription to newspaper.....	5 00	
T. Campbell.....	Repairing water pipes.....	2 18	
S. T. King .....	Subscription to Nautical Magazine.....	7 50	
A. C. Smith.....	Water rates.....	24 56	
St. John Gas Light Co..	Gas bill .....	19 14	
T. B. Hannington.....	Postage stamps .....	99 00	
Joseph Millar.....	Petty expenses.....	25 09	
Crystal Ice Co.....	Ice bill for season.....	5 00	
Chas. H. Fisher.....	12 months subscription to News Room.....	10 00	
Ellen Hughes.....	5 days labour cleaning office.....	5 00	
Christie Wood Manufac- turing Co.....	Labour on sashes.....	11 30	
Geo. Hutchinson.....	Clocks.....	17 00	
Emerson & Fisher.....	Fire screens.....	5 50	
James Hunter.....	Repairing electric bells .....	5 75	
J. & J. D. Howe.....	Oushions.....	1 25	
Geo. A. Barker.....	Sponges, duster, alcohol.....	11 75	
James Sinclair.....	Repairing railing.....	4 30	
J. R. Stone.....	Fyle cases and expressage.....	30 39	
Jane Millar.....	Washing towels 12 months.....	5 00	
			3,553 54
<i>Beaver Harbour.</i>			
E. Snell.....	12 months salary as Light-keeper .....	\$246 28	
Receiver-General.....	do superannuation tax.....	3 72	
		250 00	
Macauley Bros. & Co.....	Cotton, flannel and waste .....	73 75	
T. B. Barker & Sons.....	Turpentine, soap and matches.....	20 88	
T. S. Simms & Co.....	Paint brushes and brooms.....	11 10	
J. R. Cameron.....	Lamps and lantern.....	2 15	
H. Stinson.....	Freight on lumber and bricks.....	3 80	
S. G. Blizard .....	Timber.....	18 40	
E. Snell.....	Allowance for fuel, 1884.....	20 00	
D. W. Clark .....	Travelling expenses .....	19 50	
G. Hevenor .....	Expenses and labour.....	102 63	
Vaughan Bros.....	1 coil rope.....	14 03	
E. A. Everett.....	Paper.....	4 20	
E. Snell.....	Boarding and postage, 1883-84.....	17 00	
			557 44
Carried forward.....			14,416 41



STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			14,416 41
<i>Beacon Light (St. John Harbour).</i>			
Timothy Clark.....	12 months salary as Light-keeper.....	\$445 00	
Receiver-General.....	do superannuation tax.....	5 00	
		450 00	
Macauley Bros. & Co.....	Towels, cotton and flannel.....	65 65	
Thos. Stewart & Co.....	Alcohol, boiler and bits.....	30 75	
T. S. Simms & Co.....	Brooms, scrub, paint and black lead brushes.....	7 05	
W. H. Thorne & Co.....	Rope, canvas, sheet lead, plane, hatchet.....	17 72	
C. E. Harding & Son.....	Lumber.....	385 28	
J. R. Cameron.....	Lamp and globe.....	2 00	
Wm. Lewis & Sons.....	Iron work and repairs.....	646 30	
T. B. Barker & Son.....	Paint, oil, glass, alcohol, turpentine.....	116 82	
John Corbett.....	Travelling expenses.....	105 32	
D. W. Clark.....	On account repairs.....	1,550 00	
Henry King.....	Boating.....	205 70	
John Connolly.....	Boating lumber and ballast from light.....	10 00	
Geo. Hutchinson.....	Repairing clock.....	1 50	
James Harris & Co.....	Stove.....	31 00	
H. A. Clark.....	5 days labour white-washing.....	10 00	
Wm. Black.....	Oakum and pitch.....	35 24	
E. Fisher.....	Pitch pine timber.....	47 76	
Moses E. Cowan.....	Red pine timber.....	241 87	
S. Holly.....	do.....	211 75	
John Woodley.....	Repairing boat.....	6 00	
E. G. Dunn.....	Deck plank and sawing.....	60 25	
J. E. Ganong.....	Painting lighthouse.....	94 50	
R. P. & W. F. Starr.....	Coal.....	16 39	
G. Hevenor.....	Galvanized iron, copper tin, and labour.....	117 80	
S. O. Blizard.....	Lumber.....	9 80	
Albert Lockhart.....	8½ days labour repairing davits.....	14 87	
E. Newcomb.....	do do.....	14 87	
Geo. Clark.....	do do.....	14 87	
Wm. Clark.....	do do.....	14 87	
Thos. Perrin.....	Labour.....	53 44	
Geo. Clark.....	Whitewashing beacon.....	10 00	
Vaughan Bros.....	Rope.....	8 25	
Chas. H. Clark.....	Labour.....	6 00	
Harding & Hathaway.....	2 barrels lime.....	2 60	
Timothy Clark.....	Allowance for fuel, to 30th June, 1885.....	20 00	
			4,636 22
<i>Bliss Island Light.</i>			
Cornelius McNichol.....	12 months salary as Light-keeper.....	300 00	
do.....	Allowance for fuel, to 30th June, 1885.....	20 00	
Macauley Bros & Co.....	Towels, cotton and flannel.....	18 89	
T. B. Barker & Sons.....	Boiled oil.....	4 45	
T. S. Simms & Co.....	Paint brushes and brooms.....	9 60	
W. H. Thorne & Co.....	Alcohol, zinc and matches.....	17 35	
H. Stinson.....	Freight on supplies.....	1 15	
Geo. Chubb.....	12 gallons oil, at 44c.....	5 28	
Andrew McGee.....	Paraffine oil.....	18 85	
Samuel Craig.....	Freight to Back Bay.....	1 50	
Hugh Maloney.....	Deals.....	4 00	
E. A. Everett.....	Paper.....	6 60	
			407 67
<i>Bathurst Island.</i>			
Geo. C. Sutherland.....	12 months salary as Light-keeper.....	\$148 12	
Receiver-General.....	do superannuation tax.....	1 88	
		150 00	
	Carried forward.....	150 00	19,460 30

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
Brought forward .....		150 00	19,460 30
<i>Bathurst Island—Concluded.</i>			
Geo. C. Sutherland .....	12 months rent of land .....	8 00	
W. H. Thorne & Co .....	Plane and spikes.....	6 00	
J. R. Cameron.....	4 dozen chimneys.....	5 00	
Wm. Masson.....	Cotton, flannel, etc.....	12 15	181 55
<i>Belyea's Point.</i>			
S. B. Belyea .....	12 months salary as Light-keeper .....	80 00	
W. H. Thorne & Co .....	Oil taps .....	4 10	
Harrison & Rand.....	Interest on purchase money.....	51 50	135 60
<i>Bay du Vin.</i>			
James Chapman .....	12 months salary as Light-keeper .....	200 00	
W. A. Williston .....	Carting supplies.....	4 00	
T. W. Crocker.....	Survey and plan .....	20 00	
J. & F. Williston .....	Contract for dwelling house.....	300 00	
Geo. Burchill .....	Site of land .....	50 00	
John R. Cameron .....	Chimneys and wicks .....	7 25	
Chas. Bennett .....	Repairing lamps and burners.....	10 00	
L. R. Harrison.....	Expenses of title and Registrar.....	98 34	
Wm. Masson.....	Cotton, flannel, etc.....	21 97	
H. C. Williston.....	Carting oil.....	9 00	720 56
<i>Buctouche Beacon Light.</i>			
H. B. Robicheaux.....	12 months salary as Light-keeper .....	150 00	
do .....	Stovepipe .....	1 35	
D. O. Maillett.....	4 cords of wood, for the year 1883-84.....	8 00	
J. R. Cameron.....	Chimneys.....	5 00	
H. B. Robicheaux.....	3½ cords of wood.....	10 00	
Wm. Masson.....	Cotton, flannel, etc.....	11 25	185 60
<i>Cape Enrage Light.</i>			
Wm. S. Starratt.....	12 months salary as Light-keeper .....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	
Macanley Bros. & Co.....	Flannel, cotton and towels.....	41 90	
T. B. Barker & Sons.....	Alcohol, paint and pails.....	8 73	
T. S. Simms & Co.....	Scrub brushes.....	0 75	
W. H. Thorne & Co.....	Plate glass.....	60 75	
G. Hevenor.....	Repairing lamp.....	7 20	
Wm. Wood.....	Carting oil.....	10 00	529 33
<i>Cape Jourmain Light.</i>			
A. W. Bent .....	12 months salary as Light-keeper.....	\$296 28	
Receiver-General.....	do superannuation tax.....	3 72	
		300 00	
A. W. Bent .....	Allowance for fuel, 2 years.....	64 00	
do .....	Carting oil, and postage.....	8 50	
John Ferguson.....	Turpentine, whitewash and paint brushes .....	42 00	
J. R. Cameron.....	Chimneys and wicks.....	11 25	425 75
Carried forward.....			21,638 69

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			21,638 69
<i>Caraquet Light.</i>			
Joseph Porlier.....	12 months salary as Light-keeper.....	200 00	
J. R. Cameron.....	Chimneys.....	14 00	
John Ferguson.....	Oil, paint, cotton, flannel and matches.....	43 05	
Joseph Porlier.....	On account of erecting buildings.....	100 00	
Odilon Paulin.....	Carting and freight on reflectors.....	7 00	
Wm. Taylor.....	Allowance in full for claims of land.....	100 00	
			464 05
<i>Cox's Point.</i>			
M. Y. Cox.....	12 months salary as Light-keeper.....	80 00	
Macauley Bros. & Co.....	Cotton, flannels and towels.....	14 62	
T. B. Barker & Sons.....	Boiled and raw oil.....	8 45	
T. S. Simms & Co.....	Paint brushes and brooms.....	2 40	
W. H. Thorne & Co.....	Soap and pails.....	2 00	
M. Y. Cox.....	5 days labour and repairs.....	7 50	
E. A. Everett.....	Paper.....	2 72	
			117 69
<i>Cassie's Point Light.</i>			
Chas. LeBlanc.....	12 months salary as Light-keeper.....	\$ 246 88	
Receiver-General.....	do superannuation tax.....	3 12	
		250 00	
Melanson & Bourgeois.....	Paints and paint oil.....	4 40	
D. Bourgeois.....	Painting building and cartage.....	16 00	
John Ferguson.....	Chamois, swansdown, flannel and matches.....	32 00	
G. Hevenor.....	Repairing lamp.....	16 50	
J. R. Cameron.....	Chimneys.....	19 25	
			338 15
<i>Cape Spencer Light.</i>			
Geo. C. Blacklock.....	12 months salary as Light-keeper.....	\$ 395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	
Macauley Bros. & Co.....	Cotton and flannel.....	17 90	
T. B. Barker & Sons.....	Green paint, fireproof paint, paint oil.....	26 33	
T. S. Simms & Co.....	Brushes and brooms.....	3 00	
G. Hevenor.....	Repairing reflector.....	0 80	
W. H. Thorne & Co.....	Brushes, sand paper, paint, oil and putty.....	6 04	
J. R. Cameron.....	Ruby chimneys.....	10 85	
Fred. Blacklock.....	Painting, carpenter work, lumber, wood.....	110 95	
Vaughan & Bros.....	Rope.....	4 80	
Wm. Lewis & Son.....	Chain, screw bolts and wrench.....	88 24	
S. G. Bizard.....	Lumber.....	31 60	
E. A. Everett.....	Paper.....	1 50	
Geo. C. Blacklock.....	Boarding and labour.....	10 00	
			712 01
<i>Church Point Light.</i>			
D. O. Maillett.....	12 months salary as Light-keeper.....	150 00	
Wm. Masson.....	Cotton and flannel.....	11 65	
			161 65
<i>Dalhousie Light.</i>			
Louis Arseneaux.....	12 months salary as Light keeper.....	100 00	
G. Hevenor.....	Labour, repairing lantern and expenses.....	22 76	
J. R. Cameron.....	Chimneys and wicks.....	2 50	
Wm. Masson.....	Cotton, flannel, etc.....	12 55	
			137 81
Carried forward.....			23,570 65

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward .....			23,670 05
<i>Escuminac Light.</i>			
Thos. Phillips .....	12 months salary as Light-keeper.....	\$ 395 00	
Receiver-General .....	do superannuation tax.....	5 00	
		400 00	
Henry Sergent.....	Repairing 147 rods of road.....	71 25	
Patrick Walsh.....	do 304 do .....	102 38	
D. M. Jack.....	do 78 do .....	13 48	
D. Bransfield.....	do 200 do .....	78 00	
R. McDonald.....	do road.....	24 00	
Jeremiah Sullivan.....	Commission and survey bill on repairs.....	42 60	
R. R. Call.....	51 tons coal, at \$6.10.....	311 30	
Miramichi Foundry.....	Stovepipe.....	20 45	
John Ferguson.....	Swansdown, cotton, alcohol, stationery.....	86 79	
			1,150 23
<i>East Head Light (Musquash).</i>			
Chas. P. Hamm .....	12 months salary a Light-keeper.....	\$296 28	
Receiver-General .....	do superannuation tax.....	3 72	
		300 00	
T. B. Barker & Sons .....	Paint, oil and brushes.....	57 28	
Geo. E. Bristow .....	Painting.....	117 00	
Chas. P. Hamm .....	Boarding painters, making road, allowance for fuel	71 00	
J. R. Cameron.....	Chimneys and wicks.....	8 75	
Henry King .....	Horse hire with painters .....	18 00	
R. Barbour .....	Glass and labour.....	75 79	
E. A. Everett.....	Paper.....	9 00	
			656 80
<i>Fox Island Light (Upper).</i>			
Wood Williston .....	12 months salary as Light-keeper.....	\$ 296 28	
Receiver-General .....	do superannuation tax.....	3 72	
		300 00	
John McNaughton .....	2 years rent of land.....	60 00	
H. O. Williston.....	Carting oil.....	18 00	
R. R. Call.....	Coal tar.....	4 80	
Estate of James McEwan .....	Lamp reflectors .....	0 80	
John Ferguson .....	Paint brushes and turpentine.....	30 51	
J. H. Phinney .....	25 lbs. sheet lead.....	2 25	
J. R. Cameron.....	Chimneys .....	17 25	
Wm. Masson .....	Cotton, flannel, &c .....	13 10	
James Carter .....	Labour and repairs .....	66 54	
			513 25
<i>Fox Island Light (Lower).</i>			
Robert Reinsborrow .....	12 months salary as Light-keeper.....	\$ 197 52	
Receiver-General .....	do superannuation tax.....	2 48	
		200 00	
R. R. Call.....	Coal tar.....	4 80	
John Ferguson.....	Lock, saw, glass, putty, rope and spikes.....	39 84	
T. W. Crocker.....	Repairing boat and freight.....	9 00	
J. R. Cameron.....	Wicks and chimneys.....	5 25	
Robert Reinsborrow .....	6 cords wood, \$18 ; carting supplies, \$4 .....	22 00	
Wm. Masson.....	Cotton and flannel .....	11 70	
			192 59
<i>Fanjoy's Point Light.</i>			
Wm. Fanjoy.....	12 months salary as Light-keeper .....	80 00	
			80 00
Carried forward.....			24,262 92

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
Brought forward.....			26,262 92
<i>Grindstone Island Light.</i>			
John R. Styles .....	12 months salary as Light-keeper.....	\$ 395 00	
Receiver-General .....	do superannuation tax.....	5 00	
		400 00	
T. B. Barker & Son .....	Raw oil.....	4 00	
T. S. Simms & Co .....	Brooms and brushes .....	8 55	
W. H. Thorne & Co.....	Coal hod .....	1 50	
J. R. Cameron.....	Wicks .....	2 50	
T. Bartlow Mott .....	Advertising.....	3 00	
			419 55.
<i>Gannet Rock Light.</i>			
O. A. Kent.....	12 months salary as Light-keeper.....	\$594 40	
Receiver-General.....	do superannuation tax.....	5 60	
		600 00	
Macaulay Bros. & Co.....	Cotton, baize and flannel.....	99 72	
T. S. Simms & Co .....	Brooms and paint brushes.....	14 30	
J. W. Harrington.....	Room paper.....	8 25	
W. H. Thorne & Co.....	Powder, flannel, oakum, hoop iron and saw.....	683 53	
O. A. Kent.....	Allowance for signal gun, \$100; boating water, \$218	318 00	
J. C. Olive.....	Freight on powder.....	6 00	
Jas. Armstrong.....	Water casks.....	64 50	
F. Cronk.....	Freight.....	11 85	
Vaughan & Bros .....	Iron, rope and canvas.....	113 93	
Estey, Allwood & Co.....	Oakum, anchor and oars .....	118 36	
T. B. Barker & Sons.....	Oil, turpentine and matches.....	46 62	
L. V. Kent.....	Boating water and freight.....	171 50	
A. H. & C. W. Bibber.....	Lamp chimneys.....	17 40	
C. D. Wilcox.....	5 cords wood, \$30; freight on powder, \$3.50.....	33 50	
R. W. Benson.....	Boating 30 kegs powder.....	28 00	
Geo. W. Foster.....	Freight on 30 kegs powder.....	3 00	
Wm. Watt.....	57 yards flannel.....	22 80	
Phillip Doody.....	Making gun carriage .....	8 50	
E. C. Young.....	Freight on gun carriage.....	10 00	
E. A. Everett.....	Paper.....	2 10	
Geo. N. Heavey.....	Blacksmith's work.....	9 65	
D. J. Wood McLaughlin.....	Flannel.....	12 00	
J. R. Cameron.....	Chimneys, wicks and burners.....	36 27	
John Nixon.....	Labour inspecting gun.....	3 00	
Wm. Lewis & Son.....	Iron for tramway chain, toggle for gun .....	81 60	
			2,524 38
<i>Green Head Light.</i>			
J. N. Williams.....	12 months salary as Light-keeper.....	80 00	
Joseph Armstrong.....	do ground rent.....	10 00	
			90 00
<i>Grant's Beach Light.</i>			
John Delaney.....	12 months salary as Light-keeper.....	125 60	
do .....	Carting oil and lumber.....	14 00	
Wm. Masson.....	Cotton and flannel.....	12 22	
James Carter.....	Labour and repairs.....	46 15	
			197 37
<i>Goose Lake Light.</i>			
D. J. R. Bobicheaux.....	12 months salary as Light-keeper .....	\$246 88	
Receiver-General.....	do superannuation tax .....	3 12	
		250 00	
John Ferguson.....	Towels, scrub brushes, soap, oil and tanks .....	47 35	
J. R. Cameron.....	Chimneys and wicks .....	5 00	
			302 35
Carried forward.....			29,796 57

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			29,796 57
<i>Grand Harbour Light.</i>			
Mark Daggett .....	12 months salary as Light-keeper.....	400 00	
Macauley Bros. & Co.....	Towels, cotton, baize .....	70 40	
Thos. Stewart & Co.....	Oil, alcohol and pipe .....	56 35	
T. S. Simms & Co.....	Paint, dust brushes and brooms.....	24 65	
W. H. Thorne & Co.....	Nails, soap and oil.....	68 88	
J. W. Harrington .....	Room paper .....	16 00	
G. Hevenor .....	3 oil tanks .....	97 40	
Mark Daggett .....	Allowance for fuel, \$20; freight and carting.....	61 59	
F. Cronk .....	Freight on lead and bricks.....	8 65	
S. G. Blizzard .....	500 bricks .....	35 25	
E. A. Daggett .....	Making road .....	45 00	
Wm. M. Brown .....	Repairing flues .....	8 00	
Estey, Allwood & Co.....	Waste, tubs and sponges .....	16 80	
Vaughan & Bros.....	Zinc and rope .....	15 29	
Abram M. Dakin.....	Boating and carting .....	13 50	
C. E. Harding & Son.....	Lumber .....	124 11	
			1,061 87
<i>Hillsborough Pier Light.</i>			
E. Steeves.....	12 months salary as Light-keeper.....	75 00	
do .....	Freight on oil .....	1 16	
			76 16
<i>Head Harbour Light.</i>			
Neil A. Seelye.....	12 months salary as Light-keeper.....	\$394 36	
Receiver-General .....	do superannuation tax.....	5 64	
		400 00	
T. B. Barker & Sons.....	Boiled oil, soap, putty and pails.....	42 35	
J. R. Cameron.....	Chimneys and wicks .....	7 00	
Jas. Armstrong .....	Water casks .....	7 80	
Barnes & Co.....	Stationery ..	1 68	
John Leonard .....	Freight .....	12 00	
Jas. McLaughlin.....	Labour and freight on bell .....	60 75	
Angus Fisher .....	On account contract buildings .....	900 00	
A. G. Bowes & Co.....	Stove pipe .....	13 40	
E. Lanthorn.....	74-lb. bell, at 35c.....	25 90	
J. D. Small.....	Turpentine, paint and oil .....	7 63	
E. A. Everett.....	Paper.....	2 10	
			1,480 61
<i>Heron Island Light.</i>			
John Dutch.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	
J. R. Cameron.....	Chimneys and wicks.....	3 25	
Wm. Masson.....	Cotton and flannel .....	12 35	
			215 60
<i>Hendry's Point Light.</i>			
E. M. Hendry.....	12 months salary as Light-keeper.....	80 00	
			80 00
<i>Hay Island Light.</i>			
Joseph McKnight .....	12 months salary as Light-keeper .....	\$148 12	
Receiver-General .....	do superannuation tax .....	1 88	
		150 00	
Joseph McKnight .....	Carting supplies.....	17 00	
Germain Savoy.....	1 year's rent of land .....	8 00	
Wm. Masson.....	Cotton, flannel, etc .....	15 17	
			190 17
Carried forward .....			32,900 98

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward .....		32,900 98
<i>Jemseg Light.</i>			
Geo. F. Nevers .....	7 months salary as Light-keeper .....	46 67	
Wm. Bates .....	Salary from 20th Sept. to 1st Dec., 1884 .....	15 55	
G. Hevenor .....	Oil tank and measures .....	26 00	
J. R. Cameron .....	Chimneys .....	3 80	
D. W. Clark .....	Labour cutting trees .....	18 00	110 02
<i>Lightship (Miramichi.)</i>			
Timothy Daley .....	12 months salary as Light-keeper .....	\$ 695 00	
Receiver-General .....	do superannuation tax .....	5 00	
		700 00	
J. R. Cameron .....	Chimneys .....	6 25	
R. R. Call .....	Coal, wood and towing .....	207 39	
M. Robinson .....	Anchor and repairs .....	43 95	
Wm. Sinclair .....	Boat .....	49 75	
John Ferguson .....	Rope, oakum, turpentine, paint and brushes .....	219 50	
J. H. Phinney .....	Painting lantern, galvanized pipe .....	14 03	
James Wright .....	Removing anchors and chains, cutting ice .....	14 00	
D. & J. Ritchie .....	Pitch and lumber .....	14 72	
James Mitchell .....	Paid for repairs .....	107 50	
Wm. Muirhead .....	Brass hawse pipe .....	28 00	
T. F. Raymond .....	Boarding T. Daley 1½ days .....	3 75	1,408 84
<i>Little Belledune Light.</i>			
Wm. Roberty .....	Salary as Light-Keeper from 10th June, 1884, to 30th June, 1885 .....	105 55	
Wm. Masson .....	Cotton, flannel, etc .....	39 84	
John Ferguson .....	2 oil tanks .....	40 00	
J. H. Phinney .....	Oil-pump, pan, measures, etc. ....	4 30	
J. R. Cameron .....	Chimneys .....	7 25	196 94
<i>Machias Seal Island Light.</i>			
Chas. F. Seely .....	12 months salary as Light-keeper .....	500 00	
Barbour & Staples .....	Balance account painting lighthouse .....	166 25	
A. J. Melvin .....	Boating water .....	24 00	
J. R. Cameron .....	Wicks and chimneys .....	12 75	703 00
<i>Midgie Bluff Light.</i>			
Mrs. John N. McDiarmid.	12 months salary as Light-keeper .....	\$ 197 52	
Receiver-General .....	do superannuation tax .....	2 48	
		200 00	
Macauley Bros. & Co. ....	Towels, cotton and flannel .....	12 75	
T. B. Barker & Sons. ....	Boiled oil, soap, alcohol and turpentine. ....	17 83	
T. S. Simms & Co .....	Brooms and brushes .....	7 00	
G. Hevenor .....	Repairs to reflectors .....	13 25	
W. H. Thorne & Co. ....	Wrench .....	4 05	
J. R. Cameron .....	Chimneys and burners .....	37 00	
Angus Burgess .....	Digging well, cutting trees, lumber, cordwood. ....	118 37	
E. A. Everett .....	Paper and glass .....	21 00	431 25
<i>Miscou Light.</i>			
Robert Rivers .....	12 months salary as Light-keeper .....	\$ 493 72	
Receiver-General .....	do superannuation tax .....	6 28	
		500 00	
	Carried forward .....	500 00	35,751 03

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....		500	00	35,751	03
<i>Miscou Light—Concluded.</i>					
G. Hevenor .....	New lamp .....	10	40		
J. R. Cameron.....	6 dozen chimneys.....	13	50		
Robert Rivers .....	Freight and repairs to lantern .....	49	32		
W. H. Thorne & Co.....	Glass .....	102	17		
John Ferguson.....	Cotton, flannel, swansdown, alcohol.....	69	85		
				745	24
<i>Musquash Island Light.</i>					
Daniel Smith .....	12 months salary as Light-keeper .....	80	00		
Macauley Bros & Co .....	Cotton and chamois skins .....	4	00		
T. B. Barker & Sons .....	Green paint, raw oil and fire-proof paint.....	8	10		
				92	16
<i>Middle Island Light.</i>					
David McEwen .....	12 months salary as Light-keeper .....	\$296	28		
Receiver-General .....	do superannuation tax .....	3	72		
				300	00
Estate W. McEwen.....	White lead and oil .....	9	10		
John Ferguson.....	Manilla rope and oil tank.....	25	50		
J. R. Cameron.....	Chimneys and wicks .....	11	25		
John Wilt.....	Carting supplies .....	6	50		
Chas. Bennett .....	Repairing lamp and burners .....	8	50		
Wm. Masson.....	Cotton and flannel .....	10	05		
				370	90
<i>Mark's Point Light.</i>					
Patrick Toomey.....	12 months salary as Light-keeper .....	120	00		
Macauley Bros & Co .....	Towels .....	1	80		
T. S. Simms & Co .....	Brooms.....	0	70		
W. H. Thorne & Co .....	Pails and matches .....	2	47		
H. Stinson .....	Freight .....	0	50		
Patrick Toomey.....	Freight and postage .....	1	75		
				127	22
<i>McManus' Point Light.</i>					
Robert McMann .....	12 months salary as Light-keeper .....	80	00		
Macauley Bros & Co .....	Cotton, flannels and towels.....	37	53		
T. B. Barker & Sons.....	Soap and matches .....	9	83		
T. S. Simms & Co .....	Brushes and brooms .....	1	20		
G. Hevenor .....	New lamp, repairs to lantern, drip pan .....	40	65		
J. R. Cameron.....	Duplex burners, mammoth chimneys.....	25	75		
W. H. Thorne & Co .....	Plate glass.....	13	00		
				207	36
<i>Mulholland's Point Light.</i>					
M. Parker.....	Salary to 30th June .....	58	33		
N. C. Robertson.....	Freight on lantern.....	34	55		
John Power.....	Taking care of building.....	33	33		
J. S. Leonard.....	Freight.....	5	00		
M. Parker .....	Carting oil and tanks.....	1	75		
				132	96
<i>No Man's Friend Light.</i>					
Morris Scovil.....	12 months salary as Light-keeper.....	80	00		
				80	00
Carried forward.....				37,566	81



STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				37,506	81
<i>Neguac Light.</i>					
Wm. Drummond.....	12 months salary as Light-keeper.....	200	00		
Peter Drummond.....	Painting lighthouse and erecting buildings.....	315	00		
John Ferguson.....	Oil tank, turpentine, glass and putty.....	28	80		
J. H. Phinney.....	Repairing lantern, stovepipe and elbow.....	4	80		
Wm. Drummond.....	Carting supplies, 1883-84.....	14	00		
Wm. Masson.....	Cotton and flannel.....	15	21		
				577	81
<i>Negro Town Point Light.</i>					
Elijah Ross.....	12 months salary as Light-keeper.....	\$ 296	28		
	do superannuation tax.....	3	72		
Receiver-General.....				300	00
G. Hevenor.....	Vane.....			19	00
				319	00
<i>Newcastle Light.</i>					
Wm. Merry.....	12 months salary as Light-keeper.....	150	00		
Wm. Masson.....	Cotton, flannel, etc.....	49	37		
John Ferguson.....	Oil tank, turpentine, glass and putty.....	43	22		
J. H. Phinney.....	Pan.....	1	10		
T. W. Crocker.....	Making plan.....	15	00		
				258	69
<i>Oak Point, St John River.</i>					
Wm. McLeod.....	12 months salary as Light-keeper.....	80	00		
Macauley Bros. & Co.....	Cotton and chamois skins.....	2	80		
J. R. Cameron.....	4 doz. wicks and chimneys.....	6	25		
				89	05
<i>Oromocto Shoals Light.</i>					
Chas. H. Gilmore.....	12 months salary as Light-keeper.....	80	00		
G. Hevenor.....	Lantern and labour.....	62	38		
J. R. Cameron.....	Chimneys and wicks.....	9	50		
Chas. H. Gilmore.....	Carting.....	1	00		
				152	88
<i>Oak Point, Miramichi.</i>					
Peter Morrison.....	12 months salary as Light-keeper.....	100	00		
Peter Morrison.....	Carting oil and supplies.....	16	00		
R. R. Call.....	Coal tar.....	4	80		
Wm. Masson.....	Cotton and flannel.....	14	77		
James Carter.....	Labour and repairs.....	52	20		
				187	77
<i>Partridge Island Light.</i>					
James Wilson.....	12 months salary as Light-keeper.....	\$ 395	00		
Receiver-General.....	do superannuation tax.....	5	00		
				400	00
Macauley Bros. & Co.....	Towels, cotton and flannel.....	39	80		
Thos. Stewart & Co.....	Alcohol and tin.....	18	05		
T. B. Barker & Sons.....	Alcohol, soap and matches.....	36	55		
T. S. Simms & Co.....	Brooms and paint brushes.....	14	80		
H. King.....	Boating.....	159	40		
G. Hevenor.....	2 new lamps, labour repairing lamps.....	39	52		
J. W. Harrington.....	Room paper.....	7	20		
				715	32
Carried forward.....				39,092	01

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc, in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward .....	715 32	39,092 01
	<i>Partridge Island Light—Concluded.</i>		
S. G. Blizard.....	Lumber.....	61 51	
C. E. Harding & Son.....	do .....	10 47	
Geo. E. Bustin.....	56 days labour painting building.....	126 00	
James Wilson.....	Boarding painter.....	41 00	
Brundage & Jackson.....	Sand bags and rope.....	7 41	
J. R. Cameron.....	Chimneys.....	1 50	
Barbour & Staples.....	Repairs, glass and putty.....	48 60	
Hendric McE. Wilson.....	6½ days labour on wharf.....	9 75	
G. S. Fisher.....	Repairing roof.....	35 19	
E. A. Everett.....	Paper.....	7 05	
Vaughan & Bros.....	Rope and iron.....	26 03	
			1,089 83
	<i>Point Lepreaux Light.</i>		
Geo. H. Thomas.....	12 months salary as Light keeper.....	400 00	
Macauley Bros. & Co.....	Cotton, flannel and towels.....	20 55	
T. B. Barker & Son.....	Alcohol, soap and matches.....	13 20	
T. S. Simms & Co.....	Brushes and brooms.....	6 00	
G. Hevenor.....	New lantern, lamp, expenses and stovepipe.....	71 68	
W. H. Thorne & Co.....	Showels, paint and brushes, can hooks.....	61 16	
C. E. Harding & Son.....	Lumber.....	407 05	
J. R. Cameron.....	Chimneys, wicks and lamps.....	29 20	
W. C. Robertson.....	Freight on lantern and glass.....	60 35	
W. N. DeWitt.....	Labour repairing lighthouse.....	1,103 70	
Wm. Lewis & Son.....	Iron hooks, eye bolts, repairs.....	67 34	
Geo. Hutchinson.....	Clock.....	9 50	
Vaughan & Bros.....	Canvas, wire rope and rope.....	32 58	
E. Chanteloup.....	New lantern.....	918 09	
John A. Clark.....	Carting lantern.....	5 00	
B. J. Richard.....	Freight and storage on lantern.....	11 46	
H. Ramsay.....	Plate glass.....	172 25	
J. H. Harding.....	Travelling expenses.....	56 00	
Geo. H. Thomas.....	Lumber, freight, labour fencing.....	113 50	
Robt. Laskey & Son.....	Blocks.....	20 00	
Barbour & Staples.....	Painting boat.....	9 50	
Thos. Stewart & Co.....	Re-silvering reflector.....	112 50	
Estey, Allwood & Co.....	Red paint.....	7 81	
Amelia Thomas.....	Boarding carpenters.....	199 41	
"Sun" Publishing Co.....	Advertising.....	4 80	
Alex. Stewart.....	Soap.....	3 48	
J. Harris & Co.....	Stove.....	10 55	
T. Bartelow Mott.....	Advertising.....	7 00	
Hugh Belmore.....	Freight on lumber.....	59 25	
E. A. Everett.....	Paper.....	4 30	
Tippett, Burdett & Co.....	Plough.....	12 00	
S. G. Blizard.....	7½ M. singles.....	34 15	
Chance Bros. & Co.....	Anchor light lens.....	71 66	
			4,115 02
	<i>Portage Island Light.</i>		
James Stymest.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	
John Ferguson.....	Hinges, hammer, hand-saw, nails.....	12 02	
T. W. Crocker.....	Freight on oil.....	2 50	
J. R. Cameron.....	Wicks and chimneys.....	4 50	
Wm. Masson.....	Cotton and flannel.....	17 97	
			236 99
	Carried forward.....		44,533 85

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New-Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
Brought forward.....			44,533 85
<i>Pokemouche Light.</i>			
Philip Robicheaux.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	
			200 00
A. & R. Loggie.....	Lumber.....		20 12
John Ferguson.....	Brooms, chamois, alcohol, sponges.....		31 25
J. R. Cameron.....	Chimneys and wicks.....		13 75
			265 12
<i>Pea Point Light.</i>			
Alex. Davidson.....	12 months salary as Light-keeper.....	\$246 68	
Receiver-General.....	do superannuation tax.....	3 12	
			250 00
Macauley Bros. & Co.....	Flannels, towels and waste.....		5 24
T. B. Barker & Sons.....	Alcohol, soap and matches.....		7 28
T. S. Simms & Co.....	Paint brushes.....		4 70
H. Stinson.....	Freight.....		0 65
S. G. Blizard.....	Lumber.....		38 70
Alex. Davidson.....	Allowance for fuel, to 30th June, 1885.....		20 00
G. Hevenor.....	Repairs and labour.....		114 25
J. R. Cameron.....	Chimneys and Wicks.....		11 25
E. A. Everett.....	Paper and glass.....		29 50
Philip Tatton.....	75 days labour.....		75 00
Alex. Rae.....	76 do.....		76 00
Warren Davidson.....	58 do and bricks.....		69 00
W. H. Thorne & Co.....	Drills and auger bits.....		10 00
			711 57
<i>Passamaquoddy Bay.</i>			
Hugh Maloney.....	12 months salary as Light-keeper.....	\$345 64	
Receiver-General.....	do superannuation tax.....	4 36	
			350 00
Macauley Bros. & Co.....	Towels, cotton and ensign.....		77 92
T. B. Barker & Sons.....	Raw oil, soap, paints and turpentine.....		16 28
T. S. Simms & Co.....	Brooms and brushes.....		2 75
W. H. Thorne & Co.....	Glass and carting.....		6 40
J. R. Cameron.....	Chimneys and wicks.....		4 50
H. Greenlaw.....	Boating water.....		104 00
H. Stinson.....	Freight.....		1 30
H. Maloney.....	6 cords wood, \$24; 5 tons coal, \$28.25; printing, \$16.20.....		68 95
			632 10
<i>Preston's Beach Light.</i>			
Thomas Lewis.....	12 months salary as Light-keeper.....		125 00
Philip Floyd.....	Iron work.....		5 00
Alex. Wilson.....	Carting oil.....		2 00
Margaret Preston.....	Rent of land for 1884.....		20 00
John Ferguson.....	White lead, oil, lantern, glass cones.....		38 50
Angus McLean.....	Freight.....		3 50
J. R. Cameron.....	Chimneys and wick.....		19 75
H. O. Williston.....	Carting oil.....		6 00
Wm. Masson.....	Cotton and flannel.....		11 29
			231 04
<i>Petit Rocher Light.</i>			
Hilarion Roy.....	12 months salary as Light-keeper.....	\$148 12	
Receiver-General.....	do superannuation tax.....	1 88	
			150 00
J. R. Cameron.....	Chimneys and wicks.....		5 75
Wm. Masson.....	Cotton and flannel.....		12 50
			168 25
Carried forward.....			46,541 93

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc, in New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward .....			46,541	93
<i>Poquesndie Light.</i>					
Octave Hachie.....	12 months salary as Light keeper .....	\$148	12		
Receiver-General.....	do superannuation tax.....		1 88		
				150	00
G. Hevenor.....	Repairs to burners.....		2 40		
John Ferguson.....	Cotton, flannel, swansdown.....		27 35		
Réné Le Boutillier.....	1 year's rent of land .....		4 00		
				183	75
<i>Point Du Chêne Light.</i>					
W. H. Thorne & Co.....	Glass.....		17 96		
				17	96
<i>Public Wharf and Montgomery's Landing.</i>					
Henry McNeill.....	12 months salary as Light-keeper .....	100	00		
J. R. Cameron.....	Chimneys and wicks .....		3 25		
H. A. Johnson.....	Signal lamps.....		6 60		
Wm. Masson .....	Cotton and flannel .....		15 60		
				125	45
<i>Palmer's Point Light.</i>					
B. R. Palmer.....	12 months salary as Light-keeper.....		80 00		
G. Hevenor .....	Oil tanks.....		18 00		
				98	00
<i>Quaco Light.</i>					
Wm. Love.....	6 months salary as Light-keeper .....	\$197	50		
Receiver-General .....	do superannuation tax .....		2 50		
				200	00
Chas. Brown .....	do salary as Light-keeper.....		200 00		
W. H. Thorne & Co.....	Boiled and raw oil, nails.....		19 45		
J. R. Cameron.....	Chimneys and wicks .....		8 50		
Robert Carson.....	Freight .....		12 75		
D. W. Clark.....	Balance account for extras. ....		31 75		
Wm. Carson .....	Freight.....		11 25		
Wm. Lewis & Son.....	Iron, cartage and labour.....		46 04		
Robt. H. Brown.....	Logs and lumber.....		37 50		
D. L. Hutchinson .....	Clock.....		9 00		
G. S. Mayes.....	Lumber and labour.....		145 34		
				721	58
<i>Robertson's Point Light.</i>					
Samuel Robertson.....	12 months salary as Light-keeper.....		80 00		
Macaulay Bros. & Co.....	Canvas.....		17 33		
T. B. Barker & Sons .....	Raw and boiled oil, red paint .....		8 53		
T. S. Simms & Co. ....	Brooms and paint brushes .....		0 95		
W. H. Thorne & Co.....	Tacks.....		0 36		
J. R. Cameron.....	Wicks.....		1 25		
Richard Robertson .....	Labour and repairs .....		12 50		
				120	92
<i>Richibucto Light.</i>					
Fabien Richard.....	12 months salary as Light-keeper.....	\$ 182	68		
Receiver-General.....	do superannuation tax.....		2 32		
				185	00
Wm. Sinclair.....	Boat.....		47 25		
John Ferguson.....	Cotton, flannel, swansdown, soap.....		28 79		
J. R. Cameron.....	Chimneys and wicks .....		3 75		
Wm. Masson.....	Towelling, cotton, etc.....		12 45		
				277	15
	Carried forward.....			47,086	74

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		47,086 74
<i>Richibucto Beacon Light.</i>			
Pacifique Leger.....	12 months salary as Light-keeper.....	\$ 197 52	
Receiver-General.....	do superannuation tax.....	2 48	
		200 00	
Pacifique Leger.....	Allowance for fuel to 30th June, 1885.....	25 00	
John Ferguson.....	Matches, chamois, brooms, towels, pails.....	27 80	
Wm. Masson.....	Cotton and flannel.....	27 70	
			289 50
<i>Railway and Moffatt's Wharf.</i>			
Geo. Cumming.....	12 months salary as Light-keeper.....	100 00	
Geo. Moffatt.....	Removing building.....	120 00	
Wm. Masson.....	Cotton and flannel.....	12 57	
			232 57
<i>South Tracadie Light.</i>			
Joseph Forbes.....	12 months salary as Light-keeper.....	\$ 148 12	
Receiver-General.....	do superannuation tax.....	1 88	
		150 00	
Wm. Ferguson.....	Rope, oil and paint.....	18 28	
J. R. Cameron.....	Chimneys and wicks.....	7 75	
			176 03
<i>Swallow Tail Light.</i>			
John W. Kent.....	12 months salary as Light-keeper.....	\$ 393 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	
Macaulay Bros. & Co.....	Flannel, waste, cotton and towelling.....	84 50	
Thos. Stewart & Co.....	Sheet lead, nuts and lead pipe.....	106 63	
T. B. Barker & Sons.....	Paint, oil, fireproof paint.....	149 60	
T. S. Simms & Co.....	Brushes and brooms.....	27 15	
W. H. Thorne & Co.....	Nails, spikes and hammer.....	17 95	
C. E. Harding & Son.....	Lumber.....	50 92	
Geo. Nixon.....	Room paper.....	22 78	
G. Hevenor.....	Oil tanks, drip pans, labour repairing lantern.....	232 98	
Vaughan Bros.....	Blocks, wire rope, cement, iron, zinc.....	174 99	
Walter Lane.....	Lumber, labour expenses.....	256 00	
Lee Bros.....	5,000 bricks.....	50 00	
Barbour & Staples.....	Painting lighthouse, travelling expenses.....	427 17	
Wm. Watt.....	Freight, putty, oil and Japan dryers.....	27 45	
F. Cronk.....	Freight on bricks and cement.....	55 75	
David Dorion.....	23 days mason work.....	62 50	
Wm. Lewis & Son.....	Chain, iron for tramway.....	110 61	
Thos. Redmond.....	Lumber.....	43 64	
James Harvey.....	Carting lumber and labour.....	96 50	
J. S. Nares.....	Blacksmith's work.....	31 20	
J. W. Kent.....	Boarding carpenters, masons, sand and labour.....	297 53	
J. A. Dixon.....	1 box soap.....	3 75	
Chas. Small.....	2 days labour landing supplies.....	5 00	
Seth Avery.....	2 do do.....	5 00	
John Murphy.....	2 do do.....	5 00	
Melvin Small.....	3 do do.....	7 50	
Oliver Cronk.....	3 do do.....	7 50	
George Turner.....	5 do do.....	12 50	
James M. Small.....	Boating water.....	12 75	
John R. Smith.....	25 coal baskets.....	10 00	
E. A. Everett.....	Paper.....	6 30	
Wm. Kent.....	Freight per steamer "Flushing".....	12 80	
			2,813 95
	Carried forward.....		51,589 79

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			51,589 79
<i>Saint Andrew's Light.</i>			
Geo. Pendlebury .....	12 months salary as Light-keeper.....	\$296 28	
Receiver-General.. .....	do superannuation tax.....	3 72	
		300 00	
Macauley Bros. & Co.....	Cotton, flannel and towels.....	14 43	
T. B. Barker & Sons.....	Turpentine, alcohol, matches.....	12 14	
T. S. Simms & Co. ....	Brooms and paint brushes.....	8 35	
G. Hevenor.....	Oil tanks.....	36 00	
W. H. Thorne & Co. ....	Shovel and lime.....	2 75	
J. R. Cameron.....	Chimneys.....	6 50	
H. Stinson .....	Freight.....	1 50	
Geo. Pendlebury.....	Stove.....	12 00	
John Pendlebury.....	Plastering room and carting oil.....	12 00	
Geo. Pendlebury.....	Allowance for fuel to 30th June, 1885. ....	20 00	
Robinson & Glenn .....	4 outside windows.....	6 40	
E. A. Kverett.....	Paper.....	2 70	
Vaughan & Bros.....	Rope and iron.....	4 65	
			439 72
<i>Spruce Point Light.</i>			
John Boyd.....	12 months salary as Light-keeper.....	120 00	
Macauley Bros. & Co.....	Towels.....	1 80	
T. S. Simms & Co. ....	Brooms.....	1 40	
W. H. Thorne & Co. ....	Raw oil and paint .....	6 65	
J. R. Cameron.....	Wicks.....	3 00	
H. Stinson .....	Freight.....	3 05	
T. B. Barker & Sons.....	Paint and oil .....	15 05	
John Boyd.....	Carting oil.....	1 50	
			152 45
<i>Sand Point Light.</i>			
Richard Wagner .....	12 months salary as Light-keeper.....	80 00	
Macauley Bros. & Co.....	Towels, cotton and waste .....	15 25	
T. S. Simms & Co. ....	Paint brushes.....	1 90	
W. H. Thorne & Co. ....	Oil and flannel .....	0 54	
J. R. Cameron.....	Wicks and chimneys .....	9 75	
T. B. Barker & Sons.....	Soap and matches .....	4 83	
J. R. Cameron.....	Wicks.....	3 00	
			115 27
<i>Shediac Light.</i>			
M. Robinson.....	12 months salary as Light-keeper.....	\$246 88	
Receiver-General .....	do superannuation tax.....	3 12	
		250 00	
M. Robinson .....	Repairs and freight.....	5 83	
W. H. Thorne & Co. ....	Glass .....	1 85	
J. R. Cameron.....	Reflectors and chimneys.....	7 80	
Wm. Masson.....	Cotton and flannel.....	11 10	
			276 58
<i>Southern Wolf Light.</i>			
Ezra Munroe.....	12 months salary as Light-keeper.....	\$491 36	
Receiver-General .....	do superannuation tax.....	5 64	
		500 00	
Macauley Bros. & Co. ....	Towels, cotton and flannel.....	18 90	
T. S. Simms & Co. ....	Brooms and brushes.....	4 90	
W. H. Thorne & Co. ....	Nails and spikes.....	11 30	
J. R. Cameron.....	4 doz chimneys .....	8 00	
			543 10
Carried forward.....			52,573 81

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	543 10	52,573 81
<i>Southern Wolf Light—Concluded.</i>			
T. B. Barker & Sons.....	Soap, glass and bricks.....	32 17	
C. E. Harding & Son.....	Deals.....	26 54	
Wm. Lewis & Son.....	Shackles, steel pins and bolts.....	87 21	
G. S. Mayes.....	103 days labour repairing blocks.....	321 80	
G. Hevenor.....	Burner, brass couplings.....	38 25	
R. P. & W. F. Starr.....	1,470 lbs. coal.....	4 78	
Vaughan & Bros.....	Rope and iron.....	62 58	
R. A. Everett.....	Paper.....	1 80	
Ezra Munroe.....	100 logs, ballast, poles, labour, coal and oil.....	69 40	
			1,187 63
<i>Shippegan Light.</i>			
F. H. Dumaresq.....	12 months salary as Light-keeper.....	\$276 48	
Receiver-General.....	do superannuation tax.....	3 52	
		280 00	
J. A. Dumaresq.....	Carting oil.....	3 00	
F. H. Dumaresq.....	Lumber, brush, wood, painting.....	74 15	
John Ferguson.....	Paint brushes, alcohol, brooms, chamois.....	38 25	
			395 40
<i>Sheldrake Island Light.</i>			
Duncan Morrison.....	12 months salary as Light-keeper.....	\$296 28	
Receiver-General.....	do superannuation tax.....	3 72	
		300 00	
R. R. Call.....	Coal tar.....	4 80	
J. R. Cameron.....	Chimneys and wicks.....	1 50	
Wm. Masson.....	Cotton and flannel.....	15 13	
			321 43
<i>South-West Head Light.</i>			
W. B. McLaughlin.....	12 months salary as Light-keeper.....	\$493 72	
Receiver-General.....	do superannuation tax.....	6 28	
		500 00	
Macaulay Bros. & Co.....	Cotton, flannel, towels, baize.....	37 53	
Wm. Brown.....	5 days' labour.....	10 00	
W. B. McLaughlin.....	Boarding mason, coppersmith, painters.....	35 50	
Alvra McLaughlin.....	Bricks, labour, rent of boathouse, carting.....	80 00	
T. S. Simms & Co.....	Brooms and paint brushes.....	8 65	
G. Hevenor.....	Drip pan, repairing lamps, stovepipe, oil tanks.....	399 07	
D. L. Hutchinson.....	Clock.....	8 70	
C. E. Harding & Son.....	Lumber, bricks, cement.....	117 04	
Estey, Allwood & Co.....	Lead, nails and blocks.....	196 42	
W. H. Thorne & Co.....	Powder, and wire rope.....	31 50	
T. B. Barker & Sons.....	Oil, alcohol and paint.....	73 68	
J. R. Cameron.....	Chimneys, wicks and burners.....	28 80	
F. Cronk.....	Freight on lumber, cement and iron.....	45 95	
Barbour & Staples.....	Painting and glazing.....	42 55	
R. P. & W. F. Starr.....	Hard coal, and carting.....	15 46	
Ottawa McLaughlin.....	Wood, labour carting supplies.....	185 46	
Oscar Plant.....	1 day's labour landing supplies.....	2 50	
Richard Benson.....	1 do do.....	2 50	
John Joy.....	4 do do.....	10 00	
Hiram Wilcox.....	1 do do.....	2 50	
W. D. Wilcox.....	1 do do.....	2 50	
Wm. Wilcox.....	Carting coal and stone for cellar drain.....	25 00	
N. M. Smith.....	1 day self and team carting coal.....	2 55	
Willford Kent.....	1 day's labour landing coal.....	4 00	
Willard Kent.....	Freight.....	2 50	
Cleveland Russell.....	Boating oil.....	10 00	
	Carried forward.....	1,880 36	54,478 27

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward .....	1,880	36	54,478	27
<i>South-West Head Light—Concluded.</i>					
Benj. Plant.....	Repairing boat, \$15 ; building house over well, \$15	30	00		
O. Plant.....	9 days labour .....	22	50		
Hinkley & Co .....	Stove.....	11	73		
Wood McLaughlin.....	Oil, and coal sacks .....	35	00		
R. H. Lyle.....	Surveying land.....	13	00		
Vaughan & Bros.....	Rope and iron .....	79	62		
A. M. Dibblee .....	Boat.....	48	00		
				2,120	21
<i>Tracadie (North) Light.</i>					
Wm. Archer.....	12 months salary as Light-keeper .....	\$237	00		
Receiver-General.....	do superannuation tax.....	3	00		
				240	00
Miramichi Foundry Co...	Galvanized iron, stovepipes .....	7	60		
John Ferguson.....	Soap, cotton, flannel, swansdown .....	27	60		
Wm. Archer .....	Allowance for fuel to 30th June, 1885.....	10	00		
J. R. Cameron .....	Chimneys .....	1	50		
				286	70
<i>Tubusintac Light.</i>					
Romain Savoy .....	12 months salary as Light-keeper .....	\$197	52		
Receiver-General.....	do superannuation tax .....	2	48		
				200	00
Romain Savoy.....	Painting lighthouse.....	89	00		
John Ferguson.....	Cotton, flannel, swansdown .....	30	30		
Wm. Masson .....	Cotton, flannel, etc.....	14	21		
				333	51
<i>Wilmot's Bluff Light.</i>					
J. D Wilmot.....	12 months salary as Light-keeper .....	80	00		
do .....	Carting oil.....	2	00		
				82	00
<i>Williams' Landing Light.</i>					
Robt. C. Williams.....	Salary from 10th October to 30th June, 1885.....	55	56		
"Sun" Publishing Co..	Advertising.....	4	60		
John Mowbray .....	Labour .....	13	25		
				73	41
<i>Cape Enrage Fog-Alarm.</i>					
W. S. Starratt.....	12 months salary as Engineer.....	\$395	00		
Receiver-General.....	do superannuation tax.....	5	00		
				400	00
Joggins Coal Mine As-	55 tons coal, at \$2.40 per ton .....	132	00		
sociation .....	Freight on 61,200, at \$1.30 per ton .....	80	08		
David Wallace .....	20 days road work .....	25	00		
Chas. S. Starratt.....	Lumber, and labour .....	61	50		
Danl. Tingley.....	Stovepipe .....	5	11		
A. G. Bowes & Co.....	Shingles, and postage .....	13	55		
W. S. Starratt .....	Paint and oil.....	60	78		
W. H. Thorne & Co.....	2 large water tanks.....	164	56		
Wm. Lewis & Son .....	12½ cords wood .....	50	00		
Robt. Tingley.....	Freight on tanks .....	15	00		
W. H. Steeves.....	Paper .....	6	60		
E. A. Everett .....				1,014	18
	Carried forward .....			58,388	28



STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			58,388	28
<i>Escuminac Fog-Alarm.</i>					
Thos. Phillips.....	12 months salary as Keeper.....	\$395	00		
Receiver-General.....	do superannuation tax.....	5	00		
				400	00
Peter Morrison.....	Labour on water pipes.....			7	50
Sinclair & Jack.....	do discharging coal.....			42	00
T. W. Crocker.....	Freight on coal.....			10	00
Jas. Nash.....	10 cords wood.....			35	00
Wm. Muirhead.....	Sheet lead, boiler tubes and felt.....			148	78
				643	28
<i>Grindstone Island Fog-Alarm.</i>					
J. R. Styles.....	12 months salary as Keeper.....	\$296	28		
Receiver-General.....	do superannuation tax.....	3	72		
				300	00
Macauley Bros. & Co.....	Cotton, waste and wicks.....			53	70
Thos. Stewart & Co.....	Oil, dies and packing.....			49	25
T. B. Barker & Sons.....	Soap and matches.....			12	66
W. H. Thorne & Co.....	Hammer.....			0	90
Joggins Coal Mine Ass.....	50 tons coal, at \$2.40.....			120	00
Estey, Allwood & Co.....	Pump fittings and steam gauge.....			232	86
J. B. Smith.....	15 days labour.....			57	16
Geo. Smith.....	Repairing machinery, and travelling expenses.....			85	68
David Wallace.....	Freight, 56 tons coal.....			70	00
Wm. Wood.....	Freight.....			10	00
"Sun" Publishing Co.....	Advertising.....			13	20
John R. Styles.....	Boarding engineers, and carting coal.....			127	13
R. C. Beacon.....	4 cords wood and locks.....			23	80
D. L. Hutchinson.....	Clock, and packing.....			7	15
				1,163	49
<i>Grand Manan Fog-Alarm.</i>					
James Tatton.....	12 months salary as Keeper.....	\$693	72		
Receiver-General.....	do superannuation tax.....	6	28		
				700	00
Macauley Bros. & Co.....	Flannels, towels and chamois skins.....			8	30
Thos. Stewart & Co.....	Oil, packing, rubber and canvas.....			121	91
T. B. Barker & Sons.....	Red lead and oil.....			23	05
Chas. A. Everett.....	30 rods fencing.....			22	50
T. S. Simms & Co.....	Brooms and paint brushes.....			5	90
W. H. Thorne & Co.....	Nails and emery cloth.....			54	06
J. R. Cameron.....	Wicks and chimneys.....			3	25
Geo. Cobham.....	Freight on 112 tons coal.....			806	40
Joggins Coal Mine Ass.....	100 tons coal, at \$1.80.....			480	00
John R. Smith.....	80 coal baskets.....			24	00
Chas. Watt.....	Freight.....			5	45
Geo. Tatton.....	Carting coal, horse-hire and blacksmith's work.....			307	05
W. E. Tatton.....	13 gallons oil, at 30c.....			3	90
S. G. Blizard.....	Cedar posts and lumber.....			34	00
F. Cronk.....	Freight.....			21	10
Wm. Kent.....	do.....			15	00
A. G. Bowes & Co.....	Stovepipe.....			7	10
Robt. Bell.....	Repairing water tanks.....			9	00
S. J. Nares.....	Iron work.....			5	00
E. A. Everett.....	Room paper.....			9	00
Vaughan & Bros.....	Rope and iron.....			21	75
Geo. D. Smith.....	On account of repairs.....			20	00
C. E. Harding & Son.....	Lumber.....			8	10
James Tatton.....	Board of engineers, paper and labour.....			19	79
				2,735	61
	Carried forward.....			62,930	66

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc, in New Brunswick, etc.— *Continued.*

		\$	cts.	\$	cts.
	Brought forward.....			62,930	66
<i>Head Harbours Fog-Alarm.</i>					
Neil A. Seelye .....	12 months salary as Engineer.....	300	00		
Macanley Bros. & Co. . .	Waste, cotton and flannel.....	66	55		
Joggins Coal Mine Ass...	75 tons coal, at \$2.40.....	180	00		
Thos. Stewart & Co.....	Files, oil, taps and dies .....	51	65		
T. B. Barker & Sons.....	Soap, dryer and varnish. ....	10	08		
T. S. Simms & Co.....	Brushes and broom.....	6	95		
Wm. Lewis & Son.....	Labour on bell.....	49	75		
W. H. Thorne & Co. ....	Nuts.....	0	47		
J. R. Cameron.....	Chimneys and wicks.....	4	75		
Wm. Irving.....	Balance freight on coal.....	81	00		
Hugh Belmore .....	Freight on 14 cords wood.....	56	00		
S. G. Blizard.....	500 feet scantling .....	4	30		
"Sun" Publishing Co...	Advertising tenders for dwelling house.....	2	80		
Weeks & Powers.....	do do .....	2	80		
Joseph Boyd.....	18 days labour storing coal.....	36	00		
Hinkley & Co.....	Stove.....	12	00		
Henry McLaughlin.....	100 lbs. spikes.....	4	00		
Neil A. Seelye.....	Chimneys and postage.....	10	69		
				879	79
<i>Letete Fog-Alarm.</i>					
George Holmes.....	12 months salary as Engineer .....	\$394	36		
Receiver-General.....	do superannuation-tax .....	5	60		
		400	00		
Sidney Dines.....	do salary as Assistant Engineer.....	150	00		
Robinson & Glenn .....	Lumber.....	10	80		
Macanley Bros. & Co. ....	Towels, cotton and flannel.....	18	30		
Thos. Stewart & Co.....	Oil, taps and bolts.....	97	90		
T. S. Simms & Co.....	1 doz. brooms.....	4	20		
G. Hevenor.....	Oil tank, labour and iron smoke stack.....	47	73		
W. H. Thorne & Co.....	Raw oil, stovepipe and iron pipe.....	48	43		
Thos. Barry.....	6 M. shingles.....	11	04		
J. R. Cameron .....	Chimneys and wick.....	9	30		
Wm. Lewis & Son.....	Repairs and screws.....	286	36		
Joggins Coal Mine Ass...	75 tons coal, at \$2.40.....	180	00		
Wm. Irving.....	Freight on 84 tons coal.....	168	00		
H. Stinson.....	Freight.....	2	71		
Hugh Belmore.....	Freight on 18 cords wood.....	72	00		
A. & J. McLean.....	Lumber, lime, spikes and freight.....	36	36		
Estey, Allwood & Co....	Check valves.....	3	50		
T. B. Barker & Sons.....	London lead, red paint, boiled and raw oil.....	33	70		
Geo. Holmes .....	4 ladders.....	13	70		
John McVicar .....	Tallow.....	6	50		
Vaughan & Bros.....	Iron pipe and bellows.....	454	92		
Joseph Chambers.....	Carting coal and wood, labour on reservoir.....	82	30		
T. McAvity & Son.....	Valves.....	1	08		
A. J. Seelye .....	Carting.....	10	00		
"Sun" Publishing Co...	Advertising.....	4	80		
				2,153	63
<i>Miscou Alarm.</i>					
Robert Rivers.....	12 months salary as Engineer.....	\$296	28		
Receiver-General.....	do superannuation tax.....	3	72		
		300	00		
R. R. Call.....	47 tons coal.....	286	88		
Robert Rivers.....	Expenses and labour landing coal, \$41; travelling expenses, \$36.99.....	77	99		
Miramichi Foundry Co...	Valves and lantern.....	30	70		
John Whitley.....	15 cords wood, at \$3.....	45	00		
Wm. Muirhead.....	Valves, rubber and packing.....	54	64		
				795	21
	Carried forward.....			66,759	29

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward .....		66,759 29
<i>Machias Seal Island Fog-Alarm.</i>			
Chas. F. Seely .....	12 months salary as Engineer.....	500 00	
A. J. Meloon .....	Boating .....	36 00	
G. W. Meloon.....	do .....	116 00	
Chas. F. Seely.....	Boarding carpenters, engineers, and labour .....	188 57	
Macaulay Bros. & Co.....	Waste, towels, cotton, flannel.....	64 85	
Thos. Stewart & Co .....	Oil, alcohol and valves.....	47 50	
T. B. Barker & Sons.....	Glass, turpentine.....	49 65	
Chas. A. Everett.....	Fencing.....	26 25	
T. S. Simms & Co.....	Brooms, brushes and dusters.....	13 15	
Wm. Lewis & Son.....	Repairs to boiler, plates for tramway.....	515 46	
W. H. Thorne & Co.....	Paint, turpentine and putty.....	78 93	
Hugh Belmore .....	Freight .....	140 00	
J. R. Cameron.....	Chimneys and burners.....	17 00	
Joggins Coal Mine Ass.....	150 tons coal, at \$2.40.....	360 00	
John R. Smith.....	150 coal baskets.....	45 00	
S. G. Blizard .....	Lumber.....	262 92	
Thos. Adams.....	Bunting .....	13 91	
Geo. Cobham.....	Freight on 168 tons coal.....	792 25	
Fred. Godard.....	Towing vessel to receive lumber.....	5 00	
C. E. Harding & Son.....	Lumber.....	2 50	
Estey, Allwood & Co.....	Belting and lacing.....	24 38	
D. W. Clark.....	Labour repairing rail track and road.....	191 50	
A. G. Bowes & Co.....	Stove and fittings .....	42 50	
T. McAvity & Son.....	Valves .....	35 47	
W. Millar.....	Passage boiler makers.....	30 00	
Thos. Traynor.....	do .....	15 00	
			3,614 79
<i>Partridge Island Fog-Alarm.</i>			
James Wilson .....	12 months salary as Engineer.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
			400 00
Macaulay Bros. & Co.....	Cotton, flannel and towels .....	14 30	
Joggins Coal Mine Ass.....	312½ tons coal, at \$2.40 .....	750 07	
Thos. Stewart & Co.....	Gauges, pump, leather, and gauge cocks .....	64 67	
T. B. Barker & Sons.....	Paint, oil, soap, gaskets and stovepipe.....	64 20	
T. S. Simms & Co.....	Brooms and paint brushes.....	8 10	
Wm. Lewis & Son.....	Iron winch, and labour .....	56 29	
W. H. Thorne & Co .....	Oil, red paint, files, bolts, nails.....	55 70	
J. Willard Smith.....	Freight on 140 tons coal.....	168 00	
Henry King.....	Carting coal, wood boating, piling coal.....	545 90	
James Brown.....	Freight on 140 tons coal.....	168 00	
Wisdom & Fish .....	Iron work.....	3 83	
H. Belmore .....	Freight on 18 cords wood.....	144 00	
J. E. Morris .....	2 days labour.....	6 00	
Estey, Allwood & Co.....	Steam valves.....	19 51	
A. G. Bowes & Co.....	Stovepipe.....	6 23	
Geo. Hutchinson.....	Clock.....	9 50	
Geo. D. Smith.....	2½ days labour .....	7 50	
Barbour & Staples .....	Labour and glass.....	9 30	
John Smith.....	do fire-bars .....	33 36	
S. G. Blizard .....	Lumber.....	73 02	
John Clark.....	Towing scows.....	11 25	
J. B. Smith.....	18 baskets.....	7 20	
			2,625 93
<i>Point Lepreaux Fog-Alarm.</i>			
W. A. Gallant.....	12 months salary as Engineer .....	\$444 36	
Receiver-General.....	do superannuation tax.....	5 64	
			450 00
Thos. Stewart & Co.....	Lace, leather and lead pipe .....	61 14	
	Carried forward.....	511 14	73,000 01

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	511 14	73,000 01
<i>Point Lepreaux Fog-Alarm—Continued.</i>			
Macaley Bros. & Co.....	Cotton, flannel and towelling .....	26 45	
T. S. Simms & Co.....	Paint brushes and brooms.....	18 95	
G. Hevenor .....	Oil tank.....	18 00	
W. H. Thorne & Co. ....	Hammer, bolts, tongs, nails, putty, locks.....	99 85	
J. R. Cameron.....	Lantern and burners, waste and chimneys .....	7 60	
Joggins Coal Mine Ass...	150 tons coal, at \$2.40.....	360 00	
David Wallace.....	Freight on 166 tons coals .....	420 00	
John R. Smith.....	130 coal baskets.....	39 00	
C. E. Harding & Son.....	Lumber.....	120 75	
Chas. Thomson .....	Carting coal, and rent of land.....	145 75	
Hugh Belmore .....	Freight on 18 cords wood .....	72 00	
Geo. Fleming & Son .....	New boiler.....	1,040 00	
Wm. Lewis & Son .....	Iron pipe and drills.....	69 62	
W. N. DeWitt .....	Repairs .....	476 50	
W. A. Gallant .....	Oil, postage, lumber, freight .....	197 91	
G. H. Thomas .....	Boarding coppersmith.....	8 00	
T. B. Barker & Sons.....	White lead, paint and oil.....	13 05	
T. McAvery & Son .....	Valves and whistles.....	152 75	
Vaughan & Bros .....	Iron.....	6 35	
Wisdom & Fish.....	Elbows and fittings .....	12 17	
			3,815 84
<i>St. Martin's Head Fog-Alarm.</i>			
Geo. Briggs .....	Salary as Engineer, from 15th Dec., 1884, to 30th June, 1885.....	216 67	
Wm. Lewis & Son .....	Chain, screw bolts, iron, iron tank, cartage. ....	358 68	
Joggins Coal Mine Ass...	55 tons coal, at \$2.40.....	132 00	
Geo. Cobham .....	Freight on 61·1200 tons coal.....	98 56	
Robert Carson .....	Carting coal, freight bricks, shingles, lumber.....	249 13	
I. & F. Burpee & Co.....	2 kegs spikes.....	15 00	
W. H. Thorne & Co.....	Pump, nails, pipe, packing and oil.....	85 03	
McRoberts & Crawford...	Stove and pipes.....	25 40	
Vaughan Bros.....	Forge bellows, vice, lead, oakum, iron pipe.....	735 86	
J. Harris & Co.....	Stove and stove pipe.....	20 60	
Rstey, Allwood & Co.....	Gauge glass.....	2 00	
G. Hevenor .....	Copper work .....	47 14	
Samuel Briggs.....	16 days labour .....	16 00	
Joshua Prescott.....	1,000 square feet spruce deals .....	8 50	
Wm. Blizard.....	Boat and sail.....	50 00	
W. J. Davidson.....	Freight and boat hire.....	13 50	
E. A. Everett.....	Paper.....	1 50	
D. L. Hutchinson.....	Clock.....	9 00	
			2,094 57
BUOYS AND BEACONS.			
GENERAL ACCOUNT.			
John Y. Payzant.....	Rent of land.....	49 00	
J. S. Fleming.....	Freight.....	33 01	
Philip Doody .....	Labour repairing buoy.....	16 05	
Elkin & Hatfield.....	Nails, white lead, and oars.....	3 89	
Barbour & Staples .....	Painting buoys .....	64 25	
Geo. Fleming & Son .....	15 iron can buoys .....	1,920 00	
H. Maxwell .....	Lumber.....	8 05	
Thos. Perrin.....	10 days labour on spar buoys.....	20 09	
Barnes & Co.....	Advertising tenders bell buoy.....	1 50	
"Sun" Publishing Co...	do do .....	2 50	
T. Bartelow Mott.....	do do .....	2 00	
Wm. Lewis & Son.....	Making barrel buoys, granite rocks.....	417 31	
H. H. Mott.....	Drawing bell buoy.....	5 00	
T. B. Barker & Sons.....	Paint and turpentine.....	7 45	
C. E. Harding & Son.....	40 spar buoys .....	170 00	
			2,720 01
	Carried forward .....		81,620 43

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.**

		\$ cts	\$ cts.
Brought forward.....			81,620 43
<b>BUOYS AND BEACONS—Continued.</b>			
<i>Bell Buoy.</i>			
Henry King.....	Boating.....	86 20	
Wm. Lewis & Son.....	Repairing hammers, fitting chain.....	147 94	
John Cotter.....	Examining buoy.....	4 00	
Geo. E. Bustin.....	4 days labour painting.....	9 00	
L. H. Vaughan & Bros.....	Chain.....	165 84	
Samuel Elliott.....	Picking up buoy.....	10 00	
Barbour & Staples.....	Painting.....	18 61	
Robert Murray.....	Labour placing and lifting chain.....	13 00	
James Brickley.....	Hire of scow.....	9 00	
Andrew Lawson.....	Winch hire.....	2 25	
Thos. E. Moran.....	16 days wharfage.....	4 80	
John Clark.....	Towing and placing buoy.....	87 00	
Richard Oline.....	Placing buoy.....	20 00	
James Wilson.....	Cutting ice.....	2 50	
Chas. Daley.....	Placing buoy.....	10 00	
			590 14
<i>Bathurst.</i>			
E. E. Chase.....	Lifting buoys.....		135 00
<i>Buctouche.</i>			
John S. Dixon.....	New buoy, and placing.....	40 00	
M. Girouard.....	Placing buoy.....	20 00	
James Keswick.....	do.....	25 00	
			85 00
<i>Beaver Harbour.</i>			
L. H. Vaughan & Bros.....	25 fathoms chain.....	39 61	
Wm. Lewis & Son.....	Iron work.....	75 53	
Lewis Cross.....	Placing buoy.....	5 00	
E. W. Cross.....	Picking up buoy.....	2 50	
			126 64
<i>Caraquet.</i>			
G. B. Poulin.....	Labour on buoy.....	24 00	
R. Legere.....	Schooner hire.....	22 00	
C. Legere.....	Labour on buoy.....	4 50	
Wm. Irving & Co.....	Paint brushes and shackles.....	2 20	
Chas. Robins & Co.....	Storage on buoys.....	8 67	
Thos. Porlier.....	Labour on buoys.....	8 25	
D. Gauvin.....	Iron.....	2 62	
Louis Porlier.....	Lifting buoys.....	48 00	
			120 24
<i>Cocagne.</i>			
Eustache Martin.....	In full for services repairing and placing buoy.....		40 00
<i>Campo Bello.</i>			
H. Mitchell.....	Placing buoys.....		65 50
<i>Dalhousie.</i>			
R. McNeill.....	Contract for placing and lifting.....		156 66
Carried forward.....			82,935 11

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			82,935	11
<b>BUOYS AND BEACONS—Continued.</b>					
<i>Dorchester.</i>					
J. A. Palmer.....	Lifting buoy.....	20	00		
Joshua King.....	Labour painting buoy.....	4	95		
C. E. Wood.....	Placing buoy.....	24	00		
J. H. Hickman.....	Paint and oil.....	4	95		
				53	90
<i>Dipper Harbour.</i>					
Wm. Lewis & Son.....	Chain, eyebolts and fittings.....	11	64		
H. Belmore.....	Placing buoys.....	13	00		
				24	64
<i>Grand Lake.</i>					
T. B. Barker & Sons.....	Paint and oil.....	13	70		
G. A. Munroe.....	Labour placing buoys.....	89	85		
A. Coakley.....	do.....	92	00		
M. Y. Cox.....	do.....	35	50		
Calvin H. Purdy.....	do.....	50	00		
Vaughan Bros.....	Chain.....	36	00		
				316	85
<i>Grand Manan.</i>					
Wm. Lewis & Son.....	Fitting buoy and chains.....	78	70		
F. Cronk.....	Placing and lifting buoys.....	151	95		
Vaughan Bros.....	Chain.....	164	94		
Barbour & Staples.....	Painting buoy.....	9	50		
Cleveland & Russell.....	Freight, labour and placing.....	32	00		
Alvra McLaughlin.....	Carting anchor and buoy, saving buoy.....	16	50		
Chas. H. Russell.....	Painting buoy.....	4	00		
				457	59
<i>Grand Anse.</i>					
T. Landry.....	Painting, placing and lifting.....			22	75
<i>Grindstone Island.</i>					
Wm. Lewis & Son.....	Chain and anchor.....	223	72		
Vaughan & Bros.....	15 fathoms chain.....	10	08		
				233	80
<i>Harvey.</i>					
Wm. Wood.....	Lifting buoy.....	60	00		
C. E. Wood.....	Placing buoy, freight.....	108	50		
H. Graves.....	Painting.....	35	00		
				203	50
<i>Little Shemogue.</i>					
John Avard.....	Placing and lifting buoy.....			49	00
<i>Lepreaux (Automatic).</i>					
J. Bigler.....	Buoy and fittings.....	1,575	00		
M. Bulmer.....	Freight on buoy.....	50	00		
Wm. Lewis & Son.....	Iron shackles, chain, and labour.....	339	08		
John Sullivan.....	Labour on wire rigging.....	27	50		
				1,991	58
	Carried forward.....			84,297	64

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
Brought forward.....		1,991 58	84,297 64
<b>BUOYS AND BEACONS—Continued</b>			
<i>L'preaux (Automatic)—Continued.</i>			
Barbour & Staples .....	Painting.....	45 87	
Vaughan & Bros .....	60 fathoms chain.....	403 69	
Bank of Montreal .....	Bill of exchange for payment of 15-cwt. Martin anchor.....	211 69	
Harrison & Peters.....	Granite blocks.....	21 50	
"Sun" Publishing Co....	Advertising .....	4 80	
Chas. Daley ..	Pilotage.....	20 00	
David Dearness .....	1 day's labour.....	2 50	
Geo. Tait.....	do .....	2 50	
W. F. Lewis.....	do .....	2 50	
John McWilliams .....	do .....	2 50	
John Clark.....	Picking up and replacing buoy.....	160 00	
Henry King.....	Labour.....	6 06	
T. Bartelow Mott.....	Advertising .....	2 50	
			2,877 63
<i>Letête.</i>			
Joseph Chambers.....	Placing buoys .....	120 00	
Alex. Rapley .....	Repairing and painting buoy.....	27 75	
			147 75
<i>Miramichi.</i>			
James Rae.....	New buoys, shackles, buoy stone, chain.....	405 90	
Wm. Tait.....	Placing and lifting .....	420 00	
Alex. Morrison.....	Repairs to buoy.....	2 36	
R. R. Call.....	885 lbs. chain.....	44 25	
John Sadler.....	Hoop iron, chain, oil, rent of wharf.....	59 70	
Robt. J. Walls.....	Painting and repairing buoy.....	164 75	
McDonald & Green.....	6 buoy stones.....	15 00	
			1,111 96
<i>Neguac.</i>			
Alex. Goodfellow .....	Freight, and placing buoy .....	10 00	
Romain Savoy.....	Placing buoys, 4 extra buoys.....	101 66	
R. R. Call.....	3 spar buoys.....	35 00	
Wm. Lewis & Son.....	Chain, anchor and swivel.....	131 67	
			278 23
<i>Pokemouche.</i>			
Vaughan & Bros.....	802 lbs. chain.....	36 07	
Alex. Goodfellow.....	Freight and placing buoy.....	15 00	
James Rae .....	Labour on chain.....	9 00	
John Maher.....	Balance of placing and lifting buoy.....	10 00	
Vital Lousier.....	Bushing channel and lifting do .....	25 00	
O. Robichaud.....	Boat hire and placing buoys.....	12 00	
E. Maher.....	Spar buoy and chain .....	28 00	
			135 07
<i>Petit Rocher.</i>			
Hilarion Roy.....	Placing, and lifting buoys .....		20 00
<i>Port Elgin.</i>			
J. S. Silliker.....	Placing and lifting buoys .....		44 00
Carried forward.....			88,912 28

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			88,912 28
<b>BUOYS AND BEACONS—Continued.</b>			
<i>Quaco Ledge.</i>			
Robert Carson.....	Painting, freight and placing buoys .....	40 00	
Vaughan & Bros.....	15 fathoms 1-inch chain.....	41 03	
Wm. Lewis & Son.....	Chain, and labour on buoy.....	75 15	
Fred. Pheasant.....	Picking up buoy and anchor.....	50 00	206 18
<i>Richibucto.</i>			
J. & J. Jardine.....	Placing and lifting buoys.....	100 40	
Paul Legooof.....	do do.....	405 00	
Wm. Lewis & Son.....	Anchor, chain and shackles.....	87 75	
James Lawson.....	Placing buoys .....	60 00	653 15
<i>Reed's Point Lamp.</i>			
St. John Gas Co. ... ..	12 months gas bill.....		80 00
<i>Restigouche.</i>			
Joseph Doherty.....	Contract for buoy, service for season 1884.....		57 00
<i>Shippegan.</i>			
J. L. Robicheaux.....	Contract for buoy service, to 31st December, 1884..	75 00	
E. Maher.....	Spar buoy and chain.....	16 00	91 00
<i>Shemogue.</i>			
John Avarad .....	Repairing, placing and lifting .....		48 00
<i>Shediac.</i>			
Geo. Strayal.....	Freight on buoys .....	2 00	
E. P. White .....	Painting, placing and lifting.....	81 00	
John McPherson .....	Spar buoys and anchors.....	5 00	
T. F. Sherwood .....	Buoy stones.....	5 50	
A. McQueen .....	Chain and freight .....	1 15	94 65
<i>St. Andrew's.</i>			
R. Ross & Son.....	2 spars.....	3 00	
James Bell.....	Painting and placing buoy, iron work .....	38 24	
John Quinn .....	Iron work.....	27 94	
John Wren .....	Picking up buoy.....	3 80	72 98
<i>St. George.</i>			
G. A. Grierson .....	Placing and lifting 13 buoys, Magaguadivic River..	83 00	
John Fisher.....	do 4 do Digeguash do ..	43 00	
James O'Brien.....	Iron work.....	4 50	
Alex. Dick .....	Painting and scraping.....	12 00	142 50
Carried forward.....			90,357 74



**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Concluded.**

		\$ cts.	\$ cts.
	Brought forward.....		90,357 74
	<b>BUOYS AND BEACONS—Concluded.</b>		
	<i>St. Stephen.</i>		
Chas. Young.....	Placing and lifting buoys.....	39 50	
Mark M. Young.....	Painting and placing.....	40 00	
H. H. Reed.....	Iron work.....	5 25	
			84 75
	<i>Split Rock.</i>		
Wm. Lewis & Son.....	Repairs on automatic buoy.....	518 10	
James E. Morris.....	18 days labour.....	54 00	
E. Lanthorn.....	Chain.....	16 29	
Vaughan & Bros.....	Wire rope, chain, boiler plate.....	358 33	
Barbour & Staples.....	Painting buoy.....	51 91	
Chas. P. Hamm.....	Horse hire.....	6 00	
Robert Murray.....	Labour, and hire of rigging lifting buoy.....	55 50	
John McKenley.....	Carting buoy.....	11 00	
Thomas E. Moran.....	Wharfage, 29 days.....	8 70	
"Sun" Publishing Co.....	Advertising.....	20 45	
			1,100 28
	<i>St. John River.</i>		
J. S. Vanwart.....	Placing and lifting buoys.....	15 00	
Morris Scovil.....	do.....	10 00	
Cottle & Dykeman.....	Cleaning, painting, and iron work.....	16 15	
H. A. Cropley.....	Advertising for tenders.....	3 30	
			44 45
	<i>Tracadie.</i>		
Vital Arseneaux.....	Placing and lifting.....	146 00	
Wm Lewis & Son.....	Chain, anchor and swivel.....	70 37	
			216 37
	<i>Tabusintac.</i>		
Jonathan Palmer.....	Amount contract placing and lifting.....		65 00
	<i>West Isles.</i>		
Thos. N. Parker.....	Painting and placing.....		151 00
	<i>Washademoak Lake.</i>		
G. W. Perry.....	Placing buoys.....	30 00	
Nehemiah McDonald.....	do.....	14 00	
J. W. Perry.....	do.....	52 00	
			96 00
Queen's Printer.....	Stationery and printing.....		92,115 59
			19 64
			92,135 23
	Refund in connection with buoy service.....		4 95
	Total.....		92,130 28

F. GOURDEAU,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine.

## APPENDIX No. 9

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with the Maintenance of Lights in Prince Edward Island, for the Fiscal Year ended 30th June, 1885.

GENERAL ACCOUNT.		\$ cts.	\$ cts.
Artemas Lord .....	2 months salary as Agent, to 31st August, 1884, at \$1,000.	\$ 163 34	
do .....	do do at \$1,200 .....	980 00	
do .....	12 months superannuation tax .....	23 00	
do .....	Travelling expenses, paid for stamps, freight, storage, cartage, stationery, etc.....	1,168 34	
Adam Murray .....	Leather case for compass .....	59 05	
Brennan Bros .....	Ink, pens, stationery .....	5 00	
Donald McLeod .....	Allowance 12 months cleaning office.....	6 81	
Henry Monk .....	Horse hire .....	30 00	
S. W. Crabbe .....	Pipes, and fitting up stove.....	13 00	
J. Newson .....	Wood, repairs at office .....	2 83	
A. A. Telegraph Co .....	Telegraphing .....	1 25	
"Examiner" Publishing Co .....	Printing duplicate receipts .....	1 62	
Theop. L. Chappelle.....	Mucilage, ink and pens .....	3 00	
McKinnon & McLean.....	Repairs to press bolts.....	2 35	
Kenyon, Tingley & Stuart	Dating stamp, \$8 ; premium on P. O. order, 5c.....	0 75	
Peake Bros. & Co.....	Freight and wharfage on 240 casks oil, ex "Cuban."	8 05	
D Small .....	Repairing can buoy .....	187 20	
Imperial Oil Co.....	240 casks oil, 10,747-27 gallons, at 21c., and premium on draft .....	20 55	
A. Lord.....	Expenses receiving and distributing oil and stores.	2,262 57	
S. W. Crabbe .....	Invoice chimneys, burners and wicks.....	96 56	
Capt. J. Hyde .....	Freight empty casks, oil and stove .....	187 52	
S. W. Crabbe .....	Repairs to oil tank .....	6 85	
Peake Bros. & Co. ....	Freight on paint and oil from Montreal .....	1 50	
McDougald, Logie & Co.	Paint and oil, and premium on draft .....	7 21	
SS. "Heather Belle"....	Freight for Crapaud and Orwell .....	152 27	
George Coomb. ....	Rent oil store and wharfage account to 31st December, 1884.....	2 11	
The A. A. Telegraph Co.	Telegraphing .....	78 54	
Peake Bros. & Co.....	Lock, watch oil, chamois, etc .....	6 54	
E. J. Hodgson .....	Rent general store, to 31st December, 1884 .....	6 55	
Steam Navigation Co....	Wharfage, 49c. ; freight, \$3.27.....	70 00	
Peake Bros. & Co .....	Wharfage .....	3 76	
Theoph. Chappelle.....	Almanacs, 60c. ; express charges, 50c .....	0 52	
Steam Navigation Co....	3 5-gallon empty oil cans .....	1 10	
P. E. I. Railway .....	Freight on oil tanks, paint and oil.....	1 50	
M. Stevenson .....	Contract 35 oil tanks .....	5 43	
Peake, Bros. & Co.....	Blocks, Manila, iron work .....	393 00	
Capt. J. Hyde .....	Freight on oil tanks .....	21 42	
		3 00	
			5,345 25
<i>Block House Point Light.</i>			
Arch. McLean.....	12 months salary as Light-keeper.....	\$ 335 72	
do .....	do superannuation tax.....	4 24	
do .....	Fuel allowance for 1884-85.....	339 96	
do .....	Board carpenters, and truckage .....	32 00	
M. Hennessy .....	Carpenters work, repairing damage done by fire.....	10 20	
Poole & Lewis.....	Lumber for do do .....	24 80	
S. W. Crabbe .....	Nails and spikes do do .....	14 10	
		3 45	
	Carried forward.....	424 51	5,345 25

STATEMENT of Expenditure in connection with the Maintenance of Lights in Prince Edward Island, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....	424 51	5,345 25
<i>Block House Point Light—Continued.</i>			
Department Militia and Defence .....	1 year's rent of site, to May, 1884 .....	4 87	
Peake Bros. & Co. ....	Soap, cotton, matches.....	15 51	
Jas. McDonald.....	Labour at repairs.....	3 00	
Department Militia and Defence .....	1 year's rent of site, to May, 1885.....	4 87	
Peake Bros. & Co. ....	Whiting, glue and paper .....	9 89	
Denis Hogan.....	On account contract for well .....	6 00	
			468 65
<i>West Point Light.</i>			
W. McDonald.....	12 months salary as Light-keeper .....	\$293 24	
do .....	do superannuation tax.....	3 76	
do .....	Fuel allowance for 1884-85 .....	300 00	
do .....	Board, truckage and horse hire for M. Walsh.....	32 00	
Augustine Cain .....	Plastering repairs. ....	25 40	
D. Rogers .....	Lime, paper, brushes .....	8 28	
M. Walsh .....	Labour at lantern, stovepipe.....	37 85	
D. Rogers .....	Stove for Light room .....	5 75	
Peake Bros. & Co. ....	Duck, towels, soap, matches, etc .....	56 05	
Steam Navigation Co.....	2 pieces old boiler tubes .....	2 00	
Dodd & Roger .....	2 deck irons, and freight .....	1 75	
John Auld.....	Lumber for lantern repairs .....	10 97	
W. J. Fraser.....	Labour at do .....	32 00	
E. Ladner.....	Carpenter work do .....	20 00	
S. Smith .....	Labour at do .....	12 00	
P. Smith .....	do do .....	18 00	
S. Smith .....	Labour at lantern, repairs.....	15 00	
D. Currie.....	Blacksmith work and use of forge.....	10 00	
M. Walsh.....	Labour at lantern, repairs.....	86 65	
W. McDonald.....	Board of workmen, truckage.....	91 00	
S. W. Crabbe.....	Roofing felt.....	3 28	
McKinnon & McLean.....	Pump and pipe .....	16 26	
D. Rogers .....	Putty, nails, paint.....	10 55	
Poole & Lewis.....	Lumber.....	17 73	
Peake Bros. & Co. ....	Duck, lead, nails, spikes.....	46 84	
			876 86
<i>Point Prim Light.</i>			
M. McLeod.....	12 months salary as Light-keeper .....	\$296 24	
do .....	do superannuation tax.....	3 76	
do .....	Fuel allowance for 1884-85.....	300 00	
Peake Bros. & Co. ....	Soap, towels, cotton, matches.....	10 76	
S. W. Crabbe.....	Stove for Light room.....	6 00	
			348 76
<i>Panmure Island Light.</i>			
W. McDonald.....	12 months salary as Light-keeper .....	\$296 24	
do .....	do superannuation tax .....	3 76	
do .....	Fuel allowance for 1884-85.....	300 00	
Peake Bros. & Co. ....	Soap, cotton, towels, matches.....	20 68	
Jas. Bourke.....	Expenses of oil and stores from Georgetown .....	4 12	
P. E. I. Railway.....	Freight on lumber for repairs.....	8 06	
W. J. Fraser.....	Repairing lantern .....	17 40	
Jas. Bourke.....	Lumber, sail, truckage.....	68 61	
W. Stewart.....	Carpenters work at repairs.....	20 00	
Neil McNeil.....	do do .....	56 65	
	Carried forward.....	527 52	7,039 51

STATEMENT of Expenditure in connection with the Maintenance of Lights in Prince Edward Island, etc.— *Continued.*

		\$	cts.	\$	cts.
	Brought forward .....	527	52	7,039	52
<i>Panmure Island Light—Concluded.</i>					
W. J. Fraser.....	Labour putting up lantern.....	17	05		
Noonan & Davis .....	Expense on lantern from Montreal to Pictou.....	77	28		
W. Stewart.....	Balance carpenters wages at repairs.....	143	86		
Poole & Lewis.....	Lumber for repairs.....	76	98		
W. McDonald.....	Board of workmen.....	52	65		
Peake Bros. & Co.....	Duck, lead, nails.....	65	39		
Chas. Johnston.....	On account contract painting tower.....	18	72		
The Marine Department.	Paid E. Chanteloup for lantern.....	963	34		
do .....	Paid A. Ramsay & Son for glass.....	148	88		
				2,091	67
<i>North Cape Light.</i>					
Augustin Hackett.....	3 months salary as Light-keeper, to 30th September, 1884.....	\$	74 06		
do .....	do superannuation tax.....		0 94		
do .....	9 do salary as Light-keeper, to 30th June, 1885.....		225 00		
do .....	Fuel allowance for 1884-85.....		300 00		
James Harper.....	Contract repairs foundation wall.....		32 00		
A. Hackett.....	Lime, stone, sand and cartage for repairs.....		30 00		
F. Gallant.....	Board for M. Walsh in June, 1884.....		17 62		
Peake Bros. & Co.....	Soap, cotton, towels, etc.....		3 00		
W. H. Noble.....	Expense visiting station about gear.....		19 28		
A. Hackett.....	Truckage oil and stores from Tignish in 1884.....		40 00		
do .....	Refund of superannuation tax, Light-keeper's salary.....		8 00		
			3 44	453	32
<i>Indian Point Light.</i>					
Jas. Walsh.....	12 months salary as Light-keeper.....	\$	295 60		
do .....	do superannuation tax.....		4 36		
			299 96		
Jas. Barclay .....	Timber to repair boat house.....		20 88		
P. E. I. Railway.....	Freight on timber.....		4 50		
J. Mathieson.....	Labour at repairs.....		26 00		
J. Walsh.....	Allowance inspecting building Breakwater.....		100 00		
R. Campbell.....	Balance contract and extras do.....		453 00		
M. Peters.....	Labour cementing tank.....		10 75		
D. Rogers.....	File, manilla, oil and paint.....		19 65		
M. Walsh .....	Labour at Light gear.....		3 00		
Jas. Walsh.....	Coal, labour, truckage.....		22 00		
Peake Bros. & Co.....	Soap, towels, cotton, cement.....		23 29		
Jas. Walsh.....	Cash paid labour at repairs per bill.....		35 25		
D. Rogers .....	Brush, stone, iron and labour.....		178 18		
Jas. Walsh.....	Allowance, time-keeper, checking and inspecting.....		10 00		
S. W. Crabbe.....	Brass padlock (2 keys).....		0 90		
M. Mathieson.....	On account contract boat for Light-keeper.....		15 00		
				1,222	36
<i>Cape Bear Light.</i>					
Thos. H. Munn.....	12 months salary as Light-keeper.....	\$	295 60		
do .....	do superannuation tax.....		4 36		
			299 96		
Peake Bros. & Co.....	Soap, matches, cotton, towels.....		19 74		
Thos. H. Munn.....	Lumber and repairs to station, coal and truckage.....		22 78		
				342	48
	Carried forward.....			11,149	35

STATEMENT of Expenditure in connection with the Maintenance of Lights in Prince Edward Island, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			11,149 35
<i>Sea Cow Head Light.</i>			
M. P. O'Ronaghan.....	12 months salary as Light-keeper .....	\$246 88	
do .....	do superannuation tax.....	3 12	
do .....	Fuel allowance for 1884-85.....		250 00
M. Walsh.....	New door, repairs, lantern, lamps.....		32 00
M. P. O'Ronaghan.....	Contract painting station, truckage, etc.....		43 96
D. Rogers.....	Oil, bricks, screws, nails.....		52 00
Peake Bros. & Co.....	Soap, towels, cotton, matches, etc.....		14 24
M. Walsh.....	On account lantern repairs.....		21 87
Peter Kenny.....	Carpenters work, repairs.....		30 00
Theop. L. Chappelle.....	Express charges on glass from Montreal.....		24 00
S. W. Crabbe.....	Galvanized iron and sheet copper for lantern.....		1 75
D. Rogers.....	Lumber, iron work, copper rivets, etc.....		45 71
M. Walsh.....	Materials and labour at lantern.....		49 94
M. P. O'Ronaghan.....	Boarding workmen, and truckage of supplies.....		190 00
The Marine Department.	Paid A. Ramsay & Son, 12 panes glass.....		69 25
			60 06
			884 78
<i>Fish Island Light.</i>			
A. J. McLellan.....	12 months salary as Light-keeper.....	\$246 88	
do .....	do superannuation tax.....	3 12	
do .....	Fuel allowance for 1884-85.....		250 00
M. Walsh.....	New lamps, and repairs.....		32 00
D. S. McNutt.....	Truckage and boat hire for oil and stores.....		28 25
A. J. McLellan.....	Paid board, M. Walsh at repairs.....		4 50
D. Rogers.....	Putty, bolts and nuts.....		2 20
A. P. Woods.....	Iron work.....		1 01
Peake Bros. & Co.....	Soap, buckets, brooms, etc.....		3 30
			14 64
			335 90
<i>East Point Light.</i>			
A. R. Beaton.....	12 months salary as Light-keeper.....	\$246 88	
do .....	do superannuation tax.....	3 12	
do .....	Fuel allowance for 1884-85.....		250 00
do .....	Truckage oil and stores from Souris.....		32 00
Peake Bros. & Co.....	Soap, towels, cotton.....		6 00
W. P. Anderson.....	Expenses visiting station in 1884.....		16 49
The Marine Department.	Cash advance to Bernard Creamer on account contract, repairs and fog-alarm.....		25 00
			500 09
			829 49
<i>Sandy Island Light.</i>			
John McCabe.....	11 months salary as Light-keeper at \$250 .....	\$226 30	
do .....	1 do do .....	200 16 46	
do .....	12 do superannuation tax.....	3 07	
Peake Bros & Co.....	Soap, cotton, towels, etc.....		245 83
John McCabe.....	Fuel allowance for 1884-85.....		11 84
G. Wells.....	Expense moving range off island.....		32 00
			10 50
			300 17
<i>Wood Island Light.</i>			
Jas. McMillan.....	12 months salary as Light-keeper .....	\$246 88	
do .....	do superannuation tax.....	3 12	
do .....	Fuel allowance for 1884-85.....		250 00
S. W. Crabbe.....	Stove and galvanized pipe for Light room.....		32 00
			17 07
	Carried forward.....		299 07
			13,499 69

**STATEMENT of Expenditure in connection with the Maintenance of Lights  
in Prince Edward Island, etc.—Continued.**

		\$	cts.	\$	cts.
Brought forward .....		299	07	13,499	69
<i>Wood Island Light—Concluded.</i>					
Jas. McMillan.....	Paid repairs chimney .....	3	25		
Capt. A. McMillan.....	Freight oil, stores and empty casks.....	3	48		
Peake Bros. & Co.....	Soap, towel, cotton, etc.....	14	95		
Poole & Lewis.....	Lumber to repair fence.....	3	40		
S. W. Crabbe.....	Clock for lighthouse.....	3	90		
				328	05
<i>Souris East Light.</i>					
A. McDonald.....	12 months salary as Light-keeper.....	\$197	48		
do .....	do superannuation tax .....	2	52		
		200	00		
do .....	Coal and truckage.....	8	25		
E. Chanteloup.....	Repairs to lamp.....	2	37		
Theop. L. Chappelle.....	Express charges on lamp from Montreal.....	0	70		
Peake Bros. & Co.....	Soap, matches, towels.....	12	72		
do .....	Waste, glass, brushes.....	6	39		
				230	43
<i>St. Peter's Island Light.</i>					
W. Hewson.....	12 months salary as Light-keeper.....	\$197	48		
do .....	do superannuation tax.....	2	52		
		200	00		
do .....	Truckage on coal and stores, 1884-85.....	6	75		
S. W. Crabbe.....	Matches, 25c. ; 2 drip pans, \$1.70.....	1	95		
Peake Bros. & Co.....	Soap, towels, cotton.....	6	68		
John Hughes.....	Coal for 1884-85.....	5	66		
Norman McLean.....	Boat and sails complete.....	71	00		
Jas. Barclay.....	On account contract moving iron, \$45 and \$25.....	70	00		
Jas. Bourke.....	Copper paint for boat.....	2	50		
Peake Bros. & Co.....	Can and paint.....	1	15		
P. E. I. Railway.....	Freight boat from Georgetown.....	4	19		
				369	88
<i>St. Peter's Harbour Light.</i>					
W. W. McGrath.....	12 months salary as Light-keeper.....	\$129	59		
do .....	3 do superannuation tax.....	0	41		
		130	00		
do .....	Moving range tower.....	11	00		
do .....	Refund of superannuation tax, to 30th Sept., 1884.....	3	69		
do .....	Truckage on oil and stores (2 years).....	2	00		
Peake Bros. & Co.....	Soap, towels, cotton.....	17	53		
S. W. Crabbe.....	Repairs to lamp.....	0	58		
				164	80
<i>South Rustico Light.</i>					
W. H. Ford.....	12 months salary as Light-keeper.....	100	00		
S. W. Crabbe.....	Repairs 2 range lanterns, paint oil and turpentine.....	18	53		
Peake Bros. & Co.....	Paint, lime, towels, soap, &c.....	5	95		
				124	47
<i>Little Channel Light.</i>					
William Hardy.....	12 months salary as Light-keeper.....	100	00		
Peake Bros. & Co.....	Soap, towels, matches, cotton.....	9	72		
				109	72
Carried forward.....				14,827	04

STATEMENT of Expenditure in connection with the Maintenance of Lights  
in Prince Edward Island, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward. ....				14,827	04
<i>New London Light.</i>					
George McKenzie.....	12 months salary as Light-keeper.....	100	00		
do .....	Brush, stone and labour moving range.....	25	00		
do .....	Truckage oil and stores from Kensington.....	1	50		
S. W. Crabbe.....	50½ gallons oil and freight.....	12	43		
M. Walsh.....	New lamps and repairs to Main Light.....	16	75		
Peake Bros. & Co.....	Soap, towels, cotton, matches.....	6	97		
				162	64
<i>North Rustico Light.</i>					
Thos. G. Pursey.....	12 months salary as Light-keeper.....	100	00		
do .....	Contract laying platform and brush.....	115	00		
do .....	Allowance for fuel, 1884-85.....	20	00		
do .....	Cost moving outer range in spring, 1885.....	6	50		
Jas. Barclay.....	Contract building range in 1884.....	130	00		
Peake Bros. & Co.....	Broom, towels, soap, etc.....	11	80		
S. W. Crabbe.....	New lamps and repairs to gear.....	9	75		
				393	05
<i>St. Andrew Point Light.</i>					
J. Wightman.....	12 months salary as Light-keeper.....	100	00		
do .....	Allowance keeping winter Light.....	25	00		
Jas. Bourke.....	Materials and repairs inside lantern base.....	5	75		
Peake Bros. & Co.....	Soap, cotton, towels, matches.....	6	10		
				136	85
<i>Grand Tracadie Light.</i>					
M. Ready.....	12 months salary as Light-keeper.....	100	00		
do .....	Materials and labour repairing inner range.....	13	95		
do .....	Expenses allowed moving both ranges 165 and 155 yards.....	35	00		
Peake Bros. & Co.....	Soap, matches, towels, etc.....	6	49		
				155	44
<i>Summerside Wharf Light.</i>					
Chas. Donahoe.....	12 months salary as Light-keeper.....	100	00		
do .....	Truckage on stores (2 years).....	2	00		
Peake Bros. & Co.....	Soap, matches, towels.....	4	84		
D. Roger.....	Lumber, nails for oil store.....	6	46		
W. Brehant.....	Carpenters' work do .....	5	00		
				118	30
<i>Crapaud Harbour Light.</i>					
Percy Palmer.....	12 months salary as Light-keeper.....	100	00		
Thos. Reardon.....	Account for blue glass and premium on P.O. Order.....	3	77		
Peake Bros. & Co.....	Soap, towels, matches.....	2	52		
				106	25
<i>Tignish River Light.</i>					
Isidore Gaudet.....	12 months salary as Light-keeper.....	100	00		
do .....	6 do increase in salary, at \$30.....	15	00		
do .....	Materials and labour at lantern base.....	3	37		
do .....	Brush, stores, and labour on foundation.....	17	00		
do .....	Freight, truckage, oil and stores, and rope.....	1	25		
Peake Bros. & Co.....	Soap, towels, cotton, matches.....	8	25		
				144	87
Carried forward.....				16,044	48

STATEMENT of Expenditure in connection with the Maintenance of Lights  
in Prince Edward Island, etc.--*Continued.*

		\$ cts.	\$ cts.
Brought forward .....			16,044 43
<i>Cardigan River Light.</i>			
Angus Morrison.....	12 months salary as Light-keeper.....	100 00	
Thos. Reardon .....	Account for green sheet glass.....	2 91	
Peake Bros. & Co.....	Soap, towels, cotton.....	7 35	110 26
<i>Orwell Light.</i>			
John McDonald.....	12 months salary as Light-keeper.....	80 00	
Peake Bros. & Co.....	Soap, cotton, matches.....	7 65	
Dodd & Roger.....	Door lock.....	0 80	88 45
<i>Cowhead, Inner Range.</i>			
Ernest McMillan.....	12 months salary as Light-keeper.....	60 00	
Peake Bros. Co.....	Chamois, matches, cotton, etc.....	1 45	
S. W. Crabbe.....	Repairs to lantern.....	1 65	63 10
<i>Crapaud, Inner Range.</i>			
S. J. B. Leard.....	12 months salary as Light-keeper.....	60 00	
Peake Bros. & Co.....	Soap, towels, cotton.....	8 70	68 70
<i>Murray Harbour, Inner Range.</i>			
Jas. Penny, sen.....	12 months salary as Light-keeper.....	50 00	
Peake Bros. & Co.....	Soap, matches, cotton, brooms.....	3 99	53 99
<i>Murray Harbour, Outer Range.</i>			
A. Daley.....	12 months salary as Light-keeper.....	50 00	
S. W. Crabbe.....	Repairs to lamp.....	1 25	
Peake Bros. & Co.....	Matches, cotton, towels, soap, etc.....	11 36	
A. Daley.....	Truckage stores, horse to Little Sands for lamp....	3 25	65 86
<i>Georgetown, Inner Range.</i>			
R. Westaway.....	12 months salary as Light-keeper.....	50 00	
Jas. Bourke.....	Patent block for hoisting gear.....	2 00	
Peake Bros. & Co.....	Cotton, soap, towels.....	6 97	
S. W. Crabbe.....	Repairs to lantern, glass and painting.....	3 25	62 22
<i>Covehead, Outer Range.</i>			
D. McMillan.....	12 months salary as Light-keeper.....	40 00	
Peake Bros. & Co.....	Soap, waste, cotton, etc.....	2 29	
S. W. Crabbe.....	Repair to lantern and change of glass.....	1 50	
E. Chanteloup.....	6 panes (26-oz.) green glass.....	16 10	59 89
<i>Cape Egmont Light.</i>			
Bruno Perry.....	1 month's salary as Light-keeper.....	\$ 16 45	
do.....	9 do do.....	150 00	
do.....	Refund of 1 month's superannuation tax.....	0 21	
The Receiver-General....	1 month's superannuation tax.....	0 21	
		166 87	
Carried forward .....		166 87	16,616 95



**STATEMENT of Expenditure in connection with the Maintenance of Lights in Prince Edward Island, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	166 87	16,616 95
<i>Cape Egmont Light—Concluded.</i>			
D. Rogers .....	Hand lantern, oil tap, etc.....	3 06	
M. Gallant .....	Truckage on oil and stores.....	2 25	
S. W. Crabbe.....	49½ W.M. gallons kerosene oil and freight .....	12 69	
D. Rogers .....	Stove for Light room.....	6 69	
M. Walsh .....	Tinware, labour, etc .....	14 30	
Peake Bros. & Co.....	Cotton, soap, towels, etc .....	17 18	
F. F. Arsenault .....	Oil and paint .....	0 80	
			223 84
<i>Savage Harbour Light.</i>			
Chas. McAdam.....	Salary as Light-keeper, from 19th August, 1884, to 26th September, 1884 ...	10 41	
Augustin McDonald .....	do from 26th September, 1884, to 30th June, 1885 .....	76 11	
Chas. McAdam .....	Truckage oil and stores from station.....	2 00	
Peake Bros. & Co .....	Soap, matches, towels, etc.....	7 09	
S. W. Crabbe.....	Hand lantern, measures.....	2 65	
			98 26
<i>Alberton Ranges.</i>			
John Mountain.....	1 month's salary as Light-keeper, to 30th June, 1885.	6 67	
Jas. Barclay.....	Spar, and truckage .....	13 00	
Alex. Rankin.....	Labour at ranges.....	10 00	
Alex. McDonald .....	Carpenter work at ranges .....	14 25	
George Wells.....	Material and labour at ranges.....	47 01	
John McKay.....	Carpenter work do .....	8 25	
J. A. Noolin.....	Iron work .....	16 66	
J. F. Meck.....	Nails, spikes, iron .....	15 97	
Peake Bros. & Co.....	Iron work, wicks, cotton, etc .....	24 08	
			155 89
<b>BUOYS AND BEACONS.</b>			
Milton Walsh .....	Contract lifting Summerside buoys, fall 1884.....	29 75	
John McDonald .....	1 year's contract, Orwell Bay buoys, to 3rd July, 1884	48 00	
do .....	Lifting do do fall 1884.....	27 00	
do .....	6 months contract do to 1st July, 1885	25 00	
George McKenzie .....	Lifting New London buoys, fall 1884 .....	25 00	
J. L. Davidson.....	1 year's contract, St. Peter's buoys, to 1st July, 1884.	58 50	
R. Campbell.....	Stakes and bushes, Bedeque, season 1884.....	11 00	
Edw. Fossell .....	Labour at drift buoy, Lower Grand River.....	9 50	
W. B. Howlett.....	1 year's contract, Upper Grand River, to 25th May, 1885.....	30 00	
P. R. Costain .....	1 year's contract, Miminigash, to 1st July, 1884 .....	75 00	
do .....	Painting reef buoy.....	5 00	
M. McElroy .....	Lifting buoys, Miminigash, fall 1884 .....	20 00	
John McKenna.....	Placing 2 drift buoys, East River .....	4 50	
D. Small .....	Furnishing new buoy do .....	5 00	
J. J. Kelly .....	Buoy account, spring and summer, East River, 1884	84 50	
J. L. McLean .....	6 months contract, East River, to 22nd April, 1885.	57 50	
Jas. Mullins .....	1 year's contract, Tryon River, and staking, 1884-85.	13 00	
Donald Campbell.....	Buoy at Grand Tracadie, season 1884-85 .....	47 50	
Peake Bros. & Co.....	Chain for do .....	7 62	
Capt. A. Young .....	6 months contract, Pinette buoys, to 1st July, 1884	25 00	
do .....	Bushing channel do River, season 1884 .....	5 00	
J. B. Clarke .....	On account contract do do from 1st July, 1884 to 30th June, 1885.....	15 00	
	Carried forward.....	628 37	17,094 94

## STATEMENT of Expenditure in connection with the Maintenance of Lights in Prince Edward Island, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward .....		628	37	17,094	94
BUOYS AND BEACONS—Continued.					
Edward Larkins.....	Buoy account, Malpeque, fall 1884 .....	48	00		
do .....	do do spring 1885.....	64	73		
The "Examiner".....	Advertising tenders, Charlottetown buoys .....	1	20		
The "Herald".....	do do .....	1	00		
J. L. McLean.....	6 months contract do to 1st August, 1884.....	225	00		
J. L. McLean.....	Allowance for buoy for Georgetown Harbour.....	20	50		
D. Small .....	Painting Rocky Point beacon .....	6	50		
J. L. McLean .....	Allowance, extra service, Charlottetown, spring, 1884 .....	35	00		
do .....	6 months contract, Charlottetown, to 1st April, 1885 .....	225	00		
D. Small .....	Expenses about winter buoys, Charlottetown, 1884-85.....	31	25		
J. L. McLean.....	6 months contract, Charlottetown, to 1st Aug., 1885 .....	225	00		
John Haggart .....	Buoy account, Georgetown, fall 1884 .....	37	00		
do .....	do do spring 1885.....	113	48		
McKinnon & McLean .....	Buoy weights do do .....	42	02		
R. N. Johnston .....	1 year's contract, Montague, to 31st Dec., 1884.....	50	00		
Charles Deagle .....	Expenses about drift buoy, Rollo Bay, to 31st Dec., 1884 .....	6	00		
Hugh Campbell .....	Balance 1 year's contract, Rollo Bay, to 31st Dec., 1884 .....	24	00		
D. McDonald .....	1 year's contract, Lower Cardigan, to 31st Dec., 1884 .....	33	33		
A. P. Prowse.....	1 year's contract, Murray Harbour, to 31st Dec., 1884 .....	130	00		
H. M. Dingwall .....	do Bay Fortune, to 9th Nov., 1884....	25	00		
J. Lefurgey.....	2 new buoys and moorings, Beach Point.....	17	87		
F. F. Reeves.....	Buoy account, season 1884 do .....	18	00		
D. McMillan .....	18 months contract, South Rustico, to 1st July, 1884 .....	81	00		
W. W. Stymist .....	Buoy for Point Prim Reef .....	73	00		
P. E. I. Railway.....	Freight do .....	4	70		
McKinnon & McLean.....	Mooring do .....	16	80		
D. Small .....	Paint and painting do .....	7	35		
Peake Bros. & Co. ....	Iron work do .....	12	95		
J. A. Woolner.....	Ironing 2 cask buoys, Goose Harbour.....	15	82		
Peake Bros. & Co. ....	Chain do .....	6	19		
D. S. McLaren.....	6 months contract, Upper Cardigan, to 31st Dec., 1884 .....	47	00		
B. McEachern.....	1 year's contract, Souris, to 1st July, 1884 .....	26	33		
Jas. McCormack .....	Buoy account do summer and fall, 1884 .....	32	20		
John McCormack .....	do do spring 1885 .....	13	50		
G. H. Foster.....	Iron work North Rustico .....	2	30		
G. McKay .....	Buoy account do season 1884 .....	62	34		
Peake Bros. & Co. ....	Chain and new buoy do .....	23	84		
George McKay .....	Buoy account do spring 1885 .....	29	00		
W. T. Ellis.....	1 year's contract, Port Hill, to 10th Oct., 1884.....	55	00		
Jas. McMillan .....	Buoy account, Cove Head, season 1884.....	25	00		
Peake Bros. & Co. ....	Chain do .....	8	13		
John Finley .....	Bushing Vernon River, season 1884 .....	20	00		
Chas. McAdam.....	Buoy account, Savages Harbour, season 1884.....	25	50		
Peake Bros. & Co. ....	Chain do .....	8	18		
George Wells.....	Buoy account, Casumpec, fall 1884 .....	126	37		
do .....	do do spring 1885.....	108	50		
Peake Bros. & Co. ....	Chain do .....	14	31		
J. A. Woolner.....	Iron work do .....	8	00		
J. F. Weekes.....	Paint, oil, &c. do .....	4	98		
W. McDonald .....	Buoy account, West Point, fall 1884.....	15	00		
do .....	do do spring 1885.....	15	00		
W. Hardy .....	do Little Channel, fall 1884.....	20	00		
do .....	do do spring, 1885.....	25	00		
S. J. B. Leard .....	1 year's contract, Crapaud, to 31st Dec., 1884.....	49	00		
W. Meyers.....	Staking out do season 1884.....	5	00		
Carried forward.....		2,995	34	17,094	94

STATEMENT of Expenditure in connection with the Maintenance of Lights  
in Prince Edward Island, etc.—*Concluded.*

		\$ cts.	\$ cts.
Brought forward.....		2,995 34	17,094 94
<b>BUOYS AND BEACONS—<i>Concluded.</i></b>			
Alex. A. Moore .....	Buoy account, Pownal Bay, fall 1884 .....	31 00	
do .....	do do spring 1885 .....	21 00	
			3,047 34
Queen's Printer.....	Printing and stationery.....		20,142 28
Public Buildings, Charlottetown .....	Share towards maintaining and heating .....		28 55
			48 00
Total .....			20,218 83

F. GOURDEAU,  
*Accountant.*

WM. SMITH,  
*Deputy Minister of Marine.*

APPENDIX No. 7

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with the Maintenance of Lighthouses, Buoys and Beacons, etc., British Columbia, for the Fiscal Year ended 30th June, 1885.

AGENCY, RENTS AND CONTINGENCIES.		\$	cts.	\$	cts.
F. Revely .....	11 months salary as Agent .....	\$1,617	50		
do .....	do superannuation tax.....	33	00		
				1,650	00
do .....	Travelling expenses, postage, etc.....			23	74
H. G. Lewis .....	1 month's salary as Agent.....			133	33
do .....	Travelling expenses .....			4	25
W. S. Wiffin.....	Clerk, 110 days, assisting in office, at \$3.....			330	00
W. Gregory .....	12 months salary as Janitor.....			120	00
"The Colonist" .....	Printing vouchers, cheques, etc .....			101	50
Telegraph and Signal Service .....	Messages.....			27	75
DeWeiderhold & Co .....	½ cord wood, cut and split.....			3	25
Victoria "Standard" .....	Annual subscription.....			10	00
E. B. Marvin.....	Dust pan, etc.....			2	75
R. T. Williams.....	Mounting chart.....			0	75
T. N. Hibben & Co.....	Stamps, stationery, etc .....			51	94
M. W. Waitt & Co .....	100 envelopes .....			2	00
					2,461 26
MAINTENANCE AND REPAIRS.					
<i>Active Pass Lighthouse.</i>					
Hy. Georgeson.....	21 days salary as Light-keeper .....			28	98
A. & W. Wilson .....	Pump, pipe, etc.....			10	80
Jacob Sehl .....	10 window blinds.....			12	50
T. N. Hibben & Co.....	Stationery, etc .....			4	63
Brown & White .....	Scrubbing, flannel .....			1	50
T. Shotbolt.....	Spirits of wine .....			1	75
S. L. Kelly & Co.....	Stove and fittings .....			33	50
C. E. Redfern .....	Clock.....			5	00
Marvin & Tilton .....	Axes, saw and ringbolts .....			8	25
Smith & Clark.....	Cover for tank .....			1	05
					107 96
<i>Beren's Island Lighthouse.</i>					
A. McKinnon.....	12 months salary as Light-keeper .....	\$492	00		
do .....	do superannuation tax.....	8	00		
				500	00
N. Bertuci.....	Hire of boat, 19 days, at 50c. per day .....			9	50
E. B. Marvin .....	Sculls, rowlocks, soap, etc.....			40	67
Brown & White .....	Cleaning cloths .....			4	50
Lennox & Rossen.....	Cleaning chimneys.....			4	50
C. P. N. Oo .....	Freight and lamp glasses .....			5	77
Eli Harrison.....	Painting notice.....			2	25
A. & W. Wilson .....	Re-leathering valve of pump.....			6	00
T. Shotbolt.....	Glycerine, etc .....			4	50
Smith & Clark .....	Carpentering work, repairs.....			14	84
					592 83
Carried forward .....					3,161 75

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, etc., British Columbia, etc.—Continued.**

		\$	cts.
Brought forward .....			3,161 75
<b>MAINTENANCE AND REPAIRS—Continued.</b>			
<i>Cape Beale Lighthouse.</i>			
Emanuel Cox .....	12 months salary as Light-keeper .....	\$1,192 00	
do .....	do superannuation tax.....	8 00	
			1,200 00
Charles Heyward .....	Wood, pipe, etc .....	6 75	
"Colonist" .....	Notice re machinery .....	19 20	
A. McInnis .....	Labour on repairs inside tower .....	45 50	
D. McPhee.....	do do .....	45 50	
Albion Iron Works Co ..	4 iron washers .....	1 75	
E. B. Marvin .....	White lead, nails, etc.....	21 95	
J. Devereux .....	To pay Indians for carrying letters .....	11 00	
W. P. Sayward.....	Lumber for repairs .....	69 67	
W. J. Stephens .....	Repairs to boat.....	43 87	
A. & W. Wilson .....	Lamp burners, etc .....	7 25	
T. N. Hibben & Co .....	Stationery, stamps, etc .....	3 00	
Brown & White .....	Canton flannel, etc.....	7 30	
T. Shotbolt .....	Spirits of wine, etc.....	16 75	
Smith & Clarke .....	Mouldings, etc .....	1 18	
			1,500 67
<i>Entrance Island Lighthouse.</i>			
R. Gray.....	12 months salary as Light-keeper .....	\$ 592 60	
do .....	do superannuation tax.....	8 00	
			600 00
Hugh George.....	Labour on repairs .....	209 50	
E. B. Marvin .....	Nails, white lead, paint, etc.....	115 24	
James Gray .....	Painting tower.....	34 37	
Brown & White.....	Canton flannel, etc.....	3 75	
W. G. Norris .....	Grindstone, etc.....	4 53	
W. P. Sayward.....	Lumber for repairs to tower, etc .....	44 50	
A. & W. Wilson .....	Lamp flame spreaders .....	7 50	
T. Shotbolt.....	Glycerine, etc .....	12 50	
C. E. Redfern.....	Repairing clock .....	2 00	
			1,033 89
<i>Fingard Lighthouse.</i>			
Joseph Dare.....	6 months salary as Light-keeper, less		
do .....	superannuation.....	\$ 246 00	
do .....	9 months salary as Light-keeper.....	375 00	
do .....	Refund superannuation tax, from 4th		
	March to 30th September, 1884.....	4 94	
			625 94
John Smith.....	Cleaning chimneys.....	4 50	
E. Marvin.....	1 schooner load of water.....	10 00	
Brown & White.....	Scrub flannel, linen dusters, etc.....	4 80	
John Weiler.....	Founts, etc.....	19 00	
Joseph Dare.....	Freight on stores .....	3 00	
Lennox & Rossen .....	Cleaning chimneys .....	5 00	
R. Drake .....	Repairs to plaster, etc.....	55 75	
A. Edval .....	12½ days painting lighthouse.....	31 25	
A. & W. Wilson .....	Making brass rest for lamp .....	3 50	
T. N. Hibben & Co.....	Stationery, etc .....	3 25	
T. Shotbolt .....	Spirits of wine, glycerine, etc .....	18 37	
E. B. Marvin .....	Soap, etc.....	10 93	
			795 29
Carried forward .....			6,491 60

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, etc., in British Columbia, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			6,491 60
<b>MAINTENANCE AND REPAIRS—Continued.</b>			
<i>Point Atkinson Lighthouse.</i>			
Walter Erwin.....	12 months salary as Light-keeper.....	\$ 690 00	
do .....	do superannuation tax.....	10 00	
		700 00	
A. McInnis.....	Boat spars.....	3 00	
D. McPhee.....	Water tank 1,250 gallons.....	45 50	
E. B. Marvin.....	Steel, rope, etc.....	41 15	
Brown & White.....	Linen.....	3 00	
W. G. Norris.....	Saw, etc.....	5 50	
W. Erwin.....	Labour cleaning boat landing.....	52 00	
A. & W. Wilson.....	Lift pump and pipe.....	11 63	
T. Shotbolt.....	Spirits of wine, etc.....	12 00	
		873 78	
<i>Sands Head Lighthouse.</i>			
Thomas Ewan.....	17 days salary as Light-keeper, at \$3. ...	\$ 51 00	
John Davis.....	do do .....	51 00	
N. Fraser (for H. H. Fraser).....	Salary as Light-keeper, from 18th July to 7th October, 1884.....	224 65	
R. Westmorland.....	Salary as Light-keeper, from October, 1884, to 30th June, 1885.....	713 00	
		1,039 65	
T. Argyle.....	Labour and expenses.....	17 00	
E. B. Marvin.....	White lead, flag, oil, etc.....	85 78	
D. N. McPhee.....	Labour on repairs.....	14 00	
C. P. N. Co.....	Freight lighthouse stores.....	6 00	
"The Standard".....	Advertising.....	4 35	
Hirst Bros.....	100 galls. fish oil, at 40c.....	40 00	
T. C. Jones.....	Hire of boat, \$22.50; new boat, \$80.....	102 50	
George Norris.....	Advertising.....	1 30	
John Robertson.....	2 rings.....	1 00	
A. & W. Wilson.....	Coal oil stove, etc.....	34 00	
W. J. Stephens.....	Rudder for boat.....	2 50	
T. N. Hibben & Co.....	1 log-book.....	1 75	
Brown & White.....	Scrubbing flannel.....	1 50	
T. Shotbolt.....	Spirits of wine, etc.....	19 75	
		1,371 08	
<i>Race Rocks Lighthouse.</i>			
T. Argyle.....	12 months salary as Light-keeper....	\$1,488 00	
do .....	do superannuation tax.....	12 00	
		1,500 00	
A. McInnis.....	Boat spars.....	4 00	
H. O. Teideman.....	Survey and report on tower and dwelling.....	15 00	
E. B. Marvin.....	Boat sail, etc.....	19 35	
"The Colonist".....	Advertising for tenders for repairs.....	2 50	
"Standard".....	do do .....	2 50	
"Daily Evening Post".....	do do .....	2 50	
John Weiler.....	Matting.....	12 00	
W. G. Norris.....	Files, hings, etc.....	10 50	
J. Chivers.....	100 galls. dogfish liver oil, at 45c.....	45 00	
W. Owens.....	Labour on oil.....	2 00	
A. & W. Wilson.....	5 lbs. solder.....	2 50	
T. Shotbolt.....	Sweet oil, chimneys, etc.....	18 25	
Marvin & Tilton.....	Mounted grindstone.....	6 25	
		1,642 35	
Carried forward.....			10,378 81

**STATEMENT of Expenditure in connection with the Maintenance of Light-houses, etc., in British Columbia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward .....		10,378 81
	<b>MAINTENANCE AND REPAIRS—Continued.</b>		
	<i>Fog-Alarm, Race Rocks.</i>		
John Devereux.....	Labour on coal.....	25 50	
R. Dunsmair & Sons.....	30 tons coal, at \$4.50.....	135 00	
Albion Iron Works Co ...	Casting valve for pump, and 2 brass valves .....	9 00	
E. B. Marvin.....	Gauge glasses, etc.....	12 50	
T. Argyle, jun.....	1 cord of wood.....	5 09	
A. & W. Wilson .....	Pipe, tongs, oil feeder, etc.....	4 75	
			191 75
	<b>BUOYS AND BEACONS.</b>		
	<i>Fraser River Buoys.</i>		
A. McInnis .....	Making 8 cedar buoys .....	22 00	
S. Clifford.....	Labour on do .....	5 00	
Wellington Packing Co.	16 mushroom anchors .....	32 00	
"The Colonist"....	Notice re buoys, new channel .....	7 70	
"British Columbian"....	do do .....	3 70	
A. Grant .....	Charter of "Samson" attending buoy service.....	1,747 31	
E. B. Marvin.....	Chain, paint, etc.....	185 00	
Matthews, Richards & Tye	Bar iron.....	20 30	
John Robertson .....	Shackles, pins, bolts, etc.....	43 92	
C. G. Major .....	Provisions for "Samson," attending buoys.....	64 24	
R. Dickenson.....	do do .....	44 88	
T. McNeely .....	do do .....	31 17	
G. H. Grant.....	Hire of boat.....	6 00	
W. P. Sayward .....	Cedar, and 2 M. feet spruce .....	143 66	
W. Owens.....	Expenses.....	3 50	
Marvin & Tilton .....	Bar of iron, 70 lbs., at 4c.....	2 80	
			2,363 18
	<i>Nanaimo Harbour Buoys.</i>		
J. Sabiston.....	Expenses, recovery and replacing No. 3 buoy.....	13 00	
A. McInnis .....	Labour on 4 new buoys, Nos. 2, 7, 8 and 9 .....	80 00	
S. Clifford.....	Painting, etc. do .....	7 50	
E. B. Marvin.....	Chain, copper paint, etc.....	119 38	
John Robertson .....	Swivels, etc.....	35 57	
W. P. Sayward .....	Cedar for 3 new buoys.....	30 26	
R. Nightingale.....	Making and laying 3 new buoys. ....	167 50	
Horne & Hemer.....	Making bolts, etc., for do .....	6 00	
D. Lambert.....	Painting and lettering do .....	3 50	
			462 71
	<i>Victoria and Esquimalt Harbour Buoys.</i>		
S. Clifford.....	Labour on buoys .....	17 75	
Steamer "Lottie".....	Replacing No. 2 and No. 5 buoys. ....	27 50	
A. McInnis.....	Repairing No. 2 buoy .....	6 00	
"Evening Post".....	Advertising re "Umatilla".....	4 80	
			56 05
	<i>Beacons, Inland Channels.</i>		
E. B. Marvin.....	Paints, brushes, etc .....	35 80	
J. Van Bramer.....	Replacing Burnaby Reef buoy.....	20 00	
"British Columbian"....	Notice re Gabriela Reef do .....	1 36	
Geo. Norris.....	do do do .....	1 30	
			58 46
	Carried forward .....		13,510 96

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, etc., in British Columbia, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			13,510	96
GENERAL ACCOUNT.					
Turner, Beeton & Co.....	Freight, etc., on 18 cases coal oil.....	42	50		
Standard Oil Co.....	181 cases pearl oil, 1,810 gallons, at 23½c., draft on San Francisco ¼ per cent.....	427	47		
J. Devereux .....	Labour coaling "Race Rocks" and "Fisgard".....	10	50		
S. Olifford .....	do pumping coal barge.....	13	50		
Hy. Saunders .....	Services str. "Pilot," 3½ days searching for missing Keepers, Sands Head Lighthouse.....	243	75		
J. Van Bramer.....	do "Senator" do do .....	60	00		
J. Robertson .....	Repairs to pump, coal barge, etc.....	17	00		
Hudson Bay Co.....	Dundee Sacks, wharfage on lantern ex-"Lady Head".....	43	05		
John McLeod .....	Attending to coal barge.....	6	75		
E. B. Marvin.....	Wheelbarrow, etc.....	6	25		
R. Dunsmuir & Son.....	56½ tons coal for Lighthouse use.....	254	25		
A. McInnis.....	5 spar buoys.....	23	00		
T. N. Hibben & Co.....	Stationery, etc., for Lighthouse use .....	19	12		
Pacific Coast S.S. Co.....	Freight on 240 cases coal oil .....	68	00		
Whittier, Fuller & Co.....	2,400 gallons coal oil, at 25c.... \$600 00 Discount 2 per cent..... 12 00			588	00
	Cost of draft .....			2	94
		590	94		
Canadian P. N. Co.....	Storage lantern, Active Pass. ....	2	75		
W. McDowell.....	Hauling 240 cases coal oil.....	7	00		
W. J. Stephens.....	Repairs to old boat, Sands Head Lighthouse .....	55	37		
Smith & Clark .....	New pump and fixing, coal barge.....	15	71		
Welsh, Rithet & Co.....	1,370 lbs. blacksmith's coal.....	12	73		
Matthews, Richards & Tye	Drill hammers and box opener.....	4	75		
E. Chanteloup.....	Chimneys .....	21	75		
				1,946	14
Queen's Printer.....	Printing and stationery.....			15,457	10
					0 66
	Total .....			15,457	76

RECAPITULATION.

Maintenance of Lights above Montreal .....	70,697	89			
do between Quebec and Montreal .....	23,262	94			
do below Quebec.....	118,856	94			
do Nova Scotia.....	136,514	31			
do New Brunswick .....	92,130	28			
do Prince Edward Island.....	20,218	83			
do British Columbia.....	15,457	76			
do Cape Race.....	925	09			
				478,064	04

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.



## APPENDIX No. 8

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Construction of Lights and Fog-Whistles, etc., for the Fiscal Year ended 30th June, 1885.

ABOVE MONTREAL.		\$ cts.	\$ cts.
GENERAL ACCOUNT.			
D. G. R. Mann.....	364 days services as Draughtsman, at \$2.50.....	910 00	
W. G. Lampey.....	365 do do \$2.00.....	730 00	
C. J. Hardie.....	30 days as Clerk in Engineer's Office, at \$1.50.....	45 00	
James Morris.....	To pay for opening boxes of, and erecting machinery for photographing.....	45 00	
S. C. McLaughlin.....	Blue prints.....	103 25	
D. Bates.....	6 copies of drawings of fog-horns, boilers, etc.....	6 00	
Steam Gauge and Lan- tern Co.....	Signal lamps.....	174 70	
John Smith.....	Taking down machinery.....	25 00	
H. St. A. Ormond.....	Paid freight on apparatus.....	1 40	
M. Masac.....	Printing 100 copies oil shed, and 100 copies beacon light building.....	26 00	
Blyth & Kerr.....	Measures, seissors, rope, etc.....	36 45	
L. E. Donoher.....	Tracings of lanterns and lighthouses.....	35 75	
Ottawa Plating Co.....	Plating reflectors.....	6 00	
"Journal de Quebec".....	Advertising for tenders for fog-horns.....	2 60	
"Nouvelliste".....	do do.....	2 60	
"L'Etendard".....	do do.....	2 60	
Yarmouth "Times".....	do do.....	2 60	
"Sun" Publishing Co.....	do do.....	2 60	
"National Newspaper".....	do do.....	2 60	
"The Star".....	do do.....	2 60	
"Gazette" Printing Co.....	do do.....	4 42	
"Irish Canadian".....	do do.....	2 60	
"La Minerve".....	do do.....	2 60	
"Morning Chronicle".....	do do.....	2 60	
"Daily Telegraph".....	do do.....	2 60	
"Mail" Printing Co.....	do do.....	7 80	
Toronto "World".....	do do.....	2 60	
"Colonial Standard".....	do do.....	2 60	
"Evening Mail".....	do do.....	2 60	
"Morning Herald".....	do do.....	2 60	
Dartmouth "Times".....	do do.....	2 08	
Colchester "Sun".....	do do.....	2 08	
"L'Echo de Laurentides".....	do do.....	2 60	
Amherst "Gazette".....	do do.....	2 08	
"The Shareholder".....	do do.....	2 60	
"Courrier du Canada".....	do do.....	2 60	
<i>Arnprior.</i>			2,209 81
W. H. Walsh.....	Amount of contract.....	275 00	
W. P. Anderson.....	Inspecting.....	11 73	
<i>Desoronto.</i>			286 73
Rathbun & Co.....	For building Light.....	372 49	
Chance Bros. & Co.....	1 anchor Light.....£17 1 4	83 06	
Carried forward.....			455 55
			2,952 09

STATEMENT of Expenditure in connection with the Construction of Lights and Fog-Whistles, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		2,952 09
<b>ABOVE MONTREAL—Continued.</b>			
<i>Gibraltar Point.</i>			
Toronto "Telegram" ...	Advertising for tenders.....	2 70	
"The National" .....	do .....	2 70	
"Mail" Printing Co.....	do .....	8 10	
Guelph "Herald" .....	do .....	2 70	
Toronto "Advertiser" .....	do .....	2 70	
"Irish Canadian" .....	do .....	2 70	
W. F. McLean .....	do .....	2 70	
Stratford "Times" .....	do .....	2 80	
			27 10
<i>Hope Island.</i>			
T. R. Caton .....	Amount of contract.....	2,777 00	
do .....	Building 50 feet extra on pier .....	50 00	
do .....	Paid services 2 men left in charge, and for boat....	84 50	
D. G. R. Mann .....	Travelling expenses, surveying.....	54 21	
John Galua .....	Inspecting .....	141 35	
N. of C. & H. & N. Rys....	Storage of apparatus .....	40 32	
Owen Sound "Times" .....	Advertising for tenders .....	2 42	
"Enterprise Messenger" .....	do .....	1 68	
			3,151 48
<i>Isle of Coves.</i>			
H. Harmer .....	On account of contract.....	500 00	
N. of C. and H. & N. Railway .....	Storage of apparatus .....	39 57	
Carrier, Laine & Co.....	Cover for cylinder, sheet iron elbow, lever and bolt for pump.....	41 42	
W. G. Lampey .....	Travelling expenses inspecting.....	45 00	
Meaford "Mirror" .....	Advertising for tenders.....	2 16	
"Enterprise Messenger" .....	do .....	2 70	
Owen Sound "Times" .....	do .....	2 16	
			633 01
<i>Lake Coulonge.</i>			
Narcisse Navigne .....	For purchase of land .....	20 00	
W. Rincer.....	Fee for registration .....	3 50	
Thomas Letts .....	Amount of contract.....	210 00	
A. G. Cameron .....	Inspecting .....	10 00	
			243 50
<i>Lyall Island.</i>			
John George and D. Currie .....	On account of contract.....	2,500 00	
do .....	Paid freight on apparatus.....	57 84	
W. P. Anderson .....	Locating and surveying .....	63 44	
D. G. R. Mann.....	Travelling expenses inspecting.....	4 21	
E. Chanteloup.....	Lantern and apparatus .....	1,611 06	
A. Ramsay & Son .....	Plate glass.....	164 02	
Receiver-General .....	To pay for land .....	12 00	
Owen Sound "Times" .....	Advertising for tenders.....	2 24	
"Enterprise Messenger" .....	do .....	2 80	
"Sun" Publishing Co.....	do .....	2 80	
Stratford "Times" .....	do .....	2 70	
			4,423 11
<i>Mississauga Island.</i>			
J. E. Askwith .....	In full for contract .....		1,080 00
	Carried forward .....		12,510 29

STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....		12,510 29
<b>ABOVE MONTREAL—Continued.</b>			
<i>North Channel Lights.</i>			
John Waddell .....	On account of contract.....	6,700 00	
E. Chanteloup.....	Lantern and apparatus, Cape Robert .....	508 94	
do .....	do Manitowaning .....	342 54	
do .....	do North Sister .....	338 79	
do .....	do Wilson's Channel.....	342 54	
do .....	do Shoal Point.....	342 54	
do .....	Rail bars, Manitowaning .....	6 67	
do .....	do Shoal Point .....	6 67	
do .....	do Wilson's Channel.....	6 66	
Chance Bros. & Co .....	Illuminating apparatus, North Sister.....	107 06	
do .....	do Wilson's Channel .....	97 33	
do .....	do Shoal Point .....	97 33	
do .....	do Manitowaning .....	97 33	
do .....	do Cape Robert.....	97 33	
do .....	Freight .....	30 76	
W. H. Hill .....	On account of inspecting.....	100 00	
M. P. McElhinney .....	To pay workmen .....	1,000 00	
			10,222 49
<i>Rainy River.</i>			
Port Arthur "Weekly Herald" .....	Advertising for tenders .....	2 70	
"Times" Printing and Publishing Co.....	do .....	2 70	
Selkirk "Herald" .....	do .....	2 70	
"Progress and Mining Journal" .....	do .....	2 16	
"Canadian Publishing Co" .....	do .....	2 70	
			12 96
<i>Swampy Island.</i>			
Robert Dickson .....	Amount of contract .....	2,481 03	
do .....	Extras on do .....	150 80	
North-West Navigation Co .....	Freight on lamp .....	52 18	
do .....	do by Dickson, on account of contract .....	418 97	
do .....	Trip of C. S. Drummond to island, taking over work from contractor and making report.....	65 00	
Office of "N. W. Farmers and Manitoba Miller" .....	Advertising for tenders .....	4 20	
			3,172 18
<i>Tobermorey.</i>			
"Standard Printing House" .....	Advertising for tenders.....	2 50	
Owen Sound "Times" .....	do .....	2 00	
Meaford "Mirror" .....	do .....	2 00	
"Enterprise Messenger" .....	do .....	2 50	
Bruce "Herald" .....	do .....	2 50	
			11 50
<i>Colchester Reef.</i>			
W. Hamilton.....	Storage of lantern.....	48 00	
J. E. Askwith .....	On account contract.....	2,000 00	
			2,048 00
	Carried forward .....		

STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc.—Continued.

		\$	cts.	\$	cts.
<b>QUEBEC.</b>					
<b>GENERAL ACCOUNT.</b>					
Wm. P. Anderson.....	Travelling expenses inspecting.....			48	19
<i>Cape Bauld.</i>					
J. E. Askwith.....				1,575	00
<i>Crane Island.</i>					
A. Miville.....	On account contract.....	800	00		
E. Chanteloup.....	Lantern and apparatus.....	592	51		
A. Ramsay & Son.....	Plate glass.....	86	15		
"Le Monde".....	Advertising for tenders.....	2	80		
"L'Union des Cantons de l'Est".....	do.....	2	80		
"Courrier du Canada".....	do.....	2	80		
				1,487	06
<i>Grand River.</i>					
J. O. Boucher.....	On account contract.....	800	00		
E. Chanteloup.....	Lantern and apparatus.....	380	29		
A. Ramsay & Son.....	Plate glass.....	34	75		
J. X. Lavoie.....	Professional services re site of light.....	27	50		
"Gazette des Compagnes".....	Advertising for tenders.....	2	08		
				1,244	62
				4,354	87
<b>NOVA SCOTIA.</b>					
<i>Advocate Harbour.</i>					
Sydney Smith.....	Amount of contract and extras in full.....	1,050	00		
Chance Bros. & Co.....	Anchor light lens, £24 13s 6d.....	120	09		
"Presbyterian Witness".....	Advertising for tenders.....	2	16		
"Aurora".....	do.....	2	70		
Yarmouth "Times".....	do.....	2	70		
Amherst "Gazette".....	do.....	2	16		
				1,179	81
<i>Cape Sharp.</i>					
Ann Phinney.....	Consideration money.....	15	00		
Hants "Journal".....	Advertising for tenders.....	2	08		
Annapolis Publishing Co.....	do.....	1	50		
L. E. Farnham.....	do.....	2	08		
"Morning Herald".....	do.....	2	60		
				23	26
<i>Cranberry Island.</i>					
J. G. Sinclair.....	In full for extras on contract.....	65	00		
Amherst "Gazette".....	Advertising for tenders.....	2	56		
				67	56
<i>Croucher's Island.</i>					
Amherst "Gazette".....	Advertising for tenders.....			2	40
	Carried forward.....			1,273	03

STATEMENT of Expenditure on account of construction of Lights and Fog-Whistles, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			1,273 03
<i>NOVA SCOTIA—Continued.</i>			
<i>Crow Harbour.</i>			
Amherst "Gazette".....	Advertising for tenders.....		2 40
<i>Green Cove.</i>			
A. Porter.....	Amount of contract in full.....	198 00	
C. H. Curry.....	Inspecting.....	9 90	
J. R. Kinney.....	Paid freight on lantern.....	2 25	
			210 15
<i>Horton's Bluff.</i>			
"Aurora".....	Advertising for tenders.....		2 80
<i>Hubbard's Cove.</i>			
C. Weathaver.....	To pay for land for site.....	100 00	
"Evening Mail".....	Advertising for tenders.....	2 80	
"Morning Herald".....	do.....	2 80	
Dartmouth "Times".....	do.....	2 24	
Yarmouth "Times".....	do.....	2 80	
"Trades Journal".....	do.....	1 25	
Colchester "Sun".....	do.....	2 24	
Liverpool "Times".....	do.....	2 80	
			116 93
<i>Jérôme Point.</i>			
Amherst "Gazette".....	Advertising for tender.....		2 24
<i>Lennox Passage.</i>			
John McVean.....	Balance account on contract.....	390 91	
Mackintosh & McInnis...	Shingles.....	74 25	
John McVean.....	Balance paid C. Forrest for removing trees, painting, &c.....	5 00	
L. McNeil.....	To pay for land.....	50 00	
Rolston & Bower.....	Advertising for tenders.....	5 20	
Jessie A. McNeil.....	To pay for land and right of way.....	60 00	
R. Forrest.....	Putting up mast.....	1 75	
			587 11
<i>Margaree.</i>			
M. McFayden.....	On account contract.....	200 00	
A. Ramsay.....	Plate glass.....	26 31	
D. M. McFarlane.....	Charges on glass.....	6 67	
H. Cameron.....	Freight on lamps.....	2 50	
			235 48
<i>Merigomish.</i>			
Amherst "Gazette".....	Advertising for tenders.....		[2 40]
Carried forward.....			2,432 54

**STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc.—Continued.**

		\$	cts.	\$	cts.
Brought forward.....				2,432	50
<b>NOVA SCOTIA—Continued.</b>					
<i>Piper's Cove.</i>					
James McDougall .....	Balance on contract.....	\$718	00		
do .....	Extras, in full of all claims.....	30	00		
			748		
Chance Bros. & Co.....	Anchor Light lens, £22 13s. 6d.....		110	35	
H. McNeil .....	Inspecting .....		35	90	
S. McNeil .....	To pay for land .....		50	00	
"Aurora" .....	Advertising for tenders .....		2	70	
Yarmouth "Times" .....	do .....		2	70	
Amherst "Gazette" .....	do .....		2	16	
					951 81
<i>Quaker's Island.</i>					
Amherst "Gazette".....	Advertising for tenders .....				2 48
<i>Shafner's Point.</i>					
Digby Publishing Co .....	Advertising for tenders.....		2	24	
E. Chanteloup.....	Lantern and apparatus .....		380	29	
A. Ramsay & Son .....	Plate glass.....		31	75	
G. E. Corbitt.....	Travelling expenses surveying, plan of river, etc...		105	76	
W. Graham .....	Professional services.....		34	98	
					558 02
<i>Terrence Bay.</i>					
P. A. Fahey.....	Amount of contract.....		175	00	
Peter Jolimore.....	For purchase of land.....		10	00	
"Presbyterian Witness" .....	Advertising for tenders .....		2	24	
"Morning Herald" .....	do .....		2	80	
"Evening Mail" .....	do .....		2	80	
					192 84
<i>Weethaver.</i>					
"The Watchman".....	Advertising for tenders .....		2	24	
"Progress" Printing Co.....	do .....		1	00	
"Presbyterian Witness" .....	do .....		2	24	
					5 48
<i>Whycocomagh.</i>					
D. McInnis .....	Building Pole Light.....		129	25	
H. Fraser.....	Purchase of land.....		50	00	
					179 25
<i>Windsor.</i>					
A. O. Thomas .....	Surveying land for light .....				30 00
					4,352 42
<b>NEW BRUNSWICK.</b>					
<b>GENERAL ACCOUNT.</b>					
W. P. Anderson.....	Travelling expenses .....				40 00
	Carried forward.....				40 00

**STATEMENT of Expenditure on account of Construction of Lights and  
Fog-Whistles, etc.—Continued.**

		\$ cts.	\$ cts.
	Carried forward.....		40 00
<b>NEW BRUNSWICK—Continued.</b>			
<i>Belledune.</i>			
I. A. Simard.....	Balance for purchase of site.....	15 00	
L. R. Harrison.....	Professional services.....	53 75	
			68 75
<i>Buctouche.</i>			
Chignecto "Post".....	Advertising for tenders.....		2 80
<i>Clifton</i>			
E. Chanteloup.....	Lantern and apparatus.....	380 29	
L. O. Barney.....	Plate glass.....	34 75	
"Sun" Publishing Co.....	Advertising for tenders.....	2 50	
"Religious Intelligencer".....	do.....	1 50	
"Union Advocate".....	do.....	2 50	
"World" Printing Co.....	do.....	2 50	
"Trade Reporter".....	do.....	2 50	
"Le Moniteur Acadien".....	do.....	2 50	
Moncton "Times".....	do.....	2 50	
			431 54
<i>Jems.g.</i>			
W. & J. Bates.....	<i>In re</i> deed.....	10 00	
L. R. Harrison.....	Professional services <i>in re</i> site of Light.....	19 60	
Wm. Snider.....	Survey, plans and description.....	13 00	
Chignecto "Post".....	Advertising for tenders.....	2 80	
D. W. Clarke.....	Amount of contract.....	775 00	
			820 40
<i>Lubec Narrows.</i>			
E. Chanteloup.....	Lantern and apparatus.....	683 26	
S. Ramsay.....	Plate glass.....	57 10	
Chance Bros. & Co.....	Duplex burners, £21 17s. 11d.....	106 56	
Angus Fisher.....	On account contract.....	700 00	
F. B. Beaumont.....	Consideration money.....	200 00	
			1,746 92
<i>Newcastle.</i>			
George Mitchell.....	Extras for cutting down range.....	10 00	
L. R. Harrison.....	Professional services <i>in re</i> site.....	44 25	
			54 25
<i>Pokemouche.</i>			
T. Robicheau.....	Cedar posts, lumber, etc.....		179 49
<i>St. Martin's Head.</i>			
T. B. Carson.....	On account contract.....	3,000 00	
W. J. Davidson.....	Boards, deals, scantling.....	54 69	
S. R. Foster & Son.....	Nails.....	8 40	
Hayford & Stetson.....	Shingles.....	5 88	
Emerson & Fisher.....	Globe, pipes, etc.....	110	
W. H. Thorne & Co.....	Rope, wheelbarrows, etc.....	30 05	
G. Heveon.....	Storage.....	108 50	
G. S. Mayes.....	Travelling expenses, etc., wages and board.....	787 82	
			3,998 34
	Carried forward.....		3,344 15

STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....	3,998 34	3,344 15
<b>NEW BRUNSWICK—Continued.</b>			
<i>St. Martin's Head—Concluded.</i>			
W. J. Davidson .....	7½ acres land.....	187 50	
L. R. Harrison.....	Professional services .....	41 80	
"Sun" Publishing Co.....	Advertising for tenders.....	2 90	
"Union Advocate".....	do .....	2 90	
N. B. "Reporter" Office .....	do .....	2 90	
Fredericton "Capital".....	do .....	2 90	
St. Croix "Courier".....	do .....	2 50	
"Moniteur Acadien".....	do .....	2 90	
"Christian Visitor".....	do .....	2 90	
"Maple Leaf".....	do .....	2 32	
"Maritime Farmers" .....	do .....	2 90	
Office .....	do .....	2 22	
Woodstock "Press".....	do .....	2 90	
"World" Printing Office .....	do .....	1 74	
"ReligiousIntelligencer".....	do .....	2 90	
"Times" Printing Office .....	do .....	2 90	
Chignecto "Post".....	do .....		4,265 52
<i>Williams' Landing.</i>			
D. W. Clark.....	Spar, labor, freight.....	23 75	
G. W. Palmer.....	Placing pole .....	15 50	
W. Lewis & Son .....	Hoisting gear for lantern.....	18 50	
			57 75
<b>PRINCE EDWARD ISLAND.</b>			
<i>Cape Egmont.</i>			
Isidore Gallant .....	Balance on contract and extras .....	635 00	
do .....	44 rods fencing, at \$2.30 .....	101 20	
P. Doyle .....	Inspecting .....	55 00	
			791 20
<i>East Point.</i>			
The "Herald" .....	Advertising for tenders .....	1 50	
"Examiner" Publishing Company .....	do .....	2 70	
			4 20
<i>Savage Harbour.</i>			
James Barclay .....	Balance on contract.....		84 00
<b>BRITISH COLUMBIA.</b>			
<i>Discovery Island.</i>			
"Daily Evening Post".....	Advertising for tenders.....	3 00	
"British Columbian".....	do .....	2 40	
Victoria "Standard".....	do .....	3 00	
Victoria "Colonist".....	do .....	3 00	
			11 40
<i>Plumper's Pass.</i>			
The "Colonist".....	Advertising for tenders.....	5 76	
Chance Bros. & Co.....	Lantern and apparatus, £328 1s. 9d.....	1,599 85	
Arthur Fenney .....	On account contract.....	2,000 00	
			3,605 61
			3,617 01



**STATEMENT of Expenditure on account of Construction of Lights and  
Fog-Whistles, etc.—Continued.**

		BRITISH COLUMBIA—Continued.	\$ cts.	\$ cts.
		<i>Fraser River Lightship, Sand's Head, B. C.</i>		
Thomas McKay	.....	Balance contract.....	\$250 00	
do	.....	Fog-bell tower.....	940 00	
do	.....	Freight on stores.....	23 37	
do	.....	Lining 3rd story.....	50 00	
do	.....	Extras for iron work and freight.....	1,263 37	
			342 73	1,606 10

**RECAPITULATION.**

		\$ cts.	\$ cts.
Construction of Lights	above Montreal.....	25,929 42	
do	below Quebec.....	4,354 87	
do	Nova Scotia.....	4,352 42	
do	New Brunswick.....	7,667 42	
do	Prince Edward Island.....	879 40	
do	British Columbia.....	3,617 01	
do	Colchester Reef.....	2,048 00	
do	Sand's Head.....	1,606 10	
Queen's Printer, printing and stationery.....			50,454 64
			57 42
			50,512 06

**WM. SMITH,**  
*Deputy Minister of Marine.*

**F. GOURDEAU,**  
*Accountant.*

## APPENDIX No. 9

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Dominion Steamers, for the Fiscal Year ended 30th June, 1885.

		"Napoleon III."	\$ cts.	\$ cts.
E. Larochelle.....	12 months salary as Captain.....		1,000 00	
do .....	Pay-list, wages of crew.....		7,109 88	
A. J. Turcotte.....	Groceries.....		1,132 95	
D. Langlois.....	Milk.....		156 06	
P. Plamondon et frère.....	Fish.....		149 12	
L. Marois.....	Vegetables.....		533 47	
E. Larochelle.....	Paid for provisions.....		142 79	
J. Shea & Bro.....	Pork, ham and butter.....		568 92	
D. Anderson.....	Potatoes.....		9 00	
J. Smith.....	Fresh meats.....		1,042 40	
J. B. Côté.....	Pork and butter.....		392 61	
J. J. McCorkell.....	Biscuits.....		69 14	
T. Hethrington.....	do .....		29 74	
Noonan & Davies.....	Provision.....		375 41	
J. B. Renaud & Co.....	Flour and fish.....		105 60	
Truro Condensed Milk Co	Milk.....		8 10	
F. Lafamme.....	Bread.....		169 56	
A. Watters.....	Groceries.....		51 95	
M. Dickey.....	Provisions.....		10 00	
F. X. Gagnon.....	Syrup.....		5 00	
R. Borland.....	1 chaldron smith's coal.....		7 00	
J. R. Pruneau.....	8 do coal, at \$8.....		64 00	
F. Gunn.....	350 tons coal, at \$4.80.....		1,680 00	
Acadia Coal Co.....	562½ do 2.40.....		1,350 00	
do .....	Commission.....		3 30	
G. St. Pierre.....	36½ tons coal, at \$5.50.....		200 75	
X. Kennedy.....	44½ do 2.40.....		1,164 00	
do .....	Freight on coal, at 1.50.....		666 75	
J. Eden.....	Rent of coal yard.....		100 00	
do .....	Freight on 88 tons coal, at \$1.50.....		132 00	
J. Ross & Co.....	do 40½ do 2.65.....		107 31	
Geo. Annet.....	Freight.....		26 25	
N. Fitzhenry.....	Labour.....		38 25	
J. Marmen.....	Cartage.....		126 75	
P. Rouillard.....	Washing.....		130 40	
Queen's Wharf.....	Moorage.....		250 00	
Quebec Steamship Co.....	Freight.....		1 25	
R. R. Oall.....	Pilotage.....		72 00	
N. Brisson.....	Washing.....		7 13	
W. C. Scott.....	Freight.....		14 20	
T. Berrigan.....	Carting snow.....		40 00	
F. O. Vallerand.....	Lamps, wicks and chimneys.....		69 58	
F. Derouin.....	Blocks, sheaves.....		14 00	
M. Dunn.....	Soap and tallow.....		267 13	
Audet & Robitaille.....	Flag, pitch, etc.....		59 35	
E. Giroux et frère.....	Medicines.....		17 55	
J. Hamel et frères.....	Towels, curtains, etc.....		74 63	
O. Simard.....	Paint brushes, kitchen utensils.....		50 95	
Beaudet & Chinic.....	Hardware, paints, etc.....		773 32	
R. Blakiston.....	Sails.....		53 90	
J. B. Dutil.....	Oars.....		10 00	
O. L. Richardson.....	Leather for oars.....		3 40	
Carried forward.....			20,636 86	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

	Brought forward.....	\$ cts.	\$ cts.
		20,836 88	
<i>"Napoleon III"—Continued.</i>			
J. Sullivan.....	Hawser, flags, crane.....	410 00	
J. B. Brousseau.....	Boat hook handles.....	2 70	
O'Neill & Judd.....	Engineer's towels.....	6 00	
F. Gunn.....	Rope, canvas, etc.....	303 74	
Dawson & Co.....	Stationery.....	5 15	
J. M. Tardif.....	Spars.....	12 09	
S. J. Shaw & Co.....	Rubber and packing.....	153 90	
S. Bédard.....	Tinware.....	100 05	
B. Bryant.....	Bunting.....	4 80	
A. M. Forster.....	Flue cleaner.....	3 00	
W. Doyle.....	Packing, oil, hose, etc.....	43 20	
G. M. Webster & Co.....	Cement.....	4 50	
A. W. Glassford.....	36½ gallons machinery oil.....	34 88	
A. J. Turcotte.....	Brooms, waste, etc.....	240 85	
Gagnon et frère.....	Side lights.....	19 50	
Henry Black.....	Hawse pipe.....	145 52	
A. W. Glassford.....	Paint.....	5 50	
L. Guerard.....	Mattresses and pillows.....	70 50	
A. J. Turcotte.....	150 gallons olive oil, at \$1.30.....	195 00	
do.....	126 do 1.20.....	151 20	
do.....	90 do 1.10.....	99 00	
do.....	730 lbs. castor oil, at 0.14½.....	105 85	
do.....	48½ gallons tarpetine, at 1.00.....	48 50	
do.....	110½ do linseed oil, at 0.75.....	82 65	
Vacuum Oil Co.....	39½ do cylinder oil 1.00.....	39 17	
do.....	21½ do machinery oil 1.10.....	23 38	
J. Joseph.....	Paint brushes.....	15 50	
G. T. Davie.....	Anti-fouling paint.....	192 50	
C. Vézina.....	Iron work.....	251 08	
T. Routier.....	Wood work.....	2,015 05	
Oct. Gourdeau.....	do.....	114 00	
Carrier, Laine & Co.....	Iron repairs.....	65 25	
O. Fortin.....	Repairing mattresses.....	104 00	
O. Simard.....	Tinware.....	69 15	
G. T. Phillips.....	Brass and coppersmith's repairs.....	900 12	
Besset Bros.....	Repairing engines.....	1,247 18	
L. Guerard.....	Cushions.....	14 50	
A. Rousseau.....	Castings.....	15 40	
A. McCallum.....	Repairing compass.....	5 00	
J. Ampleman.....	Labour.....	3 60	
X. Aubé.....	Repairs.....	46 00	
H. Brown.....	Iron beam.....	74 60	
G. Lamontagne.....	Repairing clock.....	1 50	
J. H. Clint.....	Pine.....	78 69	
B. Leonard.....	Painting.....	97 29	
J. F. O'Brien.....	Dyeing and repairing curtains.....	40 50	
Dinning & Co.....	Iron deck beam.....	6 00	
L. Rousseau.....	Mouldings.....	1 70	
H. Black.....	Castings.....	29 86	
W. Conners.....	Labour.....	3 60	
O. Plante.....	Brick floor.....	3 90	
T. Routier.....	Outfit.....	273 50	
E. Belanger.....	do.....	335 22	
E. Mathurin.....	do.....	50 00	
do.....	P. L. watching.....	94 40	
J. Rolph.....	P. L. outfit.....	597 10	
E. Descroiselles.....	Watching.....	64 00	
E. Fortier.....	Clearing snow.....	5 00	
J. Simpson.....	Labour.....	9 50	
E. Landry.....	do.....	4 80	
Wm. Lee.....	Clothing.....	669 50	
G. R. Renfrew & Co.....	Caps.....	56 70	
E. Chanteloup.....	Buttons.....	24 00	
			30,527 09

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts	\$ cts.
<i>Steamer "Druid."</i>			
L. R. Demers.....	12 months salary as Captain.....	800 00	
J. U. Gregory.....	Pay list, wages of crew.....	4,654 74	
T. Routier.....	Carpenter's repairs.....	81 04	
C. Vézina.....	Blacksmith's repairs.....	159 82	
Carrier, Laine & Co.....	Boiler plate.....	21 87	
B. Leonard.....	Painting.....	260 03	
Alex. Russell.....	Dockage and repairs.....	153 13	
G. T. Phillips.....	Repairs.....	248 92	
O. Simard.....	do.....	152 85	
A. Rousseau.....	Castings.....	5 20	
J. H. Clint.....	Lumber.....	23 23	
P. Rouillard.....	Mending uniforms.....	12 00	
A. McCallum.....	Repairing compass.....	5 00	
G. Lamontagne.....	do clocks.....	2 25	
P. Anctil.....	Labour.....	4 00	
H. Hicks.....	Grinding sea cocks.....	60 00	
M. Dickey.....	Provisions.....	11 75	
A. J. Turcotte.....	Groceries.....	695 05	
D. Langlois.....	Milk.....	115 26	
P. Plamondon et frère.....	Fish.....	159 58	
L. Marois.....	Vegetables.....	673 22	
J. Smith.....	Beef, potatoes, etc.....	1,008 26	
Geo. Tanguay.....	Flour, fish, etc.....	15 75	
J. Shea & Bros.....	Butter, pork, ham.....	324 10	
D. Anderson.....	Potatoes.....	9 00	
J. B. Côté.....	Butter, pork, etc.....	287 57	
L. R. Demers.....	Provisions during voyages.....	167 87	
J. J. McCorkell.....	Biscuits.....	27 00	
T. Hethrington.....	do.....	13 40	
J. R. Renaud & Co.....	Flour and fish.....	50 50	
F. Bergin.....	Milk.....	15 00	
F. Lafamme.....	Bread.....	164 16	
M. Langlois.....	Butter.....	6 40	
A. Watters.....	Groceries.....	28 98	
L. R. Demers.....	Board.....	60 00	
S. Carroll.....	do.....	54 00	
Wm. Lee.....	Clothing.....	273 00	
E. Chanteloup.....	Buttons.....	24 00	
G. R. Renfrew & Co.....	Caps.....	60 10	
A. J. Turcotte.....	184½ galls. olive oil, at \$1.36.....	231 10	
do.....	10 do 1.10.....	11 00	
do.....	359 lbs. castor oil, at 0.14½.....	52 08	
G. Lamontagne.....	Brooms, baskets, brushes.....	152 90	
M. Dunn.....	Clock.....	5 50	
Audet & Robitaille.....	Soap and tallow.....	148 84	
F. T. Thomas.....	Code of signals.....	112 80	
Beaudet & Ohnic.....	Tumblers.....	2 10	
R. Blakiston.....	Iron, paint, etc.....	266 30	
E. Giroux.....	Sails.....	145 28	
J. Hamel et frères.....	Medicines.....	37 05	
O. Simard.....	Bedding, etc.....	291 09	
L. Guérard.....	Paint brushes.....	21 20	
A. E. Vallerand.....	Mattresses, pillows, etc.....	90 25	
E. Drouin.....	Chimneys and wicks.....	5 05	
Laroche & Co.....	Gun wheels.....	8 00	
O'Neill & Judd.....	Gold paint.....	2 45	
J. B. Dutil.....	Engineer's towels.....	6 00	
P. P. Pouliot.....	Oars.....	5 00	
F. Gunn.....	Boat.....	37 50	
Dawson & Co.....	Rope.....	138 48	
J. R. Kane.....	Stationery.....	5 86	
J. M. Tardif.....	Cooking range.....	190 73	
S. J. Shaw & Co.....	Spars.....	3 00	
	Packing, files, rubber.....	54 62	
	Carried forward.....	12,909 58	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$	cts.	\$	cts.
	Brought forward .....	12,909	58		
<i>Steamer "Druid"—Concluded.</i>					
R. McLeod .....	Medicines.....		5 60		
S. Bédard.....	Tinware.....		37 45		
Renaud & Co.....	Crockery.....		13 58		
A. M. Forster.....	Flue cleaners.....		3 00		
W. Doyle.....	Packing, hose, etc.....		63 00		
A. P. Caron.....	Blankets.....		27 00		
G. M. Webster.....	Cement.....		4 50		
A. W. Glassford.....	Paint.....		5 50		
A. Yachon.....	Blocks.....		18 00		
G. M. Webster & Co.....	Coal, 1 ton, at \$8 ; 1,480 lbs., at \$7.....		13 16		
F. Gunn.....	157½ tons coal, at \$5.50.....		868 50		
do.....	138 tons coal, at \$4.80.....		662 40		
P. Nolet.....	Labour at coal.....		53 60		
J. Lachance.....	do.....		16 00		
N. Dubeau.....	Coaling.....		8 40		
J. Eden.....	Rent of coal yard.....		100 00		
Quebec Harbour Com- missioners.....	Wintering.....		35 00		
J. Gaudle.....	Towage of dock.....		50 00		
J. Tweddell.....	do.....		50 00		
W. Hackett.....	do.....		35 00		
T. Routier.....	Labour and watching.....		116 40		
J. Conturier.....	do.....		104 80		
C. Vézina.....	Outfit.....		43 60		
Geo. T. Daire.....	Hire of dock.....		400 00		
R. Fortin.....	Pay list, wages, taking care of.....		112 00		
J. Marmen.....	Cartage.....		45 50		
P. Rouillard.....	Washing.....		90 00		
J. Gaudle.....	Towage.....		25 00		
C. Belleisle.....	Pilotage.....		37 50		
M. Fitzhenry.....	Washing.....		21 91		
Dr. N. E. Roy.....	Professional services.....		12 50		
L. R. Demers.....	Paid for pilotage.....		22 50		
E. Fortier.....	Pilotage.....		16 00		
Geo. Dufresne.....	do.....		24 50		
Queen's Wharf.....	Moorage.....		250 00		
J. E. Le Bourdais.....	Reporting.....		12 50		
T. Berrigan.....	Carting snow.....		40 00		
M. P. McElhinney.....	Travelling expenses.....		25 00		
				16,378	38
<i>Brig "Alliance."</i>					
P. Jobin.....	Repairs.....		686 27		
U. Jewell.....	Towage.....		6 50		
John Ascah.....	Taking vessel to Quebec, etc.....		305 75		
John McGresly.....	Labour.....		46 00		
John Dick.....	Registration fees.....		47 89		
J. Sullivan.....	Lead and line, chart.....		23 50		
O. Murphy.....	Insurance.....		52 50		
J. Eden.....	Expenses for services.....		9 35		
J. H. Clint.....	Lumber.....		210 84		
G. T. Davie.....	Repairs.....		2,268 49		
North Shore Railway.....	Moorage.....		3 00		
T. Parent.....	Cooperage.....		17 25		
Audet & Robitaille.....	Yarn, etc.....		3 41		
R. Blakiston.....	Sails.....		286 11		
W. T. Davie.....	Towage.....		10 00		
A. McCallum.....	Repairing compasses.....		13 50		
F. Gunn.....	Rope.....		80 88		
J. M. Tardiff.....	Spars.....		27 00		
Beaudet & Ohinic.....	Hardware.....		89 27		
				4,187	51

STATEMENT of Expenditure on account of Dominion Steamers, etc—*Con.*

		\$ cts.	\$ cts.
<i>Steamer "Newfield."</i>			
Michael Devan.....	Repairing decks, caulking .....	106	46
do .....	Scraping bottom .....	50	00
do .....	Carpenter's labour .....	10	05
S. Cunard & Co .....	Composition paint .....	80	00
do .....	Coal bags .....	14	40
do .....	Freight, iron, boiler tubes and winch .....	114	32
do .....	Coal .....	3	38
do .....	German composition for bottom .....	160	00
Thomas Ead .....	Labour coaling .....	291	89
do .....	Discharging ballast and cable gear .....	145	00
do .....	Cleaning bunkers, cutting cement.....	92	00
R. Beazley & Co.....	Fresh fish .....	18	80
Michael Walsh.....	Repairing bulwarks and rails .....	121	74
do .....	Carpenter's work.....	104	55
W. S. Symonds & Co.....	Repairing bottom and engines .....	332	82
do .....	Warping chock and pattern .....	12	85
John Patterson .....	Repairing boiler .....	29	30
do .....	Floor plates .....	38	64
do .....	Account contract new boiler .....	2,500	00
W. S. Symonds & Co.....	Repairs to hull, engines, etc.....	8,143	85
do .....	do do and material .....	1,851	17
do .....	Fire clay, brick, etc .....	8	50
do .....	Repairing windlass .....	54	65
Maurice Downey.....	Painting .....	315	29
John Findlay .....	Repairing boats .....	124	50
James Fraser .....	Alterations to cabin.....	216	64
Lordly & Stimpson.....	Provisions .....	991	44
Acadia Coal Co .....	110 tons coal, at \$3.10.....	341	00
Fred. Meyers .....	Provisions .....	312	64
C. E. Creighton & Co.....	101½ gallons oil, at 25c., \$25.38 ; cartage, 30c .....	25	68
J. C. Wilson.....	Tinware .....	9	00
Moir, Son & Co .....	Bread .....	161	23
J. P. Mott & Co .....	Soap and soda .....	5	43
Lawson, Harrington & Co .....	Towages .....	80	00
Clayton & Sons .....	Uniforms .....	177	13
Chebucto Marine R. R. Co .....	Slip hire .....	3,388	13
J. A. Matheson .....	Crockeryware .....	42	02
Burns & Murray .....	Table linen.....	59	29
Wm. Whiston .....	Provisions.....	445	34
T. Forhan & Co .....	Awning and boat ensign.....	95	84
Halifax Carpet Co .....	Oil cloth .....	7	25
Geo. C. Smith & Co .....	Shipchandlery, engineer's supplies, etc.....	702	97
D. C. Peppard.....	Balance on windlass.....	146	20
do .....	Windlass grab and castings.....	91	68
Jacob Bowser.....	Carpenter's work .....	40	31
Edward Billman .....	Fresh fish .....	18	77
Archibald & Co .....	230 tons coal, at \$1.87.....	430	10
Alfred Vail .....	Milk, etc .....	53	05
R. A. Gulliford.....	Disbursements .....	72	99
J. Hogan & Sons.....	Lumber .....	158	93
Maria O'Brien .....	Washing .....	46	50
G. A. Hemlow .....	Meat.....	46	51
John Black & Co.....	Plate and angle iron.....	364	82
do .....	Brass tubes .....	262	35
do .....	Steam winch.....	267	97
W. C. Godsol .....	Groceries, butter, mutton, etc .....	339	41
James Knox .....	Water .....	21	75
J. P. Morse & Co .....	Hand grenades.....	12	20
Theakston & Angwin.....	Cotton line, files, waste, nails, screws, turpentine brushes, etc .....	129	09
J. R. Glendenning.....	Ice .....	34	09
Michael O'Brien .....	Heating decks, laying waterways.....	382	37
do .....	Carpenter work and labour .....	860	13
Macdonald & Co .....	Plumbing, machinists' supplies, repairs, etc .....	1,588	86
Carried forward.....		27,143	28

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts.	\$ cts.
Brought forward .....		27,143 28	
<i>Steamer "Newfield."—Concluded.</i>			
Gordon & Kieth .....	Cabin furniture and fittings .....	49 50	
A. Warner .....	To pay labour overhauling and refitting hull and engines .....	1,621 71	
M. P. McElhinney .....	Travelling expenses.....	55 00	
Horatio Power .....	Night watching on ship .....	30 00	
John White .....	Lamps, stovepipes.....	52 90	
Thomas Synott.....	Cementing.....	136 50	
Starr Manufacturing Co. do .....	Deck bolts, nuts.....	11 55	
J. R. Gordon.....	Plating and polishing silverware .....	36 75	
M. P. McElhinney .....	Disinfecting fluid .....	4 00	
R. H. Cogswell.....	Travelling expenses.....	25 00	
John Black & Co. ....	Rating chronometer and repairing clock.....	4 50	
John Wisdom & Son .....	Wire rope, shackles, etc .....	487 02	
Steamboat Company .....	Scantling and boards.....	11 13	
Pickford & Black.....	Ferriages .....	29 60	
Williams & Leverman.....	Hose, anchor, chains.....	221 80	
T. A. G. Dewolf & Son.....	Condenser, ferules .....	42 25	
James Dempster & Co.....	Cement.....	130 75	
Charles Neal .....	Walnut mouldings .....	25 43	
Pay List.....	Cartage winch, freight, valves .....	3 19	
	Wages of officers and crew .....	5,413 94	
			35,534 80
<i>"Lansdowne."</i>			
Silas Townshend .....	Side lights, medicine chest, compass .....	120 00	
do .....	Anchor .....	66 70	
S. Cunard & Co .....	Freight, chain cable, lead pipes, iron.....	7 91	
C. Neal .....	Freight, chain cable, and tank to Maccan.....	8 00	
R. A. Guildford .....	Disbursements.....	199 64	
do .....	Labour covering boiler .....	46 25	
J. C. Matheson .....	Crockery and glassware .....	67 91	
G. Baker .....	Provisions .....	19 12	
M. P. McElhinney .....	Travelling expenses, paid labour wages, etc .....	212 47	
R. H. Cogswell .....	Clock and barometer .....	23 75	
R. A. Nisbet .....	Fitting medicine chest.....	9 85	
Lordly & Stimpson .....	Groceries .....	664 87	
T. W. Offen .....	Blocks .....	14 00	
J. C. Wilson .....	Stovepipe, cooking utensils.....	29 95	
do .....	Deck irons, pipe, cap .....	2 40	
Thos. Forhan & Co.....	Tarpaulin, bridge cover.....	46 31	
do .....	Altering sails.....	21 16	
Burns & Murray .....	Mattresses, bedding, table linen.....	175 67	
Arch Warner .....	Travelling expenses .....	13 13	
Thos. Ead.....	Labour coaling .....	125 82	
Theakston & Angwin.....	Rivets, burrs, screws, etc .....	102 00	
do .....	Ship chandlery, cylinder oil .....	192 33	
do .....	Door knobs, nails, spikes .....	25 70	
do .....	Olive oil.....	51 35	
do .....	Steel.....	11 02	
E. Lantulum.....	Signals, blocks.....	68 00	
Michael Welsh.....	Fitting winch bed and table .....	38 40	
Wm. Whiston .....	Beef .....	408 17	
G. A. Sandford.....	Washstand top .....	9 25	
Beverley Vincent.....	Joiner work .....	40 00	
Thomas Hannah .....	do .....	40 00	
Philip McLean .....	do .....	33 50	
David Morris .....	Labour, hardware for bridge.....	98 24	
do .....	Carpenters work .....	168 56	
Jacob Bowser .....	Peak wedges .....	4 50	
G. F. Graham.....	Carpenters labour .....	93 00	
C. E. Creighton & Co. ....	Oil, 52 galls., at 25c, \$13, 43·14 galls., at 27c., \$11·65, and cartage, 20c.....	24 85	
David McPherson.....	Carpenters work .....	193 73	
Carried forward .....		3,474 51	

STATEMENT of Expenditure on account of Dominion Steamers, etc—*Con.*

		\$ cts.	\$ cts.
	Brought forward .....	3,474 51	
	<i>Steamer "Lansdowne."—Concluded.</i>		
R. Beazley & Co.....	Fish .....	43 24	
Symonds & Co.....	Grate bars, ash shoot .....	124 45	
A. Meir & Sons .....	Bridge and rail stanchions .....	58 98	
John Patterson .....	Iron work, repairing boiler.....	71 22	
Gordon & Kieth .....	Cabin furniture.....	60 95	
Brookfield Bros .....	Lumber .....	89 02	
J. S. Nisforth .....	Belaying pins, cleats .....	28 90	
Mackintosh & McInnis ..	Pitch pine and oak .....	19 70	
Joseph De Young .....	Provisions .....	14 37	
Fred Meyer .....	Vegetables.....	234 44	
John White .....	Lining galley.....	10 40	
Archibald & Co .....	138 tons coals, at \$1.75 .....	241 50	
do .....	Trimming coals.....	27 60	
do .....	Water .....	2 00	
J. R. Cameron.....	45 galls. oil=\$9; 1 barrel, \$1.50 .....	10 50	
J. A. Chipman & Co .....	Bread .....	61 35	
G. E. Smith & Co .....	Oil, spikes, tallow.....	473 26	
do .....	Iron, stocks and dies, packing .....	199 72	
do .....	Locks, hinges, latches .....	21 78	
Maria O'Brien .....	Washing .....	35 00	
Starr Manufacturing Co.	Galvanizing iron work.....	32 22	
J. Dempster & Co.....	Table legs, mouldings, etc.....	23 49	
J. Flemming & Co.....	Oars, fitting spars.....	92 31	
Eatey, Allwood & Co.....	Lubricating oil, mats.....	142 27	
Wisdom & Fish.....	Radiator, grate bars.....	147 62	
A. & W. Mackinlay .....	Stationery .....	9 28	
Macdonald & Co.....	Deck fittings, heating apparatus, engineers' supplies, repairs.....	747 89	
J. Hogan & Sons .....	Lumber.....	64 38	
Wm. Williams.....	Securing boiler.....	57 05	
Pickford & Black .....	Chairs, life belts, table.....	90 46	
Oliver Bigney .....	Carpenters' labour .....	69 75	
John Anderson .....	do .....	83 25	
John G. Gunn .....	do .....	83 25	
William Murray .....	do .....	58 80	
John McLellan .....	do .....	8 75	
Lauchlin McNeil.....	do .....	8 75	
Isaac Henley .....	Caulking .....	50 60	
Maurice Downey.....	Painting.....	454 25	
Michael Devan .....	Caulking.....	136 52	
Truro Condensed Milk Company .....	Condensed milk.....	11 35	
J. R. Jennett .....	Crockery and glassware .....	91 50	
Austin Bros .....	Valvaline oil.....	64 63	
Hugh Montgomerie.....	Bread .....	23 98	
Intercolonial Railway .....	Freight, life-boat.....	10 80	
T. Holloway & Son .....	Blocks .....	33 00	
J. E. Butler .....	Fenders.....	12 25	
W. C. Godsoe & Co. ....	Groceries .....	188 37	
James Knox .....	Water .....	6 00	
G. Hevenor.....	Soldering iron, solder.....	1 70	
T. B. Barker & Sons.....	Paints .....	4 19	
Pay-list.....	Wages of officers and crew.....	4,771 93	
George Langley & Co.....	1 Martin's patent anchor .....	194 50	
J. O. Thomas .....	Oil, soap, soda, nails .....	114 31	
Wm. Black .....	Manilla, blocks, etc.....	360 29	
Jardine & Co. ....	Groceries .....	450 68	
W. C. Godsoe & Co.....	Beef, mutton, poultry, etc .....	276 03	
J. W. Barnes .....	Towels, cotton, linen .....	134 83	
C. E. Harding & Son.....	116 feet birch.....	4 98	
Geo. Robertson.....	Groceries .....	45 75	
Thos. Furlong .....	Services as waiter.....	5 00	
T. S. Adams .....	Paint, varnish, canvas .....	62 05	
A. B. Sheraton .....	Bed-spreads and mats .....	14 55	
	Carried forward.....	14,566 45	



STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts.	\$ cts.
	Brought forward.....	14,546 45	
<i>Steamer "Lansdowne"—Continued.</i>			
Jiggins Coal Co.....	137 tons coal at \$3.60, \$493.20; placing in steamer, \$98.20.....	591 40	
R. P. & W. F. Starr.....	2 tons coal, and cartage.....	12 40	
W. H. Thorne & Co.....	Cutlery, hardware, etc.....	224 95	
L. H. Vaughan & Bro.....	Wire rope, manilla.....	377 09	
John Knox.....	Water.....	19 50	
M. P. McElhinney.....	Travelling expenses, etc.....	70 00	
G. R. Prowse.....	Range and utensils.....	330 88	
A. O. Skinner.....	Carpets, oilcloth, etc.....	142 05	
A. Robb & Sons.....	Stove, elbows, etc.....	26 97	
A. J. Lordly & Son.....	Stools, pillows, mirrors.....	78 40	
Intercolonial Railway.....	Side wharfage.....	19 50	
Harris Allan.....	Brass hand rails.....	196 49	
W. Lewis & Son.....	Galvanized chain.....	259 83	
T. McAvity & Sons.....	Log frame, compass, etc.....	356 86	
F. Clementson & Son.....	Crockeryware.....	133 70	17,386 47
<i>Steamer to replace "Glendon"</i>			
Rankin & Blackmore.....	Fitting up engine.....	97 33	
Jotham O'Brien.....	On account contract..... \$34,000 00		
do.....	Extras on do..... 5,696 55		
		39,696 55	
David Morris.....	On account J. O'Brien's contract.....	100 00	
S. Cunard & Co.....	Freight on engine, &c.....	2,516 13	
do.....	do lead pipes.....	5 18	
do.....	do cable.....	62 87	
John Black & Co.....	Stud cable chain..... \$703 53		
do.....	Cablegrams, insurance on machinery, etc..... 158 15		
		861 68	
James Sullivan.....	Boiler connections and winch.....	550 00	
Charles Neal.....	Paid freight on cable.....	23 83	
Polchester "Sun".....	Advertising for tenders.....	5 17	
Peter Smith.....	On account salary fitting up engine.....	250 00	
do.....	do board.....	40 00	
Nathan Tupper.....	Surveying steamer.....	17 00	
G. E. Smith & Co.....	Screws, oil cans, etc.....	18 35	
Barry & Evans.....	Boilers and machinery..... \$1,082 18		
do.....	Labor at do..... 392 48		
		1,474 66	
Macdonald & Co.....	Machinery.....	1,465 93	
Starr Manufacturing Co.....	Nuts, studs, etc.....	63 35	47,238 03
<i>Steamer "Northern Light,"</i>			
Capt. A. Finlayson.....	12 months salary as Captain.....	980 00	
do.....	do wages of crew.....	5,341 33	
Noonan & Davies.....	Sundry repairs at Pictou, N.S.....	4,850 24	
J. & J. Yorston.....	Ship hire and hull repairs, Pictou, N.S.....	7,937 84	
Wisdom & Fish.....	Boiler and condenser tubes.....	2,066 94	
The Acadia Coal Co.....	472 tons coal, at \$2.50, less 4 per cent., \$1,132.80, 229½ at \$2.50, \$573.75, 14-1600 at \$2.00, \$29.42 = \$1,735.97; premium, \$2.....	1,737 97	
McDonald & Co.....	Brass work.....	1,590 26	
S. W. Crabbe.....	Oil, waste, packing, etc.....	1,194 31	
Peake Bros. & Co.....	Wood repairs, oakum, rope, etc.....	1,164 99	
McKinnon & McLean.....	Boiler and engine repairs.....	1,161 75	
Jas. Bourke.....	Provisions and groceries.....	1,823 70	
do.....	Contract freight coal and storing, Georgetown.....	375 99	
do.....	Use of schooner and labour placing winter buoys.....	10 00	
George Davidson.....	Provisions and groceries.....	675 90	
A. P. Hobbe.....	Meat and milk account.....	552 67	
	Carried forward.....	31,443 89	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts.	\$ cts.
	Brought forward.....	31,443 89	
<i>Steamer "Northern Light"—Concluded.</i>			
Blake Bros.....	Meat account.....	363 05	
Daniel Stewart.....	Provisions and groceries.....	370 21	
M. P. McElhinney.....	Expenses at Pictou about repairs.....	188 95	
Perkins & Sterns.....	Carpets, oil cloth, blankets, etc.....	184 12	
John Gaffney.....	Painting.....	169 06	
J. D. McLeod.....	Groceries, etc.....	150 67	
John Newson.....	Upholstering cabins, repairs, etc.....	146 47	
G. E. Smith & Sons.....	Manilla rope, etc.....	124 80	
Peter Traynor.....	Painting.....	85 88	
Chas. Owen.....	1 year's rent coal shed at Georgetown, to Sept., '84	75 00	
Wise Bros.....	Caulking.....	69 75	
M. Walsh.....	Repairs ice-boats, and materials.....	58 40	
Mrs. J. McMillan.....	Boarding Chief Engineer 8 weeks.....	32 00	
J. J. Seaman.....	Wheelbarrows.....	30 00	
Henry Coombe.....	Lanterns, lamps and reflectors.....	29 00	
E. S. Ritchie & Sons.....	Binnacle and lamp compass for ice-boat.....	26 97	
J. J. Davies.....	Board Capt. A. Finlayson.....	25 00	
Peter McCrudden.....	Labour cleaning up cabins, etc., self and boy.....	25 00	
R. R. Jenkins.....	Bread account.....	24 48	
H. W. Mutch.....	Balance wages as Time-keeper.....	22 50	
Mrs. R. Turnbull.....	Washing.....	24 00	
S. W. Dodd.....	Medicines.....	21 88	
"Examiner" Pub. Co.....	Printing cargo blanks, etc., for Purser.....	19 90	
F. McAvity & Sons.....	Zinc plates for boilers.....	18 26	
H. Lane.....	Butter.....	12 60	
P. McCrudden.....	Allowance wages on sick leave.....	15 00	
Thos. A. Adams.....	Ensign for Cape Tormentine boathouse.....	12 00	
R. Mitchell.....	Labour.....	10 00	
W. Allan.....	Attending mooring lines.....	11 50	
Mrs. Pollard.....	Washing.....	11 55	
Mrs. McCrudden.....	do.....	5 50	
Jas. Creed.....	Labour.....	10 00	
V. S. McGregor.....	Board seamen.....	9 00	
S. Carroll.....	do.....	2 25	
Théop. L. Chappelle.....	Stationery for Captain and Purser.....	9 31	
do.....	Express charges.....	4 65	
"Herald" Printing Co.....	Advertising and handbills.....	7 25	
J. Lowrie.....	Water account.....	8 18	
J. Princher.....	Mason's work.....	6 00	
D. McKinnon.....	Celery.....	6 00	
M. Stephenson.....	Tinsmith's repairs.....	6 00	
Bruno Ducette.....	Ladders.....	4 00	
W. Storey.....	Polishing paste for Engineer and Steward.....	4 00	
Steam Navigation Co.....	Passage 2 men from Pictou.....	3 00	
P. E. I. Railway.....	3 hand lanterns.....	3 00	
Telegraph Co.....	Telegraphing.....	2 53	
John Rose.....	Magic healer salve.....	1 00	
Capt. McElhinney.....	Travelling expenses to Cape Tormentine and return	70 00	
			33,963 54
<i>Steamer "Sir James Douglas."</i>			
John Devereux.....	12 months salary as Master.....	1,399 92	
do.....	Wages of officers and crew.....	5,303 31	
do.....	Labour on repairs.....	116 00	
do.....	Extra provisions.....	16 60	
do.....	Subsistence money, 21 days, at \$1.....	21 00	
L. Goodacre.....	Meat and vegetables.....	1,432 44	
Fell & Co.....	Groceries and milk.....	1,430 35	
J. J. Wilson.....	6 months supply of bread.....	49 69	
M. R. Smith.....	6 do do.....	21 64	
Victoria Water Works Co.....	18 do water.....	54 00	
O. C. Fox.....	5 do milk, to August, 1884.....	60 50	
Chaffey & Thygeson.....	4 do do February, 1885.....	20 80	
Carried forward.....		9,926 25	

STATEMENT of Expenditure on account of Dominion Steamers—*Con.*

		\$ cts.	\$ cts.
	Brought forward .....	9,926 25	
	<i>Steamer "Sir James Douglas"—Concluded.</i>		
E. B. Marvin.....	Ship chandlery.....	185 00	
A. McInnis .....	Labour on repairs.....	82 00	
S. Brightman .....	Meats, etc., supplied at Nanaimo .....	31 02	
R. Dunsmuir & Son .....	266½ tons of coal, at \$4.50 .....	1,198 12	
Albion Iron Works Co.....	Repairs to machinery .....	350 31	
John Robertson .....	Windlass shaft, repairs to davits, etc.....	186 42	
Chang Kee .....	Washing .....	24 57	
George Stelly .....	Oak log for windlass, etc .....	13 00	
W. B. Townsend .....	Meats, etc., New Westminster.....	90 05	
Canadian Pacific Navigation Co.....	Freight, Victoria to Fraser River .....	1 25	
George Black .....	Provisions supplied, January .....	57 41	
Marvin & Tilton .....	Tap, etc. ....	2 00	
T. N. Hibben & Co.....	Stationery, etc .....	8 12	
G. F. Grant .....	Subsistence money, 21 days, at \$1 .....	21 00	
"Colonist" .....	Advertisement re tenders for provisions.....	4 80	
Mathews, Richards & Tye	Files, mortice lock, etc.....	6 99	
W. J. Stephens .....	Repairs to surf boat.....	116 45	
Walter Clarke .....	Reducing pattern of propeller.....	28 00	
John Weiler .....	Repairing chairs, etc .....	2 50	
A. & W. Wilson .....	Ironmongery, etc. ....	78 24	
T. Shotbolt .....	Oxalic acid, etc .....	1 25	
W. P. Sayward .....	330 ft. 1½-in. plank .....	4 62	
P. McQuade .....	Cylinder oil, deck lights, etc.....	22 75	
Smith & Clark .....	Repairing boots, etc.....	42 95	
			12,485 07

## RECAPITULATION.

	\$ cts.	\$ cts.
S.S. "Napoleon III." .....	30,527 09	
do "Druid" .....	16,378 38	
Brig "Alliance" .....	4,187 51	
		51,092 93
S.S. "Newfield" .....	35,534 80	
do "Lansdowne" .....	17,396 47	
Steamer to replace "Glendon" .....	47,238 03	
		100,159 30
S.S. "Northern Light" .....		33,963 54
do "Sir James Douglas" .....		12,485 07
		\$197,700 89
<b>Less—Refunds—</b>		
S.S. "Sir James Douglas," laying cable, services rendered		
dry dock contractors.....	635 20	
Brig "Alliance," sale of cargo.....	334 65	
Sale of coal, etc., Cape Traverse.....	30 00	
Use of coal, J. U. Gregory .....	598 75	
		1,598 60
		\$196,102 29

WM. SMITH,  
Deputy Minister of Marine.

F GOURDEAU,  
Accountant.

## APPENDIX No. 10

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with Examination of Masters and Mates, for the Fiscal Year ended 30th June, 1885.

		\$	cts.	\$	cts.
Capt. P. A. Scott.....	12 months salary as Chairman of Board, from 1st June, '84, to 31st May, '85.	\$1,960	00		
do .....	12 months superannuation tax.....	40	00		
				2,000	00
John Taylor.....	do salary as Clerk, to 30th June, 1885.....	\$ 490	00		
do .....	do superannuation tax.....	10	00		
do .....	Arrears of salary, from 1st Jan. to 30th June, 1885.....	24	50		
do .....	Superannuation tax.....	50			
				525	00
Capt. P. A. Scott.....	Travelling expenses.....			766	29
do .....	Paid for 24 nautical almanacs.....			14	85
Spinney, Eakins & Co....	9 months rent of Board room to 31st March, 1885 ...			30	00
A. & W. Mackinley.....	Stationery.....			7	85
Creighton & Marshall....	do .....			7	90
H. & A. McMillan.....	do .....			10	55
James F. Corston.....	Press for papers.....			42	06
A. O. Skinner.....	Cleaning and laying carpet.....			5	70
A. Christie & Co.....	Removing window sashes.....			7	40
B. A. Bank Note Co.....	Printing certificates.....			72	24
Water Commissioners....	Water rates.....			7	56
T. Harbottle.....	Paid for stationery .....			11	15
Geo. E. Morton.....	Stamps.....			48	50
Alfred Mills.....	Navigation books .....			3	90
J. R. Wyman.....	Shelf and partition, Yarmouth .....			5	75
E. J. Mann.....	Copying notices re examinations.....			12	50
G. A. Mackenzie.....	Examination fees.....			88	00
David Hunter.....	do .....			80	00
R. Cameron.....	do .....			8	00
W. McIlwain.....	do .....			531	43
S. J. Brookman.....	do .....			88	00
C. M. Lorway.....	do .....				
	\$96.00; travelling expenses, post- age and rent of room, \$92 49...			200	49
J. E. Hunt.....	do .....			28	00
A. J. Wolf.....	do .....			76	00
Joseph Pritchard.....	do .....			144	00
W. Thomas.....	do .....			144	00
Henry Lewis.....	do .....			80	00
Thomas Killam.....	do .....			108	00
S. P. LeBlanc.....	do .....			25	00
E. J. Mann.....	do .....			15	40
T. F. Taylor.....	do .....			536	18
W. C. Seaton.....	do .....				
	\$466 83; travelling expenses, \$24.85.....			491	68
T. Harbottle.....	Travelling expenses.....			323	90
McMullen & Co.....	Advertising notices re examinations.....			4	20
Kingston "Daily News"	do .....			2	90
"Courrier du Maskinonge"	do .....			2	10
Richmond "Guardian"	do .....			2	48
"Le Monde"	do .....			2	40
"Spectator" Printing Co	do .....			2	90
Brockville "Times"	do .....			4	20
"Gazette des Cam- pagnes"	do .....			4	40
	Carried forward.....			6,573	16

STATEMENT of Expenditure in connection with Examination of Masters and Mates, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	6,573 16	
"Journal des Trois Rivières".....	Advertising notices <i>re</i> examinations.....	5 13	
"L'Observateur".....	do do .....	3 10	
"L'Union des Cantons de L'Est".....	do do .....	1 92	
"Union Standard".....	do do .....	2 10	
"Standard" Printing House.....	do do .....	2 10	
"The Star".....	do do .....	2 10	
"Post" Printing Co.....	do do .....	2 10	
"L'Etendard".....	do do .....	2 10	
"La Minerve".....	do do .....	2 10	
"Le Monde".....	do do .....	2 10	
Bruce "Herald" Steam Printing Co.....	do do .....	2 10	
"La Presse".....	do do .....	2 10	
Victoria "Standard".....	do do .....	4 20	
"Gazette" Printing Co.....	do do .....	2 10	
Owen Sound "Times".....	do do .....	1 68	
Meaford "Mirror".....	do do .....	1 68	
"Courrier du Canada".....	do do .....	2 40	
Queen's Printer.....	Printing and stationery.....		6,613 91
			42 53
			\$6,656 44

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOURDEAU,  
*Accountant.*

## APPENDIX No. II

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with Hudson's Bay Expedition, for the Fiscal Year ended 30th June, 1885.

		<i>Expedition No. 1.</i>	\$ cts.	\$ cts.
Mich. Devan.....	Boat fittings.....		73 08	
I. C. Express.....	Freight.....		23 00	
C. E. Creighton & Co....	625 galls. oil, at 21c., \$131.25; cartage, \$2.....		133 25	
H. M. Rainsford.....	Advance wages.....		35 00	
I. C. Railway.....	Freight on lumber, instruments, &c.....		61 50	
S. H. Shrieve.....	Dories.....		106 50	
Thomas Ead.....	Coaling str. "Neptune".....		125 11	
do.....	Loading and trucking cargo.....		115 00	
W. F. Stupart.....	Advance wages.....		25 00	
H. Burwell.....	do.....		25 00	
W. A. Ashe.....	do.....		25 00	
Lieut. A. R. Gordon.....	Disbursements.....		462 65	
C. R. Tuttle.....	Advance wages.....		50 00	
do.....	Railway ticket, travelling expenses.....		45 50	
A. N. Laperrière.....	Advance wages.....		25 00	
C. deBoucherville.....	do.....		25 00	
Chas. Sweeney.....	Cab fare.....		1 25	
Edw. Williams.....	Boat, oars, rowlocks.....		125 95	
W. S. Symonds & Co.....	Stoves and pipe.....		165 25	
Williamson & Co.....	Book on surveying.....		5 50	
James Foster.....	Slab, work on instruments.....		50 00	
F. Gastonguay.....	Board C. R. Tuttle.....		24 00	
C. P. Chisholm.....	Canned fruits and vegetables.....		515 87	
Acadia Coal Co.....	24½ tons coals, at \$3.....		748 65	
Longworth & Co.....	Canned fish.....		29 55	
Truro Milk Co.....	Condensed milk.....		124 56	
S. Cunard & Co.....	186 tons coals, at \$3.50.....		651 00	
do.....	300 coal bags, at 40c.....		120 00	
do.....	100 tons anthracite coal, at \$5.40.....		540 00	
do.....	Freight tubes.....		2 67	
do.....	Freight per "Caspian" and "Nova Scotian".....		45 55	
John Findlay.....	Building boat.....		68 50	
Pickford & Black.....	Freight instruments.....		6 21	
Theakston & Angwin.....	Hardware supplies.....		484 29	
C. Neal.....	Labour, truckages.....		51 95	
do.....	Freight and expenses on return goods.....		10 71	
H. Hessler & Sons.....	Board of staff.....		39 00	
Wm. Skynner.....	Advance wages.....		35 00	
W. K. Angwin.....	Station huts.....		1,178 00	
W. H. Jordan.....	Advance wages.....		35 00	
Rich. Currie.....	Advances.....		210 00	
A. McNeil.....	Wages.....		103 25	
H. H. Fuller & Co.....	Granite ironware.....		73 08	
T. Forhan & Co.....	Boat sails, tarpaulins, tent.....		171 40	
R. H. Cogswell.....	Telescopes, clocks.....		85 50	
Creighton & Marshall.....	Telescopes.....		52 70	
W. McFtridge.....	Old sails.....		85 36	
R. J. Hart & Co.....	Boat.....		48 45	
Seaton & Mitchell.....	Provisions.....		4,419 41	
J. W. MacDaniel.....	Advances.....		60 00	
Alfred Ogden.....	Services.....		75 00	
J. W. Chaplin.....	Advances.....		210 00	
W. J. Quigley.....	do.....		277 50	
J. Hogan & Sons.....	Lumber.....		37 29	
Carried forward.....			12,322 99	

STATEMENT of Expenditure in connection with Hudson's Bay Expedition,  
etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	12,322 99	
<i>Expedition No. 1—Continued.</i>			
John White.....	Smoke and ventilating pipes.....	99 96	
Gordon & Keith.....	Bedsteads, mattresses.....	189 50	
Wm. Gaul.....	Oil clothes.....	45 00	
W. & A. Nauffts.....	6 cords wood.....	34 20	
J. E. Butler.....	Boat masts and sprits.....	18 72	
Agent Marine Dept.....	Tarred paper.....	40 59	
Burns & Murray.....	Bedding, clothing.....	303 44	
Angus Allison.....	Blocks, ropes, hooks, etc.....	817 61	
A. D. Inglis.....	Advances.....	80 00	
Fred. Drysdale.....	do.....	192 50	
Pilot Commissioners.....	Pilotage, "Neptune".....	16 00	
R. A. Nisbet.....	Medicines.....	215 68	
Michael Keating.....	Advances.....	210 00	
J. E. Campbell.....	do.....	210 00	
W. F. Esdaile.....	do.....	210 00	
Michael Walsh.....	Side lights.....	10 00	
J. Geddes, jun.....	2 boats.....	180 75	
Dr. Wickwire.....	Medical examination of staff.....	50 00	
Adam Mahar.....	Advances.....	210 00	
T. G. McMullan.....	Boards and studding.....	80 00	
Wm. Yeardon.....	Wages, 86 days.....	193 50	
Robt. Youill.....	do carpenter.....	113 00	
Wood & Co.....	Passage money from Newfoundland.....	92 70	
Brown & Webb.....	Alum.....	1 05	
Kew Committee, Royal Society.....	Magnetic instruments, etc.....	160 36	
John Black & Co.....	Machinery, tubes, iron beams, etc.....	1,991 05	
Job Bros. & Co.....	Charter steamer "Neptune".....	17,278 57	
Jotham O'Brien.....	On account contract for increased dimensions, alterations, etc. to steamer "Lansdowne," to prepare same for Expedition.....	9,000 00	
A. R. Gordon.....	Salary as Commander of Expedition.....	1,200 00	
do.....	Travelling expenses.....	274 85	
C. V. de Boucherville.....	Advance salary.....	565 00	
A. L. Laperrière.....	do.....	500 00	
R. F. Stupart.....	do.....	50 00	
C. R. Tuttle.....	do.....	283 33	
Wm. Skynner.....	do.....	425 00	
W. A. Ashe.....	do.....	460 00	
H. Burwell.....	do.....	157 50	
R. M. Rainsford.....	do.....	297 50	
H. Bennett.....	do.....	98 25	
J. W. Tyrrell.....	do.....	50 00	
T. Mercier.....	do.....	25 00	
J. Meroier.....	do.....	25 00	
J. & H. J. Green.....	Barometers, packing, etc.....	130 00	
Campbell O'Brien.....	Stone.....	21 60	
Rice Lewis & Son.....	Zinc nails.....	32 00	
L. N. Richard.....	Making chart.....	12 50	
Dr. J. A. Grant.....	Examining and reporting on A. A. Laperrière and C. V. de Boucherville.....	10 00	
A. Kleiser.....	Repairing chronometers.....	10 00	
Dr. Bell.....	Amount in full as medical officer.....	150 00	
Ed. Mack.....	11½ days work at str. "Lansdowne".....	20 13	
J. M. Blackie.....	Lumber for do.....	223 59	
O. Bigney.....	11½ days work, at \$1.75 do.....	19 25	
John Anderson.....	15½ do 1.75 do.....	26 68	
J. C. Gunn.....	15½ do 1.75 do.....	26 68	
D. Morris.....	20 do 4 00 do.....	80 00	
C. Neal.....	Freight, etc., on lumber.....	31 00	
McIntosh & McIntosh.....	Lumber.....	108 27	
J. E. Donohoe.....	Views and plans of harbours.....	9 75	
Theakston & Angwin.....	Iron spikes, screws, nails, etc.....	187 93	
	Carried forward.....	49,875 98	

STATEMENT of Expenditure in connection with Hudson's Bay Expedition,  
etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	49,875 98	.....
<i>Expedition No. 1—Concluded.</i>			
J. Hogan & Sons.....	Lumber.....	56 78	
T. S. Doyle.....	Trusses, jackstays, crossstrees, etc. ....	226 00	
T. A. S. DeWolf & Son.....	11,323 lbs. rock salt, at \$6 per cwt.....	36 47	
John Patterson.....	Iron, bolts, labour, etc.....	208 71	
Starr Manufacturing Co.....	Galvanized forgings, plates and nails.....	30 84	
H. V. Payne.....	Making copies of plans of harbours.....	20 00	
Canadian Express Co. ....	Charges on stationery.....	4 65	
H. & A. Allan.....	Passage of 7 seamen to Halifax, at \$6.....	42 00	
			50,501 437
<i>Expedition No. 2.</i>			
S. G. Kerr & Sons.....	Evaporated vegetables.....	40 00	
Intercolonial Express.....	Freight rifles.....	24 70	
Canada Soup Co.....	Preserved vegetables and fruits.....	855 30	
Percy Woodworth.....	Advance wages.....	50 00	
Longworth & Co.....	Canned fish.....	36 00	
Intercolonial Railway.....	Freight.....	48 11	
Truro Milk Co.....	Condensed milk.....	149 50	
G. B. Currier.....	Travelling expenses.....	25 00	
Gilbert A. Shaw.....	Advance wages.....	41 66	
T. F. Payne.....	Travelling expenses.....	44 55	
Thos. Ead.....	Truckages and labour.....	12 48	
H. Hesselin & Sons.....	Board W. Tyrrell.....	4 50	
Chas. Neal.....	Labour, truckages.....	69 95	
Dr. Wickwire.....	Medical examinations of staff.....	57 50	
J. P. Gooley.....	Advance wages.....	35 00	
A. R. Bissett.....	do.....	35 00	
Maurice & Fleming.....	do.....	35 00	
A. E. Boutilier.....	do.....	35 00	
Télesphore Mercier.....	do.....	35 00	
John Mercier.....	do.....	35 00	
Winchester Arms Co.....	Rifles and ammunition.....	228 35	
Frank Paul.....	Advance wages.....	35 00	
William Mills.....	do.....	35 00	
William Smith.....	do.....	35 00	
D. Creelman.....	do.....	35 00	
Seeton & Mitchell.....	Provisions, alcohol.....	7,178 62	
J. H. Osman.....	Oil stove and utensils.....	12 50	
S. Cunard & Co.....	83½ tons hard coal.....	603 56	
do.....	300 coal bags, at 40c.....	80 00	
William Gossip.....	Stationery.....	55 60	
			9,967 692
<i>Steamer "Alert."</i>			
Capt. J. S. Barrie.....	Passage 6 men, Newfoundland.....	21 30	
do.....	Travelling expenses.....	20 00	
W. M. Smith.....	do.....	21 95	
T. Keating.....	Board Capt. Barrie.....	20 00	
Lieut. A. R. Gordon.....	Disbursements.....	450 00	
do.....	Wages crew.....	89 70	
do.....	Labour repairing and fitting engines.....	174 00	
do.....	Pay-list crew.....	440 30	
Thomas Ead.....	Labour bagging and trimming coal.....	221 05	
Louis Hefner.....	Lighterage coals.....	43 75	
A. J. Arestroup.....	Gong, repairing speaking tubes.....	23 50	
Theakston & Angwin.....	Ship chandlery.....	518 07	
do.....	Cotton waste, trolly.....	34 54	
W. A. Naufts.....	Wood, trucking, sawing.....	72 80	
J. E. Morse & Co.....	Fire grenades and baskets.....	36 60	
Symonds & Co.....	Stoves and fittings.....	212 45	
do.....	Repairing machinery.....	180 89	
Thos. Doyle.....	Water casks.....	32 00	
W. M. Smith.....	Examining and testing machinery.....	26 05	
John Patterson.....	Tank, repairing boiler.....	86 26	
			60,469 31
	Carried forward.....	2,725 01	



**STATEMENT of Expenditure in connection with Hudson Bay Expedition,  
etc.—Concluded.**

		\$ cts.	\$ cts.
	Brought forward.....	2,725 01	60,469 31
	<i>Steamer "Alert"—Concluded.</i>		
W. D. Yeardon .....	Carpenters work .....	36 00	
C. E. Creighton & Co. ....	70 cases oil, at \$2.68.....	187 60	
Michael Walsh.....	Altering staterooms, building galley.....	273 50	
Maria O'Brien.....	Washing.....	12 35	
R. Beazley & Co.....	Fish.....	5 14	
P. Sheehan .....	Labour, and advance wages.....	42 00	
B. Murphy.....	do .....	12 00	
Michael Devan.....	Carpenters work.....	17 10	
Wm. Morrison .....	Labour, and advance wages.....	47 00	
Russell & Reed.....	Ice saw, bars, devil's claw.....	25 50	
Chas. Webber.....	Labour on board .....	12 09	
Maurice Downey.....	Painting and glazing .....	35 25	
J. D. Nicholson.....	Advance wages.....	22 00	
James Day.....	Labor and advances.....	52 00	
A. W. Thomson.....	Advance wages.....	40 00	
John Brennan.....	do .....	30 00	
Henry Blour.....	do .....	30 00	
Niel Olsen.....	do .....	30 00	
James Dodd.....	do .....	30 00	
Patrick Henry.....	do .....	30 00	
W. Houllihan.....	do .....	30 00	
M. Stapleton.....	do .....	30 00	
Thos. Dancy.....	do .....	22 00	
John Murphy.....	do .....	35 00	
Parker & Evans.....	Boiler composition.....	20 60	
John McDonald.....	Advance wages.....	23 00	
Thos. Jackman .....	do .....	40 00	
Austin Bros.....	Valvoline, forge, shovels .....	161 25	
J. J. Scriver & Son.....	Bread.....	12 55	
Paul Smith.....	Advance wages.....	30 00	
A. Morgenson.....	do .....	30 00	
J. R. Jennett.....	Crockeryware and cabin outfits.....	188 65	
Lordly & Stimpson.....	Groceries.....	208 06	
Alfred Graves.....	Harness, casks.....	36 00	
Clayton & Sons.....	Shirts, handkerchiefs, etc.....	77 00	
William Whiston.....	Beef, etc.....	168 86	
Fred. Meyer.....	Vegetables.....	47 79	
W. McFtridge.....	Canvas and blocks.....	50 72	
H. M. Naval Yard.....	Steam launch, £301 13s. 9d .....	\$1,468 03	
	160 tons coals, 190 17 3 .....	928 86	
		2,396 89	
J. Hogan & Sons.....	Pine and spruce lumber.....	109 41	
S. Cunard & Co.....	Rockets, blue lights.....	67 65	
Halifax Carpet Co.....	Oilcloth, mats, carpet.....	52 41	
Gordon & Keith.....	Mattresses.....	75 46	
John White.....	Cooking utensils .....	73 10	
Forban & Co .....	Ensigns, fenders.....	35 63	
James Scott & Co.....	Provisions.....	81 98	
Geo. E. Smith & Co.....	Ship chandlery and engineer's stores.....	828 30	
Creighton & Marshall.....	Log books, signal code .....	11 60	
H. H. Fuller & Co.....	Granite ironware.....	75 55	
Lawson, Harrington & Co	Services tug boats.....	113 00	
Reilly & Davidson.....	Sponge bath .....	3 00	
Sailors' Home.....	Board crew.....	13 65	
Union Bank.....	Draft for 25 549 tons coals at Newfoundland.....	201 93	
Macdonald & Co.....	Repairs, and machinery supplies .....	1,238 32	
David Mooney.....	1/2 month's wages.....	40 00	
Burns & Murray.....	Table linen and bedding.....	463 69	
			10,786 50
Queen's Printer.....	Printing and stationery.....		71,255 81
			118 88
			71,374 69

F. GOURDEAU,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine.

## APPENDIX No. 12

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Investigations into Wrecks and Casualties, for the Fiscal Year ended 30th June, 1885.

		\$	cts.	
James Barber.....	Reporting wrecks, 46 at \$2, St. John . . . . .		92 00	
Edward O'Brien.....	do 10 at 2, Windsor . . . . .		20 00	
D. Fergusou.....	do 14 at 2, Miramichi.....		28 00	
R. Benoit.....	do 13 at 2, Arichat.....		26 00	
M. Bourinot.....	do 11 at 2, Port Hawkesbury.....		22 00	
W. H. Moody.....	do 26 at 2, Yarmouth.....		52 00	
James Ross.....	do 2 at 2, Margaree.....		4 00	
D. McDonald.....	do 9 at 2, Pictou.....		18 00	
Henry Hechler.....	Services as Interpreter <i>in re</i> loss of the "Daniel Steinman".....		10 00	
J. U. Gregory.....	Paid for investigation into cause of stranding SS. "Warwick".....		20 00	
Capt. P. A. Scott.....	Investigation into loss of "Annie".....		53 14	
do .....	do <i>Berry vs. LeCaine</i> .....		20 50	
David Hunter.....	1 day as Nautical Assessor <i>in re</i> SS. "Inverall".....		5 00	
Pewtress & Co.....	2 copies "Wreck Enquiries," £2 0s. 6d.....		9 85	
Queen's Printer.....	Printing and stationery.....			380 49
				4 66
				385 15

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOURDEAU,  
*Accountant.*

## APPENDIX No. 13

To the Eighteenth Annual Report of the Department of Marine, being Statement showing the Names of Members of the Establishment Staff of the Department of Marine, the Rank held by each, and the Salary they severally received, during the Fiscal Year ended 30th June, 1885.

To whom Paid.	Rank.	Period.	Amount.
			\$ cts.
Hon. A. W. McLelan	Minister.....	12 months .....	7,000 00
William Smith .....	Deputy Minister.....	do .....	3,200 00
John Hardie .....	Chief Clerk.....	do .....	2,400 00
W. L. Magee.....	1st Class Clerk.....	do .....	1,800 00
W. P. Anderson.....	do and Engineer.....	do .....	1,700 00
F. Gourdeau .....	do and Accountant....	do .....	1,550 00
W. H. Alexander.....	2nd do .....	do .....	1,200 00
M. P. McElhinney.....	do .....	do .....	1,175 00
J. M. Oxley.....	3rd do .....	do .....	1,000 00
W. B. Carleton.....	do .....	do .....	925 00
J. B. Halkett.....	do .....	do .....	925 00
W. W. Stumbles .....	do .....	do .....	900 00
A. W. Owen.....	do .....	do .....	887 50
V. Nicholson.....	do .....	do .....	958 33
T. McLelan.....	do .....	do .....	\$800 00
do .....	Private Secretary .....	do .....	600 00
			1,400 00
V. H. Steele .....	3rd Class Clerk.....	do .....	750 00
Andrew Halkett.....	do .....	do .....	650 00
J. McClenaghan.....	do .....	do .....	500 00
Jules Morin.....	Messenger.....	do .....	500 00
J. A. Robertson.....	do .....	do .....	480 00
		Total.....	29,900 83

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.

## APPENDIX No. 14

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING REPORT ON THE MARINE AND IMMIGRANT HOSPITAL AT QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1885.

MARINE HOSPITAL,  
QUÉBEC, 29th August, 1885.

The Honourable

The Minister of Marine and Fisheries.

SIR,—The trustees of the Marine and Immigrant Hospital at Quebec have the honour to submit the following Annual Report:—

The expenses incurred in the maintenance of the hospital during the fiscal year 1884-85 amounted to \$19,996.68. Of this sum \$17,676.35 was a charge upon the Federal Government. The balance, viz., \$2,320.33, was met as follows:—

Grant of the Province of Quebec .....	\$2,133 33
Rent of Beach Lots Nos. 1 and 2.....	120 00
Board of patients for year ending 31st December, 1884..	64 00
Sale of ashes.....	3 00
	<u>2,320 33</u>

The report of the resident physician on the admissions, discharges and deaths which have occurred in the hospital during the year, may be summed up as follows:—

Number of patients in the hospital on the 30th June, 1884	58
Number of admissions.....	601
	<u>659</u>
Number of discharges.....	569
Number of deaths.....	27
Number of patients in hospital on 30th June, 1885.....	63
	<u>659</u>
Total number of days' attendance in hospital .....	17,035
Average do do .....	26
Rate per cent. of mortality.....	<u>4.1</u>

The report of the resident physician submits, that with regard to the attendance of patients there is a falling off of 70 in the number of admissions, and an increase of 1,518 days' attendance; the death rate is equally increased by  $\frac{7}{10}$  per cent. This increase in the days' attendance and the mortality is chiefly due to the great number of serious accidents which occurred on vessels. The works in progress of erection at Quebec and its neighbourhood have also furnished their quota. As to the diminution in the number of admissions, this is largely due to the excellence of the sanitary state of the crews and passengers of vessels which frequented our port this summer, but principally to the rigid control the Commissioners continued to exercise on the admission of patients of the city. The decrease in the number of admissions will be more apparent if we bear in mind that the spring fleet was far more considerable than that of last year.

In spite of the increase of the days' attendance, to which reference was made, the trustees succeeded in controlling the expenditure so as to reduce to \$300 the deficit of \$1,500 which existed last year. They have, moreover, been able to purchase supplies of clothing, bedding and furnishing for a sum of over \$1,300. The need of these articles was greatly felt for several years past. They decided not to postpone the purchase any longer, for fear of being found unprovided for in the event of cholera being introduced into the country, either in the fall or the ensuing spring.

All of which is humbly submitted.

P. WELLS, M.D.,  
*Secretary.*

RETURN OF PATIENTS TREATED DURING THE YEAR ENDING 30TH JUNE 1885.

1 Remaining in Hospital, 1st July, 1884—	
Seamen.....	37
Emigrants.....	5
Residents.....	16
Admitted from July 1st, 1884 to 30th June, 1885—	
Seamen.....	325
Emigrants..	64
Residents.....	212
3 Total treated during the year—	
Seamen.....	362
Emigrants.....	69
Residents.....	228
4 Discharged—	
Seamen.....	321
Emigrants.....	53
Residents.....	195
5 Died—	
Seamen.....	5
Emigrants.....	6
Residents.....	16
6 Remaining in Hospital 30th June 1885—	
Seamen.....	36
Emigrants.....	10
Residents.....	17
7 Number of Days in Hospital—	
Seamen.....	7778
Emigrants.....	1823
Residents.....	7434

L. CATELLIER, M. D.,  
*Resident Physician, M. & E. Hospital.*

## APPENDIX No. 15

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of the Marine and Immigrant Hospital, Quebec, for the Fiscal Year ended 30th June, 1885.

		\$	cts.	\$	cts.
O. Robitaille, M.D.....	12 months salary as Chairman of Board.....	200	00		
W. Marsden, M.D.....	do Commissioner.....	200	00		
P. Wells, M.D.....	do Secretary and Treasurer.....	600	00		
A. Rowand, M.D.....	do Visiting Physician.....	400	00		
O. E. Lemieux, M.D.....	do do.....	400	00		
N. E. Dionne, M.D.....	do do.....	400	00		
Rev. J. P. Sexton.....	Allowance as Chaplain, 1 year.....	144	00		
Rev. M. M. Fothergill....	do do.....	144	00		
P. Wells, M.D.....	Pay-list of employees.....	3,257	77		
do	Paid for vegetables, beef, groceries, etc.....	1,500	00		
James McCorkell.....	Bread.....	991	84		
J. C. Dorion.....	Drugs.....	297	71		
E. Morin et Cie.....	do.....	436	63		
W. Brunet et Cie.....	do.....	195	46		
J. E. Burke.....	do.....	14	05		
P. Mathie.....	do.....	16	50		
E. Giroux et Frère.....	do.....	20	30		
A. Laberge.....	Joiner's work.....	728	08		
G. Lépine.....	Funeral expenses.....	40	00		
Mount Hermon Cemetery	Interments.....	61	00		
Rev. J. P. Sexton.....	do.....	8	00		
Thomas Delaney.....	Beef and pork.....	2,228	63		
M. Brophy.....	Milk.....	1,231	29		
P. E. Blais.....	Butter and groceries.....	383	94		
James McCone.....	Groceries.....	1,538	48		
Ryan & Keraghan.....	Plumber's work.....	114	80		
A. Mulholland.....	do.....	115	52		
George Cook.....	Blacksmith's work.....	451	47		
J. Drolet.....	Washing.....	530	48		
P. O. D'Auteuil.....	Flannel, cotton, sheeting, etc.....	1,396	67		
J. McNaughton & Co.....	Coal, 2 $\frac{1}{2}$ tons, at \$6.75.....	17	01		
L. J. Demers et Frère.....	Printing.....	35	50		
Bell Telephone Co.....	Rent.....	50	00		
Waterworks Co.....	Water tax for one year.....	800	00		
J. Asselin.....	Cutting wood.....	156	30		
A. C. Reaume.....	Lumber.....	15	12		
T. Norris.....	Crockery.....	74	15		
Andrews Bros.....	Gasfitting, hardware, etc.....	155	39		
J. K. Boswell & Son.....	Ale and porter.....	70	50		
L. Gagnon.....	Ice.....	28	00		
B. Vohl.....	Thermometer.....	8	70		
J. P. Déry.....	Stationery.....	6	60		
J. A. Langlais.....	do.....	53	48		
Turcotte & Prévost.....	Groceries.....	17	30		
P. Vallière.....	Furniture.....	577	00		
	Refund.....			20,111	67
					114 99
				19,996	68

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.

## APPENDIX No. 16

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1885.

## PROVINCE OF ONTARIO.

ST. CATHARINES HOSPITAL.		\$	cts.	\$	cts.
Treasurer of Hospital...	Annual grant for support of sick seamen.....				500 00
KINGSTON HOSPITAL.					
J. E. Clarke, Secretary..	Annual grant for support of sick seamen.....				500 00
					<u>1,000 00</u>

## PROVINCE OF QUEBEC.

MONTREAL GENERAL HOSPITAL.					
T. Davidson, Treasurer..	Maintenance of sick seamen for season ended 30th Nov., 1884, 1,418 days, at 90c. per diem.....				1,276 20
SICK AND DISABLED SEAMEN.					
Catherine Sinnet..	Boarding and lodging sick seamen, Gaspé.....		10	00	
Mrs. Cormick.....	do do Percé.....		87	25	
P. C. Beauchesne.....	do do Paspebiac.....		28	28	
do	do do New Carlisle.....		45	00	
Mrs. A. Desjardins.....	do do Matane.....		22	50	
John Hocquard.....	do do New Carlisle.....		37	10	
Dr. A. C. Smillie.....	Professional attendance do Gaspé.....		425	25	
Dr. A. Grenier.....	do do Percé.....		89	25	
Dr. F. A. Pidgeon.....	do do do.....		16	50	
Dr. Maguire.....	do do Paspebiac.....		92	00	
Dr. J. W. Pelletier.....	do do Matane.....		57	00	
Sister Ste. Gabriel.....	On account of fuel, Chicoutimi.....		100	00	
do	Faid for board, etc. do.....		70	38	
do	Allowance, 1 year, to 1st May, 1885, Chicoutimi.....		225	00	
Dr. S. Pouliot.....	Professional attendance, Chicoutimi.....		57	50	
Dr. C. A. Lacombe.....	do do.....		2	00	
Dr. L. E. Beauchamp....	do do.....		124	50	
Dr. S. S. Alain.....	do do Batiscan.....		7	50	
Dr. S. G. Sidey.....	do do St. Saltburn.....		11	50	
Dr. R. C. Blair.....	do do Three Rivers.....		21	25	
Hoener & Williams.....	Medicine.....		30	15	
Dr. J. E. Johnstone.....	Professional attendance, Sorel.....		2	00	
General Hospital.....	Boarding and do.....		2	50	
Dr. P. A. Gauvreau.....	Professional attendance, Rimouski.....		84	00	
Mrs. James Crawley.....	Boarding, etc., mate of "Vikingen," 45 days. ....		33	75	
Widow late Capt. G. W. Fogg.....	To pay for medical attendance.....		50	00	
					<u>1,736 16</u>

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF QUEBEC—Continued.

		\$	cts.	\$	cts.
<b>SHIPWRECKED AND DISTRESSED.</b>					
Olaf Hawson.....	Subsistence 3 men ex "Pomona".....	26	77		
Capt. George.....	do 3 do "Neva".....	56	94		
J. U. Gregory.....	Paid subsistence crew ex 4 schooners.....	70	00		
Capt. R. Miller.....	Subsistence 6 men from Anticosti on schooner "N. W. White".....	33	00		
SS. "Admiral".....	6 fares from Gaspé to Port Mulgrave.....	60	00		
E. D. Shea.....	Subsistence crew ex "Laodimnia".....	35	00		
J. H. Pattour.....	Fare 1 man, Little Métis to Quebec.....	5	35		
SS. "Otter".....	Passage crew and passenger ex schr. "Emelie"...	66	10		
C. Jourdain.....	Assistance do do .....	74	25		
Valpy & LeBas.....	Clothing.....	14	87		
E. D. Shea.....	Subsistence crew ex "Florence".....	36	00		
Dept. of Agriculture.....	do do "Minnie Butler".....	21	17		
Agent-General, Queens- land.....	do do "Edith Carmichael".....	118	54		
					617 89
<b>BOARD OF TRADE.</b>					
Accountant Board Trade.	To reimburse expenses seamen ex "Lillian May," "Augusta Smith" and "E. Smith".....	425	94		
do do ...	To reimburse "Nesta".....	224	38		
do do ...	do "E. Smith".....	91	31		
do do ...	do "Regina".....	48	45		
do do ...	do "W. R. Barry," "Gracie," "Sea- breeze".....	134	28		
do do ...	do "Ocean Pride".....	20	70		
do do ...	do "Lorne".....	124	63		
do do ...	do "Kate".....	15	25		
do do ...	do "Clio".....	365	73		
do do ...	do "St Elmo".....	63	75		
do do ...	do "Martha Ann Palmer".....	10	89		
do do ...	do "G. P. Sherwood".....	13	14		
do do ...	do "George Calhoun".....	45	42		
do do ...	do "Fleetwing".....	30	58		
do do ...	do "Premier".....	54	73		
do do ...	do "Dottie".....	116	48		
do do ...	do "Astra".....	22	39		
do do ...	do "Regina".....	34	67		
do do ...	do "Wide Awake".....	42	38		
do do ...	do "Adria".....	22	94		
do do ...	do "Wawleech".....	20	30		
do do ...	do "Minnie Butler".....	91	33		
do do ...	do "Ulm".....	19	06		
do do ...	do "Ingomar".....	37	96		
					2,076 69



STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.

		SICK AND DISABLED SEAMEN.	\$ cts.	\$ cts.
Provincial and City Hospital.....	Board seamen during fiscal year ended 30th June, 1885, 6,273 $\frac{1}{2}$ days, at 90c .....			6,273 71
<i>Arichat.</i>				
Dr. V. A. Harel.....	Medicines .....		50 33	
do .....	12 months salary .....		250 00	
A. W. Lavache.....	Board, 4 $\frac{1}{2}$ weeks, at \$4.50.....		19 72	
Felix Martell .....	do 1 do .....		3 00	
M. C. LeBlanc .....	do 8 $\frac{1}{2}$ do 3.00.....		25 90	
John Dennison.....	do 7 $\frac{1}{2}$ do 3.50.....		26 25	
do .....	do 13 $\frac{1}{2}$ do 3.50.....		47 00	
Judith Terrio .....	do 6 do 3.00.....		18 00	
Charles Boudrot .....	do 9 do 3.00.....		27 00	
				467 70
<i>Antigonish.</i>				
Dr. J. C. McKinnon.....	Attendance and medicine .....			3 70
<i>Annapolis.</i>				
Dr. Aug. Robinson.....	Attendance and medicine.....			8 00
<i>Advocate Harbour.</i>				
Dr. Clifford Sayre.....	Attendance and medicine.....			5 00
<i>Bear River.</i>				
Dr. R. J. Ellison .....	Attendance and medicine.....		14 70	
Sarah McFaden .....	Board, 2 weeks.....		6 00	
Elizabeth Hudson .....	do 1 week.....		3 00	
Dr. F. J. Kinsman .....	Attendance and medicine.....		7 00	
				30 70
<i>Barrington.</i>				
Dr. C. W. Freeman .....	Attendance and medicine.....		4 50	
Dr. J. P. Smith .....	do .....		25 50	
L. A. Crowell .....	Board, 2 weeks, at \$3 .....		6 00	
				36 00
<i>Bridgetown.</i>				
Dr. L. G. DeBlois .....	Attendance and medicine .....		10 50	
W. & A. Railway.....	Conveyance .....		3 45	
				13 95
<i>Canso.</i>				
Dr. J. A. Mack.....	Attendance and medicine.....		61 70	
John Nickerson.....	Board, 1 week .....		4 00	
Bridget Fanning.....	do 1 $\frac{1}{2}$ do at \$4 .....		6 29	
Dr. A. McDonald.....	Attendance and medicine.....		13 75	
James Cousins .....	Board, 1 week .....		4 00	
Arthur G. Young .....	Conveyance and nursing .....		1 50	
Susan Nickerson.....	Board, 6 $\frac{1}{2}$ weeks, at \$4 .....		24 57	
				115 81
Carried forward ... ..				6,954 57

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		6,954 57
	<i>Cow Bay, C.B.</i>		
Dr. R. A. MacKeen.....	Attendance and medicine.....	50 50	
James Bolun.....	Board, 11 days, at 75c.....	8 25	
John Callaghan.....	Conveyance to hospital.....	18 00	76 75
	<i>Cheverie.</i>		
Dr. F. N. Burgess.....	Attendance and medicine.....		28 00
	<i>Digby.</i>		
Dr. G. B. Dakes.....	Attendance and medicine.....		7 00
	<i>Five Islands.</i>		
Dr. C. R. Dutton.....	Attendances and medicine.....	12 00	
T. A. Corbett.....	Board, 2 weeks, at \$3.50.....	7 00	
Dr. M. McLeod.....	Attendance and medicine.....	35 00	
G. J. Graham.....	Burial expenses.....	12 45	
T. Aylward.....	Board, 2 weeks.....	8 00	74 45
	<i>Glace Bay.</i>		
Dr. Marcus Dodd.....	Attendance and medicine.....		19 00
	<i>Joggins.</i>		
Dr. C. A. McQueen.....	Attendance and medicine.....	15 00	
Samuel McLeise.....	Board, 2 weeks, at \$4.....	8 00	23 00
	<i>Jordan Bay.</i>		
Dr. A. D. Patton.....	Attendance and medicine.....		39 00
	<i>Lunenburg Hospital.</i>		
James Kirby.....	Lime.....	1 85	
Arthur Thurlow.....	Board, 36½ weeks, at \$3.....	108 89	
S. A. Rounsefell.....	Medicines.....	75 06	
Dr. Stannage Jacobs.....	12 months salary.....	150 00	
Arthur Thurlow.....	Salary as Keeper.....	150 00	
do.....	Stove and fixings.....	6 33	
W. N. Zwicker.....	Coal and wood.....	23 50	
L. Anderson.....	do.....	80 00	595 83
	<i>Lockeport.</i>		
Matthew Reid.....	Board, 17 weeks, at \$3.....		51 00
	Carried forward.....		7,868 60

**STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.**

PROVINCE OF NOVA SCOTIA—Continued.

		\$ cts.	\$ cts.
Brought forward .....			7,868 60
<i>Liverpool.</i>			
Dr. Henry G. Farish.....	12 months salary .....	100 00	
S. Kiddy .....	Board, 2 weeks, at \$3.50 .....	7 00	
E. Purdy .....	do 2½ do .....	9 50	
C. Hornish.....	do 3½ do .....	12 50	
Sarah Head .....	do 7 do .....	24 50	
M. Downey .....	do 3½ do .....	11 50	
M. Verge .....	do 3½ do .....	11 00	
James Giddin .....	do 5½ do .....	18 00	
			194 00
<i>Little Bras d'Or.</i>			
Dr. H. B. McPherson .....	Attendance and medicine.....	11 00	
Murdock McDonald .....	Board, 2 weeks.....	5 00	
do .....	Conveyance .....	2 00	
			18 00
<i>Louisburg.</i>			
Dr. A. D. McGillvary ...	Attendance and medicine.....		25 00
<i>Main-à-dieu.</i>			
Dr. C. D. Barnaby.....	Attendance and medicine.....		40 00
<i>Margaretville.</i>			
Dr. G. W. Gunter.....	Attendance and medicine.....	3 00	
Mrs. G. Baker .....	Board, 1 week .....	2 50	
			5 50
<i>Meteghan.</i>			
Dr. B. P. Denham.....	Attendance and medicine.....		22 25
<i>Mahone Bay.</i>			
Dr. Chas. Gray.....	Attendance and medicine.....		40 00
<i>Northport.</i>			
Dr. J. G. Campbell.....	Attendance and medicine.....		7 50
<i>North Sydney.</i>			
Copeland & Co .....	Medicines .....	75 95	
Dr. H. B. McPherson.....	12 months salary .....	300 00	
			375 95
<i>Parrsboro'.</i>			
Dr. M. G. Atkinson.....	Attendance and medicine.....	61 45	
Cumberland Railway Co.	Conveyance .....	2 00	
Carried forward.....		63 45	8,596 80

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.--Continued.

PROVINCE OF NOVA SCOTIA--Continued.

		\$ cts.	\$ cts.
	Brought forward .....	63 45	8,596 80
	<i>Parrsboro'</i> —Concluded.		
D. M. Pitts .....	Board, 2 days .....	1 15	
D. Gillespie .....	Cartage effects .....	0 25	
Dr. A. T. Clarke.....	Attendance and medicine .....	138 65	
James Wasson .....	Board, 1½ weeks, at \$3 .....	4 29	
do .....	do 6½ do 4 .....	26 28	
Thos. McAlmey .....	do 3½ do 3 .....	11 14	
T. S. Spiny .....	do 5 days .....	2 14	
Wm. Phinney .....	do 8 weeks, at \$2 50 .....	20 00	
A. S. Townshend .....	12 months salary .....	78 94	
			346 29
	<i>Port Hawkesbury.</i>		
Merchants' Bank.....	Purchase money, building for Hospital.....	454 00	
W. P. Anderson.....	Expenses examining Hospital building.....	5 50	
J. A. Campbell .....	Stovepipe, glass, glazing .....	21 11	
J. Stapleton & Sons.....	Elbows for stove, glass .....	5 60	
J. J. Robertson .....	Survey Hospital land .....	26 00	
Alex. Murray.....	Draining and clearing land .....	18 00	
Wm. A. Battie .....	Repairs and alterations.....	400 00	
John Harding .....	Board, 8½ weeks, at \$3.50 .....	20 00	
do .....	Taxes .....	4 00	
do .....	12 months salary.....	75 00	
Dr. J. J. Fox .....	do .....	96 00	
Dr. P. A. Macdonald.....	Medicines.....	7 75	
do .....	1 quarter's salary.....	25 00	
			1,166 96
	<i>Port Acadie.</i>		
Dr. B. E. Donham.....	Attendance and medicine.....	5 75	
Chas. A. Melançon.....	Board, 6 weeks, at \$3.....	18 00	
			23 75
	<i>Port Mulgrave.</i>		
Dr. P. A. Macdonald.....	Salary, 9 months .....		75 00
	<i>Pictou Hospital.</i>		
Dr. John McMillan .....	12 months salary .....	400 00	
Angus McKaracher.....	Board, 66 weeks 4½ days, at \$3.....	199 79	
do .....	Salary, 15 months.....	187 50	
			787 29
	<i>Port Caledonia.</i>		
Dr. R. A. MacKeen.....	Attendance and medicine.....		14 25
	<i>Port Medway.</i>		
Mary Costley.....	Board, 9 weeks, at \$3.....		27 00
	<i>Port Gilbert.</i>		
Dr. H. A. Ellison.....	Attendance and medicine .....		118 50
	Carried forward.....		11,155 84

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Concluded.*

PROVINCE OF NOVA SCOTIA—*Concluded.*

		\$	cts.	\$	cts.
Brought forward.....				11,155	84
<i>Port La Tour.</i>					
Dr. D. G. Dickie .....	Attendance and medicine .....			2	50
<i>Pugwash.</i>					
Dr. R. A. Dakin .....	Attendance and medicine.....			16	50
<i>Port Greville.</i>					
A. S. Townshend .....	Attendance and medicine .....			20	50
<i>River Bourgeoise.</i>					
Dr. H. J. Fixall.....	Attendance and medicine.....			62	75
<i>Sydney Hospital.</i>					
Burchell, Matheson & Co	Stove.....	36	00		
R. MacDonald .....	Conveyance.....	20	00		
John Woodell.....	Brandy .....	19	00		
C. L. Ingraham .....	Cotton, glass, putty .....	3	96		
Dr. A. D. MacGillivray ..	Medicines .....	8	65		
do	12 months salary .....	300	00		
Samuel Muggah.....	Board patients, 111 weeks 6½ days, at \$3 per week.	335	82		
do	Repairs .....	4	70		
do	Burial expenses.....	8	50		
do	Salary as Keeper, 1 year .....	250	00		
				977	63
<i>Sheet Harbour.</i>					
Dr. F. Macmillan .....	Attendance and medicine .....			18	50
<i>Tidnish.</i>					
Dr. D. J. McCully .....	Attendance and medicine.....			7	00
<i>Thorne's Cove.</i>					
Dr. J. A. Coleman.....	Attendance and medicine.....			87	75
<i>Westport.</i>					
Dr. Geo. T. Bingay .....	Attendance and medicine.....			15	00
<i>Wallace.</i>					
Dr. Z. M. Kempton.....	Attendance and medicine .....			18	00
Carried forward.....				12,331	97

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA—*Continued.*

		\$	cts.	\$	cts.
Brought forward .....				12,381	97
<i>Weymouth.</i>					
Norman G. Jones .....	Board, 12 weeks, at \$2.....	24	00		
B. Melançon.....	do 12 do 3.....	36	00		
				60	00
<i>Yarmouth.</i>					
A. C. Hutchinson.....	Medicines.....	9	15		
John Murphy .....	Funeral expenses .....	2	00		
Kenney Haley M'fg. Co.	Shingles, lumber.....	41	23		
International Tent and Awning Co.....	Ensign .....	8	00		
C. C. Richards.....	Medicines .....	25	25		
Dr. A. M. Perrin.....	12 months salary.....	150	00		
J. M. LeCain .....	Board patients, 13½ weeks, at \$3.....	40	30		
do .....	Flagstaff, building and painting fence of cemetery.	26	35		
do .....	Labour at well, whitewashing .....	168	91		
do .....	Nails, shingles, lumber.....	80	00		
				551	19
MISCELLANEOUS.					
Intercolonial Railway ...	Conveyance to Halifax, 3 sick seamen .....			6	84
Total .....				13,000	00
SHIPWRECKED AND DISTRESSED SEAMEN.					
<i>Conveyance and Subsistence.</i>					
P. McFarlane .....	1 man ex "Laurella".....	8	40		
R. Benoit .....	Crews ex "Laura," "Gertrude" and "Amazon."	64	50		
R. Heisler .....	12 men ex "Amazon" .....	18	00		
do .....	3 do "Novaro" .....	6	00		
F. D. Corbett & Co.	1 man ex "(J. P. Sherwood)" .....	3	65		
do .....	do "Halifax" .....	2	19		
do .....	2 men ex "R. W. Merriam" .....	4	38		
do .....	1 man ex "Dottie" .....	3	65		
do .....	3 men ex "Orange Grove" .....	6	57		
W. A. Warren.....	1 man ex "Wm. Hayes" .....	3	65		
Sailors' Home .....	do "G. P. Sherwood" .....	3	73		
do .....	Crew ex "Alpine" .....	15	90		
do .....	3 men ex "Laura Gertrude" .....	23	10		
do .....	1 man ex "Aldwith" .....	8	90		
do .....	2 men ex "Florence" .....	21	00		
do .....	4 do "Augusta Muir" .....	19	20		
do .....	4 do "D. A. Huntley" .....	19	20		
do .....	5 do "Helena Morris" .....	28	60		
do .....	3 do "Orange Grove" .....	20	70		
do .....	3 do "Maggie" .....	11	78		
do .....	1 man ex "F. B. Parr" .....	6	65		
D. McDonald .....	Crew ex "Zebec" .....	29	02		
do .....	6 men ex "King Bird" .....	24	24		
J. W. Hogg .....	Crew ex "Zebec" .....	10	40		
R. McDonald .....	do "Royal Albert" .....	59	00		
do .....	2 men ex "Village Belle" .....	20	00		
S. Balcom .....	1 man ex "Louise" .....	13	14		
J. Nickerson .....	3 men ex "Olio" .....	20	69		
A. LeMarchant .....	3 do "Louise" .....	28	47		
Carried forward .....				504	69

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA—Concluded.

		\$	cts.	\$	cts.
Brought forward .....		504	69		
<i>Conveyance and Subsistence—Concluded.</i>					
D. Murray, jun. ....	1 man ex "Alice" .....		8 15		
do .....	4 men ex "Lord Lyons" .....		12 40		
Fishwick's Express .....	2 do "N. W. White" .....		9 50		
do .....	1 man ex "Opal" .....		6 50		
Geo. H. Nickerson .....	Crew ex "Adah E." .....		19 80		
Edw. Bindar. ....	2 men ex "Cornato" .....		4 38		
do .....	1 man ex "John Boyd" .....		2 92		
do .....	4 men ex "Itasca" .....		11 68		
do .....	5 do "Avlona" .....		14 60		
J. S. Maclean & Co. ....	Crew ex "Ella Blanche" .....		50 00		
Gilbert Shaw .....	1 man ex "Sarah Carney" .....		6 57		
do .....	1 do "Peacemaker" .....		7 30		
John A. Gates .....	Crew ex "Julia Ann W." .....		5 60		
M. V. Roche .....	1 man ex "Sarah Carney" .....		13 50		
S. Cunard & Co .....	5 men ex "Nevaro" .....		10 95		
do .....	2 do "Florence" .....		2 92		
J. C. Hopkins .....	1 man ex "Julia Blake" .....		1 09		
Merchants Bank .....	Crew ex "A. S. Townshend" .....		40 00		
Charles Mylins .....	4 men ex "D. A. Huntley" .....		11 68		
W. Lewis .....	3 do "Montesuma" .....		18 00		
James A. Tory .....	Crew ex "Restal" .....		48 00		
Chipman Bros .....	2 men ex "Village Belle" .....		11 50		
Chas. Zinkman .....	1 man ex "Lady Mary" .....		8 40		
Alex. Forshaw .....	do "Sappho" .....		1 46		
Adam Forth .....	do "N. M. Johnson" .....		20 44		
John Simmons .....	3 men ex "Halifax" .....		35 04		
B. A. Smith .....	Crew ex "Keetsea" .....		40 00		
C. W. Clements .....	1 man ex "Windsor" .....		1 46		
J. C. Cook .....	Crew ex "Twilight" .....		110 00		
					1,938 53
<i>Subsistence.</i>					
James Luard .....	Crew ex "Amazon" .....		13 50		
B. Fulker .....	do "J. Wesley" .....		4 20		
Louis Madore .....	1 man ex "Shaughran" .....		2 25		
James Burke .....	6 men ex "A. S. Townshend" .....		3 00		
Sailors' Home .....	5 do "Axiona" .....		14 70		
do .....	4 do "A. S. Townshend" .....		12 60		
do .....	4 do "Novaro" .....		6 60		
G. Aker .....	4 do "Maggie" .....		8 00		
					64 25
<i>Conveyance.</i>					
D. Murray, jun. ....	3 men ex "Laura Gertrude" .....		10 95		
W. R. Wentzel .....	10 do "Amazon" .....		20 60		
Fishwick's Express .....	5 do "A. C. Major" .....		23 75		
Intercolonial Railway ...	4 do "Emma" .....		14 60		
					69 90
<i>Conveyance, Subsistence, Clothing.</i>					
Sailors' Home .....	Crew ex "Adah E." .....				51 30
<i>Clothing.</i>					
Sailors' Home .....	2 men ex "Helena Morris" .....		16 85		
do .....	2 do "Lady of the Lake" .....		13 60		
C. J. Puttner .....	2 do do .....		11 50		
					41 95
Total .....					1,265 33

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.

MARINE HOSPITALS.		\$	cts.	\$	cts.
<i>Buctouche.</i>					
F. E. W. Poulliot .....	Medical attendance .....				54 50
<i>Bathurst.</i>					
James Lusk .....	Boarding seamen, 167 days, at 50c, \$83.50; 72 weeks and 2 days, \$253.50 .....	337	00		
do .....	Firewood, \$25; coal oil, \$10; washing, \$3.10 .....	38	10		
Dr. G. M. Duncan .....	12 months salary .....	100	00		
do .....	Medicine .....	20	00		
Chas. L. Barnes .....	do and attendance .....	187	00		
H & H. A. McCullough ..	Cotton, flannel and dry goods .....	70	57		
John Ferguson .....	Commission on \$562, at 10 per cent. ....	56	58		
					809 23
<i>Caraget.</i>					
Chas. L. Barnes .....	Medical attendance and medicine, 2 seamen .....	16	00		
G. Morris .....	Boarding seamen .....	78	00		
Otilin Paulni .....	Passage of seamen to Bathurst .....	5	00		
					97 00
<i>Campbelltown.</i>					
Y. J. A. Venner, M.D. ...	Medical attendance .....	31	00		
A. Leman .....	do .....	40	00		
					71 00
<i>Dalhousie.</i>					
W. G. Disbrow .....	Medical attendance .....				12 25
<i>Hillsborough.</i>					
W. E. Steeves .....	Expenses of seaman, John M. Jones .....	17	50		
W. J. Lewis .....	Medical attendance, Edward Edgett .....	6	25		
E. Edgett .....	Boarding E. Edgett, 1 week and 5 days .....	5	15		
					28 90
<i>Kent.</i>					
W. A. Barnes .....	12 months salary as Keeper .....	300	00		
Dr. L. B. Botsford .....	do Physician .....	560	00		
Rev. Jas. Spencer .....	do Chaplain .....	100	00		
Dr. W. S. Harding .....	do Physician, pest-house .....	100	00		
Geo. Anderson .....	2 earth closets .....	50	00		
W. A. Barnes .....	Boarding seamen, 805 weeks and 2 days .....	2,414	58		
Geo. Jackson .....	Removing soil .....	9	80		
Robert Moore .....	Crutches, \$2; repairing gate, \$17.30 .....	19	30		
S. McDiarmid .....	Drugs and medicine .....	163	09		
A. O. Skinner .....	Mats .....	9	00		
A. O. Smith .....	Water rates .....	77	00		
Geo. Wilson .....	Cordwood and carting .....	28	68		
R. P. McGivern .....	Coal .....	256	38		
Bridget McCauley .....	12 days labour cleaning hospital .....	15	00		
Estate Wm. Elder .....	Subscription to paper .....	5	00		
F. Clementson .....	Dishes .....	10	70		
J. R. Cameron .....	Lamps, burners and chimneys .....	26	10		
Barnes & Co .....	Stationery .....	20	80		
Maccauley Bros. & Co.....	24 quilts .....	24	00		
	Carried forward .....	4,189	41	1,072	83



STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	4,189 41	1,072 88
<b>MARINE HOSPITALS—Continued.</b>			
<i>Kent—Concluded.</i>			
D. B. Robertson.....	Rubber stamp.....	1 65	
Benj. Mirey.....	Labour & Engineer.....	181 93	
Max. Kinso.....	Labour and board.....	119 91	
St. John Gas Co.....	Gas bill.....	108 60	
Hutchings & Co.....	Matresses.....	214 00	
J. W. Barnes & Co.....	Towels.....	6 75	
W. H. Thorne & Co.....	Knives, forks and spoons.....	134 44	
W. A. Barnes.....	Stationery.....	15 80	
Margaret McDermott.....	Cleaning hospital and board.....	75 44	
F. & S. Gorbell.....	Frames.....	5 50	
Jardine & Co.....	Soap.....	7 54	
Wm. Thomson & Co.....	Passage seaman John Belman.....	17 00	
A. G. Bowes & Co.....	Repairing tinware.....	1 40	
M. N. Powers.....	Hearse hire.....	4 00	
L. McLaren.....	Consultation.....	5 00	
D. Breeze.....	Liquors.....	10 00	
Estey, Allwood & Co.....	Chamber.....	2 30	
James Bell.....	Painting headsteads.....	30 00	
Bond & Milden.....	Labour on cashes.....	38 75	
			5,169 42
<i>Miramichi.</i>			
Dr. J. S. Benson.....	12 months salary as Physician.....	400 00	
John Gallagher.....	do Keeper.....	200 00	
R. H. Jessemin.....	Medicine, press and locks.....	29 50	
John Bender.....	Chairs.....	25 70	
Thos. S. Adams.....	Dominion ensign.....	20 00	
Jas. Doyle.....	Coffin and hearse.....	29 90	
John Gallagher.....	Boarding seamen, firewood, coal and postage.....	312 89	
J. H. Phinney.....	Pan.....	1 00	
John Ferguson.....	Paint, oil, turpentine and lock.....	30 30	
J. D. B. F. McKenzie.....	Sponges and bottles.....	23 55	
D. & J. Ritchie.....	Lumber.....	22 40	
Wm. Masson.....	Oil, soap and brushes.....	19 14	
			1,114 38
<i>Richibucto.</i>			
Dr. J. W. Doherty.....	12 months salary as Physician.....	200 00	
Eliza E. Rhodes.....	do Matron.....	150 00	
do.....	Boarding seamen, \$119.10; stovepipe, \$2.35.....	121 45	
W. A. P. Rhodes.....	Straw.....	3 00	
R. Phinney.....	Tin work.....	3 00	
K. B. Forbes.....	Pair blankets.....	5 00	
			482 45
<i>Shediac.</i>			
Dr. Joseph A. Leger.....	12 months salary as Physician.....	200 00	200 00
<i>Sackville.</i>			
Isaac Crocker.....	12 months salary as Keeper.....	150 00	
do.....	Boarding seamen.....	93 00	
A. Dixon.....	Medicine.....	8 25	
			251 25
	Carried forward.....		8,290 38

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.— *Continued.*

PROVINCE OF NEW BRUNSWICK—*Continued.*

		\$ cts.	\$ cts.
	Brought forward .....		8,290 38
<b>MARINE HOSPITALS—<i>Concluded.</i></b>			
<i>St. Andrews.</i>			
Ellen McCurdy .....	12 months salary as Matron .....	208 00	
Dr. S. T. Gove .....	do Physician .....	200 00	
Ellen McCurdy .....	Boarding seamen, fire bricks, lead pipe, glass .....	22 46	
F. A. McCurdy .....	3 days labour, repairing fence .....	3 00	
Robinson & Glenn .....	Hard coal, \$48.30; cartage, \$2.10 .....	50 40	
Isaac Richardson .....	Cordwood, \$9; cartage, 80c .....	9 80	
Wm. Coates .....	Flag staff .....	29 36	
Dr. S. T. Gove .....	12 months postage .....	1 00	
			524 02
<b>SHIPWRECKED AND DISTRESSED SEAMEN.</b>			
			8,814 40
F. R. Fowler .....	Passage of seamen from Boston to St. John .....	1 44	
J. A. Likely .....	do New York do .....	2 88	
C. Fritz H. Campbell .....	Medical attendance on M. B. Gray .....	9 00	
do .....	do Andrew Sunbury .....	4 65	
J. E. Bishop .....	Expenses, 3 seamen, "Ann Leonard" .....	14 60	
Archibald McKenzie .....	Passage of seamen .....	8 79	
L. S. Hemslepecker .....	do to St. John .....	5 04	
Geo. Philps .....	do .....	71 43	
E. D. Chase .....	do .....	12 40	
Fred. Scott .....	Boarding seamen .....	7 50	
W. A. Ritche .....	Passage and fare of seamen .....	7 00	
Wm. Lank .....	Boarding seamen, Brigantine "Annie" .....	16 00	
Jas. W. Bent .....	Passage seamen Schooner "Hopvine" from Boston to St. John .....	6 50	
H. Wilber .....	Passage seamen Pictou to St. Stephens .....	22 50	
D. Bridges .....	Boarding seamen Barque "Palestine" .....	6 10	
T. Wooster .....	do do "Wawalench" .....	56 25	
A. F. Street .....	Medical attendance Captain Schooner "Gladys" .....	23 25	
D. W. Smith .....	Passage seamen from Yarmouth to St. John .....	50 00	
Steamer Empress .....	do Barque "Austria" .....	3 70	
D. J. Seely .....	do New York to St. John .....	7 20	
Jas. S. May .....	Clothing for seamen .....	202 65	
			538 88

**STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc — *Continued.***

**PROVINCE OF PRINCE EDWARD ISLAND.**

		<i>Charlottetown.</i>	\$ cts.	\$ cts.
The Grey Nuns.....	12 months allowance for medical attendance .....		400 00	
do .....	Boarding 23 patients, 96 weeks, at \$5.....		480 00	
do .....	Allowance for board and medicine.....		349 05	
				1,229 05
<b>OUTPORTS, P.E.I.</b>				
Dr. Lewis .....	Salary 1 year, Summerside.....		150 00	
J. B. Schuman.....	Boarding sick seamen, 3½ weeks, at \$4, \$16; 4 weeks, at \$3, \$12, Summerside.....		28 00	
J. A. Gourlie.....	Medicines do .....		7 51	
J. McNeil.....	Boarding sick seamen do .....		3 00	
J. Birch .....	do do .....		51 00	
				239 51
J. G. McDonald.....	12 months salary as Keeper, Souris.....		200 00	
Dr. G. P. Ford.....	Medical attendance do .....		19 28	
Dr. Muttart.....	do do .....		9 00	
Dr. McLean.....	do do .....		2 00	
J. G. McDonald.....	Board do .....		3 43	
				233 71
Dr. McNeil .....	Medical attendance, New London.....			16 00
Charles Owen .....	Boarding, etc., sick seamen, Georgetown .....		1 15	
Dr. McKeown.....	Medical attendance do .....		28 46	
A. Glover.....	Board, and hire of mattresses do .....		8 50	
				38 11
Dr. J. G. Robertson.....	Medical attendance, Montague.....		187 00	
Dr. P. McLaren.....	do do .....		10 00	
J. F. Robertson.....	Medicines do .....		58 84	
Mrs. D. Johnston.....	Board do .....		30 00	
				285 84
Dr. A. G. Long.....	Medical attendance, Port Hill.....		7 70	
P. McArthur.....	Board do .....		3 00	
				10 70
Dr. Honeywell.....	Medical attendance, North Rustico.....		65 25	
Dr. Gallant .....	do do .....		20 00	
Dr. Toombs .....	do do .....		10 00	
F. Doucette.....	Board do .....		18 00	
				113 25
Mrs. Morrow.....	Carriage of trunk and valise, General account.....		1 00	
S. W. Crabbe.....	Razor, strop, etc.....		1 45	
				2 45
<b>SHIPWRECKED AND DISTRESSED SEAMEN.</b>				
				2,168 62
O. W. Strong.....	For expenses, J. Jones.....		13 00	
J. Bolger.....	For board do .....		7 00	
A. Lord .....	For passage Thos McMahan to St. John .....		5 00	
				25 00

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF BRITISH COLUMBIA.

MARINE HOSPITAL, VICTORIA.		\$	cts.	\$	cts.
T. Wood	12 months salary as Keeper	499	92		
do	Boarding 42 patients, 177 weeks and 5 days, at \$5 per week	888	53		
do	Washing	48	00		
do	Ferry	48	00		
do	Making pillow slips, sheets, etc.	7	63		
J. Devereux	Labour coaling	12	00		
D. Smith	Attendance on sick seamen, Nanaimo.	365	70		
D. Cluness, M.D.	12 months salary, Medical Officer	300	00		
Ky-Wy	Cutting (3 cuts) 5 cords of wood	8	75		
A. H. Peatt	5 cords of wood, at \$4.75	23	75		
E. B. Marvin	Lamp glasses, white lead, etc.	30	95		
D. B. Irving, M.D., per J. Johns	Medical Officer's salary, 1st to 22nd July, 1884, Burrard Inlet	21	09		
O. Heyward	Funeral expenses, J. Ivan, ex ship "Persia"	35	00		
J. C. Davie, M.D.	12 months salary, Medical Officer, Victoria	300	00		
Fall & Co	6 lbs. candles	1	80		
R. Dunsmuir & Son	20 tons coal	90	00		
Lennox & Rissen	Cleaning chimneys	2	56		
J. Weiler	Chairs, plates, dishes, etc.	21	00		
Langley & Co	Drugs, etc.	46	50		
Welsh, Rithet & Co.	2 cases Harden hand grenades	36	00		
A. & W. Wilson	Coal scuttle and saucepan	4	60		
Brown & White	Sheeting, etc.	34	00		
Smith & Clark	Carpentering work—repairs	55	71		
				2,881	33

RECAPITULATION.

Ontario	St. Catherines Hospital—Annual Grant	500	00		
do	Kingston do	500	00		
Quebec	Montreal General Hospital	1,276	20		1,000 00
do	Sick and Disabled Seamen	1,736	16		
do	Shipwrecked and Distressed Seamen	617	89		3,630 25
Board of Trade, London	To reimburse Imperial Government for expenditure in behalf of wrecked Canadian Seamen				2,076 00
Nova Scotia	Marine Hospitals and Sick Seamen	13,000	00		
do	Shipwrecked and Distressed Seamen	1,265	33		14,265 33
New Brunswick	Marine Hospitals and Sick Seamen	8,814	40		
do	Shipwrecked and Distressed Seamen	538	88		9,353 28
Prince Edward Island	Marine Hospitals and Sick Seamen	2,168	62		
do	Shipwrecked and Distressed Seamen	25	00		2,193 62
British Columbia	Marine Hospitals and Sick Seamen				2,881 33
Quebec	Marine and Immigrant Hospital				19,996 68
Queen's Printer	Printing and Stationery				55,397 18
					34 79
	Refund				55,431 97
					64 00
					55,367 97

F. GOURDEAU,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine.

APPENDIX No. 17

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with the Meteorological Service, for the Fiscal Year ended 30th June, 1885.

		SALARIES.		
		<i>Central Office.</i>	\$ cts.	\$ cts.
<b>C. Carpmael</b> .....	12 months allowance for house rent .....		400 00	
<b>A. B. Gordon</b> .....	6 do salary as Deputy Superintendent.....		600 00	
<b>H. V. Payne</b> .....	12 do do Inspector.....		825 00	
<b>E. F. Stupart</b> .....	9 do do do .....		600 00	
<b>B. C. Webber</b> .....	12 do do do .....		825 00	
<b>E. F. Smyth</b> .....	12 months salary .....		625 00	
<b>James Young</b> .....	12 do .....		685 00	
<b>F. F. Payne</b> .....	10 do .....		475 00	
<b>J. W. Carroll</b> .....	12 do .....		325 00	
<b>W. A. Stewart</b> .....	12 do .....		500 00	
<b>W. F. Davison</b> .....	12 do .....		470 00	
<b>Thomas Menzies</b> .....	12 do .....		300 00	
<b>D. Murray</b> .....	12 do .....		216 00	
<b>E. Davis</b> .....	12 do .....		166 00	
<b>H. Hawthorne</b> .....	12 do .....		155 00	
<b>W. J. Hetherington</b> .....	12 do .....		144 00	
<b>F. N. Denison</b> .....	12 do .....		192 00	
<b>Alfred Mendelsloh</b> .....	1st July to 8th October, 1884 .....		39 00	
<b>Frank Somers</b> .....	14th July, 1884, to 30th June, 1885.....		185 03	
<b>A. D. Grant</b> .....	1st December, 1884, to 30th June, 1885 .....		84 00	
<i>Chief Stations.</i>				
<b>Quebec</b> .....	Lieut.-Col. W. H. Cotton, 12 months salary.....		800 00	
do .....	Thos. Heatley 12 do .....		120 00	
do .....	Sergt.-Maj. A. H. Walters 12 do .....		150 00	
<b>St. John, N.B.</b> .....	Geo. Hutchinson, 12 months salary.....	\$ 960 00		
do .....	do 2 years superannua- tion tax.....	40 00		
do .....	J. Drake, 12 months salary.....		1,000 00	
<b>Halifax</b> .....	A. Allison, \$400; assistance, \$340.....		600 00	
<b>Sydney</b> .....	Thos. C. Hill, \$500; assistance, \$220 .....		740 00	
<b>Fredericton</b> .....	Thos. Harrison, \$340; assistance, \$260 .....		600 00	
<b>Montreal</b> .....	C. H. McLeod, \$300; assistance, \$350 .....		650 00	
<b>Woodstock</b> .....	N. Wolverson, \$240, assistance, \$160 .....		400 00	
<b>Winnipeg</b> .....	The Bursar, St. John's College.....		800 00	
<b>Regina</b> .....	Officer commanding N.-W. Mounted Police.....		120 00	
<i>Telegraph Stations.</i>				
<b>Yarmouth</b> .....	F. E. Wilmot, \$300, assistance, \$100.....		400 00	
<b>Bird Rocks</b> .....	T. Turbide, 120 do 30 .....		150 00	
<b>Grand Manan</b> .....	H. C. Seeley, 120 do 30.....		150 00	
<b>Chatham</b> .....	G. A. Blair, 300 do 132.....		432 00	
<b>Anticosti</b> .....	G. Pope 120 do 30.....		150 00	
<b>Father Point</b> .....	J. McWilliams 200 do 60.....		260 00	
<b>Kingston</b> .....	A. P. Knight, 300, 2 assistants 132.....		432 00	
<b>Port Stanley</b> .....	M. Payne, 300, 2 do 132.....		432 00	
<b>Saugeen</b> .....	K. Stewart, 300, 1 do 100.....		400 00	
<b>Parry Sound</b> .....	R. Mosley, 300, 2 do 96.....		396 00	
Carried forward .....			3,262 00	14,501 03

STATEMENT of Expenditure in connection with the Meteorological Service,  
etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....	3,202 00	14,501 03
<b>SALARIES—Continued.</b>			
<i>Telegraph Stations—Concluded.</i>			
Rockliffe .....	W. H. McIntyre .....	240 00	
Port Arthur .....	W. P. Cooke .....	400 00	
Minnedosa .....	J. M. Wellwood, \$300, 1 assistant, \$100.....	400 00	
Qu'Appelle .....	L. Gordon, 300, 1 do 100 .....	400 00	
Edmonton .....	Alex. Taylor, 120, 1 do 30.....	150 00	
Medicine Hat .....	John Ewart, 300, 1 do 100.....	400 00	
Calgary .....	Armour & Braden, from 28th July, 1884, to 30th June, 1885 .....	371 00	
Battleford .....	J. McDonald, 6 months, \$60 } 1 assistant, \$30 ....	150 00	
do .....	H. Richardson, 6 do 60 .....		
Prince Albert .....	Rev Canon Flett, 22nd Sept., 1884, to 30th June, 1885 .....	310 00	
<i>Reserve Telegraph Stations.</i>			
St. Andrew's.....	S. T. Gove.....	300 00	
Charlottetown.....	H. J. Cundall.....	300 00	
Port Dover.....	H. Morgan.....	300 00	
London.....	E. B. Reed.....	300 00	
St. John, N'F'P'd.....	J. Higgins.....	100 00	
<i>Drum Stations.</i>			
Point Le Preaux.....	Geo. H. Thomas, 12 months salary..	60 00	
Digby, N.S.....	Nelson Turnbull do	62 50	
Liverpool.....	J. L. Hemmeon do	60 00	
Halifax.....	Officer Commanding, R.E. do	60 00	
Louisburg.....	W. H. Townsend do	60 00	
Cow Bay.....	C. Archibald do	60 00	
Little Glace Bay.....	C. H. Rigby do	60 00	
North Sydney.....	M. J. Phoran do	60 00	
Port Hastings.....	W. J. McKeen do	60 00	
Pictou.....	M. Campbell do	60 00	
Point du Chêne.....	H. H. Schaefer do	45 00	
Bathurst.....	Hon. J. Ferguson do	100 00	
Dalhousie.....	H. A. Johnson do	78 00	
Percé, Que.....	P. Vibert do	45 00	
Gaspé, Que.....	J. Eden do	45 00	
Cobourg.....	F. Reynolds do	45 00	
Port Hope.....	Thos. F. Janes do	45 00	
Toronto, Queen's Wharf	Capt. A. Taylor do	45 00	
Burlington Beach.....	Capt. T. Campbell do	45 00	
Port Dalhousie.....	E. F. Dwyer do	45 00	
Port Colborne.....	D. Hughes do	45 00	
Kincardine.....	Dr. Dewitt H. Martyn do	100 00	
Goderich.....	G. N. Macdonald do	60 00	
Saugeen.....	Thos. Davis do	60 00	
Presqu'Isle.....	J. McKenzie do	100 00	
Collingwood.....	Mrs A. Bligh do	84 00	
Deseronto.....	Rathbun Co. do	14 00	
Pictou.....	J. A. Rawson do	14 00	
Trenton.....	W. J. Clarke do	1 50	
Port Credit.....	A. Blakeley do	15 00	
Oakville.....	Thos. Howarth do	14 00	
Port Burwell.....	G. B. McConnell do	19 00	
Amherstburg.....	P. H. Anderson do	\$16 50	
do .....	F. Carroll do	2 50	
		19 00	
Barnia.....	M. Fleming do	22 50	
Carried forward.....		1,708 50	21,824 03

**STATEMENT of Expenditure in connection with the Meteorological Service,  
etc.—Continued.**

		\$ cts.	\$ cts.
Brought forward.....		1,708 50	21,824 03
<b>SALARIES—Continued.</b>			
<i>Drum Stations—Concluded.</i>			
Bayfield .....	J. Gardner, 12 months salary.....	22 50	
Owen Sound.....	R. Thompson do .....	20 50	
Midland .....	E. Peplow do .....	21 50	
			1,773 00
<i>Special Stations.</i>			
Belle Isle.....	Michael Colton, 12 months salary .....		100 00
<i>Telegraphy.</i>			
G. N.-W. Telegraph Co. do .....	Telegraph account for year.....	13,502 65	
B. S. Jenkins.....	Maintenance line at Mount Royal.....	15 75	
D. O'Halloran.....	Special assistance at Winnipeg .....	150 00	
J. Lowther .....	12 months salary at Central Office .....	545 00	
C. P. R. Company .....	Salary 1st July, 1884, to 30th April, 1885.....	395 00	
M. Payne.....	Telegraph account for year .....	1,110 50	
L. Mosley.....	12 months salary as Messenger at Port Stanley.....	20 00	
H. J. Oundall.....	do do Parry Sound.....	60 00	
G. A. Burnett.....	do do Charlottetown.....	20 00	
J. Lowther.....	do do Agent at Buffalo.....	80 00	
A. E. Morrison.....	Extra telegraph assistance.....	8 00	
B. J. Molloy.....	Sunday service at Charlottetown .....	17 00	
B. Cumming.....	Repeating telegraph messages at Clark's Crossing .....	41 67	
		80 00	16,045 57
<i>Instruments and Apparatus.</i>			
Thos. McDonald & Co....	Signal lanterns, signal discs, etc., etc.....	1,076 94	
Theo. J. Goldschmid....	Hydrometer .....	24 30	
Thos. Dean.....	Metal castings.....	33 79	
James Foster .....	Instruments .....	109 30	
W. J. McGuire & Co....	Iron pipe .....	5 20	
G. T. Rice .....	Wire work .....	5 25	
Rice, Lewis & Son .....	Hardware .....	106 76	
R. H. Scott.....	Instruments .....	350 47	
E. Beckett.....	Castings .....	11 00	
James Adams .....	Making storm drum .....	72 00	
Negretti & Zambra.....	Instruments .....	389 33	
J. & H. J. Green .....	Rain-measuring glasses .....	30 15	
T. McAivty & Sons.....	Fittings for transit .....	21 65	
Geo. Hutchinson.....	Standard regulator .....	160 00	
A. Renaud .....	Thermometer shed.....	27 65	
W. Briscoe.....	Corner plates.....	7 68	
F. Carroll.....	Gear for storm signal mast .....	10 53	
John Roberts .....	Keys for train signals.....	3 00	
W. J. Clarke .....	Gear for storm signal mast .....	9 80	
Northern and North-Western Railways.....	Repairing signal discs .....	2 36	
			2,457 16
<i>Stationery, Books, etc.</i>			
G. E. Stechert.....	Books.....	4 57	
Copp, Clark & Co.....	Stationery, printing, etc. ....	143 33	
Hart & Co.....	Nautical almanacs, books, etc .....	37 45	
Receiver-General .....	Printing.....	138 43	
Brown Bros.....	Stationery.....	517 21	
E. H. Scott .....	Charts, photographic paper, etc.....	66 91	
Carried forward .....		907 90	42,199 76

STATEMENT of Expenditure in connection with the Meteorological Service, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....		907 90	42,199 76
<i>Stationery, Books, etc.—Concluded.</i>			
E. Terrel.....	Postage stamps.....	404 00	
The Barber & Ellis Co.....	Stationery.....	39 50	
The "Monetary Times".....	Printing.....	588 00	
Barnes & Co.....	Stationery, St. John, N.B., Observatory.....	9 42	
The "Morning Herald".....	Subscription.....	6 00	
R. Polk & Co.....	Provincial Directory.....	8 00	
The Map and School Supply Co.....	Mounting maps.....	3 90	
Publisher of "Science".....	Subscription.....	5 10	
Rolph, Smith & Co.....	Lithography.....	5 00	
"Globe" Printing Co.....	Subscription.....	7 00	
Burland Lithographing Co.....	Book of cheques.....	15 50	
J. L. Robertson & Bros.....	Postage stamps.....	5 00	
			2,004 32
<i>Freight, Cartage and Customs.</i>			
Lord Bishop of Rupert's Land.....	Conveyance of barometer from Rapid City.....	10 00	
Chas. Neal.....	Freight on transit instruments.....	5 48	
Capt. Revely.....	Charges for freight at Victoria, B.C.....	51 37	
The Shedden Co.....	Freight.....	6 85	
The Canadian Express Co	do.....	203 25	
Robinson & Heath.....	Customs brokerage.....	27 63	
T. C. Hill.....	Freight on boxes.....	4 25	
J. Merryfield.....	Carriage of parcels.....	40 00	
C. Carpmael.....	Paid freight charges at Toronto.....	111 81	
E. Taylor.....	do on box to Winnipeg.....	2 10	
Grand Trunk Railway.....	Freight.....	5 20	
The Dominion Express Co	do.....	12 05	
The American do	do.....	7 65	
			487 64
<i>Expenses at Stations.</i>			
Ansley and Slaughter.....	Port Dover.....	30 00	
Wm. Woods.....	York Factory.....	30 00	
Chas. F. Tilley.....	St. John, N.B.....	18 52	
M. Payne.....	Port Stanley.....	82 16	
Malcolm Campbell.....	Pictou, N.S.....	3 23	
F. Eardley Wilmot.....	Yarmouth.....	78 55	
G. Lavergue.....	Cape Magdeline.....	36 00	
H. Locke.....	Cape Norman.....	36 00	
Thos. Gagné.....	Anticosti, East Point.....	36 00	
A. Malouin.....	Anticosti, West Point.....	36 00	
E. Parent.....	Bicquette.....	36 00	
T. Côté.....	Cape Chatte.....	36 00	
L. F. Fafford.....	Point des Monts.....	36 00	
F. Lemieux.....	Point Rich.....	36 00	
James P. Dillon.....	White Head, Guysboro, N.S.....	36 00	
W. Max Allan.....	Sable Island.....	36 00	
Revd. W. D. Reeve.....	Fort Chipewyan.....	107 50	
Samuel Denismore.....	Flaggs Cove, Grand Manan.....	3 00	
George Wattie.....	Barrie.....	12 00	
H. J. Cundall.....	Charlottetown, P.E.I.....	85 32	
Wm. McBride.....	Stratford.....	13 80	
L. E. Baker.....	Yarmouth, N.S.....	15 00	
G. A. Blair.....	Chatham.....	30 10	
Rev. R. Mosley.....	Parry Sound.....	20 00	
Thos. Harrison.....	Fredericton.....	19 80	
E. Pope.....	Anticosti.....	15 00	
A. Chipman Smith.....	St. John, N.B.....	2 50	
Wm. Tassie.....	Peterborough.....	6 80	
Carried forward.....		933 28	44,691 72



STATEMENT of Expenditure in connection with the Meteorological Service,  
etc.—Continued.

		\$ cts	\$ cts.
Brought forward.....		933 28	44,691 72
<i>Expenses at Stations—Continued.</i>			
J. Gardiner .....	Bayfield .....	2 00	
J. L. Hemmeon .....	Liverpool .....	9 00	
Nelson A. Turnball.....	Digby, N.S.....	2 00	
W. J. Clarke.....	Trenton.....	34 65	
J. Belcher .....	Peterborough .....	5 00	
J. R. Kane .....	Quebec .....	14 64	
John Ray .....	Point Clark .....	8 00	
Macauley Bros.....	St. John, N.B.....	2 10	
F. Reynolds .....	Cobourg .....	1 50	
Robert Shaw .....	Arnprior.....	22 84	
Rev. James Carmichael.	Norwood.....	3 80	
A. Allison .....	Halifax .....	26 45	
A. Christie.....	St. John, N.B.....	4 00	
J. M. Peregrine .....	Pheasant Forks .....	8 14	
Theo. Davis .....	Saugeen .....	7 80	
G. H. Thomas .....	Point Le Preaux .....	5 00	
Chas. Archibald.....	Cow Bay, C.B.....	9 25	
J. S. Macdonald.....	Battleford.....	10 00	
F. W. Stevenson.....	Hillview, Manitoba.....	2 00	
E. F. Dwyer .....	Port Dalhousie.....	1 05	
J. McWilliams .....	Father Point .....	5 00	
The Bell Telephone Co..	Halifax.....	52 50	
P. Vibert.....	Percé .....	24 37	
G. N. Macdonald .....	Goderich .....	5 56	
C. H. McLeod .....	Montreal .....	15 00	
J. Little .....	Truro .....	30 00	
Geo. Hutchinson.....	St. John, N.B.....	31 30	
The Gas Light Co.....	do .....	15 81	
J. H. Ryan .....	Ottawa .....	5 00	
Wood & Leggatt.....	Hamilton .....	5 60	
John J. Foote .....	Quebec .....	25 00	
T. C. Hill .....	Sydney .....	5 65	
Geo. Ambury .....	Lynch Lake, Muskoka.....	2 25	
H. Richardson .....	Battleford .....	5 00	
Rev. Canon Flett.....	Prince Albert.....	39 50	
Benjamin Butler.....	Port Dover.....	3 40	
G. Seifert.....	Quebec .....	14 50	
R. J. Molloy.....	Clark's Crossing.....	33 34	
Lyman Sons & Co.....	Montreal.....	8 14	
J. G. M. Christie.....	Norway House.....	75 00	
J. E. Bulter .....	Halifax .....	230 00	
John Splaw .....	Kincardine.....	22 92	
Bursar St. John's College	Winnipeg.....	23 50	
Geo. W. Read.....	Port Dalhousie.....	19 00	
Mrs. K. Stewart.....	Saugeen .....	10 05	
C. H. Rigby .....	Glace Bay .....	6 20	
E. F. Dwyer.....	Port Dalhousie .....	2 47	
Morgan Baldwin.....	Toronto .....	13 00	
Robt. Staveley.....	Montreal .....	1 40	
John Pringer .....	McDonald's Cove.....	123 93	
Louis Belanger.....	Port Arthur.....	140 00	
			2,106 89
<i>Travelling Expenses.</i>			
L. Gordon.....	Travelling expenses.....	6 57	
B. C. Webber.....	do .....	172 95	
H. V. Payne.....	do .....	345 25	
A. R. Gordon.....	do .....	24 50	
			549 27
<i>Miscellaneous.</i>			
Wm. Menzies.....	Carpenters' work.....	465 75	
Carried forward.....		465 75	47,347 58

STATEMENT of Expenditure in connection with the Meteorological Service,  
etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward .....	465 75	47,347 88
	<i>Miscellaneous—Concluded.</i>		
Bell Telephone Co.....	12 months rent.....	75 00	
John Catto & Co.....	Towels for office.....	10 20	
J. P. Wagner & Co.....	Lumber.....	132 44	
Water Works Dep'tment.	Rent for water.....	11 25	
C. Carpmael.....	Petty expenses.....	43 75	
B. C. Webber.....	Night duty at Central Office.....	230 00	
H. V. Payne.....	do do.....	226 00	
A. R. Gordon.....	do do.....	13 75	
S. W. Marchmont & Co..	Cleaning closets.....	19 00	
H. A. Collins.....	Oil, lamps, etc.....	187 60	
Lyman Sons & Co.....	Chemicals.....	42 26	
Alex. Anderson.....	Electric pen supplies.....	8 40	
J. Merryfield.....	12 months rent of room.....	48 00	
do.....	Scrubbing offices.....	36 00	
R. F. Smyth.....	Extra services.....	113 00	
Consumers' Gas Co.....	Gas.....	36 96	
F. L. Blake.....	Special assistance.....	568 20	
J. H. Bennyworth.....	Attending to Island anemometer.....	20 00	
J. Stewart.....	Tables.....	3 50	
Cook & Bunker.....	Repairing office stamps.....	4 00	
Henry Graham.....	Linoleum, etc.....	114 25	
Wheeler & Bain.....	Stove.....	15 00	
I. T. Young.....	Oil.....	2 25	
W. J. Hughes.....	Fire grate and masonry.....	30 56	
Elias Rogers & Co.....	Coal and wood.....	147 00	
J. G. Mowat.....	Special services.....	285 00	
S. Campbell.....	do.....	16 60	
W. F. Davison.....	Watch oil.....	5 00	
The Cobban Man'g. Co..	Frames for weather predictions.....	25 00	
Pim & Holt.....	Printographs.....	15 00	
T. Eversfield.....	Distilled water.....	3 00	
W. H. Vander-Smissen..	Translations.....	5 00	
			2,952 12
Queen's Printer.....	Stationery and printing.....		50,300 00
			75 46
			50,375 46

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant

APPENDIX No. 13

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Magnetic Observatories in the Dominion, for the Fiscal Year ended 30th June, 1885.

TORONTO OBSERVATORY.

		\$	cts.	\$	cts.
Charles Carpmeal .....	12 months salary as Director.....	\$1,952	00		
	do superannuation tax.....	48	00		
				2,000	00
Thomas Menzies.....	12 months salary as Observer.....	533	24		
	do superannuation tax.....	6	76		
				540	00
W. A. Steaurt.....	12 months salary as Observer.....	533	24		
	do superannuation tax.....	6	76		
				540	00
W. F. Davison .....	12 months salary as Observer.....	533	24		
	do superannuation tax.....	6	76		
				540	00
John Merryfield .....	12 months salary as Messenger.....			302	08
William Menzies.....	Carpenter's work .....			267	75
W. A. Steaurt.....	12 months allowance for rent.....			150	00
Thomas Menzies.....	do do .....			150	00
S. W. Marchmont.....	Cleaning closets.....			16	75
J. P. Wagner.....	Lumber and shingles.....			34	47
R. Sheppard.....	Slabs of slate .....			6	90
James Young.....	Extra attendance on Sundays.....			40	00
Consumers Gas Co.....	Gas.....			138	08
Brown Bros.....	Stationery.....			30	00
J. Shiel.....	Sweeping chimneys.....			2	80
James Foster.....	Work on instruments.....			102	20
D. S. Keith & Co.....	Gas fittings.....			8	50
A. Kleiser.....	Repairing chronometer.....			5	00
R. Polk & Co.....	City Directory .....			3	00
Elias Rogers & Co.....	Coal.....			74	00
Hart & Co.....	Subscription to "Nature".....			9	00
Robinson & Heath.....	Freight.....			26	99
Dominion Express Co.....	do .....			7	21
Money Order Office.....	(For Hew. Froade) Cycle celestial objects.....			2	82
H. A. Collins.....	Coal oil.....			38	45
Lyman Bros. & Co.....	Chemicals .....			39	13
WaterWorks Department	Water rates.....			3	75
Money Order Office.....	(Gustav E. Stechert) Jahrbuck, 1887.....			4	62
Bell Telephone Co.....	Rent to 1st November, 1885 .....			25	00
John Boyce.....	Plastering.....			5	50
Manager Bank Montreal.	(Draft A. Hilger) instruments.....			102	08
W. F. Davison.....	repairs to house.....			33	92
				5,250	00

MONTREAL OBSERVATORY.

W. O. Baynes, B. A. Secretary.....	Annual grant to McGill University Observatory.....			500	00
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**STATEMENT of Expenditure on account of Magnetic Observatories—*Con.***


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**KINGSTON OBSERVATORY.**

Professor Williamson . . .	Annual grant to Kingston Observatory . . . . .	.....	500 00
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**RECAPITULATION.**

	\$ cts.	\$ cts.
Meteorological Service . . . . .	50,375 46	
Magnetic Observatory, Montreal . . . . .	500 00	
do Kingston . . . . .	500 00	
do Toronto . . . . .	5,250 00	
	5,250 00	56,625 46.

**WM. SMITH,**  
*Deputy Minister of Marine.*

**F. GOURDEAU,**  
*Accountant.*

APPENDIX No. 19

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Registry and Survey of Canadian Shipping, for the Fiscal Year ended 30th June, 1885.

		\$	cts.	\$	cts.
Receiver General .....	<i>In-re</i> claims of Crown Agent for the Colonies <i>vs.</i>				
Accountant, Board of	Shipping Master at Charlottetown.....	5	33		
Trade.....	24 measuring tapes and expenses £11.6s. 1d.....	55	02		
Dawson & Co.....	One copy Civil Code, Québec.....	3	00		
Queen's Printer .....	Printing, &c .....				63 35
Stationery Office.....	Stationery .....				154 69
					19 84
					237 88

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOURDEAU,  
*Accountant.*

## APPENDIX No. 20

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure for the Removal of Obstructions in Navigable Rivers, for the Fiscal Year ended 30th June, 1885.

		\$	cts.	\$	cts.
Samuel Fraser.....	Inspecting crib in Malchdash Bay.....	10	20		
"Gazette des Campagnes"	Advertising removal of obstructions in harbour of Rivière du Loup.....	1	84		
"L'Union des Cantons de l'Est".....	do do .....	2	30		
"Courier du Canada".....	do do .....	2	30		
Pierre Fredette & Co.....	Removal of obstructions in harbour of Rivière du Loup .....	1,950	00		
E. W. Beatty .....	Removal of wreck "Active," Parrsboro'.....	115	00		
J. T. Mathews.....	Contribution towards blowing up of "Trenton".....	150	00		
G. B. Simpson.....	Sounding and searching for do .....	6	00		
C. B. Kemp .....	Rope for do .....	3	57		
H. Simpson .....	Searching for do .....	2	00		
D. Taylor .....	do do .....	2	00		
E. M. George & D. K. Fraser	do do .....	9	00		
L. Handy .....	Blasting, etc., island bar, St. Andrews, N.S.....	5	00		
				2,259	21

WM. SMITH,  
*Deputy Minister of Marine*

F. GOURDEAU,  
*Accountant.*

## APPENDIX No. 21

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Rewards for Saving Life, Purchase of Life-boats, etc., for the Fiscal Year ended 30th June, 1885.

		\$	cts.	\$	cts.
H. McCullough	Pay-list for drills, Wellington	202	30		
D. Rooney	do Cobourg	105	00		
L. Spafford	do Point Traverse	153	00		
W. Woodward	do Port Rowan	178	50		
W. Ward	do Toronto	105	00		
D. Rooney	Salary 12 months, to 1st May, 1885	75	00		
W. Woodward	do 1st April, 1885	75	00		
W. Ward	do 1st May, 1885	75	00		
W. Marlton	2 new life-boats, at \$575 each	1,150	00		
Brockbank & Atkins	Gold bequest key, 8s. 6d. sterling	2	07		
R. Hadden	Oil, white lead, etc., Wellington	24	10		
J. N. Carter	Manilla rope, oil, lead, etc. do	167	87		
George Cox	Engraving watches, glasses, etc.	103	44		
John Leslie	Binocular glasses, watches, etc.	984	15		
W. Woodward	Paid for painting and repairing at Port Rowan	11	00		
G. A. Ostander	White lead, Point Traverse	0	90		
J. N. Carter	do rope, oil, etc., Point Traverse	69	50		
John Hayden	do brush, oil, rope, etc., Cobourg	8	35		
W. Ward	Repairs to life-boat, Toronto	10	50		
R. Dixon	Painting do do	31	90		
Canadian Express Co.	Expressage on watch	1	80		
Ed. Williams	2 new life-boats and outfits, at \$575 each, \$1,150; less—10 per cent.	1,035	00		
D. Cameron	For rescue of crew ex "Minnie Louise"	12	00		
H. Clinnery	do do	12	00		
W. Philpott	do do	10	00		
W. Curry	do do	10	00		
J. J. Campbell	do "Welcome"	10	00		
J. McPhee	do do	10	00		
Accountant Board of Trade	To pay expenses of crew "Elsanor"	77	87		
David Taylor	For rescue of crew ex "Viking"	12	00		
W. W. McGrath	do ss. "Tunstall"	5	00		
P. McAdam	do do	5	00		
W. Findlay	do do	5	00		
W. McGrath, jun.	do do	5	00		
A. Barry	do do	5	00		
M. McKenzie, sen.	do do	5	00		
M. McKenzie, jun.	do do	5	00		
Neil McKenzie	do do	5	00		
S. Sutherland	do do	5	00		
A. Simpson	do do	5	00		
A. McKenzie	do do	5	00		
Elisha West	do str. "Valetta"	10	00		
Robert Duggett	do do	10	00		
George West	do do	10	00		
Ed. Cook	do do	10	00		
Wm. Doggett	do do	10	00		
Ralph Doggett	do do	10	00		
Charles Doggett	do do	10	00		
W. H. Doggett	do do	10	00		
Wm. Duness	do do	10	00		
D. Rooney	For rescue of a fisherman and his son	8	00		
D. Rooney, jun.	do do	8	00		
Thos. Hart	do do	8	00		
James Slammon	do do	8	00		
James Duffy	do do	8	00		
	Carried forward	4,908	25		

STATEMENT of Expenditure on account of Rewards for Saving Life, Purchase of Life-boats, etc.— *Continued.*

		\$ cts	\$ cts.
	Brought forward.....	4,908 25	.....
George Larkin.....	For rescue of crew ex "George Calhoun".....	10 00	
P. Kaundson .....	do do .....	10 00	
Harry Smith .....	do do .....	10 00	
Albert Nelson .....	do do .....	10 00	
Sam. Nelson.....	do do .....	10 00	
Peter Joerson .....	do do .....	10 00	
Benjamin Fuiker.....	do "John Wesley" .....	8 00	
John Henneberry .....	do do .....	5 00	
James Henneberry .....	do do .....	5 00	
David Henneberry .....	do do .....	5 00	
Wm. Henneberry .....	do do .....	5 00	
Charles Faulkner .....	do do .....	5 00	
Richard Potter.....	do do .....	5 00	
Charles Walsh.....	do do .....	5 00	
T. Edwards .....	do do .....	5 00	
Gilbert, Joseph and Antoine Mercier .....	do "Maria Emma" .....	45 00	
T. Tremblay .....	For rescue of passengers ex ss. "Saguenay" .....	10 00	
H. Caré .....	do do .....	5 00	
J. Caré .....	do do .....	5 00	
T. Caré .....	do do .....	5 00	
Thomas Doyle .....	do "Marco Polo" .....	10 00	
W. M. Robertson.....	do do .....	5 00	
G. R. McNeill .....	do do .....	5 00	
A. Dorion .....	do do .....	5 00	
J. Blackier .....	do do .....	5 00	
J. Dorion.....	do do .....	5 00	
Capt. V. Boudreau.....	In full for services with crew, including 5 men at \$8, to 3 shipwrecked schooners .....	100 00	
			\$5,221 25

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.



APPENDIX No. 22

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Signal Service, for the Fiscal Year ended 30th June, 1885.

		\$ cts.	\$ cts.
H. J. McHugh .....	9 months salary as Inspector, at \$720 per annum...	540 00	
do .....	3 do do 900 do ...	225 00	
do .....	Allowance for board .....	40 00	
James Wilson .....	12 months salary, to 31st March, 1885, Partridge Island .....	100 00	
J. E. LeBourdais .....	Annual allowance for reporting for 1884, L'Islet .....	50 00	
A. Richard .....	do do Brandy Pots .....	50 00	
L. T. Puize .....	do do Rivière du Loup .....	50 00	
J. McWilliams .....	do do Father Point .....	50 00	
Jules Martin .....	do do Little Métis .....	50 00	
J. Desjardins .....	do do Matane .....	50 00	
T. Côté .....	do do Cape Chatte .....	50 00	
J. Gauthier .....	do do Martin River .....	50 00	
L. Lavergne .....	do do Cape Magdalen .....	50 00	
J. Ascah .....	do do Fame Point .....	50 00	
J. Beck .....	do do Cape Despair .....	50 00	
A. Bertrand .....	do do Point Macquereau .....	50 00	
L. S. Fafford .....	do do Point Traverse .....	50 00	
R. Rennie .....	do do Cape Ray .....	50 00	
J. G. Peters .....	do do Low Point .....	50 00	
D. Tremblay .....	do do Portneuf .....	50 00	
A. Trudeau .....	do do Cape Rosier .....	50 00	
X. Bertrand .....	Erecting flagstaff at Pointe des Monts .....	76 95	
G. N.-W. Telegraph Co. .....	Telegrams .....	1,463 44	
do .....	Carbon and tissue paper .....	4 08	
J. McWilliams .....	Paid for repairs to flagstaff at Father Point .....	6 00	
F. T. Thomas .....	Lamps, oil, etc .....	5 25	
O. Lemieux .....	Table .....	2 02	
Postmaster, Quebec .....	Postage .....	11 77	
Post Office Department .....	do .....	26 90	
H. Pope .....	Ascertaining truth of steamer ashore .....	5 00	
F. Derrault .....	do do .....	5 00	
Postmaster, Ottawa .....	Paid order for books, etc .....	0 83	
Sarah M. Drake .....	Making and repairing flags .....	34 00	
Beudet & Ohnic .....	Hardware .....	13 53	
Allan, Rae & Co. ....	Freight on wire .....	61 30	
E. Giroux et Frère .....	Medicine .....	24 25	
Audet & Robitaille .....	Halyards .....	6 35	
T. S. Adams .....	Rope, bunting, etc .....	21 32	
R. Johnston & Nephew .....	Telegraph wire, £5 11s. 5d .....	27 11	
Bell Telephone Co. ....	Rent to 1st July, 1885, one year .....	45 20	
J. H. Harding .....	Paid for repairing flags, painting, etc .....	20 25	
R. P. & W. F. Starr .....	Cordwood, sawing, etc .....	3 75	
do .....	Coal, cartage and labour .....	12 09	
Geo. E. Bustin .....	Painting flagstaff at Partridge Island .....	34 00	
"Sun" Publishing Co. ....	Advertising for tenders for poles .....	3 20	
"Union Advocate" .....	do do .....	3 20	
"World" Printing Office .....	do do .....	3 20	
"Trades Journal" .....	do do .....	1 50	
Dartmouth "Times" .....	do do .....	2 56	
J. O. Thomas .....	Oil, soap, manilla and bunting .....	100 13	
Canadian Express Co. ....	Charges on Code-lists .....	3 71	
International Tent and Awning Co. ....	3 signal flags .....	9 50	
Dawson & Co. ....	Stationery .....	6 95	
A. Christie .....	Labour at sashes, St. John's .....	2 40	
Queen's Printer .....	Printing, etc .....		3,801 <sup>74</sup> 79 <sup>31</sup>
			3,881 05

F. GOURDEAU,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine.

APPENDIX No. 23

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure on account of Steamboat Inspection, for the Fiscal Year ended 30th June, 1885.

			\$	cts.	\$	cts.
Samuel Risley.....	12 months	salary as chairman of Board	\$1,764	00		
do	do	superannuation tax	36	00	1,800	00
W. M. Smith.....	do	salary as Deputy Chairman of Board and Inspector of New Brunswick and Nova Scotia	\$1,372	90	1,400	00
do	do	superannuation tax	28	00		
W. J. Meneilley.....	do	salary as Inspector, Toronto	\$1,274	00	1,300	00
do	do	superannuation tax	36	00		
John Burgess.....	do	salary as Inspector, Montreal	\$1,176	00	1,200	00
do	do	superannuation tax	24	00		
Ed. Adams.....	do	salary as Inspector	\$980	00	1,000	00
do	do	superannuation tax	20	00		
Jas. Samson.....	6 do	salary as Inspector, Quebec	\$490	00	500	00
do	do	superannuation tax	10	00		
do	6 do	salary	\$588	00	600	00
do	do	superannuation tax	12	00		
E. R. Abell.....	12 do	salary as Inspector	\$980	00	1,000	00
do	do	superannuation tax	20	00		
O. P. St. John.....	do	salary as Inspector	\$980	00	1,000	00
do	do	superannuation tax	20	00		
C. R. Coker.....	do	salary as Inspector	\$980	00	1,000	90
do	do	superannuation tax	20	00		
T. Harbottle.....	do	salary as Inspector	\$980	00	1,000	00
do	do	superannuation tax	20	00		
P. D. Brunelle.....	do	salary as Inspector	\$980	00	1,000	00
do	do	superannuation tax	20	00		
J. Dick.....	do	salary as Inspector	\$784	00	800	00
do	do	superannuation tax	16	00		
E. S. Vigor.....	do	salary as Inspector, B.C.	\$1,176	00	1,200	00
do	do	superannuation tax	24	00		
R. Collister.....	Inspecting 23 hulls, at \$10				230	00
Samuel Risley.....	Travelling and incidental expenses				746	08
W. M. Smith.....	do	do			1,288	08
W. J. Meneilley.....	do	do			308	47
John Burgess.....	do	do			196	22
Ed. Adams.....	do	do			463	90
Joseph Samson.....	do	do			311	77
E. R. Abell.....	do	do			573	09
C. R. Coker.....	do	do			979	36
P. D. Brunelle.....	do	do			298	15
O. P. St. John.....	do	do			589	61
James Dick.....	do	do			619	40
T. Harbottle.....	do	do			276	23
E. S. Vigor.....	do	do			673	75
M. P. McElhinney.....	do	do			39	75
Carried forward.....					22,373	86

STATEMENT of Expenditure on account of Steamboat Inspection, etc.—*Con.*

		\$ cts.	\$ cts.
	Brought forward .....	22,773 86	
Harbour Commissioners of Montreal .....	12 months rent of Office .....	250 00	
Accountant, Board of Trade .....	Pressure gauges for British Columbia .....	65 93	
"La Patrie" .....	Advertising notices meeting of Board .....	6 30	
"Morning Herald" .....	do do .....	6 65	
"Times" Publishing Co .....	do do .....	5 00	
"La Minerve" .....	do do .....	9 45	
"Gazette" Printing Co. ....	do do .....	7 00	
"The Star" .....	do do .....	6 60	
"Sun Publishing Co" .....	do do .....	6 00	
T. N. Hibben & Co. ....	Stationery, British Columbia .....	13 12	
John Weiler .....	Office chairs do .....	13 50	
Thomas Burdett .....	Purchase of lease of office .....	200 00	
Smith & Clark .....	Box press, fitting, etc .....	23 46	
Queen's Printer .....	Printing, etc. ....		22,986 87
			248 17
	Inspection dues collected by Customs Department.	11,357 66	23,235 04
	Fee: from examination of Engineers collected by Chairman of Board, and paid to credit of Receiver General .....	1,986 00	
			13,343 66

F. GOURDEAU,  
*Accountant.*

WM. SMITH,  
*Deputy Minister of Marine.*

## APPENDIX No. 24

## TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING REPORT OF PROGRESS OF GEORGIAN BAY SURVEY DURING THE SEASON OF 1885.

The Honourable  
The Minister of Marine and Fisheries.

SIR,—I have the honour to inform you that since the date of my last Report I have been employed as follows :—

During the whole of the winter of 1884-85 the time of Mr. W. J. Stewart and myself was fully occupied in the completion of the plotting of the field work, preparing for the engraver to the Admiralty the portion of Georgian Bay surveyed during the previous summer, and writing for the printer in Ottawa, Chapter I of the "Georgian Bay and North Channel Pilot," containing sailing directions for the same locality.

On the 1st of May, Mr. D. C. Campbell, graduate of the Royal Military College, Kingston, was appointed my second assistant.

The ice having sufficiently dispersed, I left Owen Sound with steamer "Bayfield" on the 19th of May, to continue the work in the north-west part of Georgian Bay. Before taking up the survey, however, buoys were placed on three of the worst obstructions to navigation of the lakes, viz., Bad Neighbour, Dawson and Bernard Rocks.

On the 31st of October I returned to Owen Sound and laid the vessel up in winter quarters, the weather being no longer suitable for profitable hydrographic operations.

During the five and a-half months between these dates, I considered it best, in the interests of general navigation, to extend the survey into the North Channel of Lake Huron, from Georgian Bay, and succeeded in completing all that portion lying between Gull Island, on the east, and Clapperton Island, on the west, with the exception of Honora (West) Bay.

The principle I have adopted is to confine myself to the *present* trade routes, not feeling justified in putting the country to the expense of surveying waters over which, at present, a vessel has no inducement to pass.

Should minerals be discovered, or any other industries spring up, it will be an easy matter to extend the survey over that particular locality, and with this contingency in view, the centres of the main triangulation stations have been marked by broad arrows cut into the rocks, or iron bars driven into the soil.

Besides the better delineation of the extensive reefs already indicated on the old chart, twenty dangerous rocky ledges, in the track of shipping, have been discovered, and, where possible, natural marks or ranges obtained to clear them.

Deep channels and excellent harbours have been developed, the latter having been practically tested by the steamer "Bayfield."

Plans, on a comparatively large scale, were made of the two important places of call, Killarney and Little Current—as the narrow and artificially deepened passage between Manitoulin and Cloche Islands is called.

Two hundred and eighty-eight nautical miles of coast line were surveyed; 860 linear miles of sectional soundings obtained by two open boats, each manned with a crew of five men, and 1,060 miles were sounded in the steamer. Captain A. M. McGregor continues to prove himself an excellent pilot, and I doubt if any other man has such a comprehensive knowledge of the lakes. Mr. Charles Linter, chief engineer, has

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paid the same unremitting attention to his engines, and deserves great credit for the comparatively small consumption of coal (200 tons), considering that there was scarcely a day on which the steamer was not under weigh.

An engraved proof copy of the chart entitled "Cabo Head to Cape Smith, and entrance to Georgian Bay," sent to me by the Admiralty hydrographer for revision, has been returned to him, and will no doubt be ready for general circulation almost immediately. This chart contains the work done last summer and the early part of the present.

The time of my assistants and myself will be fully occupied until the next opening of navigation in the completion of the rough sheets, making fair copies for the engraver, and in writing the second chapter of the "Georgian Bay and North Channel Pilot."

I would respectfully propose next season to employ the two best months—June and July—in the extension, eastward, of the survey, so as to cover the approaches to the entrance to French River.

The remainder of the season might be advantageously devoted to the continuation of the survey westward from Clapperton Island, in the north channel of Lake Huron.

Mr. W. J. Stewart, with his boat's crew, was detached in tents for the greater part of the summer.

Mr. D. C. Campbell was with me in the ship.

Their zeal, energy and interest in the work contributed greatly to the quantity of ground got over.

On the Deputy Minister's visit to the vessel at Owen Sound, I took the opportunity to point out certain essentially necessary repairs which require to be done to the vessel before she can be considered fit to undertake the more exposed part of the bay, on which we shall be engaged next year. Also, certain alterations, in order to give a cabin to my second assistant, besides making the vessel generally more comfortable. This can be most economically undertaken early next year. If left until the spring, when all vessels are fitting out, skilled labour is scarce, and consequently expensive.

A small steam launch, provided she as well as her engine and boiler are new, would be an economical adjunct to my work.

I have the honour to be, Sir,

Your most obedient servant,

J. G. BOULTON,

*Staff Commander R. N. and Admiralty Surveyor.*

## APPENDIX No. 25

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with the Survey of Georgian Bay, for the Fiscal Year ended 30th June, 1885.

		\$ cts.	\$ cts.
Commander J. G. Boulton	11 months salary.....	3,650	91
W. J. Stewart.....	do as 1st Assistant.....	588	71
D. C. Campbell.....	Salary, May and June, 2nd do.....	100	00
Captain A. McGregor.....	11 months salary as Master of Str. "Bayfield".....	980	03
Commander J. G. Boulton	Paid wages of crew.....	2,816	54
do	do travelling expenses.....	71	60
do	do for oil, paint, provisions, board of men, rent of office, etc.....	900	42
Joseph Shickluna.....	Shipwright's labour, repairing Str. "Bayfield," spikes, screws, bolts, cranes, alterations to rudder, etc.....	2,839	55
W. J. Stewart.....	Travelling expenses.....	12	00
H. Carlisle & Co.....	Carpet and making and laying, linoleum, matting, etc.....	146	98
John Carlson.....	Iron work.....	144	07
D. B. Voisard & Sons.....	Groceries, etc.....	310	18
Coy Bros.....	Hardware, paint, etc.....	565	96
Burrows & Chatfield.....	Machinists repairs.....	862	85
John Junkin & Co.....	Earthenware, spoons, etc.....	103	22
John R. Munro.....	Crockery, tumblers, knives, etc.....	109	50
Grobb Bros.....	Furniture, bedding, etc.....	756	28
C. G. McDermott & Co.....	Castings, etc.....	242	92
James Norris.....	Freight on 13 grates.....	3	05
Detroit Dry Dock Co.....	6 side lights.....	132	75
Pennsylvania Coal Co.....	200 tons coal, at \$4.95, \$990; freight, \$377.48.....	1,367	48
W. Marlton.....	Row-boat, etc.....	126	98
J. & C. Noble.....	Potatoes, fruit, fish, lumber, etc.....	300	11
C. V. Parke.....	do butter, etc.....	7	80
C. Stephens & Co.....	Provisions.....	1,352	62
J. P. Donaldson & Co.....	Ratline, manilla, etc.....	14	35
Owen Sound Steamship Co.....	Freight on coal.....	4	65
Williamson & Barclay.....	Brooms.....	6	25
G. Corbett & Sons.....	Belts, sheet iron, machinery.....	141	11
John Black & Co.....	Chronometer watch and case.....	183	95
W. Kough.....	Lard, oil, chain, whitelead, etc.....	210	31
C. Anderson.....	Coal bags.....	9	60
W. B. Stephens.....	Nails, bolts, saw, etc.....	22	60
Maitland & Nixon.....	Lumber.....	11	14
James Wood.....	Leather.....	6	70
P. R. de Lamorandière.....	Bolls, rings, iron, etc.....	13	60
Captain A. McGregor.....	Board allowance.....	11	80
G. O. Parke.....	Lamb, beef, ice.....	41	17
James Foster.....	Chain pins, repairs to telescope.....	21	64
Wm. Brown & Co.....	50 tons coal, at \$6.25, \$312.50; 5 tons stove coal, at \$6.75, \$33.75; 2 cords wood, at \$2.75, \$5.50; lime \$1, and salt \$1.....	353	75
R. B. Butchard.....	Cutlery, pots, etc.....	108	98
W. J. Holmes.....	Board.....	16	00
International Tent and Awning Co.....	Tents, etc.....	138	60
	Carried forward.....	20,808	71

STATEMENT of Expenditure in connection with the Survey of Georgian Bay, etc—*Continued.*

		\$	ts.	\$	cts.
	Brought forward.....	2,808	71		
Owen Sound Dry Dock Co .....	Dockage, etc .....		91		20,900 24
Queen's Printer.....	Printing, etc.....				178 59
	Less this amount, charged last year and to be accounted for this year (see page 188 of last year's Annual Report).....				21,078 83
					624 15
					20,454 68

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOURDEAU,  
*Accountant.*

APPENDIX No. 26

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure and Receipts on account of Water Police, Quebec, and Harbour Police, Montreal, for Fiscal Year ended 30th June, 1885.

MONTREAL.		\$ cts.	\$ cts.
H. St. A. Ormond.....	12 months salary as Agent of Department .....	\$1,372 00	
do .....	12 months superannuation tax.....	28 00	
			1,400 00
George Murphy.....	do salary as Chief of Police, 365 days, at \$3		1,095 00
H. St. A. Ormond .....	Pay list of Constables, from 1st July, 1884, to 1st July, 1885.....	\$9,074 00	
do .....	Pay list of supernumeraries .....	70 50	
do .....	do for good conduct, 31 men, 214 days each=6,420 days, at 25c .....	1,605 00	
			10,749 80
do .....	Paid for cab hire, telegrams, freight, cartage, stamps, etc., etc.....	\$201 21	
do .....	On account repairs.....	285 63	
do .....	To pay carpenters.....	150 00	
do .....	Paid for removal of furniture.....	22 00	
do .....	do handcuffs, etc.....	46 80	
do .....	do lumber, cartage, etc. ....	16 85	
do .....	do Chief's clothing.....	62 60	
			785 09
John Martin.....	Stoves for drying station.....		33 90
T. Desmarais.....	Boat .....		18 00
Tees & Co.....	3 desks .....		78 00
Mrs. McDonald.....	Washing, etc., office and cells.....		46 50
Robert McShane.....	Oatmeal .....		7 80
M. Ghanteloup .....	Electric bell, plating buttons, lamp, etc.....		34 35
King & Co.....	Chairs, tables, etc.....		103 00
Ross Bros. & Co.....	Paper.....		3 33
J. L. Cassidy & Co .....	Goblets .....		3 50
Liggett & Hamilton .....	Mats, etc .....		30 45
A. Rausay & Son.....	Paint, varnish, oil, etc.....		2 88
Larivière & Dubé.....	Lumber.....		9 44
Dr. A. L. Smith.....	Professional services, examining men.....		7 25
Harbour Commissioners, Montreal .....	12 months rent of station, to 1st May, 1885.....		500 00
Wm. Samuel .....	32 helmets, at \$1, \$32; 1 at \$5, 1 at \$3.50, and 1 at \$1.50.....		42 00
do .....	Gloves and caps.....		83 75
Brault Bros.....	Summer clothing for men, \$257.70; overcoats, tunics and trousers, \$1,020.15.....		1,277 85
Montreal Gas Co.....	Gas .....		63 21
John Lovell & Son.....	3 copies of City Directory.....		7 50
John Fox.....	Straw .....		5 50
O. Charon .....	64 pairs boots, at \$3.75, \$240; 9, at \$4.50, \$40.50.....		280 50
E. Watson .....	Inspecting and reporting on clothing.....		10 00
J. Walker & Co.....	Brushes, locks and cornice poles.....		155 34
Gault Bros & Co.....	Oilcloth, blankets, quilts.....		176 80
L. H. Henault.....	Ice .....		11 50
James Meek .....	Stamps.....		12 00
E. Stilwell.....	Repairing stove.....		2 00
Dr. Mason .....	Professional attendance on a seaman .....		1 00
Bell Telephone Co.....	Rent of telephone, to 1st October, 1884.....		84 23
John Martin.....	Putting up stovepipes.....		14 98
	Carried forward.....		17,135 55



STATEMENT of Expenditure and Receipts on account of Water Police, Quebec, and Harbour Police, Montreal, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	17,135 55	
<b>MONTREAL—Continued.</b>			
Mrs. Regan.....	Meals for prisoners.....	14 40	
James Gill.....	Cases for packing.....	6 98	
Joseph Fortier.....	Copying press.....	30 31	
do.....	Daily journals.....	1 55	
Steam Laundry Co.....	Washing blankets.....	1 50	
Thomas Burdett.....	Purchase of lease of station.....	400 00	
McDougall, Logie & Co.....	Linseed oil, turpentine, etc.....	31 65	
"Gazette" Printing Co.....	Subscription, 7th May, 1882, to 7th May, 1884.....	12 00	
"Mail" Printing Co.....	do one year, to 21st May, 1885.....	7 00	
do.....	do 3 months, to 21st August, 1885.....	1 75	
"Gazette" Printing Co.....	Lettering 30 hat-bands.....	2 50	
"Journal of Commerce".....	Advertising for tenders for new police quarters.....	3 20	
"Gazette" Printing Co.....	do do.....	3 20	
"The Star".....	do do.....	3 20	
"The Citizen".....	do do.....	3 20	
"Post" Printing Co.....	do do.....	3 20	
"L'Etendard".....	do do.....	3 20	
"Moniteur du Commerce".....	do do.....	3 20	
"L'Union des Cantons de l'Est".....	do do.....	3 20	
"Le Morde".....	do do.....	3 20	
"La Minerve".....	do do.....	3 20	
"Shareholder".....	do do.....	3 20	
"Morning Chronicle".....	do do.....	3 20	
			17,683 59
<b>QUEBEC.</b>			
B. Trudel.....	12 months salary as Chief of Police and Shipping Master ..	1,470 00	
do.....	12 months superannuation tax.....	30 00	
John Giblin.....	do salary as Deputy Shipping Master.....	980 00	
do.....	do superannuation tax.....	20 00	
J. U. Gregory.....	Pay-list, wages men for 11 months.....	10,827 14	
A. E. Vallerand.....	Lamps, wicks, etc.....	80 35	
O. Fortin.....	Soap.....	3 34	
N. Drolet.....	Oars.....	28 00	
M. Dunn.....	Soap and tallow.....	138 95	
G. T. Phillips.....	Gauge pipes, etc.....	54 91	
R. Giroux et frère.....	Insect powder.....	4 75	
Audet & Robitaille.....	Lead and line, rope, etc.....	43 02	
O. Simard.....	Paint brushes.....	10 15	
S. J. Shaw & Co.....	Hardware.....	576 03	
O'Neill & Judd.....	Towels.....	6 00	
Richardson & Sons.....	Leather for oars.....	6 06	
F. Gunn.....	Canvas and rope.....	44 43	
O. Simard.....	Paint brushes.....	6 10	
J. Marmen.....	1½ cord wood.....	6 75	
Carrier, Lainé & Co.....	Screw for "Dolphin".....	99 25	
C. E. Holiwell.....	Stationery.....	93 50	
S. Bedard.....	Pipe.....	11 45	
J. O'Dowd.....	Pay-list, fenders and life preservers.....	375 55	
Renaud et cie.....	Burners and chimneys.....	10 00	
Webster & Co.....	10 chaldrons coal, \$7.50.....	75 00	
F. Gunn.....	1 chaldron coal and cartage.....	8 50	
A. J. Turcotte.....	360 pounds castor oil, 14½c.....	52 50	
do.....	45 gallons olive oil, \$1.10.....	49 50	
A. W. Glassford.....	Paint.....	11 00	
A. J. Turcotte.....	Cotton waste.....	23 00	
F. Gunn.....	150 tons coal, \$3.30.....	495 00	
	Carried forward.....	15,632 23	

STATEMENT of Expenditure and Receipts on account of Water Police,  
Quebec, and Harbour Police, Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....	15,632	23		
<b>QUEBEC—Concluded.</b>					
Imperial Oil Co.....	180 <sup>13</sup> / <sub>100</sub> gallons petroleum, 22c.....		39 63		
J. Joseph.....	Paint brushes.....		15 50		
Foley & Co.....	Uniforms.....	1,583	35		
Renfrew & Co.....	Caps.....		83 70		
J. Cunningham.....	Shirts.....		35 00		
E. Chanteloup.....	Buttons.....		96 00		
J. Hamel et frères.....	Flannel, cloth, etc.....	341	69		
B. Trudel.....	Uniform, 2 years.....		100 00		
do.....	Boots for men.....		216 00		
Carrier, Lainé & Co.....	Repairs.....		22 25		
S. Peters.....	Lumber.....		10 00		
B. Leonard.....	Painting.....		5 00		
C. Veziua.....	Iron repairs.....		107 77		
P. W. McKnight.....	Repairs to van.....		3 50		
D. & S. Arel.....	Ice.....		10 00		
B. Trudel.....	Pay-list for repairs.....	151	93		
R. Belanger.....	Repairs.....		31 00		
J. Cunningham.....	Pay-list, repairs.....	387	50		
H. Quion.....	Repairs to engine.....		90 00		
T. Rontier.....	do boats.....		167 60		
Jalbert Bros.....	Fitting couplings.....		5 75		
Quebec Harbour Commis- sioners.....	Wintering pontoon.....		20 00		
Bisset Bros.....	Repairs.....		49 60		
O. Thibault.....	Outfit.....		57 00		
G. T. Carey.....	Subscription to "Mercury".....		8 00		
J. J. Foote.....	do "Chronicle".....		6 00		
R. Watson.....	Report on tenders.....		5 00		
Bell Telephone Co.....	Rent.....		80 00		
A. Grant.....	Provisions for prisoners.....		84 26		
B. Trudel.....	Cartage and telegrams.....		15 44		
City Corporation.....	Water taxes.....	158	63		
T. Berrigan.....	Cartage of coal.....	430	25		
do.....	do of snow.....		92 00		
B. Trudel.....	Travelling expenses.....		39 00		
B. King.....	Washing office.....		3 75		
Queen's Wharf.....	Moorage.....		100 00		
A. B. Cherrier.....	Directory.....		4 00		
John Roche.....	Wintering pontoon.....		16 00		
J. Marmen.....	Cartage.....		6 75		
Queen's Printer.....	Stationery, printing, etc.....			20,321	08
					78 25
				20,399	33

## SUMMARY.

Total expenditure, Montreal.....	17,683	59			
do Quebec.....	20,399	33			
				38,082	92
Receipts at Port of Montreal.....	6,402	44			
do Quebec.....	14,298	35			
				20,698	79
Excess of expenditure over receipts.....				17,384	13

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.

APPENDIX No. 27

To the Eighteenth Annual Report of the Department of Marine, being Statement of Expenditure in connection with Miscellaneous Amount voted in Supplementary Estimates, for Fiscal Year ended 30th June, 1885.

	\$ cts.	\$ cts.
To pay a gratuity, equal to six months' wages of the late John Bowes (a seaman on the "Newfield," killed in discharge of his duty on the 24th April), to his widow .....		132 00
To pay gratuity to family of late Henry Gray, lost in "Princess Louise" .....	200 00	
To pay gratuity to family of late Henry Wood, lost in "Princess Louise" .....	200 00	
		● 400 00

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOUBEDEAU,  
*Accountant.*

## APPENDIX No. 28

To the Eighteenth Annual Report of the Department of Marine, being Statement of Sick Mariners' Dues collected, for the Fiscal Year ended 30th June, 1885.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia.</i>	\$ cts.
Caspé.....	104 84	Amherst.....	467 60
Magdalen Islands.....	2 82	Annapolis.....	131 02
Montreal.....	2,217 63	Antigonish.....	28 68
New Carlisle.....	136 36	Arichat.....	127 65
Percé.....	44 96	Baddeck.....	46 06
Quebec.....	9,174 66	Barrington.....	27 30
Rimouski.....	219 36	Bridgetown.....	1 78
St. Armand.....	12 52	Cornwallis.....	19 70
St. Johns.....	1,378 80	Digby.....	192 50
Sorel.....	17 47	Guysboro'.....	137 20
Stanstead.....	8 80	Halifax.....	6,057 64
Three Rivers.....	321 48	Liverpool.....	161 60
<b>Total.....</b>	<b>13,640 15</b>	Lookeport.....	132 66
		Londonderry.....	3 72
		Lunenburg.....	394 08
		Margaretville.....	11 76
		North Sydney.....	1,843 58
		Parraboro'.....	426 52
		Pictou.....	516 70
		Port Hawkesbury.....	125 25
		Port Hood.....	2 62
		Port Medway.....	36 64
		Shelburne.....	58 20
		Sydney.....	2,045 50
		Weymouth.....	116 98
		Windsor.....	778 80
		Yarmouth.....	357 26
		<b>Total.....</b>	<b>14,239 00</b>
		<i>British Columbia.</i>	
		Nanaimo.....	1,324 22
		New Westminster.....	453 70
		Victoria.....	1,319 94
		<b>Total.....</b>	<b>3,097 86</b>
		<i>Prince Edward Island.</i>	
		Charlottetown.....	579 22
		Summerside.....	99 00
		<b>Total.....</b>	<b>678 22</b>

## RECAPITULATION.

Quebec.....	\$13,640 15
New Brunswick.....	7,413 16
Nova Scotia.....	14,239 00
British Columbia.....	3,097 86
Prince Edward Island.....	678 22
<b>Total.....</b>	<b>\$39,068 39</b>

F. GOURDEAU,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine.

## APPENDIX No. 29

## TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING REPORT OF THE HUDSON'S BAY EXPEDITION OF 1885, UNDER THE COMMAND OF LIEUT. A. R. GORDON, R.N.

The Honourable

The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to report on the Hudson's Bay Expedition of this year, under my command, as follows :—

In accordance with your instructions, I left Toronto on 27th April, and after visiting Ottawa, and receiving your final instructions, I went to Halifax, to take command of H. M. S. "Alert," to proceed with the purchase of stores, and generally with the organization of the expedition.

I arrived at Halifax on 3rd May and found that the "Alert" had been handed over by the senior British naval officer in command at Halifax to Mr. H. W. Johnston, the Agent of the Department of Marine at Halifax. On the morning of 4th May, I brought the "Alert" alongside the Marine Department wharf at Halifax, and proceeded with the work of fitting her out for the expedition.

The "Alert" is a screw steamship, barque-rigged, of about 700 gross tons, and was specially re-built for the Arctic Expedition of 1876, under the command of Sir George Nares. She is so constructed as to be capable of resisting great ice pressure, and her engines being only fifty horse-power nominal, the screw is small, and strikes, when the ship is at her load line, several feet below the water, so that in every way she was well adapted for the work of the expedition.

The engines are compound surface-condensing, and when running at full speed make about 120 revolutions per minute, which, in smooth water and calm weather, gives the ship a speed of about  $8\frac{1}{2}$  knots. The consumption of fuel, when using the best Welsh coal and steaming full speed, was a little less than six tons per day, but on ordinary occasions, with the expansion gear on, the ship would steam about 6 knots per hour on an average consumption of about four tons per day, and when steaming slowly in slack ice, only using one boiler, we could make 4 knots on two tons per day.

As soon as the "Alert" was moored at the Marine Department wharf, I requested Mr. W. M. Smith, Chief Inspector of Machinery for the Dominion, to examine the ship's engines and boilers, and to order such repairs and renewals as he considered necessary to fit her for the voyage for which she was intended. After the repairs were made Mr. Smith again inspected and tested the engines and boilers, and reported them to be in good order.

The time from the 3rd to the 27th of May was spent in purchasing and getting on board all the necessary stores, coal, &c., the ship being provisioned on the basis of a crew of fifty for a voyage of 400 days.

On the 27th of May, all the stores being on board, and the members of the Expedition having joined, we sailed about 11 a.m., leaving the harbour in company with the Dominion steamship "Lansdowne."

The following are the names and positions held by the members of the Expedition and officers of the ship :—

Officers of the ship—Andrew Robertson Gordon, commanding Dominion steamship "Alert," Hudson's Bay Expedition; John James Barrie, first officer; Edward Watts, second officer; David Mooney, chief engineer; J. E. Esdaile, second engineer; W. F. Yeadon, carpenter.

The crew consisted of—2 boatswains, 12 able seamen, 1 lamp trimmer, 6 engineers' crew, 1 chief steward, 1 chief cook, 2 assistant stewards, 1 assistant cook.

The members of the Expedition were—Dr. R. Bell, F.R.S.C., medical officer, geologist, &c.; Mr. James McNaughton, assistant geologist; Mr. Frank F. Payne, Mr. James Tyrell, Mr. John McKenzie, Mr. Percy Woodworth and Mr. Gilbert Shaw, observers.

Station hands—Télesphore Mercier, John Mercier, William Mills, D. Creelman, Robert Yeadon, Albert Boutillier, Frank Paul, Maurice Fleming, G. P. Gooley, A. R. Bissette, J. R. Bowditch, William Smith.

Besides the above mentioned, Mr. D. G. Beaton, editor of the *Winnipeg Times*, accompanied the Expedition as the representative of the company who are interested in the construction of the railway from Winnipeg to Hudson's Bay, making a total of fifty-two persons in all on board at date of sailing.

All officers and men who were engaged for the Expedition were carefully examined, as to their physical fitness for the work, by Dr. Wickwire, of Halifax, and passed as being in sound health, and of such a vigorous constitution as to be able to withstand the rigors of an Arctic climate.

In regard to the maintenance of discipline, all signed articles under the Canadian Government Vessels Discipline Act, those appointed as station hands signing a special agreement that the Act should be held to be in force in regard to them while ashore at their observing stations, in the same way as on board the ship.

#### THE VOYAGE.

On getting clear of Halifax harbour, about noon on the 27th, shaped course to the N.E., and steamed along the Nova Scotian coast, passing Scattari Island Light at 1 a.m., of the 29th. On 30th May, when off Bay of Islands, about 8:15 p.m., we met a large and apparently compact body of field ice. I steamed to the westward, coasting this pack; and at 9:15 p.m., as it was then nearly dark, I decided to lie off for the night. At 4 a.m. on the 31st started the engines and proceeded to the westward, coasting the edge of the pack, and at 5 a.m., seeing that the ice seemed to extend to the south and west, took the pack, working through to the N.W. This ice was very close, but it was small, and much honeycombed, so that I was able to force the ship through without much difficulty, except on one or two occasions, when it was a little tighter than usual. At 4 p.m. got clear of the pack, having forced through between 30 and 40 miles of ice. I now shaped course for Greenly Island.

On the morning of 1st June I went into Blanc Sablon Bay, to fill up with coal and water. I purchased twenty five tons of coal from Job Bros & Co., who have a large fishing station here. The wind now set in fresh from the eastward; a good deal of ice came in, passing to the westward through the Straits, and it would have been a waste of fuel to go out. I therefore remained here until 4 a.m. of the 4th, when the wind had hauled out to the northward. We steamed to the westward under the north shore, finding a steadily widening field of ice, from Point Amour westward, and which filled the whole channel between Chateau Bay and Belle Isle with a tight pack of ice. Close in under the island (Belle Isle) was a narrow streak of open water, through which we made our way, and passing close around the north end of the island we headed out through the pack to the eastward. The ice was very heavy, but not very tight together, so that we made good way through it, as long as daylight lasted. As soon as night set in, I stopped the engines, and putting the ship under topsails and jib, kept her headed out to the eastward. At daylight on the 5th (2:45 a.m.) started the engines again, and open water being visible from the masthead, headed the ship for it, and got clear of the pack at 3:15 a.m.

5th June.—The edge of the ice at first ran about E.S.E., but at 4:40 a.m. we arrived at its eastern limit, and were able to head up to N.N.E. On this course we again made the ice during the day, but whenever ice was reported ahead the course was altered, as necessary to keep the ship on the outer edge of the pack.

There was now lying between us and the Labrador coast about 50 miles of tight and heavy ice, and large numbers of icebergs, both interspersed through the pack and in the open water to the eastward.

6th June.—Shortly before midnight of the 5th a dense fog set in, which compelled me to take in all canvas and work the engines easy. About 8 a. m. the fog cleared away; took the pack and steamed away to the N.E. all day through heavy ice, which was in some places very closely packed, and in others contained lakes of open water. At 10:30 p. m. the ice was so close and heavy that I stopped the engines for the night.

7th June.—At 1:30 a. m. the wind veered to E.N.E. and the ice slacked off; started the engines and worked the ship to E.N.E. through heavy slack ice, and at 9:30 a. m. got clear. Shaped course N. by E.,  $\frac{1}{2}$  E.; wind blowing fresh, and squally.

8th June.—Wind continued to increase during the day, and at 6:30 p. m. was blowing a strong gale from the N.E., the ship lying to under fore and aft canvas and easy steam, with a very heavy and confused sea running, and the ship laboring a good deal. On the morning of the 9th the wind moderated, and I stood in towards the land, but shortly before midnight made the ice again, and stood off. On the morning of the 10th we had heavy showers of snow, and in the afternoon a fresh gale from the N.W., with heavy sea. On the 11th we were coasting the ice pack, with numerous large icebergs in sight. At one time thirty of these were in sight. About 9 p. m. of the 12th we were in latitude  $59^{\circ}$  N., abreast of the mouth of Nachvak Bay, where station No. 2 had been established in the season of 1884. I headed the ship direct in for the land, which was distinctly visible, and, taking the pack at once, steamed in till 10:30, when we found the ice so tight and heavy that it was impossible to force the ship any further to the west. I therefore headed her out to the eastward, and getting clear of the pack proceeded to the northward.

On 15th June, at 5 p. m., made the edge of the ice, about 35 miles east of Cape Resolution. The ice, though heavy, was slack; steamed in, working as near a course as possible. At 1:30 a. m. of the 16th made the land—Cape Best. The ice was now run and tight together, so we banked the fires and left the ship to pull under a foretop sail foretop mast-staysail. To-day sounded at 10 a. m., no bottom at 120 fathoms, temperature at the surface  $29.9^{\circ}$ ; at 120 fathoms  $32^{\circ}$ . At 6 p. m. the ice set solid to the ship fore and aft, rafting and piling up all round. On the 17th it was reported to me that the iron stem plate had been broken off some distance below the water. This was a most serious injury, as I dare not now drive the ship at all hard through the ice; but as the stem was still covered with boiler-plate sheathing, I thought it possible that we might, with care, still carry out the voyage. From 15th June to 6th July we were drifting with the ice. At times the ice would run abroad, and then the ship was worked under steam or sail, in whatever direction seemed most promising. I append hereto a chart, on an enlarged scale, showing approximately our drift in the ice.

We got up steam in one boiler at 6 p. m. on 6th July, and worked the ship steadily out to the eastward and at 1:30 p. m. on the 8th, having made upwards of a hundred miles to the eastward, got clear of the ice, and shaped course to the southward.

The voyage from the Straits to St. Johns, Nfld., occupied seven days, as we were delayed a good deal by fog, but we arrived at St. Johns on the evening of the 15th, and I immediately made arrangements to have the ship put in dry dock, and for the forging of a new stem plate. All the repairs were satisfactorily accomplished, and on the evening of the 27th, having taken a supply of coal, fresh provisions, &c., weighed and proceeded for Hudson's Straits.

Leaving St. Johns, as before stated, on the evening of the 27th July, we had fine weather, and no delay from either fog or ice, until arriving off Cape Mungford. Here we met the ice again, but it was sufficiently open to steam through without difficulty. At 8:45 p. m. on the 1st August we anchored in Skynner's Cove, Nachvak Bay, and found that the observers were all, well and had passed a very pleasant winter.

On 2nd August we got under weigh, and proceeded for Cape Chudleigh station (Port Burwell). I took Mr. Skynner on board at Nachvak, leaving his two assistants, Messrs. Jordan and Rainsford, to carry on the work during the summer.

We found scattered ice all the way from Nachvak to the Straits, but at 4 a. m., when off Cape Chudleigh, found the ice run tight together. It now shut down dense fog, which, however, cleared off about 9:30 a. m. The ship had, meanwhile, got fast in the pack, and we were carried nearly through Gray Strait by the tide when still fast, then back again for about 6 miles, but when the tide was about half ebb the ice slacked off, and we were able to steam to the westward. Dense fog again set in, just before we were clear of the Strait. I therefore steamed out N. W. (mag.) and lay to in the ice for the night.

On the following morning, the 4th August, observed a vessel in the ice in the Straits, supposed to be the Hudson's Bay Company's Ship "Diana" bound for Chimo. The ice was so thick around the shores that it was with difficulty we were able to work our way into the harbour (Port Burwell), and when in there the ice was jammed so tightly that I walked from the ship to the shore without difficulty.

I found Mr. Burwell and his two assistants well, and they reported having spent a pleasant winter; that the house had been comfortably warm, and the supply of provisions ample, and of good quality.

Owing to the impossibility of landing stores over the rough ice which filled the harbor, I arranged to leave Mr. Burwell and his men to continue the work of observing until the return voyage, and on the following morning (5th August) got the anchor up at 6 a. m., and proceeded for Ashe Inlet.

I had concluded to make for Ashe Inlet, as our experience last year was, that the north shore of the Straits was clear of ice before the south, and this was in accord with what the prevailing direction of the wind would indicate as being the probable movement of the ice. Outside the harbour we found the ice heavy, but fairly open for the first 10 or 15 miles, after which we found it tightly jammed and very heavy. At 10:50 a. m. I stopped the engines, as we could not make any way through it. As the ice opened in leads, from time to time, went ahead, making nearly north, true, but not averaging, on the whole, much more than  $1\frac{1}{2}$  knots per hour, upto midnight.

All day of the 6th inst. large quantities of ice, some of it very heavy, but as opportunity offered, worked the ship to the westward; made from noon of the 6th to noon of the 7th about 37 miles, nearly all of which was made on the afternoon of the 6th. A little before noon of the 7th the ice ran abroad a little, and we were able to work through at about 4 knots an hour. During the afternoon we passed the Hudson's Bay Company's two ships, the "Princess Royal" (barque) and the "Cam Owen" (brigantine). We exchanged numbers with the "Princess Royal" and steamed up close to the "Cam Owen," and spoke to Capt. Hawes. The latter vessel had been moored to a heavy ice-pan for several days, waiting for her consort to come up.

All of the 8th, and up to 6 p. m. of the 9th, the ship was jammed, but from this time up to midnight the ice ran abroad a little, and we made about 12 miles to westward; but the ice closing in at midnight, the ship was again fast, and remained so up to 8 a. m. of the 11th. At this time the ice ran abroad, and at 2 p. m., having made about 22 miles to W.N.W., we were clear of the body of the ice. The weather was now very thick, but as the ice was much scattered, we had no difficulty in making our course.

On the morning of the 12th we were lying about 12 miles off the shore, and just to the south of the entrance to Ashe Inlet, with clear water to the south of us, but between us and the shore a tight jam of ice. I steamed along the edge of the ice for some distance, and finally decided to try and force the ship in; but at 7 a. m. the ship was tightly jammed about seven miles off shore. About 11 a. m. the ice slacked off a little, and I went ahead again with the engines. We succeeded in forcing our way in to within about two miles of the harbour, when the propeller struck a piece of ice, and one of the blades was broken off. Got the screw on deck.



and attached a new blade, but by the time the work was finished (7 p.m.) the ship was beset, and was being carried to the westward. From this date, up till 21st August, we were either fast in the ice or working through, endeavouring to get up to Ashe Inlet. On the 17th we got within half a mile of the entrance to the harbour, and Mr. Ashe's two assistants came off to the ship over the ice. They reported Mr. Ashe sick, having, as they thought, sprained his wrist. I still hoped to make the harbour, but the following morning the ship had been carried far to the westward, and on the 21st, when I gave up the attempt, the ship was between 40 and 50 miles to the westward of the inlet. At 3:30 a. m. on this day I started, and at 7:45 p. m. got clear of the south edge of the ice. I estimated that we had made about 25 miles from the land to the edge of the pack. At midnight stopped the engines to wait for daylight, before making the land on the south shore.

At noon of the 22nd arrived and anchored in Stupart's Bay. We had not passed any ice after 9 p. m. the previous evening, nor was there a single particle visible all along the south coast.

I found here letters from Mr. Stupart, stating that in consequence of famine among the natives he had been obliged to give them some of his provisions, and that as the ship was later than he anticipated in arriving, he had thought it best to leave for Fort Chimo in his boat. As he stated that both he and his men were in excellent health, and as I was aware that he was an experienced boat sailor, I concluded not to go in search of them, but to go on with the voyage. Immediately after the anchor was down we proceeded with the work of landing the stores for Mr. F. F. Payne and party. I may here state the stations to which the officers and men were detailed for the year 1885-86.

Station.	Observer.	Station Hands.
No. 1. Cape Chudleigh.....	G. R. Shaw.....	{ Telesphore Mercier, John Mercier.
2. Skynner's Cove.....	Abolished.	
3. Ashe Inlet.....	J. W. Tyrell, D.L.S.....	{ D. Creelman, William Mills.
4. Stupart's Bay.....	F. F. Payne.....	{ Alb. Boutillier, Frank Paul.
5. Nottingham Island.....	John McKenzie.....	{ Maurice Fleming, G. P. Gooley.
6. Cape Digges.....	Percy Woodworth.....	{ A. R. Bissette, J. Bowditch.

At 6 p. m., all the stores, coal, &c., having been landed, we weighed and proceeded for Nottingham Island, where we arrived at noon on Monday the 24th, having encountered no ice whatever on the passage. At this station I regret to have to report the death of one of the station hands, A. D. Inglis, of Halifax. Assisted by Dr. Bell, I separately examined both Mr. De Boucherville and Mr. W. F. Esdaile, the surviving station hand. The examination showed clearly, to my mind, that the man died from scurvy, brought on by the neglect of the precautions mentioned in the printed instructions. The following is Dr. Bell's report on the case:—

“SS. “ALERT,” HUDSON'S STRAITS, 24th August, 1885.

“To Capt. A. R. GORDON,  
Commanding H. B. Expedition.

“SIR,—Having asked me to give you my opinion of the cause of the death of stationman A. D. Inglis, which we heard of to-day on our arrival at Nottingham Island, I beg to hand you the following statement:—

"Mr. Inglis was left at the station in charge of Mr. DeBoucherville, in August, 1884; the other station man was Mr. W. F. Esdaile. The two survivors came on board the ship this afternoon, having been relieved by a new party, whose stores have just been put ashore. Soon after Messrs. DeBoucherville and Esdaile reached the "Alert" we called them into your cabin separately, and, in your presence, I examined them successively in regard to the illness and death of Inglis, questioning them very fully as to all the circumstances, signs and symptoms of his disease, and on the means which had been employed in the treatment of it. In this way we obtained a complete history of the whole case. Immediately on Mr. DeBoucherville retiring from the cabin, Mr. Esdaile was summoned, and requested to give his account of the case, and to answer a great variety of questions similar to those which had just been put to the former.

"The result, as you are aware, was a complete agreement of the two, and from their statements I have no doubt that the unfortunate man died from scurvy. In describing the case they mentioned nearly all the features which are usually observed in the common form of this disease, as met with on land. I was satisfied, and I think you were also, that the deceased had been kindly and assiduously cared for by Mr. DeBoucherville and Esdaile, and that no blame can attach to either of them on account of this sad occurrence. As you have requested Mr. DeBoucherville to make a written statement of the case, as just related by himself, I need not here report his account of it.

"I have the honor to be, Sir,

"Your obedient servant,

"(Signed) ROBERT BELL, M.D.

"*Medical Officer, Hudson Bay Expedition.*"

The report by Mr. C. V. DeBoucherville states that the unfortunate man spent the greater part of the time during the winter months lying in his bed, and that he was unable to induce him either to take sufficient exercise or to partake of such variety of food as had been recommended by the doctor; and in his examination he stated distinctly that Inglis had not taken his lime juice, as required by the instructions.

It is a noticeable fact that both cases of scurvy which occurred this year were those in which the sufferers had neglected to take the lime juice regularly.

Immediately after the anchor was let go, the work of landing the stores and provisions was commenced, and at 8 p.m. we left for Cape Digges, having landed Mr. McKenzie and his two men, and all the necessary fuel and stores. We lay to in the Straits that night, and at 10 a.m. on the morning of the 25th anchored in the harbour at Cape Digges, where we found Mr. Laperrière and his men in excellent health, and reporting that they had spent a very pleasant and comfortable winter. I remained in this harbour, shifting coal and taking in ballast, till the evening of the 28th, when we sailed for Churchill. Passing to the east of Mansfield Island I took a line of soundings all the way across the bay. We made Knightshill Beacon at 8 a.m. of the 31st, and anchored in Churchill harbour at 2 p.m. the same day, when we found that the Hudson's Bay Company's ship, the "Cam Owen," which we had passed in the ice on the 7th of the month, had arrived two days ahead of us.

I examined the meteorological instruments used here, and got all the returns from Mr. Spencer. He reported that last spring had been exceptionally late in regard to the movement of the ice, but that the winter had not been a severe one.

From the 31st August to the 7th September we remained in Churchill, the weather being very bad. It blew a gale almost continuously from the night of the 31st to the evening of the 6th. On some of the days it was impossible to communicate with the shore. I put up a tide gauge here, and had continuous observations taken. I found the rise and fall of the Hudson's Bay Company's wharf to be between 9 and 10 feet, and the velocity of the current at the anchorage at half ebb to be 5½ knots. In the narrows at the entrance of the harbour it runs more rapidly. I estimate the maximum velocity at this point to be about 8 knots.

On the morning of the 7th we left Churchill, and shaped course across the bay for the North Sleepers, Dr. Bell being anxious to examine their geological formation, and as I wished to test the accuracy of their position as laid down on the chart. On the run eastward a regular series of soundings was taken, the lead being run down every four hours.

We had fine weather all the way across, and made the Sleepers on the afternoon of the 10th, but as the wind freshened so much that we could not have landed from the boats, I stood out to sea for the night. The following morning (11th) Dr. Bell and his assistant were landed on one of the islands, and I obtained good observations for position. I also made a running survey of the western side of the most northerly portion of this group of islands, and named the islands after those gentlemen who had so generously contributed to mission work in Hudson's Bay.

On the following afternoon (12th September), at 6 p.m., we arrived in Port Laperrière, Cape Digges. The 14th, 15th and 16th were spent in shifting coal and taking in ballast and water. On the 13th and 14th it blew a strong gale from the north-east, and on the 15th it continued to blow fresh, though not amounting to a gale.

On the morning of the 13th Dr. Bell and party went over in one of the whale boats to the mainland, and the continued blow prevented their getting back to the ship till the evening of the 17th, when I picked them up out at sea. At 7 a.m. we arrived off the entrance of Port DeBoucherville, Nottingham Island, and sent the boats in, with some additional supplies for the station there. At 8:30, the boats having returned, left Nottingham Island for Ashe Inlet. We made an excellent run to the Inlet, arriving there at 9 on the following morning.

No field ice was met with, except a few scattered pans lying off the south-east end of Salisbury Island. There were, however, quite a number of icebergs—sometimes eight or ten being in sight at one time.

We anchored in Ashe Inlet at 9 a.m., and proceeded at once with the work of landing stores and provisions. Mr. Ashe, the observer in charge, was found to be suffering from an attack of scurvy. He was unable to walk at first, but after coming on board and receiving medical treatment he improved rapidly. Mr. Tyrell and his two assistants were landed here, and at 5 p.m., all stores, provisions, &c., being ashore, weighed and proceeded for Stupart's Bay, where we arrived and anchored at noon on Sunday the 20th September. On entering the bay the ship touched the bottom aft, but she came off at once, without any damage.

The weather was now very threatening in appearance. I therefore, on the morning of the 21st, shifted berth farther out, and at 4 p.m. let go a second anchor. All night of the 21st, the whole of the 22nd, and the morning of the 23rd, it blew a strong gale from the south-east, east and north-east, with a heavy sea rolling into the harbor. At night on the 23rd, the wind went down, and everything for the station having been landed, I left at 5:30 a.m. of the 24th. From this date up to the 29th we had almost continuously heavy gales, accompanied by blinding snow. After 8 a.m. of the 25th I laid the ship to, first on one tack and then on the other, and drifted out of the Straits. On the night of the 28th the wind moderated, and I steamed round to the northward of the Buttons, and arrived at Port Burwell at 9 a.m. of the 29th.

The weather had now every appearance of a coming storm, but during the day the wind continued light, and we were able to land all the provisions and stores for the station. At 10 p.m. let go the starboard anchor, the wind having increased to a gale from south-west. A heavy sea was coming into the harbour, and the ship rolling and labouring heavily. At 4 a.m. of the 30th it was blowing almost a hurricane, and the ship was labouring madly, with a heavy sea breaking on the shore astern. I therefore got steam up, and had the engines ready for instant use. At 7 a.m. found the ship dragging, went ahead with the engines, and weighed starboard anchor, when we found that it was foul, and had not been holding. As soon as it was cleared I let it go again, and then weighed the port anchor, which was found to have been

broken short off at the crown, both flukes being gone. The bower chain was then shackled on to the sheet anchor, which was let go. The gale continued up to the afternoon of the 1st. On the 2nd and 3rd all hands were employed in getting ballast and water, and shifting coal, but on the 4th, 5th and 6th it was again blowing a gale from the eastward. On the morning of the 7th the wind had moderated, and at 1 p.m. we left for Nachvak, where we arrived at 11 a.m. on the following day.

At Nachvak I received letters from Mr. R. F. Stupart, informing me of his safe arrival at Fort Chimo, and that he had gone down the Labrador coast in the Hudson's Bay Company's steamer "Labrador."

As it was not the intention of the Department to continue the station at this point for another year, I took Messrs. Jordan and Rainsford on board, together with all their instruments and unused provisions, and at 5:30 p.m. left Nachvak, homeward bound.

The 8th, 9th and 10th were fine days, but on the 11th we had a heavy north-east gale and a blinding snow storm, and at 4:30 p.m. the ship was lying to under storm, mizen and reefed main trysail. The sea was breaking over us a good deal, and I determined to try the effect of oil. I therefore placed a keg so that the oil should drip through a discharge pipe on the weather side. The effect of the oil was instantaneous, and in the thirty hours succeeding only two seas struck the ship. The total amount of oil consumed was about 80 gallons. One point, which was most noticeable, was that before using the oil the engine room hatch, and all hatches, except the after-companion and the scuttle under the top gallant fore-castle, were battened down, and the water was constantly washing about on the deck. Afterwards, we were able to open one light of the engine room skylight, and the decks dried up, except for the little water that washed up through the scuppers in the waist as the ship rolled.

At midnight on the 12th the gale had abated, and sail was made on the ship, but the engines started at half speed only, as there were still frequent and heavy showers of passing snow.

On the 12th, at 9:50 p.m., made Bacalieu Island Light, and at 8 a.m. on the following morning we anchored in St. Johns, Nfld. I here purchased coal, and filled up the water tanks, and leaving St. Johns at 9 a.m. on the 15th, arrived and anchored in Halifax Harbour at 3 a.m. on the 18th. After daylight weighed and steamed into the Marine wharf, and when the ship was secured discharged the ship's company and station hands of 1884-85.

The work of checking over the observations made at the stations in the Straits during the past year, and preparing them for publication, is now in progress, and the full report will be forwarded as soon as possible.

The reports go to show that the ice set fast in the western end of the Straits during the last week of October, 1884, and that for all practical purposes of navigation the Straits remained closed at this point till the early part of June in the present year.

In June a good deal of open water was seen at different times, but the pack would close up again, and remain in that condition for several days at a time.

From a consideration of these reports, I am of the opinion that it might have been possible to pass through the Straits during the early part of this July. The same date of closing as shown by the observations last year would give a season of navigation rather less than four months for the individual season.

It should, however, be stated, that the movements of ice this spring were evidently much later than those of last year, for in the month of August this year we met with vast quantities of heavy ice, and in the same month last year comparatively little was seen.

On the Labrador coast and at Churchill the report was the same—that the ice was unusually late in leaving this year.

I was informed by a captain who had made a number of voyages through Hudson's Straits that he had seen the Straits clear of ice in June, but that it was a

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rare occurrence. The fact, however, that the Straits have been clear at this time, shows that there is a great variability in the dates of the opening of navigation.

I have, the honor to be, Sir,

Your obedient servant,

ANDREW R. GORDON, Lieut., R. N.,

*Commanding Hudson's Bay Expedition.*

APPENDIX<sup>a</sup> No. 30

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING REVENUE DERIVED FROM WHARVES AND PIERS, PAID TO CREDIT OF RECEIVER-GENERAL, FOR THE FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1885.

Cow Bay, Nova Scotia.....	\$2,017 99
Digby do .....	853 31
Maitland do .....	53 57
Meteghan River do .....	129 96
Oak Point do .....	99 26
East Bay do .....	2 57
Rondeau, Ontario .....	1 17
Total.....	<u>\$3,157 83</u>

WM. SMITH,

*Deputy Minister of Marine,*

F. GOURDEAU,  
*Accountant.*

## APPENDIX No. 31

To the Eighteenth Annual Report of the Department of Marine, being the General Summary of Expenditure for Fiscal Year ended 30th June, 1885.

Vide Report Page.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
1	Maintenance of Lights above Montreal.....	70,697 89	
21	do between Quebec and Montreal.....	23,262 94	
29	do below Quebec.....	118,856 94	
52	do Nova Scotia, including Cape Race and Sable Island Humane Establishment.....	137,439 40	
84	do New Brunswick.....	92,130 28	
111	do Prince Edward Island.....	20,218 83	
121	do British Columbia.....	15,457 76	478,064 04
126	Construction of lights above Montreal.....	25,929 42	
129	do below Quebec.....	4,354 87	
129	do Nova Scotia.....	4,352 42	
181	do New Brunswick.....	7,667 42	
133	do Prince Edward Island.....	879 40	
133	do British Columbia.....	3,617 01	
134	do do Sands Head.....	1,666 10	
128	do Colchester Reef.....	2,048 06	
	Queen's Printer, stationery and printing.....	57 42	50,512 06
135	Dominion Steamers.....		196,102 29
145	Examination of Masters and Mates.....		6,856 44
147	Hudson's Bay Expedition.....		71,374 69
151	Investigations into Wrecks, etc.....		385 15
155	Marine and Immigrant Hospital, Quebec.....		19,996 68
156	Marine Hospitals and sick Seamen, and Shipwrecked and Distressed Seamen.....		35,371 29
152	Minister's Salary and Departmental staff.....		29,900 83
170	Meteorological Service.....		50,375 46
177	Observatory, Kingston.....	500 00	
176	do Montreal.....	500 00	
176	do Toronto.....	5,250 00	
178	Registration and Survey of Canadian Shipping.....		6,250 00
179	Removal of Obstructions in Navigable Rivers.....		237 88
180	Rewards for saving Life, purchase of Life-boats, etc.....		2,259 21
182	Signal Service.....		5,221 25
183	Steamboat inspection.....		3,881 06
187	Survey Georgian Bay.....		23,235 04
189	Water Police, Montreal.....	17,683 59	
190	do Quebec.....	20,399 33	
192	Miscellaneous amounts voted in Supplementary Estimates, 1884-85.....		38,082 92
			532 00
			1,038,892 96

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.

## APPENDIX No. 32

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING THE REPORT OF THE METEOROLOGICAL SERVICE OF THE DOMINION, FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1885.

TORONTO, 12th January, 1886.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to submit herewith my annual report of the meteorological service for the calendar year 1885, being the fifteenth report which has been made on this service.

The following is a list of those who have volunteered to observe during the year, also the place of observation, and class:—

Class I (a full set of instruments)—

Sylvanus Phillips, B.A.....Petrolia, Ont.

Class II (rain and temperature) —

John Clapton.....Axe Lake, Ont.

Thomas Connon.....Elora, Ont.

W. D. A. Ross.....Chatham, Ont.

Thomas Phillips.....Point Escuminac, N.B.

R. B. Heather.....Brockville, Ont.

W. H. Meredith.....Quyón, Que.

H. H. Schaefer.....Pointe du Chêne, N.B.

E. Morden.....Niagara Falls South, Ont.

(Mr. Morden has also charge of a sunshine recorder, and forwards sunshine records.)

Class III (rain and snow)—

Rev. J. Carry.....Port Perry, Ont.

W. H. Lomas.....Quamichia, B.C.

Mr. A. C. O'Bierne, who formerly took observations at Portage la Prairie, having removed to Virden, Man., is now taking observations under Class I at that place.

There has been a change made in the telegraph reporting station at Calgary, N.W.T., Mr. H. S. Cayley taking the place of Messrs. Armour and Braden, our former agents there, and a new station of this kind has been established at Swift Current, N.W.T., and placed in charge of Mr. W. G. Knight.

The work performed by the Bureau of Industries of the Province of Ontario in connection with this service remains the same as stated in my last report, but in Manitoba the meteorological stations forwarding us returns have increased to over eighty.

There is a large number of stations along the line of the Canadian Pacific Railway now sending returns of rain and snowfall to this office, of which the following stations have been added during the past year:—

Austin, Burnside, Barclay, Bagot, Beausigour, \*Balgonie, \*Cameron, Carberry Chater, Dexter, Fort William, Fleming, Finmark, Griswold, High Bluff, \*Hawk Lake Keewatin, Kaministiquia, \*Indian Head, Marquette, Moosomin, Monmouth, Oak Lake



Pasqua, Portage la Prairie, Rosser, Rennie, East Selkirk, Sewell, \*Savanne, Taché and Vermillion. At several of these stations (marked with a star) in addition to rain and snowfall observations, a tri-daily record of temperature, wind and weather is regularly kept.

To the assistance of Mr. A. Blue, Secretary Bureau of Industries, Province of Ontario, and Mr. Acton Burrows, Deputy Minister of Agriculture, Province of Manitoba, the service is indebted for the extension of meteorological work in those Provinces, and for the additional climatological statistics obtained from them.

From various causes the gentlemen at the following stations have terminated their connection with this service:—

Strathroy, Mr. Challoner; Barneston, M. J. Chamberlain; St. Catherines, A. Cameron; Cobocok, J. H. Carnegie; Huntsville, Dr. Howland; Mamainse, Dr. Peters; Sturgeon Falls, Mrs. Lillie; Michael's Bay, R. McGee.

#### STORM SIGNAL SERVICE.

New stations have been established at McDonald's Cove, Prinyer, Bay of Quinté, and at Port Arthur, the former in charge of Miss N. Prinyer and the latter in charge of Mr. W. P. Cooke. These are the only alterations made in this branch of the service during the year.

Special "forecasts" have been asked for during the year 1885, as in former years, especially by owners and masters of vessels, who have gratefully acknowledged the information supplied and certified to its accuracy. I was also, on the 4th July, directed by the Department to telegraph daily, as long as required, to Mr. John B. Askwith, the state of the weather, more especially respecting high winds or the absence of winds, in the vicinity of Colchester Reef, Lake Erie, where the Government was sinking a caisson on the reef, and the following is a copy of a telegram received from Mr. Askwith during the construction of the work: "Can you give me probabilities from twelve to-night to noon to-morrow; going out on lake with dangerous undertaking; predictions for two weeks have been correct in every instance.

" (Signed) JOHN E. ASKWITH."

TABLE No. 1.

The following table shows the total number of warnings issued and the percentage verified:—

Year.	No. Issued.	No. Verified.	Percentage Verified.
1877 .....	743	510	68·6
1878 .....	860	673	78·3
1879 .....	712	591	83·0
1880 .....	889	736	82·8
1881 .....	854	727	85·1
1882 .....	841	658	78·2
1883 .....	1,085	858	79·1
1884 .....	798	663	83·2
1885 .....	830	741	89·3

In addition to the above verifications as to force, the predictions of the direction from which the winds were expected have been separately examined, with the following results:—

Out of 830 predictions of direction, 655, or 78·9 per cent., have been fully verified, and 798, or 96·1 per cent., fully or partly verified.

In previous reports I have called attention to the desirability of extending the storm signal service to Lake Superior and to certain points on the other lakes, and special mention was made of Port Arthur and Algoma Mills, Tobermory Harbour, Point Pelee Light, Long Point Light, South Bay Point and Presqu'Isle Point. During the year a mast has been erected at Port Arthur, and warning signals displayed, but the other places are still unprovided for, and I would again urge that action be taken to supply the want of further signal stations on the lakes.

Great benefit would also be derived from making all coast telegraph stations available as storm warning stations. This could be done at a trifling cost, and the advantage to shipping, especially since the direction as well as force of the expected storm is given, would be very great.

#### PROBABILITY SERVICE.

The issue of weather forecasts has been carried on without interruption during the whole of the year, and they have been published both in the morning and afternoon newspapers, in the Provinces for which predictions are made.

In my former reports I have suggested the desirability of issuing forecasts for the Province of Manitoba, and also for portions of the North-West Territories.

The system of disseminating predictions through the country, by means of signal discs attached to railway cars, which was inaugurated last season, has been improved and extended, and has been found successful. I hope next year to have the system so perfected that the farming community will have thoroughly reliable weather predictions along the lines of the railways carrying the signal discs. For the working of this system I must return my thanks to the various executive heads of the different railways, who kindly co-operated with me, as without their assistance it would be impossible to perform this useful work.

The hour for the night observation, which is telegraphed to Toronto, was changed, on 1st November, from 11 p.m. to 10 p.m., in order to be in harmony with that used by the United States Signal Service.

The establishing of the station at Point Escuminac, N.B., is a decided and important improvement to our means of verifying our predictions, as before this station was formed we had no certain knowledge as to whether our forecasts of the wind for the Gulf were verified or not.

Forecasts of weather have, as usual, been asked for by many persons during the year, whose avocations are affected by changes in the weather—especially by shippers, brewers, fishmongers, fruiterers, and proprietors of skating rinks.

The following table (No. II) shows the number of predictions and the percentage of fulfilment in each district, in each month in the year.

TABLE  
NUMBER of Predictions and Percentage of Fulfilment

MONTH.	LOWER LAKE REGION.						UPPER ST. LAWRENCE.					LOWER ST. LAWRENCE.						
	Number issued.	Verified.					Number issued.	Verified.					Number issued.	Verified.				
		Number fully	Number partly	Number not	Percentage fully	Percentage fully and partly		Number fully	Number partly	Number not	Percentage fully	Percentage fully and partly		Number fully	Number partly	Number not	Percentage fully	Percentage fully and partly
January .....	187	126	18	13	80.3	91.8	143	112	21	10	78.3	93.0	138	122	11	5	88.4	96.4
February .....	113	78	18	17	69.0	84.9	106	85	16	5	80.2	95.3	98	84	8	6	85.7	93.9
March .....	126	106	15	5	84.1	96.0	123	104	14	5	84.6	95.9	115	92	12	11	80.0	90.4
April .....	122	95	12	15	77.9	87.7	112	81	21	10	72.3	91.1	107	72	19	16	67.3	85.0
May .....	129	96	23	10	74.4	92.2	113	83	22	8	73.5	92.9	111	84	18	9	75.7	91.9
June .....	129	114	13	2	88.4	98.4	117	94	17	6	80.3	94.9	118	92	12	14	78.0	88.1
July .....	134	111	18	5	82.8	96.3	115	103	7	5	89.6	95.7	114	99	12	3	86.8	97.4
August .....	123	96	20	7	78.0	94.3	118	99	11	8	83.9	93.2	114	92	14	8	80.7	93.0
September .....	124	106	12	6	85.5	95.2	110	94	14	2	85.5	98.2	113	95	16	2	84.1	98.2
October .....	126	98	21	7	77.8	94.4	124	99	16	9	79.8	92.7	116	93	12	11	80.2	90.5
November .....	129	97	18	14	75.2	89.2	118	79	24	15	66.1	87.3	104	82	15	7	78.8	93.3
December .....	134	112	13	9	73.9	83.1	129	105	15	9	77.6	87.3	122	97	13	12	79.5	90.2
	1546	1235	201	110	79.9	92.9	1428	1138	198	92	79.7	93.6	1370	1104	162	104	80.6	92.4

II.

in each District, in each Month and in the whole Year.

	GULF.					MARITIME.					TOTAL.						
	Verified.					Number issued.	Verified.				Number issued.	Verified.					
	Number fully	Number partly	Number not	Percentage fully	Percentage fully and partly		Number fully	Number partly	Number not	Percentage fully		Percentage fully and partly	Number fully	Number partly	Number not	Percentage fully	Percentage fully and partly
135	115	13	7	85.2	94.8	130	109	13	8	83.9	93.8	703	584	76	43	83.1	93.9
101	92	8	1	91.1	99.9	105	77	15	13	73.3	87.6	523	416	65	42	79.5	92.0
110	91	12	7	82.7	93.6	117	95	11	11	81.2	90.6	591	488	64	39	82.7	93.4
112	83	20	9	74.1	91.9	117	93	17	7	79.5	94.0	570	424	89	57	74.4	90.0
107	79	16	12	73.8	88.8	112	79	21	12	70.5	89.3	572	421	100	51	73.6	91.1
120	86	20	14	71.7	88.3	113	81	22	10	71.7	91.2	597	467	84	46	78.2	92.3
114	92	17	5	80.7	95.6	117	99	16	2	84.6	98.3	594	504	70	20	84.8	96.6
112	94	14	4	83.9	96.4	111	85	18	8	76.6	92.8	578	466	77	35	80.6	93.9
114	100	9	5	87.7	95.6	113	102	8	3	90.3	97.3	574	497	59	18	86.5	96.9
111	88	14	9	79.3	91.9	116	81	22	13	69.8	88.8	593	459	85	49	77.4	91.7
109	88	14	7	80.7	93.6	113	86	21	6	76.1	94.7	573	432	92	49	75.4	91.5
134	104	13	17	81.4	93.0	142	105	13	24	83.5	93.3	661	523	67	71	79.1	89.3
3379	1112	170	97	80.6	92.2	1406	1092	197	117	77.7	91.7	7129	5681	928	520	79.7	92.7

The percentage of verification is very satisfactory, and shows marked improvement.

#### TELEGRAPH SIGNAL SERVICE.

Now that the Canadian Pacific Railway is completed, it is desirable that additional stations be established in British Columbia, so that we might have still earlier knowledge of weather changes approaching from the west.

#### CENTRAL OFFICE.

There has been no change made in the permanent staff of the office. Mr. Stupart has returned from the Hudson's Straits, where he had been employed in connection with the Hudson Bay Expedition, and his place has been taken by Mr. F. F. Payne, who is now in charge of the station at Stupart's Bay.

#### TIME SERVICE.

No change has been made in the method of performing this work, details of which are given in my report as Director of the Magnetic Observatory, which accompanies this.

Reports of the Directors of the Observatories at Quebec and St. John, N.B., form Appendices "A" and "B" to this report.

#### CHIEF SIGNAL OFFICER, U. S.

Major-General Hazen, Chief Signal Officer of the United States Army Signal Service, is again entitled to the thanks of the Department for the courteous co-operation and assistance he has at all times rendered this service.

#### VOLUNTEER OBSERVERS.

To these gentlemen the country is again indebted this year for a large amount of climatological statistics, compiled with care and accuracy, and the Dominion is to be congratulated that it possesses so many persons who, in the interests of science and for the benefit of their fellow countrymen, devote a considerable amount of their time, gratuitously, in furnishing meteorological data, and I regret that the smallness of the funds at my disposal prevents me from supplying equipments of instruments to many others who would gladly contribute, unremunerated, valuable information to this office.

I have again to call your attention to the fact that a large amount of climatological data exists in this office which I have been unable to prepare for publication. Some progress was made in this work during the winter months, but it had to be discontinued during the summer, owing to pressure of other work.

#### GREAT NORTH-WESTERN TELEGRAPH COMPANY.

To the efficiency with which the company conducts our business is due, in no small measure, the success of the work of the service, and I embrace this opportunity of tendering my thanks to the company for their valuable assistance during the year now closed.

#### INSPECTION OF STATIONS.

During the year the following places in the North-West Territories were visited by Inspector Payne:—Winnipeg, Stony Mountain, Oak Lake, Qu'Appelle, Calgary, Medicine Hat, Regina, Port Arthur—making, at the latter place, arrangements for establishing a storm signal station. He also inspected the newly established first-class station at Petrolia, and rendered all assistance necessary to enable Mr. Sylvanus Phillips, B.A., to commence taking observations.

Mr. Payne likewise visited stations along the line of the Canadian Pacific Railway from Port Arthur to Laggan, and placed rain-gauges, and gave instructions for their use, at every place where there was a station agent—in all, about forty-six

stations. This officer also inspected the stations along the Canadian Pacific Railway that were established in the year 1883 for observing temperature and rainfall.

Inspector Webber visited Stratford, Durham, Guelph, Paris and London, also a large number of stations in Eastern Canada, and established a station at Point Escuminac, in charge of Mr. Thos. Phillips. I have alluded to the importance of this new station in a former portion of my report. Mr. Webber also induced the volunteer observers at New Glasgow and Antigonish, who had ceased observing, to recommence, and Mr. H. H. Schaefer, of Point du Chêne, to undertake the charge of a first-class equipment. Several stations in Muskoka were also inspected by this officer.

Mr. Gordon, Deputy Superintendent, inspected Halifax, Ottawa and Montreal, and established a storm signal at McDonalds' Cove, Prinyer, Bay of Quinté—already alluded to; and Chicoutimi and Peterboro' I inspected myself.

All of which is respectfully submitted.

CHARLES CARMAEL,  
*Superintendent.*

## APPENDIX "A."

### REPORT OF THE QUEBEC OBSERVATORY.

QUEBEC, 4th January, 1886.

SIR,—I have the honour to submit the following report of the Quebec Observatory for the year just ended.

During the past year the management of the observatory has changed hands several times, Capt. Drury, R.C.A., being Director, until his departure for the North-West Territories, on the 28th March last, when I succeeded him, and remained in charge until "A" Battery, R.G.A., left Quebec, on the 16th September. I then handed the observatory over to Mr. Blake, who was sent to relieve me. I again took charge on the 31st October.

During my directorship the usual tri-daily meteorological telegraph reports have been forwarded regularly to the head office at Toronto. The time-ball has been dropped every day (Sunday excepted) at 1 o'clock, p.m., standard time, 75th Meridian, except the 29th of June, when the ball stuck at top, owing to shrinkage of rope from wet weather, and the 7th August, when the rope broke. These are the only accidents which occurred during the past season of navigation.

In order that the citizens might have correct time, the noon gun has been fired from the observatory direct, and the city bells have been struck at 1 o'clock daily, the time being supplied by the observatory.

As Quebec is the last port at which sea-going ships stop before proceeding on their voyage, and as all regular lines of transatlantic steamer depend, to a great extent, on this observatory, for rating their chronometers, I would suggest the advisability of supplying a larger and heavier transit instrument to this station.

During the past summer authority was given for doing considerable repairs to the observatory building, and for the erection of a new storm signal mast; but owing to the exchange of "A" and "B" Batteries, R. C. A. this work was not done. It is very desirable that the building should be put in a thorough state of repair as soon as the weather moderates, in order that there may be no interruption in the coming season of navigation. I think that this work could probably be done for three hundred and fifty dollars (\$350), an inconsiderable sum, if the value of the delicate instruments that must necessarily be kept in an observatory is considered, and the damage likely to be done thereto through improper protection.

I have the honour to be, Sir,

Your most obedient servant,

A. H. WALTERS.

## APPENDIX "B."

## REPORT ON THE ST. JOHN OBSERVATORY.

ST. JOHN OBSERVATORY, 2nd January, 1886.

SIR,—I have the honor to submit my annual report of the St. John Observatory, for the year ending 31st December, 1885.

The meteorological work has been regularly and carefully performed. Readings of the different instruments have been taken six times during the twenty-four hours, at 3:44, 7:36 and 11:44 a.m.; 3:44, 7:44 and 11:44 p.m., local time.

During the year this station was inspected by Mr. B. C. Webber, Inspecting Officer from Toronto, and a much better barometer supplied by his direction.

The time service has received careful attention. Determinations of time, for the correction of clock errors and rates, have been made nearly every clear night during the year, from observations of standard stars with the Negretti and Zambra transit instrument.

The method used at this observatory for the determination of the time consists in the observation of from six to ten o'clock stars, half of the set being observed in a reversed position of the rotation axis of the transit instrument.

The error of azimuth is computed from the observation of two pairs of stars, having considerable range and different signs of declination, one pair being observed in a reversed position of the axis.

The collimation error is determined by reversing the instrument on slow-moving stars, and the error of level by the measurement of the inclination of the axis with the striding level.

From a series of observations with the level, it was apparent that the pivot, with circle attached, is the larger by 0.07 seconds of time.

As it is impossible, under the present arrangement, to have the sidereal clock in the transit room, our observations are, of necessity, timed with the mean time chronometer. This chronometer is also used in dropping the ball. Comparisons are made with the standard mean time clock through the sidereal clock before and after observations. Daily comparisons of the clocks and chronometer are made before giving the time signals.

It would add to the accuracy of our work if the Department would supply a chronograph for use at this observatory, and I should be glad if you would recommend it.

The daily time signal has been given to the shipping, and others, as heretofore, by dropping the ball at 1 p.m., local time. Time, as determined at this observatory, is also daily distributed to all telegraph stations on the Intercolonial Railway.

It is evident, from our fortnightly exchanges of time with Toronto Observatory, that the longitude used here is in error something more than a second of time, and I hope you will be able to arrange for a telegraphic determination of longitude at an early date.

The storm signals, when ordered up from Toronto, have been promptly displayed on the signal station.

I have the honour to be, Sir,

Your obedient servant,

GEO. HUTCHINSON,

*Director of Observatory.*

## APPENDIX No. 33

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING THE REPORT ON THE MAGNETIC OBSERVATORY TORONTO, FOR THE CALENDAR YEAR, ENDED 31ST DECEMBER 1885.

TORONTO, 13th January, 1886.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to submit herewith my annual report for the year 1885.

During the year the regular routine observations have been carried out, as formally, and the self-recording magnetographs have been kept in operation, as have also the barograph, thermograph and other self-recording instruments.

The photographically-recording bifilar inclinometer, which was put in operation in 1884, has been found to work admirably, and is a valuable addition to our instrumental means.

We are now using the argentic gelatino-bromide process of photography in connection with the photographic instruments, in place of the wax paper process, as formerly, and have found great advantage in the change, the traces being cleaner than with the old process, and giving fewer failures. Since the introduction of this process I have made an improvement in the method of illumination for obtaining these traces, by which the consumption of gas is reduced from over 10 feet per hour to about 2 feet per hour for the four instruments, thus effecting a material saving.

The work of preparing the observations taken here, in connection with those of the International Polar Exploration Stations, has gone on but slowly, owing to the inadequacy of our staff.



## TIME SERVICE.

The exchanges of time between the various observatories and Toronto has been carried on throughout the year. The following is a table showing differences between time as determined at Toronto and the time as given by the various exchanges. The sign + indicates that Toronto time is faster than time sent by stations.

		Montreal.	Quebec.	St. John.
		Secs.	Secs.	Secs.
December	12.....	-0.19	-0.14	+3.74
January	9.....	-0.08	+0.94	+1.01
do	23.....		+0.63	+3.35
do	26.....			
do	30.....		+5.25	
February	6.....	-0.62	-0.70	-0.59
do	20.....	-0.81	+0.15	-0.32
March	6.....			-1.59
do	20.....	-0.02	-0.25	
April	2.....	-0.42	+2.70	-1.26
do	17.....	-0.97	+0.36	+1.02
May	1.....			+0.68
do	15.....	-0.57	+0.57	+0.95
do	29.....	-0.32	+1.83	+0.98
June	12.....	+0.08	+0.90	+1.64
do	26.....	-0.70	-0.50	+1.76
July	3.....	-0.81		
do	10.....	-0.72	+0.20	+1.21
do	24.....	+0.55	+1.54	+1.79
August	7.....	-0.08	+0.30	+1.49
do	21.....			+0.55
September	4.....	-0.74		+0.40
do	18.....	-0.21	+1.46	+1.32
October	2.....	-0.81	+0.42	+1.90
do	16.....	-0.59	+3.27	+2.29
do	30.....	-0.77	-2.05	-0.58
November	13.....	-0.66	-0.73	+1.06
do	27.....	+0.35	-0.70	+0.51
December	11.....			+1.11

The time exchanges are effected by means of a chronograph, on which is registered the time sent by each station, side by side with the time at the Toronto Observatory.

The observers are notified, on the day appointed, to be on hand at a certain time, generally from eight to nine in the evening, when direct telegraphic connection with these places can be more easily obtained.

The errors of the Toronto clock and the different timepieces used by the observers are computed from the latest observations.

The increased work which is entailed by the rigid examination of the clock and chronometer comparisons and observations sent in from the observatories at St. John and Quebec has been performed, and I would urge upon you the necessity of appointing to the staff here an astronomical assistant.

Various observations have been taken during the year to obtain a more accurate determination of the true bearing of the mark used in determining the absolute magnetic declination, from which it would appear that the old determination was nearly 1' in error. When further observations have been taken, the result will be published. Observations have also been taken for a re-determination of the latitude of the observatory.

No regular and systematic astronomical observations, other than these, have been, as yet, undertaken; but I am now making preparations for regular spectroscopic observations of the solar flames.

All of which is respectfully submitted.

CHARLES CARPMAEL,

Director.

## APPENDIX No. 34

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING REPORT OF THE SUPERINTENDENT OF THE MCGILL COLLEGE OBSERVATORY, MONTREAL, FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1885.

MONTREAL, 2nd January, 1886.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to report on the work of the McGill College Observatory for the year now closed.

The usual meteorological observations have been continued throughout the year without interruption. These have been reduced, and the results for each day have been published in the *Montreal Gazette*. Summaries for each month and for the year have been distributed. The yearly summary is appended hereto.

The time service has been conducted with much care. Sidereal observations for clock errors were made on 108 nights. The noon time-ball has been dropped, and other time signals distributed, as described in my reports of the past two years. Time signals have also been transmitted directly to the Canadian Pacific Railway Company and to the Montreal Post Office. Intercomparison of clock signals with the Toronto Observatory have been made on every alternate Friday night throughout the year. The greatest difference which was found on any night between the clocks of the two observatories, after correction for known error, personal equation and transmission time, was 0.52 secs. and the average difference for all the comparisons of the year was 0.26 secs.

A sidereal clock has been purchased for the observatory of the Ballow Manufacturing Company, Hartford, Conn., at a cost of \$500. As a condition of purchase, and through the courtesy of Professor Pickering, a trial of this clock, during three months' running, in the Harvard College Observatory, was made. Its performance during this time was exceptionally good. The clock has a four-legged Denison gravity escapement and mercurial compensation for the pendulum. It is now being mounted on a brick pier, in the basement of the observatory, and will be enclosed in an equal-temperature compartment.

The chronograph which was obtained from Messrs. Cooke & Sons, York, England, in 1883, proved so unsatisfactory as to be practically useless. It has been converted to the cylinder form, under my direction, and is now a serviceable instrument.

The determination of the difference of longitude between the Harvard College Observatory, Cambridge, Mass., and this observatory, has been completed, with the result that the pier of our transit instrument is 0h. 9m. 47.556 secs.  $\pm$  0.014 secs. west of the dome of the Harvard College Observatory and therefore 4h. 54m. 18.549  $\pm$  0.043 secs. west of the Greenwich Meridian. For a short statement of the methods employed in this work, reference is made to my report for the year 1883. A more detailed account, together with a full discussion of the observations, will appear in the forthcoming volume of the proceedings of the Royal Society of Canada.

I have the honour to be, Sir,

Your most obedient servant,

C. H. McLEOD,  
*Superintendent.*

YEARLY ABSTRACT

METEOROLOGICAL OBSERVATIONS, MCGILL  
Height above sea level, 187 feet. Latitude N.

Month.	Thermometer.					*Barometer.				†Mean pressure of vapour.	‡Mean relative humidity.
	Mean.	Deviation from 11 year means.	Maximum.	Minimum.	Mean daily range.	Mean.	Maximum.	Minimum.	Mean daily range.		
January.....	12·13	+ 0·32	48·0	-21·3	16·7	30·0043	30·747	29·104	·358	·0753	79·2
February.....	5·88	-10·42	34·0	-16·3	15·6	29·9415	30·451	29·111	·249	·0534	83·7
March.....	13·25	-10·45	39·8	-14·4	15·8	29·9809	30·466	29·339	·270	·0720	76·6
April.....	37·68	- 1·76	76·9	10·7	16·6	29·9930	30·542	29·347	·232	·1634	69·2
May.....	55·43	+ 1·29	81·0	25·2	19·7	29·9532	30·254	29·529	·148	·2623	58·4
June.....	62·13	- 2·29	85·4	38·0	18·0	29·8896	30·178	29·355	·169	·3768	66·6
July.....	69·23	+ 0·30	87·1	49·5	16·4	29·8735	30·150	29·565	·143	·5282	73·5
August.....	62·98	- 4·72	82·6	44·5	16·7	29·9128	30·185	29·481	·163	·4383	74·0
September.....	55·36	- 3·67	74·3	38·2	16·7	29·9700	30·311	29·426	·175	·3325	74·6
October.....	44·08	- 1·87	68·3	22·6	12·7	30·0068	30·396	29·468	·178	·2348	76·8
November.....	32·82	+ 0·08	51·0	11·6	8·1	29·9161	30·380	29·506	·176	·1580	84·1
December.....	19·38	+ 0·45	44·6	- 3·4	14·7	29·9579	30·717	29·165	·318	·0983	82·6
Means for 1885.....	39·20	- 2·65	.....	.....	15·6	29·9500	.....	.....	·215	·2328	74·9
Totals for 1885.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Means for 11 years, ending 31st, Dec., 1885.....	41·85	.....	.....	.....	.....	29·9728	.....	.....	.....	·2509	74·3

\* Barometer readings reduced to 32° Fahr., and to sea level. † Inches of mercury. ‡ Relative, "—" that it is lower than the average for 11 years, inclusive of 1885. The monthly means are

The greatest heat was 87·1° on 17th July; greatest cold, 21·3° below zero on 22nd January; was 35·9° on 23rd April; least range was 30° on 6th November. The warmest day was 30th July, zero. The highest barometer reading was 30·747 on 23rd January, the lowest 29·104 on 12th January. The greatest mileage of wind recorded in one hour was 46 on 17th January, when the velocity in and the resultant mileage 46,290. The rainfall in October, of which 4·06 inches fell during 28 hours, winter closed on 17th April. The first snow of the autumn fell on 30th October. The first sleighing ocean ships 6th May.

Auroras were observed on 17 nights. Hoar frost on 15 days. Fogs on 19 days. Lunar halos on

FOR 1885.

COLLEGE OBSERVATORY, MONTREAL, CANADA.

48° 30' 17". Longitude, 4h. 54m. 18-55s, W.

Mean Dew point.	Wind.		Sky clouded, per cent.	Bright sunshine, per cent.	Inches of rain.	Number of days on which rain fell.	Inches of snow.	Number of days on which snow fell.	Inches of rain and snow melted.	Number of days on which rain and snow fell.	Number of days on which rain or snow fell.	Month.
	Resultant direction.	Mean velocity in miles per hour										
6.7	S. 75° W.	14.50	63	23.5	1.11	5	21.5	18	3.24	3	20	..... January.
1.7	S. 78° W.	13.36	49	49.9	0.50	1	43.5	13	4.79	1	13	..... February.
7.0	S. 65° W.	12.70	56	53.2	0.36	3	29.1	15	2.98	3	15	..... March.
27.8	S. 78° W.	12.58	49	55.5	1.16	10	29.8	9	4.05	5	14	..... April.
39.6	S. 18° W.	8.76	54	63.1	1.66	10	0.0	0	1.66	0	10	..... May.
50.2	S. 55° W.	11.08	57	49.2	3.61	15	0.0	0	3.61	0	15	..... June.
59.9	S. 66° W.	7.43	52	64.1	2.85	9	0.0	0	2.85	0	9	..... July.
54.0	S. 64° W.	8.83	62	55.4	2.46	14	0.0	0	2.46	0	14	..... August.
46.9	S. 64° W.	9.05	45	64.4	4.18	12	0.0	0	4.18	0	12	..... September.
36.8	S. 62° W.	8.51	66	34.6	7.17	15	2.8	1	7.49	1	15	..... October.
28.0	N. 72° W.	9.20	77	16.7	2.27	12	14.4	9	3.70	3	18	..... November.
14.9	S. 73° W.	11.52	74	26.3	1.38	8	36.5	18	5.07	4	22	..... December.
31.1	S. 67.6° W.	10.63	58.7	46.3	.....	.....	.....	.....	.....	.....	.....	Means for 1885.
.....	.....	.....	.....	.....	28.69	114	177.6	83	46.06	20	177	Totals for 1885.
.....	.....	11.00	60.8	548.8	27.40	134	122.1	85	39.56	16	203	Means for 11 years, ending 31st Dec., 1885.

saturation being 100. § For 4 years only. ¶ “+” indicates that the temperature has been higher, derived from readings taken every 4th hour, beginning with 3h., Eastern Standard time. extreme range of temperature was therefore 108.4°. Greatest range of the thermometer in one day the mean temperature being 75.5°. The coldest day was 22nd January, mean temperature 15° below giving a range of 1.643 for the month and year. The lowest relative humidity was 21 on 29th May. gusts was at the rate of 64 miles per hour. The total mileage of wind during the year was 93,279, is the greatest record here during any one month in the past eleven years. The sleighing of the winter was on 25th November. Upper river navigation opened on 5th May. River open to

9 nights. Thunderstorms on 13 days, and lightning without thunder on 3 days.

C. W. McLEOD,  
Superintendent.

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## APPENDIX No. 35

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF  
MARINE, BEING REPORT OF THE DECAYED PILOT FUND OF  
QUEBEC, FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1885:

QUEBEC, 31<sup>ST</sup> December, 1885.

SIR,—I have the honour to forward, herewith, statement of the receipts and expenditure of the Decayed Pilot Fund of Quebec, for the year just ended.

The total receipts of the Corporation of Pilots for the present season of navigation, amount to .....	\$118,292 19
And the total expenditure to .....	22,487 18

207 foreign vessels paid for pilotage the sum of \$26,646.27, and 276 British vessels paid \$91,645.92.

166 pilots received a net dividend of \$576 each.

I have the honour to be, Sir,

Your most humble servant,

F. X. DION,

*Secretary-Treasurer.*

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

STATEMENT of Moneys Received and Disbursed by the Corporation of Pilots  
for the Decayed Pilot Fund of Quebec, during the Year 1885.

RECEIPTS.		\$	cts.	\$	cts.
To	Balance of 1884.....	2,635	54		
	Percentage on contributions of pilots .....	8,418	61		
	Interest on investments .....	3,073	00		
	Interest—Savings Bank .....	65	89		
	Fines .....	50	00		
				14,243	04
EXPENDITURE.					
By	Pensions.....	11,055	76		
	Relief.....	249	67		
	Salaries .....	500	00		
	General expenses .....	2	25		
	Deposit in Savings Bank .....	2,352	17		
	Balance on hand .....	83	19		
				14,243	04
PILOTS RELIEVED BY THE FUND.					
J. Bte. Couillard .....		46	13		
Isaie Morticotte.....		45	33		
Joseph Morency.....		40	61		
Laurent Godbout .....		42	40		
Barth. Lachance .....		15	20		
Edouard Labrègue .....		60	00		
				249	67
PENSIONERS AT THE EXPENSE OF THE FUND.					
AMOUNT PAID TO EACH DURING THE YEAR, FROM 1ST NOVEMBER, 1884, TO 1ST NOVEMBER, 1885.—PAID FROM 31ST DECEMBER, 1884, TO 31ST DECEMBER, 1885.					
<i>Fourteen Pilots at \$110.</i>					
Paul Blouin.....		110	00		
Frédéric Bernier .....		110	00		
Laurent Tremblay .....		110	00		
Dominique Girard .....		110	00		
François Vézina .....		110	00		
François Jos. Pouliot.....		110	00		
J. Bte. Bourget .....		110	00		
Yves Sylvestre .....		110	00		
Thomas Després.....		110	00		
Marcel Le Bel.....		110	00		
Pierre Pepin, superannuated 26th November, 1884.....		102	35		
Dominique Verrault, superannuated 27th June, 1885 .....		38	19		
Hilaire Jouvin .....		110	00		
Jacques Tremblay, died 30th August, 1884 .....		9	16		
Charles Bernier, superannuated 11th April, 1885 .....		61	11		
				1,420	81
<i>Ten Pilots at \$101.</i>					
F. X. Lachance .....		101	00		
Anselme Marmen .....		101	00		
Pierre Pelletier, died 26th February, 1885 .....		32	55		
Joseph St. Laurent, died 20th August, 1885.....		81	24		
J. Bte. Turgeon .....		101	00		
François Thivierge .....		101	00		
Maurice Pepin .....		101	00		
Isaie Marticotte, superannuated 11th April, 1885 .....		56	11		
Joseph Morency do do .....		56	11		
Edouard Labrègue do 24th September, 1885 .....		10	37		
				741	38
Carried forward.....				2,162	19

**STATEMENT of Moneys Received and Disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, etc.—Continued.**

	\$ cts.	\$ cts.
Brought forward .....		2,162 19
<b>PENSIONERS AT THE EXPENSE OF THE FUND—Continued.</b>		
<i>Six Pilots at \$92.</i>		
Edouard Demers .....	92 00	
Amable St. Laurent .....	92 00	
J. Bte. Paquet .....	92 00	
Clovis Antil .....	92 00	
Abraham Després .....	92 00	
Alexis Vézina .....	92 00	
		552 00
<i>Four Pilots at \$90.</i>		
Joseph Lavoie .....	90 00	
Edouard Rousseau .....	90 00	
Pierre Gourdeau .....	90 00	
Jean Lavoie .....	90 00	
		360 00
<i>Four Pilots at \$88.</i>		
F. X. Corriveau .....	88 00	
Joseph Lapointe .....	88 00	
François Pelletier .....	88 00	
Antoine Roussel .....	88 00	
		352 00
<i>Three Pilots at \$86.</i>		
François Nadeau .....	86 00	
Alexis Roy .....	86 00	
Célestin St Pierre .....	86 00	
		258 00
<i>Three Pilots at \$82.</i>		
Siméon Plante .....	82 00	
F. X. Ménard .....	82 00	
Michel Vézina (on account) .....	41 00	
		205 00
<i>Five Pilots at \$79.</i>		
Pierre Charest .....	79 00	
François Côté .....	79 00	
Léandre Raymond .....	79 00	
Paul Pouliot .....	79 00	
J. L. Roy .....	79 00	
		395 00
<i>One Pilot at \$47.</i>		
James Forbes .....		47 00
<b>WIDOWS OF PILOTS.</b>		
<i>Fourteen Widows at \$68.</i>		
Widow of Edouard Antil .....	68 00	
do Charles Brown .....	68 00	
do Maximin Caron .....	68 00	
do Charles Chouinard .....	68 00	
do Alexis Delisle .....	68 00	
do J. Bte. Dion .....	68 00	
do Ls. Jos. Lavoie .....	68 00	
do Charles Pouliot .....	68 00	
do Alexis Pelletier .....	68 00	
do Nicholas Paradis .....	68 00	
do Edouard Petitgrew .....	68 00	
Carried forward .....	748 00	4,331 19

STATEMENT of Moneys Received and Disbursed by the Corporation of Pilots  
for the Decayed Pilot Fund of Quebec, etc.—Continued.

	\$ cts.	\$ cts.
Brought forward .....	748 00	4,331 19
<b>PENSIONERS AT THE EXPENSE OF THE FUND—Continued.</b>		
<b>WIDOWS OF PILOTS—Continued.</b>		
<i>Fourteen Widows at \$68—Concluded.</i>		
Widow of Alexandre Vaillancourt.....	68 00	
do Edouard Marcoux .....	68 00	
do Jacques Tremblay (arrears) .....	11 33	
do do (one year) .....	68 00	
		963 33
<i>Fifteen Widows at \$64.</i>		
Widow of F. X. D-lisle .....	64 00	
do Robert Demers .....	64 00	
do Hubert Dumas .....	64 00	
do Jean Gobeil .....	64 00	
do Cyprien Langlois .....	64 00	
do Pierre Laprise .....	64 00	
do Paul Larochelle .....	64 00	
do Jean Frs. Lamarre .....	64 00	
do Joseph Mercier.....	64 00	
do Michel Morin .....	64 00	
do Joseph Raymond .....	64 00	
do Pierre Ruelland .....	64 00	
do George St. Amand, died 19th June, 1895 .....	40 70	
do Berth. Lachance, superannuated 28th December, 1884.....	54 05	
do Pierre Pelletier, died 29th March, 1885 .....	4 63	
		867 38
<i>Fifteen Widows at \$62.</i>		
Widow of C. J. Adam (A. B.).....	62 00	
do J. E. Adam .....	62 00	
do Damase Pabin .....	62 00	
do Marcel Côté .....	62 00	
do Paschal Dick .....	62 00	
do Michel F. urnier .....	62 00	
do Nicholas Fortin.....	62 00	
do Pierre Gourdeau (A. F).....	62 00	
do Amable Genest.....	62 00	
do Bénonie Normand.....	62 00	
do J. M. Plante.....	62 00	
do Gabriel Plante .....	62 00	
do Pierre Paquet.....	62 00	
do Frs. Rioux .....	62 00	
do Isaac Gourdeau.....	62 00	
		930 00
<i>Fifteen Widows at \$60.</i>		
Widow of Félix Caron .....	60 00	
do David Cinq-Mars.....	60 00	
do Jean Giroux .....	60 00	
do Pierre Gourdeau .....	60 00	
do Joseph Dupil .....	60 00	
do Jean Marcoux.....	60 00	
do Thomas Connell .....	60 00	
do J. Bte. Patoine .....	60 00	
do Pierre Curodeau .....	60 00	
do J. Bte. Tremblay .....	60 00	
do Magloire Mercier .....	60 00	
do Louis Crépault .....	60 00	
do Antoine Boucher.....	60 00	
do Edouard Vaillancourt .....	60 00	
do Vital Charest (arrears).....	15 00	
do do (one year) .....	60 00	
		915 00
Carried forward.....		8,006 90



**STATEMENT of Moneys Received and Disbursed by the Corporation of Pilots  
for the Decayed Pilot Fund of Quebec, etc.—Continued.**

	\$	cts.	\$	cts.
Brought forward .....			8,006	90
<b>PENSIONERS AT THE EXPENSE OF THE FUND—Continued.</b>				
<b>WIDOWS OF PILOTS—Continued.</b>				
<i>Sixteen Widows at \$58.</i>				
Widow of Ed. Chevalier .....	58	00		
do Thomas Dick .....	58	00		
do Denis Glynn .....	58	00		
do Wm. Irvine .....	58	00		
do Fabien Langelier .....	58	00		
do Julien Langlois .....	58	00		
do J. Bte. Laroche .....	58	00		
do A. Lavoie (L.M.) .....	58	00		
do Henri Lavoie .....	58	00		
do Firmin Lévesque (arrear).....	14	50		
do do (on account).....	43	50		
do Henri Noël .....	58	00		
do Fred Simpson .....	58	00		
do Joseph Simpson .....	58	00		
do Pierre Ross .....	58	00		
do J. Bte. Caron .....	58	00		
do Amable Fournier .....	58	00		
			928	00
<i>Fourteen Widows at \$56.</i>				
Widow of L. Asselin (M.L.) .....	56	00		
do Grégoire Bernier .....	56	00		
do Germain Caron .....	56	00		
do Jean Dion .....	56	00		
do Augustin Dolron .....	56	00		
do Jean Pelletier .....	56	00		
do C. F. König .....	56	00		
do Ovide Lachance .....	56	00		
do L. Langlois (E.D.).....	56	00		
do Pierre Normand .....	56	00		
do David Pettigrew .....	56	00		
do Benj. Pineau .....	56	00		
do John Simpson .....	56	00		
do Joseph Lévesque .....	56	00		
			784	00
<i>Nine Widows at \$48.</i>				
Widow of Guillaume Amyot.....	48	00		
do Paul Blouin .....	48	00		
do François Boissinot .....	48	00		
do Célestin Côté.....	48	00		
do P. Desrosiers .....	48	00		
do F. X. Lachance.....	48	00		
do Michel Pelletier, died 12th December, 1884 .....	5	60		
do Ambroise Royer .....	48	00		
do F. Leclerc, died 16th June, 1885 .....	30	14		
			371	74
<i>Seven Widows at \$40.</i>				
Widow of Jacques Dandurand (account) .....	30	00		
do André Keable .....	40	00		
do Guillaume Morency .....	40	00		
do Magloire Rioux .....	40	00		
do Pierre Rouleau .....	40	00		
do J. Bte. Servant .....	40	00		
do Henri Verrault .....	40	00		
			270	00
Carried forward .....			10,360	64

STATEMENT of Moneys Received and Disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, etc.—Continued.

	\$	cts.	\$	cts.
Brought forward .....			10,360	64
<b>PENSIONERS AT THE EXPENSE OF THE FUND—Concluded.</b>				
<b>WIDOWS OF PILOTS—Concluded.</b>				
<i>Fourteen Widows at \$38.</i>				
Widow of Zach. Blanchet (arrears) .....	19	00		
do do (on account) .....	19	00		
do Fabien Caron .....	38	00		
do Magloire Côté .....	38	00		
do R. Côté alias Urbain (arrears) .....	9	50		
do do (on account) .....	28	50		
do Antoine Fortier .....	38	00		
do L. Langlois (on account) .....	28	50		
do Pierre Lapointe .....	38	00		
do P. Michaud .....	38	00		
do Thomas McNeil (on account) .....	28	50		
do Antoine Raymond do .....	28	50		
do George Simard .....	38	00		
do Louis Thivierge .....	38	00		
do Alfred Turgeon .....	38	00		
do L. Ph. Lavoie .....	38	00		
			503	50
<b>FIFTEEN CHILDREN OF PILOTS.</b>				
David Charest (infirm) 1 .....	15	00		
D. Charest (Gervais) (arrears) 1 .....	3	75		
do (on account) 1 .....	3	75		
Nil Asselin (arrears) 2 .....	3	75		
do 1 .....	16	62		
Wm. Petitgrew (infirm) 2 .....	27	52		
Thomas Boutin do 1 .....	15	00		
P. Toussaint do 1 .....	15	00		
F. Dupuis do 1 .....	15	00		
N. Fortin (arrears) 1 .....	3	75		
do (one year) 1 .....	15	00		
Jas. Jahan (infirm) 1 .....	15	00		
B. Pineau (arrears) 1 .....	15	00		
Isaac Forbes (infirm) 2 .....	27	48		
			191	62
<b>RECAPITULATION OF PENSIONS.</b>				
14 Pilots at \$110 .....	1,420	81		
10 do 101 .....	741	38		
6 do 92 .....	552	00		
4 do 90 .....	360	00		
4 do 88 .....	352	00		
3 do 86 .....	258	00		
3 do 82 .....	205	00		
5 do 79 .....	395	00		
1 do 47 .....	47	00		
50 Pilots.				
14 Widows at \$68 .....	963	33		
15 do 64 .....	867	38		
15 do 62 .....	930	00		
16 do 60 .....	915	00		
14 do 58 .....	928	00		
9 do 56 .....	784	00		
9 do 48 .....	371	74		
98 .....			10,090	64
Carried forward .....				

**STATEMENT of Moneys Received and Disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, etc.—Concluded.**

	\$ cts.	\$ cts.
98 ..... Brought forward .....	10,090 64	
<b>RECAPITULATION OF PENSIONS—Concluded.</b>		
7 Widows at \$40 .....	270 00	
14 do 38 .....	503 50	
119 Widows.		
15 Children at \$15, \$12 and \$10 .....	191 62	
184 Pensioners.....		11,055 76
<b>CREDIT.</b>		
<b>RECEIPTS—DETAIL.</b>		
To Balance of 1884 .....	2,635 54	
Syndics of the Quebec Roads: 1 year's interest on \$22,800, at 6 per cent., on 1st July, 1885 .....	1,368 00	
The City of Quebec: 1 year's interest on \$9,000, at 7 per cent., on 1st July, 1885 .....	630 00	
Treasury Department: 1 year's interest on \$20,000, at 5 per cent., on 1st July, 1885 .....	1,000 00	
Estate of P. Boisseau: 1 year's interest on \$1,000, at 6 per cent., on 26th January, 1885 .....	60 00	
The Corporation of Pilots: 1 year's interest on \$300, at 5 per cent.....	15 00	
The Savings Bank: Interest received on current account to 25th May, 1885 .....	65 89	
Fines .....	50 00	
Receipts from the Corporation of Pilots .....	8,276 11	
do Captains, Pilots.....	142 50	
		14,243 04
<b>DEBIT.</b>		
<b>PENSIONS, RELIEF, &amp;C., PAID DURING THE SEASON OF 1885.</b>		
By Relief .....	249 67	
Arrears of Pensions to 31st December, 1884.....	95 84	
Amount of Pay-List of Pensions for quarter ended 31st January, 1885.....	2,743 83	
do do do 30th April, 1885 .....	2,761 79	
do do do 31st July, 1885 .....	2,762 93	
do do do 31st October, 1885 .....	2,701 37	
Salaries of the Treasurer and Assistant .....	500 00	
General expenses, printing .....	2 25	
Deposit in Savings Bank .....	2,352 17	
Balance on hand .....	83 19	
		14,243 04
<b>STATEMENT OF FUND.</b>		
Moneys loaned .....	53,352 71	
Amount in Savings Bank .....	2,352 17	
do Treasurer's hands .....	83 19	
	55,788 07	
To deduct arrears of pensions due this day.....	254 79	
		55,533 28

E. & O. E.

QUEBEC, 31st December, 1885.

F. X. DION, *Sec.-Treasurer.*

We, the undersigned, certify to having minutely examined the books and accounts of the Decayed Pilot Fund, and having found them correct.

THOS. BOISSINOT, *Accountant.*

JOSEPH BERNIER, } *Auditors.*  
JOSEPH LACHANCE, }

## APPENDIX No. 36

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING REPORT ON THE DECAYED PILOT FUND OF MONTREAL, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 15th January, 1886.

SIR,—I have the honour to transmit, herewith, for the information of the Honourable the Minister of Marine and Fisheries, statements of the receipts and disbursements of the Montreal Decayed Pilot Fund, for the year ending the 31st December, 1885.

The Fund continues in a very satisfactory condition, the excess of receipts over disbursements for the year being \$1,764.52.

The receipts were as follows:—

Poundage .....	\$2,044 83	
Interest on investments, &c.....	2,211 69	
		<u>\$4,306 52</u>
And the disbursements, being for pensions.....	2,542 00	
		<u>2,542 00</u>
Surplus.....		<u>\$1,764 52</u>

Pilot Jos. Barnabé dit Lafrenière died on the 26th January, and left no one entitled to obtain relief from the Fund. Pilot Placide Gaillardet died on the 26th May, and his widow was placed on the pension list.

There are 21 pensioners on the fund, viz., 19 widows and 2 old pilots.

I have the honour to be, Sir,

Your obedient servant,

H. D. WHITNEY,

Secretary.

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

CR.

H. D. WHITNEY, Treasurer, in account with The Decayed Pilot Fund.

DR.

1885		\$	cts.	1885.	By Paid the following Pensions for 3 months ending		cts.
Jan. 1	To Balance brought forward.....	4,666	80	Feb.	1st February—	28 00	
do 16	6 months' interest on \$28,000, Harbour Bonds.....	867	50	do	Widow Olivier Abelle.....	24 00	
do 22	do do 5,000, City of Montreal Bonds.....	125	00	do	Thos. Dubord.....	28 00	
May 31	Received from Collector of Customs, poundage, May.....	130	19	do	Hubert Lemai.....	28 00	
June 5	6 months' interest on \$2,000, Montreal Water Works Bonds.....	60	00	do	Hector Hamelin.....	28 00	
do 30	Received from Collector of Customs, poundage, June.....	337	11	do	Zepherin Boudreau.....	28 00	
July 5	Received extra poundage, ss. "Buenos Ayrean".....	1	16	do	Jos. Bouies.....	28 00	
do 13	6 months' interest on \$28,000, Harbour Bonds.....	867	50	do	Felix Hamelin.....	28 00	
do 31	Received from Collector of Customs, poundage, July.....	365	01	Pilot	Onésime Naud.....	50 00	
Aug. 3	6 months' interest on \$5,000, City of Montreal Bonds.....	125	00	do	Jos. Barnabé dit Lafrenière (his heirs).....	50 00	
do 31	Received from Collector of Customs, poundage, August.....	346	38	Widow	Isaie Beaudry.....	28 00	
do 30	do do do September.....	324	46	do	Savère Belisle.....	28 00	
Sept. 30	do do do October.....	271	84	do	Narcisse Bouille.....	28 00	
Oct. 31	6 months' interest on \$2,000, Montreal Water Works Bonds.....	60	00	do	Louis D. Bouille.....	22 00	
Nov. 4	Received from Collector of Customs, poundage, Montreal, str. "Montreal" poundage.....	50	00	do	Moise Biron.....	24 00	
do 26	Received from Collector of Customs, poundage, November.....	224	55	do	Ed. Naud.....	28 00	
do 30	Received from Collector of Customs, Three Rivers, 1884-85.....	44	13	do	Zeph. Mayrand.....	24 00	
Dec. 2	Received from City and District Savings Bank, interest on account.....	106	69	do	Ed. Naud.....	50 00	
do 31				1st May—	Placide Gaillardet.....	28 00	
				do	Widow Olivier Raymond.....	50 00	
				Heirs, Pilot P. M. Mathieu, balance.....	28 00		
				do	Placide Gaillardet.....	25 00	
				do	Widow Olivier Abelle.....	28 00	
				do	Jos. Bouies.....	28 00	
				do	Thos. Dubord.....	24 00	
				do	Felix Hamelin.....	28 00	
				do	Hubert Lemai.....	28 00	
				do	Hector Hamelin.....	28 00	
				do	Zeph. Boudreau.....	28 00	
				do	Old Pilot Onésime Naud.....	50 00	
				do	Widow Ed. Naud.....	24 00	
				do	Isaie Beaudry.....	28 00	
				do	Savère Belisle.....	28 00	
				do	Narcisse Bouille.....	28 00	
				do	Louis D. Bouille.....	22 00	
				do	Moise Biron.....	22 00	
				do	David Mathieu.....	24 00	

do	11	Ed. Boudreau	28 00
do	11	Eusebe Toupin	24 00
do	11	Zeph Mayrand	28 00
do	11	Old Pilot Joseph L. Dussureau	50 00
do	11	do Placide Gaillardet	50 00
June	1	Widow Olivier Raymond	28 00
By Paid the following pensions for 3 months ending			
1st August:—			
Aug.	1...	Widow Olivier Abelle	28 00
do	1...	do Zeph Boudreau	28 00
do	1...	do Thos Dubord	24 00
do	1...	do Hubert Lemal	28 00
do	3...	do Issie Beaudry	28 00
do	3...	do Sévère Belisle	28 00
do	3...	do Jos. Boutis	28 00
do	3...	do Narcisse Bouille	28 00
do	3...	do Louis D. Bouille	22 00
do	3...	do Felix Hamelin	28 00
do	3...	do Moïse Biron	22 00
do	3...	do Olivier Raymond	28 00
do	3...	do Ed. Boudreau	28 00
do	3...	do Edouard Naud	24 00
do	3...	Old Pilot Jos. L. Dussureau	50 00
do	4...	do Onésime Naud	50 00
do	4...	Widow David Mathew	24 00
do	14...	do Eusebe Toupin	24 00
do	14...	do Zeph Mayrand	28 00
do	14...	Heirs old Pilot Placide Gaillardet, balance	15 00
do	14...	Widow Placide Gaillardet	20 00
do	14...	do Hector Hamelin	28 00
Oct.	15...	do Hector Hamelin	28 00
By Paid the following pensions for 3 months ending			
1st November:—			
Nov.	2...	Widow Olivier Abelle	28 00
do	2...	do Zeph Boudreau	28 00
do	2...	do Hubert Lemal	28 00
do	2...	do Hector Hamelin	28 00
do	2...	do Olivier Raymond	28 00
do	2...	do Jos. Boutis	28 00
do	2...	do Thos. Dubord	24 00
do	2...	do Felix Hamelin	28 00
do	2...	do Onésime Naud	50 00
do	7...	do Jos. L. Dussureau	50 00
do	7...	Widow Issie Beaudry	28 00
do	7...	do Sévère Belisle	28 00
do	7...	do Narcisse Bouille	28 00
do	7...	do Louis D. Bouille	22 00
do	7...	do Moïse Biron	22 00
Carried forward			2,386 00

8,963 33

Carried forward

DR. H. D. WHITNEY, Treasurer, in account with the Decayed Pilot Fund.---Continued. CR.

1885.          Brought orward .....          Total .....	\$ 8,963 32          <hr/> 8,963 32	Brought forward .....          By Paid the following pensions for 3 months ending 1st November:— Widow David Mathew ..... do Ed Boudreau ..... do Eusebe Toupin ..... do Zeph Mayrand ..... do Ed. Naud ..... do Placide Gaillardet ..... Balance.....	cts. 2,386 00          24 00 28 00 24 00 28 00 24 00 28 00 6,421 32  Total.....
--	--	--	--

## STATEMENT of Fund, 1885.

	\$	cts.
Montreal Harbour Bonds, $6\frac{1}{2}$ per cent. interest .....	19,000	00
do 6 do .....	5,000	00
do 5 do .....	4,000	00
Montreal Water Works Bonds, 6 per cent. interest .....	2,000	00
City of Montreal Consolidated Fund, 5 per cent. interest.....	5,000	00
Cash in City and District Savings Bank, 3 per cent. interest.....	6,385	06
Cash on hand.....	36	28
	41,421	32

H. D. WHITNEY,  
*Secretary.*

MONTREAL, 31st December, 1885.

I hereby certify that I have examined the statement of receipts and disbursements of the Treasurer of the "Montreal Decayed Pilot Fund," for the year ended the 31st December, 1885; also the securities mentioned in the above statement, as belonging to this Fund, and the cash on hand, all of which I find to be correct.

ANDREW ALLAN,  
*Harbour Commissioner and Chairman Pilot Committee.*



## APPENDIX No 37

To the Eighteenth Annual Report of the Department of Marine, being a Statement respecting the Marine Hospital, for the Fiscal Year ended 30th June, 1885.

Hospital.	Medical Superintendent.	Patients Admitted.	Patients Discharged, Cured or Relieved.	Patients died in Hospital.	Patients remaining for Treatment.
Bathurst, N.B. ....	G. M. Duncan, M.D. ....	No returns	.....	.....	.....
Miramichi, N.B. ....	J. S. Beason, M.D. ....	33	33	.....	.....
Richibucto, N.B. ....	J. W. Doherty, M.D. ....	11	7	.....	4
Sackville, N.B. ....	H. S. Trueman, M.D. ....	No returns	.....	.....	.....
St. Andrews, N.B. ....	S. T. Gove, M.D. ....	Nil.	.....	.....	.....
St. John, N.B. ....	L. B. Butsford, M.D. ....	161	146	3	12
Lunenburg, N.S. ....	S. Jacobs, M.D. ....	5	4	1	.....
Pictou, N.S. ....	John McMillen, M.D. ....	15	15	.....	.....
Port Hawkesbury, N.S. ....	P. A. McDonald, M.D. ....	6	6	.....	.....
Sydney, N.S. ....	A. D. MacGillvary, M.D. ....	45	44	1	.....
Yarmouth, N.S. ....	A. M. Perrin, M.D. ....	No returns	.....	.....	.....
Souris, P. E. I. ....	E. P. Ford, M.D. ....	Nil.	.....	.....	.....
Victoria, B.C. ....	John C. Davie, M.D. ....	42	2	40	.....

WM. SMITH,  
Deputy Minister of Marine.

## APPENDIX No. 38

TO THE EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE, BEING LIST OF SIGNALLING STATIONS IN CONNECTION WITH THE TELEGRAPH SYSTEM OF CANADA, UNDER THE CONTROL OF THE MARINE DEPARTMENT.

Name of Station.	Signals in use.	Location.	Marine miles below Qu- bec, approximate.
L'Islet Telegraph Office.....	Flags .....	South Shore of River and Gulf of St. Lawrence.....	43
Rivière du Loup Lighthouse.....	Semaphore and Flags .....	do .....	85
Brandy Pots Lighthouse .....	do .....	do .....	85
Father Point Lighthouse .....	Flags .....	do .....	155
Little Metis Lighthouse .....	do .....	do .....	175
Matane Lighthouse .....	do .....	do .....	196
Cape Chatte Lighthouse .....	do .....	do .....	230
Martin River Lighthouse .....	do .....	do .....	255
Cape Magdalen Lighthouse .....	do .....	do .....	290
Fame Point Lighthouse .....	do .....	do .....	300
Cape Rosier Lighthouse .....	do .....	do .....	354
Cape Despair Lighthouse .....	do .....	Gaspé Coast of Gulf .....	384
Point Maquereau Lighthouse.....	do .....	do .....	403
Portneuf Lighthouse.....	do .....	North Shore of River and Gulf of St. Lawrence.....	130
Manicouagan Telegraph Station.....	do .....	do .....	180
Point des Monts Lighthouse.....	do .....	do .....	220
West Point Lighthouse .....	do .....	Island of Anticosti.....	328
South-West Point Lighthouse.....	do .....	do .....	356
South Point Lighthouse .....	do .....	do .....	413
Beach Point Lighthouse .....	do .....	do .....	435
Point Escuminac Lighthouse.....	do .....	New Brunswick.....	469
Amherst Island Lighthouse.....	do .....	Magdalen Islands .....	475
Etang du Nord Lighthouse.....	do .....	do .....	475
Grosse Ile Telegraph Office.....	do .....	do .....	475
Bird Rocks Lighthouse .....	do .....	do .....	480
West Cove Telegraph Office, near Cape St. Lawrence (the landing place of Magdalen Islands cable).....	do .....	Cape Breton, Nova Scotia....	530
Low Point Lighthouse.....	do .....	do .....	575
Cape Ray Lighthouse.....	do .....	Newfoundland.....	551
Flagg's Cove Telegraph Office.....	do .....	Grand Manan, Bay of Fundy	† 50

† Marine miles from St. John, N.B.

## RULES AND REGULATIONS.

1st. Vessels exhibiting their distinctive numbers will have their names transmitted to the local press (for publication only) free of charge.

2nd. Despatches to or from vessels within signalling distance, by the international code, either by flags or semaphores, will be duly delivered as addressed.

3rd. Despatches will be charged for at the ordinary telegraph rates, between stations; but no charge will be made for signalling between coast stations and vessels at sea.

4th. Despatches may (by special request) be delivered in cipher, otherwise they will be transmitted in ordinary language.

5th. Vessels may obtain information as to winds, weather and ice at any signal station within the River and Gulf of St. Lawrence free of charge.

6th. The stations marked thus (\*) are kept specially informed respecting the state of navigation in the river and gulf during the months of April and May.

WM. SMITH,  
*Deputy Minister of Marine.*

H. J. McHUGH,  
*Inspector Signal Service.*



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SUPPLEMENT

TO THE

EIGHTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE,  
BEING FOR THE FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1885.

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REPORTS

OF THE

CHAIRMEN OF THE BOARDS OF

STEAMBOAT INSPECTION

AND EXAMINERS OF MASTERS AND MATES,

THE

TORONTO, MONTREAL, QUEBEC AND PICTOU

HARBOUR COMMISSIONERS

THE PILOTAGE AUTHORITIES,

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, AND ON THE  
HARBOUR POLICE OF MONTREAL AND QUEBEC, TOGETHER WITH  
STATEMENT OF WRECKS AND CASUALTIES AND LIST  
OF REWARDS FOR SAVING LIFE,

CHIEFLY UP TO THE

31<sup>ST</sup> DAY OF DECEMBER, 1885

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PRINTED BY ORDER OF PARLIAMENT.

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OTTAWA:

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

1886.



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## SUPPLEMENT.

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The Hon. GEO. E. FOSTER, M.P..

Minister of Marine and Fisheries.

SIR,—I have the honor to submit herewith Supplement to the Eighteenth Annual Report of the Department of Marine, being for the year 1885, containing the Reports of the Chairmen of the Boards of Steamboat Inspection and Examiners of Masters and Mates, the Toronto, Montreal, Quebec and Pictou Harbour Commissioners, the Pilotage Authorities, the Harbour and Shipping Masters, certain Port Wardens, and on the Harbour Police of Montreal and Quebec, together with Statement of Wrecks and Casualties and List of Awards for Saving Life.

My remarks on the subjects specified in the above mentioned Reports, will be found in the Annual Report of this Department, submitted on the 1st January last.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

*Deputy Minister of Marine.*





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## APPENDIX No. 1.

## REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

BOARD OF STEAMBOAT INSPECTION,  
CHAIRMAN'S OFFICE, TORONTO, 1st January, 1886.

Hon. GEORGE E. FOSTER,  
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith my annual report for the year ended 31st December, 1885.

Sittings of the Board were convened during the year at St. John, N.B., 31st August; at Pictou, N.S., 5th September; at Charlottetown, P.E.I., 10th September, and at Quebec the 19th September, for the examination of engineers and renewal of certificates to qualified engineers, and other proceedings connected with the service, which were duly reported to the Minister, under date 29th September.

A quorum of the Board was also convened at Toronto, 30th November. The examination papers of engineers taken by the local inspectors at Sorel, Montreal, Kingston, Lindsay, St. Catharines, Gravenhurst, Owen Sound, Collingwood, Chatham, Windsor and Sarnia, were passed according to the qualifications of the candidates.

## CASUALTIES INVOLVING LOSS OF LIFE.

The past year again presents a fearful loss of life on steamboats on the upper lakes.

On the 7th November, during a snowstorm and gale, on Lake Superior, the Canadian Pacific Railway Company's steamer "Algoma" stranded on Isle Royal, thirty of the crew and eight passengers were lost, the remainder, twelve of the crew and two passengers, saved. The vessel appears to have gone to pieces very quickly. I am informed that she had two hundred tons of railroad iron on the main deck, and that this load can now be seen through the water, as it fell, the sides of the vessel apparently giving way under it. The stern of the vessel (all that was left of her) fortunately hung on, and to that those saved chiefly owe their lives.

Since writing the foregoing, I have seen Capt. Harbottle's, and Lieut. Gordon's, report on enquiry into the loss of the "Algoma," instituted by order of the Department. No particulars are given as to the construction of the vessel, her strength or classification. This is to be regretted as if she had weak points, reference to them would have been a guide in strengthening the two remaining vessels of the company. The trim of the ship is given as 7 ft. 2 in. forward and 13 ft. 4 in. aft. I have before drawn the attention of the Department to the danger of such trim in these vessels, how far it had to do with the loss of the "Algoma," I cannot say. That it told against her, both in the open water and on the rocks, I am satisfied.

On the 19th October, at Duluth, Lake Superior, the steam receiver of the engine of the propeller "Myles" burst. The escaping steam killed the first and second engineers. The former was in his room, adjoining the engine-room, and the latter in the engine-room.

October 19th, the tug "Admiral D. D. Porter," when bound from Lake Huron with two schooners in tow, and when about ten miles from Port Huron, broke

her main crank pin, the engine piston passed through the cylinder head, completely wrecking the engine. The steam pipe also was broken off close to the boiler, allowing the steam and hot water to escape. Wm. Kirbley, the cook on the tug, hearing the noise of the break, opened his room door, which was opposite the engine-room, he was driven back by steam and badly scalded, causing his death soon after. The second engineer, on watch at the time below, was also badly scalded.

On the 20th June, on her way from Wiarton to Owen Sound, a passenger was lost off the steamer "Annie Watt," a life preserver was thrown over and the life boat got out, but to no purpose. He sank before he could be reached.

August 27th. The water in the boiler of the steamer "Hero," of Kingston, was allowed to get low, causing overheating of the furnace crowns, which gave way. The steam issuing from the rivet holes in the plates, forced its way out at the ash pit openings, scalding to death the fireman, John Dickson, on watch at the time.

An enquiry into the cause of this disaster was directed by Order in Council, which resulted in the cancellation of the certificate of John Arnold, the second engineer, who was on watch at the time of the occurrence, and was held directly accountable for neglect of duty in not personally looking after the water in the boiler when getting up steam. For general laxity of discipline in his department, the chief engineer, Robert McCaul, was indirectly held accountable for the disaster, and his certificate was revoked for twelve months. The master of the "Hero," C. H. Nicholson, for want of proper supervision over the crew of the vessel and laxity of discipline on board, was censured.

August 1st. Steamer "C. O'Kelly," burnt at the wharf at Pembroke, total loss. Cause supposed to be the explosion of a coal oil lamp. The watchman and all hands were asleep at the time, five of whom lost their lives by fire and by drowning.

July 28th. By collision of the steamers "R. P. Rithet" and "Enterprise," off Cadboro' Bay, Vancouver Island, two lives were lost on the last named steamer.

#### CASUALTIES NOT INVOLVING LOSS OF LIFE.

May 24th. Propeller "Niagara," gib of the main connecting rod broke, causing also the breaking of the cylinder cover.

June 20th. The crosshead of engine gave way in the steamer "Telegram."

August 20th. Seven screw stays gave way in the furnace top of the boiler of the steamer "Nipissing," on Lake Muskoka. No other damage followed.

September—Propeller "Clinton" broke her crank pin.

September—"Meteor's" furnace crown was injured by the giving way of two stay rivets.

October 20th. The propeller barge "C. N. Pratt," of Windsor, burnt to the water's edge at the wharf. Supposed incendiary.

September 12th. Propeller "Prussia," burnt on Lake Superior. Total loss.

September 15th. Tug "Bob Hackett," sunk by collision with the propeller "St. Magnus," off Bois Blanc Island. Total loss.

July 16th. Propeller "Quebec," of the Sarnia line, sunk near St. Joseph Island, St. Mary's River, in about 130 feet of water. Attempts to raise her have, I believe, so far failed.

October 3rd. Small passenger steamer "Shamrock," burned at Hamilton. Total loss.

August 3rd. By fire the ferry steamers "Mazeppa," "Annie Craig," "Ontario," "Theresa," and a small yacht, were lost at their wharves, Toronto.

November 14th. Tug "A. T. Kelley," of Wallaceburg, Ont., burnt; fire supposed to have occurred from a spark from the kitchen stove. Vessel raised and being repaired.

December 4th. Passenger steamer "Beatrice," of Port Stanley, burnt at the dock at 3 a.m. Cause unknown; total loss.

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CASUALTY RETURNS FROM INSPECTORS, IN THE SEVERAL DISTRICTS,  
SO FAR AS RETURNED TO ME.

It will be noticeable in these returns, the number of casualties arising from explosion of coal oil lamps :—

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STEAMBOAT INSPECTORS' OFFICE,  
KINGSTON, ONT., 12th December, 1885.

SIR,—I beg leave to submit herewith returns in this division for the year 1885.  
August 29th. Steamer "Hero," boiler gave way in furnace, fatally injuring fireman, on the watch. Cause, low water over crown sheet of furnaces.  
September 25th. Steamer "Alexandria" broke her shaft, which was of cast-iron.  
October 26th. Propeller "Indian" was burnt at the wharf at Kingston, supposed to have been caused by the explosion of a coal oil lamp in firehold. Total loss.

I am Sir,

Your obedient servant,

EDWARD ADAMS,

*Steamboat Inspector.*

S. RISLEY, Esq.,  
Chairman Board of Steamboat Inspection,  
Toronto.

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STEAMBOAT INSPECTOR'S OFFICE,  
MONTREAL, 31st December, 1885.

SIR,—I beg leave to submit herewith returns in this division for 1885:  
June 9. The iron passenger steamer "Peerless," running between Ottawa and Grenville, had her upper works entirely consumed by fire while at the wharf at Montebello, with a large number of excursionists on board. The vessel was got ashore and scuttled, by opening the engine injections, which filled her in two or three hours. Cause of the fire supposed to be the upsetting of a coal oil lamp in the lower after-cabin, occupied by the waiters. No insurance.  
Early in July, the side-wheel tug steamer, "Aurora," while lying at the wharf at Carillon, was completely destroyed by fire. Insurance, \$3,000. Cause of fire not known. She had been lying idle for some days.  
August 1. The side-wheel tug, "C. O. Kelly," while lying at the wharf at Pembroke, took fire and was burnt to the water's edge. She sank and became a total loss. The explosion of a coal oil lamp supposed to have been the cause. The watchman and all hands were asleep at the time. Five of the crew lost their lives by burning and jumping overboard.

I am, Sir,

Your obedient servant,

JOHN BURGESS,

*Steamboat Inspector.*

S. RISLEY, Esq.,  
Chairman Board of Steamboat Inspection,  
Toronto.

STEAMBOAT INSPECTOR'S OFFICE,  
ST. JOHN, N. B., 12th December, 1885.

Sir,—I beg leave to submit herewith returns in this division for 1885 :

August 20. The iron steamer "Summerside," a freight and passenger steamer, owned in Prince Edward Island, was lost on Fogo Island, Newfoundland, through ignorance of the pilot. Crew and passengers saved.

In September last the steamer "Richmond," a ferry boat, was burnt at the ferry wharf, Grandique. Cause of the fire unknown. No loss of life.

In September, the passenger steamer "Edgar Stuart," lost in Lockport harbor on a reef. No lives lost.

I am, Sir

Your obedient servant,

WM. M. SMITH,

*Deputy Chairman Board of Steamboat Inspection.*

S. RISLEY, Esq.,  
Chairman Board of Steamboat Inspection,  
Toronto.

STEAMBOAT INSPECTOR'S OFFICE,  
VICTORIA, B.C., 31st December, 1885.

SIR,—I beg leave to submit herewith returns for this division for the year 1885 :

February 16. Steamer "Amelia," on voyage from Victoria, B.C., to Nanaimo, B.C., broke end of connecting rod and seriously disabled engines; was towed back to Victoria for repairs.

April 6. Steamer "Otter," during a thick fog, ran on the rocks off Cadboro' Point, Vancouver's Island, was towed off seriously damaged and returned to Victoria.

July 28. Steamers "R. P. Rithet" and "Enterprise," both of Victoria, B.C., collided off Cadboro' Bay, Vancouver's Island, with the loss of two lives on the steamer "Enterprise." An enquiry into the cause of the collision was held in Victoria, B.C., before Captains Lewis and Devereaux, and Mr. E. S. Vigor. The captain of the "R. P. Rithet" was found to be in fault, and his certificate as master was suspended for twelve months, which decision was approved and confirmed by the Hon. the Minister of Marine and Fisheries.

I am, Sir,

Your obedient servant,

E. S. VIGOR,

*Steamboat Inspector.*

S. RISLEY, Esq.,  
Chairman Board of Steamboat Inspection,  
Toronto.

STEAMBOAT INSPECTOR'S OFFICE,  
WINNIPEG, 10th December, 1885.

SIR,—I beg leave to submit herewith returns from this division for the year 1885:—

Four steamers have become total wrecks in my district during the year, namely, the "Manitoba," "Alpha," "Cheyenne" and "N. Mosher." I am happy to state that no loss of life resulted therefrom.

The steamer "Northcote" had her smoke pipes carried away, last spring, by coming in contact with a wire ferry cable at Batoche, on the South Saskatchewan River, while going down stream, and passing under a severe fire from the rebel rifle-pits (connected with the Riel rebellion). The steamer received some eighty or one hundred shots through the pilot-house and her upper works, but received no damage to either hull or machinery. I am informed that only three persons on board were wounded, but no life lost, during this perilous run.

I am, Sir,

Your obedient servant,

EDMUND R. ABELL,

*Steamboat Inspector.*

S. RISLEY, Esq.,  
Chairman Board of Steamboat Inspection,  
Toronto.

NUMBER, and Gross Tonnage, of Steam Vessels in the Dominion during the Year ending 31st December, 1885.

Division.	No.	Tons.
West Ontario, Huron and Superior.....	270	63,123·00
Kingston.....	123	13,725·30
Montreal.....	141	21,939·00
Quebec.....	144	35,036·00
Maritime Provinces.....	119	14,064·00
Manitoba, Keewatin and North-West Territory.....	57	7,553·75
British Columbia.....	62	12,238·25
Total.....	916	167,679·30

DUES and Fees collected on account of Steamboat Inspection during the Year ending 31st December, 1885.

Division.	\$	cts.
West Ontario, Huron and Superior.....	3,762	17
Kingston.....	1,156	68
Montreal.....	1,401	80
Quebec.....	2,130	24
Maritime Provinces.....	1,137	28
Manitoba, Keewatin and North-West Territory.....	609	29
British Columbia.....	1,028	71
Total.....	11,226	10



RECEIPTS on account of Steamboat Inspection during the Year ending 31st  
December, 1885.

	\$	cts.	\$	cts.
<b>West Ontario, Huron and Superior :—</b>				
Steamboat inspection fees and dues .....	3,762	12		
Engineers' fees.....	665	00		
			4,427	12
<b>Kingston :—</b>				
Steamboat inspection fees and dues.....	1,156	66		
Engineers' fees.....	107	00		
			1,263	66
<b>Montreal :—</b>				
Steamboat inspection fees and dues.....	1,401	80		
Engineers' fees.....	118	00		
			1,519	80
<b>Quebec :—</b>				
Steamboat inspection fees and dues .....	2,130	24		
Engineers' fees.....	177	00		
			2,307	24
<b>Maritime Provinces :—</b>				
Steamboat inspection fees and dues.....	1,137	28		
Engineers' fees .....	317	00		
			1,454	28
<b>Manitoba and Keewatin :—</b>				
Steamboat inspection fees and dues .....	609	29		
Engineers' fees.....	22	00		
			631	29
<b>British Columbia :—</b>				
Steamboat inspection fees and dues.....	1,028	71		
Engineers' fees .....	86	00		
			1,114	71
<b>Total Receipts.....</b>			12,718	10

ENGINEERS' CERTIFICATES issued during the Year 1885, and Grade.

First class.....	11
Second class.....	278
Third class.....	607
Fourth class.....	32
<b>Total.....</b>	<b>928</b>

At the urgent request of the steamboat owners, an Act was passed during the year making a fourth grade of engineers' certificates, to act in the capacity of assistant engineers only.

A draft Order in Council, in favor of acknowledgment of Colonial Engineer Certificates of competency, first and second class, issued by the Board of Steamboat Inspection, as of equal value to those granted under the "Merchant's Shipping Act," has been received from the Colonial Office. It is probable, therefore, that during the present year, certificates under this regulation will be granted.

The following is a list of engineers who received certificates during the year, their class, and fees paid, also the returns furnished by the several inspectors.

I am, Sir,

Your most obedient servant,

SAMUEL RISLEY,

Chairman Board of Steamboat Inspection.

STEAMBOAT Engineers' Examinations and Renewals during the Year ended 31st December, 1885, the name of the Engineer, Class, and the Fee Paid.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
		\$			\$
<i>1883—Renewals during the year 1885 for 1883.</i>					
<b>B</b>					
Bonner, Robert .....	3	5	McDonald, Angus .....	3	5
<b>G</b>					
Ginac, Alfred .....	2	5	Norcross, Samuel R. ....	3	5
Garneau, Xavier .....	2	5	<b>S</b>		
<b>L</b>					
Lard, Remie .....	3	5	Samson, Jean .....	3	5
Lamotte, Nazaire .....	3	5	<b>T</b>		
<b>M</b>					
Mills, Thomas Snowball .....	3	5	Taudvin, Daniel .....	3	5
<b>W</b>					
<b>Wilson, Samuel T. ....</b>					
			Wilson, Samuel T. ....	2	5

STEAMBOAT Engineer's Examinations and Renewals during the Year ended 31st December, 1885, the name of the Engineer, Class, and the Fee Paid.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
		\$			\$
1884—Renewals during the Year 1885 for 1884.			1884.		
			<b>H</b>		
<b>A</b>			Hill, James E.....	2	1
Aubain, Michel .....	2	1	Hopkins, William .....	3	5
<b>B</b>			<b>J</b>		
Bergeron, Elize.....	3	1	Johnston, James .....	2	1
Bradshaw, William .....	3	1	<b>L</b>		
Barton, Wm. J .....	1	5	Lamotte, Ubald.....	2	1
Bampton, James.....	3	1	Lard, Remie .....	3	1
Bonner, Robert .....	3	5	Lamotte, Nazaire .....	3	1
<b>C</b>			Lemair, Issie.....	3	1
Campbell, Bernard J.....	3	1	Leany, Walter .....	3	1
Casey, Charles .....	3	1	<b>M</b>		
Corrin, Charles.....	3	1	Murray, William .....	3	1
Corrin, John Fletcher.....	3	1	Murray, Dennis James.....	3	5
Coté, Germain .....	3	1	Mills, Thos. Snowball.....	3	1
Cayen, Joseph .....	3	1	Morreau, Flavien .....	3	1
Cornish, F. W .....	2	1	Menish, Angus .....	2	1
Clark, Joseph .....	3	1	<b>Mc</b>		
Coté, Alphonse.....	3	1	McGuinness, Wm.....	3	1
<b>D</b>			McKenzie, Allan.....	3	1
Despré, Alfred.....	3	1	<b>N</b>		
<b>E</b>			Norcross, Samuel R.....	3	1
Ernst, John .....	3	5	<b>P</b>		
Ewen, Oliver.....	2	1	Patrie, Bartholomie.....	3	1
Eldredge, Jesse .....	3	1	Payne, J. G .....	3	1
<b>G</b>			<b>R</b>		
Garneau, Xavier.....	2	1	Ross, Robert.....	3	1
.....	3	1			

STEAMBOAT Engineer's Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1884.			1884.		
<b>S</b>			<b>T</b>		
Short, Thomas .....	2	1	Thanguay, Joseph .....	2	1
St. Armand, H .....	3	1	Taudvin, Daniel .....	3	5
Strickland, James .....	3	5	<b>W</b>		
<b>T</b>			Wilcox, George H.....	3	1
Thanguay, Théophile .....	3	1	White, James H.....	2	1

STEAMBOAT Engineers' Examinations and Renewals during the Year ended 31st December, 1885, the Name of the Engineer, Class, and the Fee Paid.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class	Fee.
1885.		\$	1885.		\$
<i>Renewals during the Year 1885 for 1885</i>			<b>B</b>		
<b>A</b>			Banks, Erastus .....	3	1
Aubain, Michel.....	2	1	Berard, Pierre .....	2	1
Arnold, John .....	3	1	Baudette, Noël .....	2	1
Armstrong, John .....	3	1	Bell, John, No. 1... ..	2	1
Aston, John W.....	2	1	Bampton, William .....	3	1
Allan, Bradford.....	3	1	Brackenridge, J. A .....	2	1
Andrews, Hugh .....	3	5	Brown, James, No. 2 .....	3	1
Anderson, James P .....	3	1	Bourke, Michael.....	3	1
Anderson, Gavin .....	3	1	Black, Robert John .....	2	5
Anderson, James .....	3	1	Brisbin, Samuel .....	2	5
Adams, Thos. A. ....	3	1	Braund, Sam'l H.....	3	5
Allison, James .....	3	1	Brown, James H.....	2	1
Atkins, William .....	3	1	Brulé, Honoré .....	3	1
Avis, Joseph... ..	3	5	Batte, George. ....	3	1
<b>B</b>			Batte, Frank C.....	3	1
Befort, Francis .....	3	1	Bracken, James.....	3	1
Barron, George.....	2	1	Bennett, Alfred .....	2	1
Boyd, Isaac.....	2	1	Baird, James .....	3	5
Belson, William.....	2	1	Booth, John.....	2	1
Bradshaw, William .....	3	1	Braund, Henry.....	2	1
Booth, John Jenner.....	3	5	Bélaire, Francis .....	3	1
Banks, J. D.....	3	1	Blair, William .....	3	1
Beyer, Julius .....	3	1	Boone, Jared .....	3	1
Bothwell, George.....	3	1	Bonar, John .....	3	1
Butler, Peter M.....	2	1	Barrington, John Gaskin.....	3	5
Beiler, Fred G. ....	3	1	Bampton, James .....	3	1
Benson, Thomas .....	3	1	Brown, Geo., No. 3 .....	3	1
Beaucage, Elie .....	3	1	Burk, Francis .....	3	1
			Brownrigg, John .....	3	1

## STEAMBOAT Engineers' Examinations and Renewals, &amp;c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.		\$	1885.		\$
<b>B</b>			<b>C</b>		
Boyd, David .....	3	1	Cameron, James .....	2	1
Black, Wm. A. ....	2	1	Carbonneau, Phidime .....	2	1
Blondin, Moses .....	2	1	Cole, Thomas Bonny .....	3	1
Bourgeois, Charles .....	3	1	Chater, Thomas .....	3	1
Batchelor, Wm. Sullivan .....	3	1	Cornish, F. W. ....	3	1
Barlow, Thomas .....	2	1	Coleman, Wm. Roome .....	3	5
Bowner, Robert .....	3	1	Campbell, Geo. Kenneth .....	3	1
<b>C</b>			Cameron, Angus A .....	3	1
Oouillard, Alphonse .....	3	5	Cameron, Allan J. ....	2	1
Oasey, Charles .....	3	1	Cochrane, George .....	3	1
Cartier, Phillipe .....	3	1	Cuming, Chas. ....	3	1
Oorin, Charles .....	3	1	Clark, Joseph .....	3	1
Oorin, John Fletcher .....	3	1	Chesnut, James .....	2	1
Oôté, Alphonse .....	3	1	Cook, Alex. ....	3	1
Oayen, Joseph .....	3	1	Grandall, Franklin .....	2	1
Oaben, Frank .....	3	1	Côte, Germain .....	3	1
Olawson, James .....	3	1	Cuming, John .....	2	5
Oaldwell, James .....	3	1	Chapman, John .....	3	1
Oaldwell, E. F. ....	2	1	Oayen, Jean .....	2	1
Oampbell, J. W. ....	3	1	<b>D</b>		
Oook, Richard .....	3	1	Dumas, Laurent .....	2	1
Oampbell, Bernard .....	3	1	Duval, Francis .....	3	1
Ohapdelaine, Francis, jun. ....	2	1	Davidson, A. C. ....	3	1
Orossland, James .....	2	1	Dungan, John .....	2	1
Orone, John Lincoln .....	3	5	Dickson, John H. ....	2	1
Oonrick, Thomas .....	3	1	Dillon, Hugh Wm .....	2	1
Oarr, Patrick J. ....	3	1	Drew, Nathaniel. ....	2	1
Oremer, Chas. Geo. ....	3	1	Denis, Edouard, sen. ....	2	1
Oalcoot, William .....	2	1	Denis, Edouard, jun. ....	3	1

STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.		\$	1885.		\$
<b>D</b>			<b>E</b>		
Ducharme, Alexis.....	3	1	Ewen, Oliver.....	2	1
Dee, John.....	2	1	Ellis, James Howard.....	2	1
Donaldson, Fred. W.....	2	5	Elliott, Thomas.....	2	1
Dobbie, John.....	1	5	Evens, William.....	2	5
Demers, Joseph.....	3	1	Eldridge, Jesse.....	3	1
Dungan, James.....	2	1			
Donelly, John, jun.....	2	1	<b>F</b>		
Ducap, Ulric.....	3	1	Flanagan, Patrick.....	3	1
Ducap, Matthias.....	2	1	Fraser, Cameron.....	3	1
Dumas, Alexis.....	3	1	Fortin, Antoine.....	3	1
Dowzer, Charles.....	3	1	Forster, Robert.....	2	1
Derry, William.....	2	1	Fowler, Jasper.....	2	1
Desaulniers, Arsène.....	3	5	Filteau, Octave.....	2	1
Doran, John.....	2	1	Fortin, John.....	2	1
Dunham, Isaac.....	3	1	Feightaer, Joseph.....	3	1
Doan, Moses.....	3	1	Fox, Edward Wm.....	3	1
Dennison, John.....	3	1	Fahay, Patrick Joseph.....	3	5
Dion, Léon.....	3	1	Fraser, Duncan.....	3	1
Davidson, John.....	2	1	Free, Henry.....	2	1
Downey, John, No. 2.....	3	1	Foster, D. M.....	3	1
Dean, Cyrus.....	2	5	Ferguson, John C.....	2	1
Dunn, Henry.....	3	1	Finuccin, John.....	2	1
Dawson, Henry.....	3	1	Fraser, Alex. M.....	2	1
<b>E</b>			Fernie, Wm.....	1	5
Ernst, John.....	3	1	Fraser, David.....	3	1
Emerson, Samuel.....	3	1	Filion, Paul.....	3	1
Edmonds, William.....	3	1			
Ewing, John.....	1	5	<b>G</b>		
Ellison, John, jun.....	3	1	Garneau, Xavier.....	2	1
			Gray, Thomas.....	3	1

STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.		\$	1885.		\$
<b>G</b>			<b>G</b>		
Guyette, J. M.....	2	1	Gourdain, Dosithé.....	3	1
Glandin, F. X.....	2	1	Gendron, Francis, sen.....	2	1
Gray, Wm. G.....	2	1	<b>H</b>		
Greig, Charles.....	2	1	Hamel, Alfred.....	3	1
Goyette, Charles.....	3	1	Hill, J. E.....	2	1
Gilbeault, Olivier.....	3	1	Huff, John.....	3	1
Ginac, Alfred.....	2	1	Haverly, Silas.....	3	1
Grant, Gordon F.....	2	1	Hickey, James.....	2	1
Gray, John Henry.....	3	1	Henderson, George.....	3	1
Goulet, Ambroise.....	2	1	Haviland, Geo. T.....	3	1
Gorrell, Charles.....	3	1	Haviland, Thos.....	3	1
Greive, Donald Martin.....	3	5	Humphrey, Wm. H.....	2	1
Gallivau, John.....	3	1	Hardy, Cyrus.....	3	1
Gillie, James.....	2	1	Hare, Michael.....	2	1
Gendron, Francis, jun.....	3	1	Hickey, Patrick.....	2	1
Guilbeault, Joseph.....	3	1	Hughes, James.....	2	5
Gill, Albert M.....	3	1	Holman, John H.....	3	1
Gowan, John W.....	3	1	Hazlett, William.....	2	1
Godin, Léandre.....	3	1	Hazlett, George.....	3	1
Gendron, Charles.....	2	1	Huff, George.....	3	1
Girard, Oliver.....	3	1	Harrington, John.....	2	5
Good, Thomas.....	3	1	Horgan, Thomas.....	3	1
Gray, James H. D.....	2	1	Hiscock, Edgar C.....	3	1
Gill, Justus.....	3	1	Hough, Edwin.....	3	1
Gelston, William.....	3	1	Huffa, John.....	3	1
Girard, Jerry.....	3	1	Hopkins, William.....	3	1
Grylls, John.....	3	1	Hickey, Thomas.....	2	1
Gray, John.....	3	1	Hill, Moses.....	3	1
Gray, William.....	3	1			



STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.		\$	1885.		\$
<b>H</b>			<b>K</b>		
Howard, John.....	2	1	Kennedy, David .....	2	1
Hickey, Patrick.....	1	5	Kennedy, John .....	3	1
Holmes, T. C.....	3	5	Kenney, Robert .....	2	1
Hodgins, Joseph .....	3	1	Kenney, John Joseph.....	3	1
Hunter, Walter.....	3	1	Kirkpatrick, David .....	3	1
Hamel, Urbain .....	3	1	Kinnon, John.....	3	1
			Kirkpatrick, Neil .....	3	1
<b>J</b>			Kennedy, Wm., No. 1.....	2	1
Jemison, William.....	3	1			
Jolly, Joseph.....	3	1	<b>L</b>		
Johnston, Gilbert.....	2	1	Lard, Remie .....	3	1
Jones, Hiram B.....	3	1	Lamotte, Nazaire.....	3	1
Jento, Timothy .....	2	1	La Vallée, Narcisse .....	3	1
Jento, Napoleon T. ....	3	1	La Pointe, Michel.....	3	1
Jeffcott, John Edward.....	2	1	Lawlor Denis.....	2	5
James, James.....	3	1	Leggette, James W.....	3	1
Johnston, John P.....	2	1	Leitch, Thomas.....	2	1
Jackman, Thos. Wm.....	3	5	L'Heureux, Arthur .....	3	1
Jean, Marie Xavier .....	3	1	Long, John A.....	3	1
Johnston, James.....	2	1	Larivière, Pierre .....	2	1
Judson, Wm. H.....	3	1	Lee, Christopher .....	2	1
Jacobs, Silas H.....	3	1	Lee, Fred. A.....	3	1
Jimason, Isaac.....	3	1	Lawson, Chas. H.....	2	1
Jones, Wm. M.....	3	1	Lacroix, Urbain .....	2	1
Jaques, John W.....	3	5	Lafrenière, Barnaby.....	3	1
			Lamontagne, Narcisse .....	3	1
<b>K</b>			Lamotte, Ubald.....	2	1
Kelley, William.....	3	1	Larery, Wilson .....	2	1
Kennedy, Wm., No. 3.....	2	1	Lowe, Walter .....	3	1
Kelley, John, No. 2.....	3	1	Lewis, James.....	3	1
Kelley, John, No. 1.....	3	1	Loyd, Robert.....	3	5

## STEAMBOAT Engineers' Examinations and Renewals, &amp;c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.			1885.		
L			M		
		\$			\$
Lacombe, Louis, jun .....	3	1	Marshall, Irwin .....	3	1
Lacombe, Alfred .....	3	1	Main, Thomas .....	3	1
Lorley, Edward .....	3	5	Mullin, John .....	3	1
La Vallée, Charles .....	3	1	Murphy, James .....	3	1
Lawrence, Peter .....	3	1	Mathews, Jacob .....	3	1
Lamotte, Olivier .....	3	1	Marriotte, Thomas .....	3	1
Lafêche, Augustin .....	2	1	Mills, Thomas .....	3	1
Lacroix, Trefflé .....	2	1	Murphy, Thomas, No. 1 .....	3	1
Lusier, Raphael .....	2	1	Mohan, Wm .....	3	5
Lafleur, Jean Baptiste .....	3	1	Murray, John .....	3	1
Lapointe, Frank .....	3	1	Madden, Jeremiah .....	2	1
Lenny, Walter .....	3	1	Mason, Robert .....	2	1
Lintier, Charles .....	2	1	Mayers, Christian .....	3	1
Lawler, William .....	3	1	Mitchell, Thomas G .....	2	1
Leonard, Edward .....	3	5	Menanteau, Augustin .....	3	1
Luke, Walter George .....	3	1	Madigan, Benjamin .....	2	1
Lannerville, Achille .....	3	1	Matte, William .....	3	1
Link, James .....	4	5	Martin, Alexis .....	2	1
Link, Wm. Edward .....	4	5	Mondville, Francis, jun .....	3	1
Leclaire, Jean Baptiste .....	3	5	Marshall, Thomas .....	3	1
M			Morrison, Angus .....	3	1
Mellon, George .....	2	5	Murray, James .....	2	1
Matte, Jean Baptiste .....	3	1	Morrison, William .....	3	1
Matte, Thomas .....	3	1	Morgan, Charles Edward .....	2	5
Mathieu, Thomas .....	2	1	Mackenzie, John .....	3	1
Mathieu, Xavier .....	3	1	Marshall, Robert .....	3	1
Milne, Thomas .....	2	1	Marchand, Narcisse .....	3	1
Merrill, Fred .....	3	1	Matte, Charles .....	2	1
Mallory, Charles .....	3	5	Marchand, Joseph .....	2	1
Munro, Daniel .....	2	1	Mohan, William .....	3	5
			Mitchell, James .....	3	1

## STEAMBOAT Engineer's Examinations and Renewals, &amp;c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.		\$	1885.		\$
<b>M</b>			<b>Mc</b>		
Mills, Thos. Snowball.....	3	1	McPherson, Alexander.....	3	1
Marchand, Edward.....	2	1	McArthur, James, No. 2.....	3	1
Milotte, Pierre.....	3	1	McArthur, James.....	2	1
Morreau, Flavien.....	3	1	McGill, Jeremiah.....	2	1
Morrison, Wm. Harvey.....	3	1	McDermid, Alexander.....	3	1
Mowbray, James.....	3	5	McMaugh, Robert.....	3	5
Morris, Malcolm.....	3	1	McLeod, Kenneth.....	3	1
May, William.....	3	1	McDonald, J. C.....	3	1
Moffatt, Thomas.....	3	1	McCarthy, Daniel.....	3	1
Menish, George.....	2	1	McMurray, Alexander.....	1	5
Menish, Angus.....	2	1	McInnes, Duncan.....	3	1
Madden, Michael.....	2	1	McBride, Thomas.....	2	1
Murray, Denis James.....	3	1	McGillivray, James.....	3	1
Murphy, Walter.....	3	1	McDonald, Ronald.....	2	5
Martell, Wm Edgar.....	3	1	McQuade, Henry.....	3	1
Mondville, Francis, sen.....	2	1	McLean, David.....	2	1
Morris, Edw. Thos.....	4	5	McFaul, Michael, sen.....	3	1
Morrow, James.....	3	1	McCaul, Robert.....	2	1
Mundell, John.....	2	1	McKean, Edward W.....	3	1
<b>Mc</b>			McRae, Alexander.....	3	1
McDonald, Alexander.....	2	1	McNeil, John.....	3	1
McFarlane, Charles.....	2	1	McDougall, James.....	3	1
McFadden, John C.....	3	1	McLeod, David.....	3	1
McSorley, Charles.....	3	1	McKee, John.....	3	1
McCallum, John.....	2	1	McLeod, John N.....	3	1
McFaul, Michael, jun.....	3	1	McDonald, Angus.....	3	1
McCarthy, Charles J.....	3	1	McGuinness, William.....	3	1
McKenzie, William.....	3	1	McLaren, Ronald.....	3	5
McKinnon, A.....	3	1	McMurray, James B.....	3	1

STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class	Fee.
1885.			1885.		
<b>Mc</b>			<b>P</b>		
McLeod, Alexander .....	3	1	Piché, Ferdinand .....	2	1
McMurray, Alexander.....	1	5	Peck, John H.....	3	1
McGregor, Wm. A.....	3	1	Pirie, Alexander .....	2	5
McCracken, Joseph T.....	3	1	Parks, Wm. B.....	2	1
McMaugh, Wm. J.....	2	1	Paul, Francis.....	3	1
McNabb, John .....	3	1	Perry, Wm. H.....	2	1
McQuade, David .....	2	1	Patterson, Robert .....	2	1
McKenzie, Allan.....	3	1	Penny, Thomas.....	3	1
<b>N</b>			Pettigrew, George .....	2	1
Norton, Francis J.....	3	1	Paquette, Jérémie.....	2	1
Noyes, John O.....	3	1	Paterson, Joseph .....	2	1
Norcross, Reuben R.....	3	1	Perkins, Edward .....	3	1
Newton, James.....	3	1	Phillips, Frank G.....	3	5
Norton, James H.....	3	5	Palmer, Isaac W.....	2	5
Norcross, Samuel R.....	3	1	Paquin, Lactrance.....	3	1
<b>O</b>			Price, Alfred E.....	3	1
O'Neill, Michael J.....	3	1	Pugh, Fred .....	2	1
O'Neill, Thos.....	3	1	Perkins, Winter.....	3	5
Ostrout, George .....	1	5	Purcell, John P.....	3	1
Olliver, Joseph .....	3	1	Potvin, Jean B .....	3	1
O'Rielly, James.....	2	1	Payne, George W.....	3	1
O'Rielly, Thomas.....	2	1	Payne, James George .....	3	1
O'Keefe, Michael .....	3	5	<b>Q</b>		
<b>P</b>			Quinn, Patrick .....	3	1
Parent, Isaac J.....	3	1	Quinn, Michael.....	2	1
Park, Joseph .....	2	1	<b>R</b>		
Park, James M .....	3	1	Robertson, Charles .....	3	1
Piché, George .....	3	1	Reynolds, James F .....	2	1

## STEAMBOAT Engineer's Examinations and Renewals, &amp;c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.		\$	1885.		\$
<b>R</b>			<b>S</b>		
Racette, Moses .....	3	1	St. Michael, August .....	3	1
Rice, John.....	3	1	St. Michael, Charles .....	2	1
Roy, Francis .....	3	1	Smith, Fred. E.....	2	1
Ross, John, No. 3.....	3	1	Suttie, Calvin D.....	2	1
Rodman, Joseph .....	3	1	Smith, J. Lorne.....	3	1
Reardon, J. D.....	2	1	Smith, Thomas .....	3	1
Ruel, William .....	3	1	Sutherland, William .....	3	1
Ramsay, Alexander.....	2	1	Stephen, David .....	2	1
Retallic, John .....	1	5	Stalker, Hugh.....	3	1
Ritchie, William.....	3	1	Smith, William.....	3	1
Rowe, Wm. Charles.....	1	5	Seguin, Jean Bpte .....	2	1
Reynolds, George.....	3	1	Samson, Ernest.....	2	1
Rennie, Robert .....	3	1	Salter, Wm. Henry .....	2	1
Ross, John, No. 1.....	3	1	Smith, Geo. Douglas.....	3	5
Ross, Robert .....	3	1	Smith, Hanford.....	3	1
Ryan, James W.....	3	1	Simpson, Robert N .....	3	5
Roy, Ludger .....	3	1	Stevens, James .....	3	1
Rooney, Wm. H. ....	3	1	Strickland, James.....	3	1
Russell, James.....	2	1	Short, Thomas.....	2	1
Rosseau, Elize.....	3	1	Summerville, Wm.....	2	1
Racicot, Antoine .....	3	1	Scott, Walter .....	2	1
Reynolds, Samuel.....	3	5	Smith, Wm. F.....	3	1
<b>S</b>			Sangster, Charles.....	3	1
St. Arnaud, Henry.....	3	1	Smith, Duncan Wilmot .....	2	5
Simons, John .....	3	1	Smith, Fred. Arthur .....	3	1
Smiley, John .....	3	1	Sullivan, J. W.....	3	1
Stewart, Wm. Scott.....	2	5	Sullivan, Chas. A.....	3	1
			Smith, James Gray .....	3	1

STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1885.			1885.		
<b>T</b>			<b>W</b>		
		\$			\$
Thorpe, George.....	3	1	Wilder, Wm. J.....	3	1
Thibodeau, Alexis .....	3	1	Whitty, D. T. H .....	3	1
Thorne, J. Fred.....	2	1	Wells, Star S.....	3	1
Thanguay, Théophile.....	3	1	Warner, Christopher.....	3	1
Thurston, Henry.....	2	1	Warren, Augustus .....	2	1
Townsend, William.....	3	1	Wickens, Robert.....	3	1
Todd, William.....	3	1	Wendt, John.....	3	1
Turnbull, John.....	3	1	White, Frank.....	3	1
Tower, Wm. Henry.....	3	1	Webster, William, No. 1.....	2	1
Thanguay, Joseph .....	2	1	Watson, Joseph C. ....	3	5
Thornton, John.....	3	1	Wilson, Thomas .....	2	1
Thompson, Wm.....	3	1	Walton, Thomas .....	3	1
Taylor, Henry .....	3	1	Wells, Joseph.....	2	1
Teachner, Herman Charles.....	3	5	Wallace, James, sen.....	2	5
Tabor, George Lee .....	3	5	Wilson, James.....	3	1
Taylor, Joseph F., jun.....	4	5	Wilcox, Geo. H.....	3	1
Trotter, Wm. Fleming.....	3	1	Wadsworth, Thomas .....	2	1
▼			White, James H .....	2	1
Van Bramer, James .....	3	1	Wilson, Samuel T.....	2	1
Vreeland, David .....	2	1	White, James L .....	3	1
			Williamson, Charles.....	2	1
<i>Unclaimed Refunds.</i>			<i>Unclaimed Refunds.</i>		
Caswell, Henry H.....	4		O'Brien, Lawrence .....	4	
Daly, William .....	4		Samson, Ernest.....	4	
Edwards, William .....	4		Smith, James Gray.....	4	
Gray, James H. D.....	4		<i>Fees Not Returned.</i>		
Groom, Asael.....	4		Campbell, John W., 1878 and 1890...	2	
Gray, John.....	4		St. John, O. P., 1880.....	1	
O'Reilly, James.....	4		Bonner, Robert, 1882 .....	1	

STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
<i>Renewals during the Year 1885 for</i>			<b>1886.</b>		
<b>1886.</b>			<b>B</b>		
<b>A</b>					
Allen, Harmon .....	2	1	Black, Wm. A.....	2	1
Atkins, William .....	3	1	Bennison, Walter S.....	4	5
Anderson, John .....	3	5	Brisbin, Samuel.....	2	1
Audette, Pierre .....	3	1	Black, Robert John .....	2	1
Aston, John W.....	2	1	Baillie, Henry .....	4	5
Anderson, James Peter .....	3	1	Baillie, Frederick .....	4	5
Allison, Wm. H.....	3	5	Barron, George.....	2	1
Armstrong, John .....	3	1	Brackenridge, John.....	2	1
Andrews, Hugh.....	3	1	Belson, William.....	2	1
<b>B</b>			Bradshaw, William.....	3	1
Batte, George.....	3	1	Batchelor, William S .....	3	1
Batte, Frank C.....	3	1	Booth, John Jenner.....	3	1
Brownrigg, John .....	3	1	Brown, George, No. 3.....	3	1
Boon, Jared .....	3	1	Burk, Francis.....	3	1
Beaudoin, Luc.....	3	1	Boyd, George.....	3	1
Bolduc, Jean Baptiste.....	3	1	Barlow, Thomas .....	2	1
Brulé, Honoré .....	3	1	Brunette, Cyprien.....	3	1
Beaucage, Elie.....	3	1	Baltele, F. ....	3	1
Befort, François .....	3	1	<b>C</b>		
Bélanger, Germain .....	3	1	Cheyne, John Frederick.....	3	1
Bourgeois, Charles .....	3	1	Clawson, James.....	3	1
Boufort, Xavier.....	3	1	Cahen, Frank .....	3	1
Beaudreau, Gilbert .....	3	1	Caldwell, E. F.....	2	1
Bélaire, François .....	3	1	Campbell, John W.....	3	1
Boucher, Paul .....	2	1	Clark, Joseph.....	3	1
Beaudette, Noël .....	2	1	Cuming, Charles.....	3	5
Bellefeuille, Léon.....	3	1	Cuming, John.....	2	1
Boucher, Alexander .....	3	1	Catara, Emmanuel .....	3	1
Bédard, Edward .....	3	1	Couillard, Alphonse.....	3	1
			Cloutier, Joseph.....	3	1

STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1886.			1886.		
<b>C</b>			<b>D</b>		
Chapdelaine, François, sen. ....	2	1	Dumas, Laurent .....	2	1
Cartier, Philippe .....	3	1	Denis, Edouard, sen.....	2	1
Contois, John .....	3	1	Denis, Edouard, jun.....	3	1
Caswell, A. F.....	2	1	Ducap, Mathias.....	2	1
Crone, John Lincoln.....	3	1	Dumas, Alexis.....	3	1
Castonguay, Ernest.....	3	1	Ducharme, Alexis.....	3	1
Charland, Herminégilde.....	3	1	Ducap, Ulric.....	3	1
Cunningham, Wm. H.....	2	1	Ducap, N.....	3	1
Callum, Wm. James.....	3	5	Dennis, François.....	3	1
Chapman, John.....	3	1	Dennison, John.....	3	1
Carrick, John, No. 2.....	4	5	Dungan, James.....	2	1
Campbell, George K.....	3	1	Dewey, Wm. Henry.....	4	5
Craven, James.....	2	1	Dee, John.....	2	1
Cameron, James.....	2	1	Dix, Samuel.....	4	5
Crossland, James.....	2	1	Dunn, Henry.....	3	1
Cameron, Allan J.....	2	1	Duval, Francis.....	3	1
Cameron, Angus Allan.....	2	5	Degge, James Wm.....	4	5
Cole, Thomas Bonny.....	3	1	Diamond, Wm.....	4	5
Cook, Alexander.....	3	1	Donney, John, No. 2.....	3	1
Olancy, Michael John.....	4	5	Dodds, John.....	2	1
Cantin, Philip.....	4	5	Desaulniers, Arsène.....	3	1
Cronk, Lawson B.....	4	5	Drew, Nathaniel.....	2	1
Grandall, Franklin.....	2	1	Dawson, Henry.....	3	1
Caldwell, Angus.....	3	1	Dickson, John H.....	2	1
Cayen, Jean.....	2	1	Dowzer, Charles.....	3	1
Carrick, John, No. 1.....	2	1	<b>E</b>		
Coleman, Wm. R.....	3	1	Evans, Wm. Beverly.....	2	1
Cunningham, Wm. A.....	2	5	Earle, Robert Greenlaw.....	3	1
<b>D</b>			Evens, William.....	2	1
Dion, Michel.....	2	1	Esdale, J. P.....	2	1



STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1886		\$	1885		\$
<b>F</b>			<b>H</b>		
Fraser, Alex. M.....	2	1	Hamel, Urbain.....	3	1
Fraser, Cameron.....	3	1	Hamel, Constant.....	3	1
Fraser, John.....	3	5	Hallada, Robert.....	3	1
Fraser, William.....	2	5	Hamelin, Hercule.....	3	1
Fortin, Antoine.....	3	1	Hodgins, Joseph.....	3	1
Fr�chet,te, William.....	2	1	H�bert, Paul.....	3	1
Fraser, David.....	2	5	Hamelin, Z�phirin.....	3	1
Frenette, Alphonse.....	2	1	Holman, John Henry.....	2	5
Fug�re, Narcisse.....	3	1	Horgan, Thomas.....	3	1
Freightner, Joseph.....	3	1	Haverly, Silas.....	3	1
Flumerfelt, Oscar.....	4	5	Hopkins, William.....	3	1
Filion, Paul.....	3	1	Henderson, George.....	3	1
<b>G</b>			Hazlett, William.....	2	1
Greig, John Bryce.....	4	5	Haddow, George.....	3	5
Gaity, Andrew.....	3	1	<b>J</b>		
Garneau, Romuald.....	3	1	Johnson, John P.....	2	1
Gourdoin, Dosith�e.....	3	1	Julien, Ludger.....	3	1
Gendron, Fran�ois, sen.....	2	1	Johnson, George.....	3	1
Godin, L�andre.....	3	1	Johnston, James.....	2	1
Garneau, Xavier.....	2	1	Jamieson, William.....	3	1
Gendron, Charles.....	2	1	Jacobs, Silas H.....	3	1
Gray, Thomas.....	3	1	Jackman, Thos. Wm.....	3	1
Grylls, John.....	3	1	Jones, Hiram B.....	3	1
Gray, James H. D.....	2	1	<b>K</b>		
Gray, Wm. G.....	2	1	Kenny, Patrick.....	3	1
<b>H</b>			Kenny, John Joseph.....	3	1
Haviland, Harry B.....	3	5	Kelly, John, No. 2.....	3	1
Hamilton, Gavin.....	2	1	Kenny, Robert.....	2	1

## STEAMBOAT Engineers' Examinations and Renewals, &amp;c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1886.			1886.		
L			M		
		\$			\$
Leonard, Edward.....	3	1	Morreau, Flavien.....	3	1
Luke, Walter Geo.....	3	1	Martin, Joseph.....	3	1
Lard, Rémi.....	3	1	Mondville, François, jun.....	3	1
Lamotte, Octave.....	3	1	Mondville, François, sen.....	2	1
Lapointe, Eusèbe.....	3	1	Matte, John, sen.....	2	1
Lapointe, Joseph.....	3	5	Matte, John, jun.....	3	1
Lafleur, Xavier.....	2	1	Matte, William.....	3	1
Lafrenière, Barnaby.....	3	1	Martin, Ernest.....	2	1
La Vallée, Narcisse.....	3	1	Matte, Jean Bte.....	3	1
Lamotte, Olivier.....	3	1	Mohan, William.....	3	1
Lafèche, Augustin.....	2	1	Moubleau, Eusèbe.....	3	1
Lanerville, Achille.....	3	1	Martineau, Joseph.....	2	1
Lamontagne, Narcisse.....	3	1	Marchand, Joseph.....	2	1
Laurence, Peter.....	2	1	Mussell, James.....	3	1
Lavalle, Alfred.....	3	1	Morgan, Chas. Ed.....	2	1
Lloyd, Robert.....	3	1	Marshall, Robert.....	3	1
Lintor, Charles.....	2	1	Marshall, Irwin.....	3	1
Lintor, Wm. Henry.....	4	5	Morrow, James.....	3	1
Larcerte, Roderick.....	3	1	Mills, Samuel Alex.....	4	5
Leany, Walter.....	3	1	Mackenzie, John.....	3	1
Leclair, Jean Bte.....	3	1	Munro, Daniel.....	2	1
Leggette, James W.....	3	1	Mellon, George.....	2	1
M			Mellon, John Russell.....	4	5
Martel, Wm. Edgar.....	3	1	Marshall, Thomas.....	3	1
Matson, George.....	3	5	Mullin, John.....	3	1
Murray, Dennis Jas.....	3	1	Martin, Pierre.....	3	1
Murphy, Walter.....	3	1	Marchand, Hilairie.....	3	1
Morris, Malcolm.....	3	1	Marriotte, Thomas.....	3	1
Matte, Charles.....	2	1	Marchand, Adolphe.....	3	1
Mathieu, Thomas.....	2	1	Murray James.....	2	1
Mathieu, Xavier.....	3	1	Mowry, Justus.....	3	1

STEAMBOAT Engineer's Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1886.			1886.		
Mc			N		
		\$			\$
McCarthy, Daniel.....	3	1	Nadeau, Jean.....	3	1
McMurray, James B.....	3	1	Norcross, Samuel R.....	3	1
McDonald, Ronald.....	2	1	Noyes, John O.....	3	1
McCarthy, Chas. J.....	3	1	Neil, Andrew.....	2	1
McPherson, Alex.....	3	1	Norton, Francis J.....	3	1
McLeod, John Daniel.....	3	5	Nisbet, John.....	2	1
McLeod, Alexander.....	3	1			
McCracken, Joseph T.....	3	1	O		
McMaugh, Wm. J.....	2	1	O'Reilly, James.....	2	1
McLeod, David.....	3	1			
McMaugh, Robt.....	3	1	P		
McBride, Thomas.....	2	1	Payne, Geo. Washington.....	3	1
McMaugh, Arthur W.....	2	1	Payne, James Geo.....	3	1
McArthur, Alexander.....	2	1	Paul, Francis.....	3	1
McNabb, John.....	3	1	Pearce, William.....	2	1
McLean, David.....	2	1	Parks, William B.....	2	1
McGregor, Wm. A.....	3	1	Paré, Joseph.....	3	1
McDermid, Hugh.....	4	5	Paquette, Jérémié.....	2	1
McLeod, Kenneth.....	3	1	Paquin, Treffé.....	3	1
McDonald, Alexander.....	2	1	Paterson, Joseph.....	2	1
McCallum, William.....	4	5	Penton, Henry.....	4	5
McLaren, Ronald.....	3	1	Park, James M.....	3	1
McBride, Archibald.....	2	1	Parker, William.....	3	1
McBride, Robert.....	3	1	Pirie, Alexander.....	2	1
McCoppen, James.....	3	5	Park, Joseph.....	2	1
McQuade, Henry.....	3	1	Pendergast, James.....	4	5
McGuinness, William.....	3	1	Peters, Joseph.....	2	1
McNeil, John.....	3	1			
McRobert, Alex.....	2	1	Q		
McQuade, David.....	2	1	Quinn, Henry.....	3	1
McDonald, Angus.....	3	1	Quig, Johu.....	3	1
			Quinn, Patrick.....	3	1
			Quigley, James.....	3	1

## STEAMBOAT Engineers' Examinations and Renewals, &amp;c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1886.			1886.		
<b>R</b>			<b>S</b>		
Robson, William .....	2	1	Simpson, Robert N .....	3	1
Reardon, James Daniel .....	2	1	Simpson, Albert .....	4	5
Robert, Wm. W. ....	4	5	Smith, Harford .....	3	1
Russell, James .....	3	1	Smith, Fredk. Edwd .....	2	1
Ryan, James W. ....	3	1	Sullivan, John Wm. ....	3	1
Ryan, Thomas .....	3	1	Simons, John .....	3	1
Rouleau, Médéric .....	3	1	Simmons, Thomas .....	3	1
Robitaille, Louis .....	3	1	Smith, Thomas .....	3	1
Racicot, Antoine .....	3	1	Sullivan, William .....	3	1
Reynolds, Samuel .....	3	1	Stevens, James .....	3	1
Racette, Moses .....	3	1	Somerville, Samuel .....	3	1
Ramsay, Alexander .....	2	1	Somerville, Francis .....	2	1
Roy, Francis .....	3	1	Smith, Fred. Arthur .....	3	1
Rennie, Robert .....	3	1	Salter, W. H. ....	2	1
<b>S</b>			Stevens, Douglas .....	1	5
Smith, James Lorne .....	3	1	<b>T</b>		
Smith, Frank Williamson .....	4	5	Taudvin, Daniel .....	2	1
Smith, Geo. D. ....	3	1	Thanguay, Isidore .....	2	1
Suttie, Calvin D. ....	2	1	Thanguay, Joseph .....	2	1
Sims, John Calais .....	3	1	Tardie, Napoléon .....	3	1
Samson, Jean .....	3	5	Taylor, Joseph F., jun. ....	4	1
Samson, Arthur .....	3	1	Townsend, William .....	3	1
Sheridan, Michael .....	3	1	Tabor, Geo. Lee .....	3	1
Steadworthy, Wm .....	2	1	Trotter, William Fleming .....	3	1
St. Arnaud, Henry .....	3	1	Thorp, George .....	3	1
Seguin, Jean Bpte .....	3	1	Thériault, Francis, jun .....	3	1
Spensard, Jean Bpte .....	3	1	Todd, William .....	3	1
Shepherd, Edmund C. ....	4	5	Thorne, J. Fred .....	3	1
Strickland, James .....	3	1	Thornton, John .....	3	1
Smith, William .....	3	1			

STEAMBOAT Engineers' Examinations and Renewals, &c.—Continued.

Name of Engineer.	Class.	Fee.	Name of Engineer.	Class.	Fee.
1886.		\$	1886.		\$
<b>V</b>			<b>W</b>		
Vanderburg, C. W.....	4	5	Warner, Christopher.....	3	1
Vreeland, David.....	2	1	Wildar, Willard .....	2	1
			Wilson, Thomas.....	2	1
<b>W</b>					<hr/>
Wilson, William .....	3	1			1,518
Welsh, Warren .....	3	1	<i>Less—By error fees twice entered and paid :—</i>		
White, James L.....	3	1	Elliott, Thomas .....		5
Webster, William, No. 1.....	2	1	Hough, Edwin.....		5
Wilcox, Geo. Henry.....	3	1	Kennedy, Wm.....		5
Wheeler, Fred. E.....	2	5	Teschner, Hugh .....		5
Whipps, William .....	4	5	Brownrigg, John .....		5
Wilson, James.....	3	1	Cunningham, W. H.....		1
Whitty, D. T. H.....	3	1			<hr/>
Williamson, And.....	3	1			26
Wells, Joseph .....	2	1	Total amount of fees collected during 1885.....		<hr/>
Watts, Wm. Francis .....	4	5			1,492

## STEAM Vessels Inspected for the Year ended 31st December, 1885.

## WEST ONTARIO AND HURON DIVISION

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
W. M. Alderson...	12 84	Screw, passenger.	Magnet.....	49 16	Paddle, passenger.
D. Foster.....	6 60	do do	Spartan.....	54 76	do do
Ada Alice.....	5 60	do do	Esperanza.....	5 88	Screw do
Bruno.....	24 00	do freight.	Geneva.....	8 88	do do
California.....	44 08	do passenger.	Annie Craig.....	8 20	do do
Frank Jackman...	6 56	do tug.	City of Montreal	16 86	do do
Armenia.....	45 00	do passenger.	Dufferin.....	5 84	do tug.
Niagara.....	23 72	do freight.	Cherokee.....	15 16	do passenger.
L. Shickluna.....	30 01	do do	Severn.....	6 76	do tug.
John Hanlan.....	6 48	do passenger.	Marshall & Murray	5 64	do yacht.
Ouba.....	45 24	do do	Juanita.....	5 20	do do
Luella.....	6 52	do do	Minnie Martin....	5 40	do tug.
J. L. McEdward..	5 88	do do	Severn Belle.....	5 20	do do
Northern Belle ...	28 52	do do	H. L. Lovering...	7 20	do do
Pacific.....	44 72	do do	Chicoutimi.....	9 40	Paddle, passenger.
Atlantic.....	35 32	do do	Tender.....	6 20	Screw do
Telegram.....	20 88	do do	Kate Pilgrim.....	5 45	do tug.
R. B. McPherson..	6 20	do tug.	Mary Beck.....	5 63	do do
Meteor.....	21 44	do passenger.	Stella.....	5 32	do do
Algoma.....	78 96	do do	M. A. Laughlin...	5 92	do do
Athabasca.....	78 96	do do	M. A. Bennett....	6 36	do do
Alberta.....	79 16	do do	Jane Armstrong..	6 80	do do
Campana.....	59 52	do do	G. Douglass.....	6 28	do do
Africa.....	34 08	do do	Jessie.....	9 72	do do
Francis Smith....	60 96	Paddle do	W. J. Aikens....	6 68	do do
Lothair.....	21 48	Screw, freight.	Golden City.....	6 40	do do
Glucas.....	6 12	do tug.	Ines.....	7 36	do do
John Harrison....	6 76	do do	Jas. Norris.....	6 88	do do
Mocking Bird.....	13 60	do do	Augusta.....	7 28	do do

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

Name of Vessel.	Tonnage Dues and Inspection Fee paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fee paid.	Remarks.
	\$ cts.			\$ cts.	
O. J. G. Munro...	6 72	Screw tug.	Dauntless.....	.....	Screw tug.
Flight.....	6 48	do do	Carriella.....	6 40	do passenger.
Rosamond.....	5 92	do yacht.	Orillia.....	13 40	do do
Mazeppa.....	13 84	do passenger.	Enterprise.....	13 92	do do
River Belle.....	5 32	do do	Ella Alice.....	5 28	do yacht.
Armenia.....	12 40	do do	Louisa.....	5 23	do tug.
Victoria.....	7 56	Screw, tug.	Evangeline.....	5 92	do yacht.
Isabella.....	6 76	do do	Norah.....	6 24	do tug.
R. Kendrick.....	5 60	do do	Albert Dymont...	6 20	do do
Hastings.....	26 92	Paddle, passenger.	Fanny Arnold....	7 92	do do
Mermaid.....	5 64	Screw, yacht.	John Harris.....	7 68	do do
Veronica.....	.....	do do	Gertrude A. Ram- say.....	5 56	do do
W. A. Routh.....	7 08	do tug.	Ann Long.....	6 88	do do
Bruce.....	5 64	do do	Ann Clark.....	7 00	do do
Ed. Blake.....	5 52	do do	Geo. Dean.....	5 40	do do
Joe Mac.....	6 72	do do	Rock.....	5 56	do do
H. Neelon.....	7 56	do do	Shawanaga.....	8 83	do do
Sam. Perry.....	6 68	do do	Superior.....	8 54	do do
Ada.....	5 12	do do	Wales.....	19 00	do do
Interocean.....	13 76	do passenger.	Minneogana- shene.....	.....	Paddle do
Sparrow.....	6 00	do tug.	Huron.....	7 40	Screw do
Kate Murray.....	5 12	do passenger.	Tommy Wright...	5 48	do do
Kenozha.....	15 64	do do	Queen of the Isles	6 60	do passenger.
Lake Joseph.....	6 12	do tug.	Ariadne.....	6 52	do yacht.
Edith.....	10 16	do yacht.	Sunbeam.....	5 16	do tug.
Ontario.....	5 44	do tug.	Florence.....	5 32	do passenger.
Nipissing.....	17 72	Paddle, passenger.	Minnie Hall.....	6 88	do tug.
Wenonah.....	.....	do do	Queen.....	5 28	do passenger.
Muskoka.....	8 96	Screw do	Charlton.....	15 44	do tug.
Rosseau.....	7 12	do tug.			

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

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
Minnehaha.....	\$ cts. 6 28	Screw tug.	Clara.....	\$ cts. 5 32	Screw tug.
S. C. Doty.....	11 04	do do	Jennie Willson....	5 28	do do
T. R. Secord.....	5 76	do do	Myra... ..	7 92	do do
Fanny.....	5 20	do do	Excelsior.....	6 40	do passenger.
Alfred Merrell....	.....	do do	Mary Louise.....	7 56	do do

W. J. MENEILLEY,  
*Steamboat Inspector.*



STEAM Vessels Inspected for the Year ended 31st December, 1885.  
WESTERN ONTARIO DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Great Western....	51 20	Paddle, iron, car ferry.	D. R. Van Allen.	17 72	Screw, freight.
Tecumseh.....	38 60	Screw, freight.	Queen City.....	8 92	do ferry.
City of Dresden...	15 76	do passenger.	Southern Belle....	25 12	Paddle, passenger.
Hope.....	14 80	do ferry.	Ontario, Kingston	14 00	Screw, ferry.
International.....	15 24	do tug.	Lillie.....	6 98	do do
United Lumbermen .....	20 96	do freight.	Chicora .....	45 24	Paddle, passenger.
C H. Merritt.....	12 83	do passenger.	Rupert .....	28 48	do excursion.
Myles.....	56 44	do do freight.	Canadian.....	17 24	do ferry.
St. Magnus.....	41 12	do do do	Sadie.....	14 16	do do
Lincoln.....	18 88	do freight.	Gipsey.....	21 00	do do
Persia.....	38 28	do passenger, freight	Arlington.....	5 92	Screw do
Clinton.....	22 20	do freight.	Theresa.....	8 36	do do
Sir S. L. Tilley....	55 12	do do	Ivey Alderson....	6 20	do passenger.
Alma Munro.....	43 64	do passenger, freight	La Belle.....	8 00	do freight.
Dominion.....	32 04	do freight.	Transit.....	50 32	do car ferry.
R. S. King.....	6 88	do tug.	Ada E. Allen.....	11 80	do freight.
Mary, of Sarnia...	7 48	do do	Bob Hackett. ....	10 36	do tug.
Hector.....	6 72	do do	International.....	8 28	do do
Olara M. Carter...	6 20	do do	Nellie May.....	5 44	do fishing tug.
Sylvester Kneeland.....	6 84	do do	Beatrice.....	7 61	do passenger tug.
Maggie.....	6 48	do do	Mary, Pt. Stanley	5 16	do tug.
Acadia.....	40 25	do passenger, freight	Ruby.....	7 88	do passenger.
Canada.....	33 76	do do	W. P. Tribble....	5 24	do fishing tug.
Celtic.....	35 92	do do	Starling.....	5 36	do do
United Empire....	86 44	do do	Watertown .. ...	18 88	Paddle, ferry.
Ontario, of Sarnia	61 52	do do	Maid of the Mist..	10 48	Screw, do
Quebec.....	64 16	do do	Scotia.....	33 16	do freight.
Enterprise.....	41 00	do freight.	Shamrock.....	6 72	do ferry.
Albion.....	16 88	do do	Ella Taylor.....	6 36	do tug.
Kakabeka.....	12 52	do passenger.	Ripple.....	5 80	do do
			Admiral.....	5 36	do do

## STEAM Vessels Inspected for the Year, &amp;c.—West Ontario Division—Continued.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
Alfred Wilson.....	\$ cts. 6 32	Screw, tug.	W. J. Taylor.....	\$ cts. 5 36	Screw, yacht.
Energy.....	9 64	do freight.	Essex.....	13 68	Paddle, ferry.
Thames.....	7 08	do do	Isaac May.....	31 68	Screw, freight.
Harry Sewell.....	6 00	Screw, tug.	Hastings.....	26 92	Paddle, excursion.
W. S. Ireland.....	9 20	do freight.	Rambler.....	7 36	Screw, tug.
Grace Darling....	6 04	do tug.	James Clark.....	6 92	do do
Hiawatha.....	14 48	do passenger.	Jennie G. Harper	5 80	do do
Sea Gull.....	7 04	do tug.	Myrtie.....	8 25	do passenger tug.
Messenger.....	5 60	do do	Minnie Kidd.....	5 72	do tug.
A. T. Kelley.....	6 56	do do	Annie Watt.....	7 50	do passenger tug.
Myrtle.....	5 36	do do	Lake Michigan...	35 72	do freight.
R. F. Childs.....	5 20	do yacht.	James Buckley...	5 40	do passenger tug.
Sovereign.....	35 36	do passenger & freight	Juno.....	13 40	do freight.
W. F. McRae.....	6 84	do tug.	Forester.....	5 12	do yacht.
Byron Trevice....	18 72	do passenger & freight	Alice Brooks...	5 68	do tug.
E. Windsor.....	8 44	do freight.	Phenix.....	6 00	do do
Prowett Beyer....	5 40	do ferry.	Blanche Shelby...	5 80	do do
A. B. Cook.....	6 36	do tug.	Agnes.....	5 64	do do
Maggie Mason.....	6 00	do ferry.	Lansdowne.....	70 81	Paddle, car ferry.
W. B. Hall.....	29 32	do freight.	City of McClem- ins.....	8 52	Screw, freight.
International.....	42 04	do car ferry.	Owen.....	9 12	do do
Huron.....	50 08	do do	J. B. Newman....	6 04	Paddle do
Admiral D. D. Porter.....	14 64	do tug.	Uncle John.....	5 28	Screw, yacht.
Kittie Haight....	7 40	do do	Victoria.....	8 52	do freight.
Lake Ontario.....	35 00	do freight & passenger	Transfer.....	69 68	Paddle, car ferry.
Dominion.....	5 24	do yacht.	Harold Gauthier.	.....	Screw, fishing tug.

OLIVER P. ST. JOHN,  
Steamboat Inspector.

STEAM Vessels Not Inspected for the Year ended 31st December, 1885.  
WEST ONTARIO AND HURON DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Tonnage.
General Wolseley.....	\$ Not paid.....	Paddle, passenger.....	122-85
Sea Flower .....	do .....	Screw, tug.....	6 61
A. H. Jennie .....	do .....	do freight.....	148
Henry Smyth .....	do .....	do tug.....	39-27
Gordon Gauthier.....	do .....	do do .....	20-84
Dispatch.....	6 32	do do .....	38-00
Othello.....	do .....	do do .....	8
George Maytham.....	do .....	do do .....	40
Toronto Belle .....	do .....	do do .....	17
Heather Belle .....	do .....	do do .....	19-73
Rescue .....	do .....	do do .....	20-23
*M. R. Mitchell .....	do .....	do do .....	25-60
Leslie .....	do .....	do do .....	11
*C. N. Pratt .....	do .....	do freight.....	321
*Coral.....	do .....	do do .....	118-53
*Argyle .....	do .....	do do .....	626
*Anne Louise .....	do .....	do tug.....	15
Beatrice of Sarnia.....	do .....	do ferry .....	66
Blandina .....	do .....	do yacht .....	48
Ben Milwood.....	do .....	do tug.....	10
Belle .....	do .....	do do .....	7
*City of Owen Sound .....	do .....	do passenger.....	898
Daisy.....	do .....	do yacht.....	.....
*Erin .....	do .....	do freight .....	392
*J. C. Clark .....	do .....	do tug.....	145-23
*J. W. Steinhoff .....	do .....	do passenger.....	312
*Maganettawan.....	do .....	do do .....	269
Magdalena .....	do .....	do tug.....	19
*New Era.....	do .....	do do .....	19
*Saginaw.....	do .....	do railway ferry.....	357
Southern Belle.....	do .....	do passenger.....	6
Sarah E. Day .....	do .....	do tug .....	4

Vessels marked (\*) not running during 1885.

W. J. MENILLEY, Steamboat Inspector.

## STEAM Vessels Inspected for the Year ended 31st December, 1885.

## ONTARIO DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Armenia .....	45 00	Screw, pass'r & freight.]	Great Western....	61 20	Paddle, car ferry.
Albion .....	16 88	do freight.	Gipsy .....	21 00	do passenger.
Ada Alice .....	5 60	do passenger.	Huron.....	50 08	Screw, car ferry.
Arlington .....	5 92	do do	Hero .....	21 68	Paddle, pass'r & freight.
Ada E. Allen.....	11 80	do freight.	Hiawatha .....	14 48	Screw do do
Annie Craig .....	8 20	do passenger.	Hastings .....	26 92	Paddle, passenger.
Armenia .....	12 40	do pass'r & freight.	Indian .....	17 80	Screw, freight.
Ada .....	Nil.	Not certificated.	International .....	42 34	do car ferry.
Annie Watt.....	7 50	Screw, pass'r & freight.	Interocean.....	13 70	do pass'r & freight.
Bruno .....	24 00	do freight.	Issac May .....	31 68	do freight.
Beatrice .....	7 64	do passenger.	John Hanlan .....	6 48	do passenger.
Byron Trerice ...	18 72	do pass'r & freight.	J. L. McEdwards.	5 88	do do
Cuba .....	45 24	do do do	James Buckley ...	5 40	do do & tug.
California .....	44 08	do do do	Juno .....	13 40	do freight.
Canada .....	33 76	do do do	Kakabeka .....	5 85	do passenger.
Celtic .....	35 92	do do do	Kenozha .....	15 64	do pass'r & freight.
Canadian .....	17 24	Paddle, passenger.	Kate Murray. ....	5 12	do passenger.
C. H. Merritt ...	12 88	Screw, pass'r & freight.	Lillie .....	6 98	do do
Chicoutimi .....	9 40	Paddle do do	Lothair .....	21 48	do freight.
Cherokee .....	15 13	Screw, pass'r & tug.	Luella .....	6 52	do passenger.
Deseronto .....	7 72	do do freight.	Lake Ontario.....	35 00	do pass'r & freight.
D. D. Calvin .....	35 00	do freight.	Lady Eberth.....	5 12	do yacht.
D. R. Vanallen ...	17 72	do do	Lansdowne .....	70 84	Paddle, car ferry.
Enterprise .....	41 00	do do	Lake Michigan....	35 72	Screw, pass'r & freight.
Essex .....	13 68	do passenger.	Maude .....	19 72	Paddle do do
Excelsior .....	6 40	do pass'r and tug.	Maid of the Mist ..	10 48	Screw, passenger.
Florence .....	5 52	do do do	Mazeppa .....	13 84	do do
Forester .....	5 12	do do do	Mary Louise .....	7 56	do pass'r and tug.
Geneva .....	8 80	do do do	May Flower .....	Nil.	do passenger.

STEAM Vessels Inspected for the Year, &c.—Ontario Division—*Concluded.*

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Maggie Mason ....	6 00	Screw, passenger.	Resolute .....	21 44	Screw, pass'r & freight
Myrtie .....	8 25	do pass'r & freight.	Reliance .....	16 84	do do do
Muskoka .....	8 96	do do do	Reindeer .....	7 32	do do do
Niagara .....	23 72	do freight.	Rupert .....	28 48	Paddle, passenger.
Norseman .....	39 42	Paddle, passenger.	Ruby .....	7 38	Screw do
Northern .....	8 96	do pass'r & freight.	Southern Belle....	25 12	Paddle do
Nipissing .....	17 17	do do do	Sadie .....	14 10	do do
Ontario .....	61 52	Screw do do	Scotia .....	33 10	Screw, freight.
Orillia .....	13 46	do do do	Shamrock .....	6 92	do passenger.
Ocean .....	35 32	do do do	Shickluna .....	30 04	do freight, under going repairs.
Pierrepont .....	18 08	Paddle do do	Transfer .....	69 08	do car ferry.
Prowett Byer .....	5 40	Screw, passenger.	Transit .....	50 23	do do
Quebec .....	64 10	do pass'r & freight.	Tender .....	6 20	do pass'r and tug.
Queen City .....	8 90	do do do	United Empire ....	86 44	do do freight
Queen of the Isles	6 60	do do do	Watertown .....	18 08	Paddle, passenger.
Queen .....	5 80	do do do			

THOS. HARBOTTLE,  
*Hull Inspector.*

## STEAM Vessels Inspected for the Year ended 31st December, 1885.

## WESTERN DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
D. Foster.....	6 60	Passenger and freight.	Beaver .....	12 20	Passenger and freight.
Tecumseth .....	38 60	Freight.	Pearl.....	5 32	do ferry.
Persia.....	38 28	Passenger do	Fairy.....	5 92	do freight.
Lincoln .....	18 88	Freight.	Bobocage.....	13 16	do do
Sir L. Tilley.....	55 12	do	Water Witch .....	5 36	do do
Acadia .....	40 25	do	Paloma .....	.....	do barge.
Myles .....	56 43	do	Maple Leaf .....	6 04	do freight.
Pacific .....	44 72	Passenger and freight.	Nellie Cuthbert...	7 36	do do
Meteor.....	21 44	do do	Prince Edward...	5 72	do ferry.
Africa .....	34 08	do do	Bell Wilson.....	12 40	Freight.
Francis Smith .....	60 76	do do	W. M. Alderson...	12 84	Passenger and freight.
Arthabasca.....	78 76	do do	Hope .....	14 80	do ferry.
Magnet.....	49 16	do do	Clinton .....	22 20	Freight.
United Lumberman .....	20 96	Freight.	Dominion.....	32 04	do
City of Montreal.	16 88	do	Alma Munroe.....	43 64	do
Cariella .....	6 40	Passenger and freight.	St. Magnus.....	41 12	do
Esturion .....	12 72	do do	Atlantic .....	35 32	Passenger and freight.
Water Lily .....	5 16	do ferry.	Northern Belle ....	28 52	do do
Khartoum.....	7 52	do and freight.	Campana .....	59 52	do do
Belle Wilson .....	12 40	Freight.	Algoma .....	78 96	do do
Lily Nicholson....	5 72	Passenger ferry.	Telegram.....	20 88	do do
City of Belleville.	12 00	do	Alberta .....	79 16	do do
Garnet .....	8 92	do	Spartan .....	54 76	do do
Alaska .....	6 92	do	Chicora .....	45 24	do do
Catharine .....	5 60	do	Ontario.....	14 00	do ferry.
Enterprise.....	13 92	Passenger and freight.	Maple Leaf .....	6 04	do and freight.
Prince Arthur ....	33 40	do do	Nellie Cuthbert...	7 36	do
St. Julien.....	5 24	do ferry.	Prince Edward....	5 72	Ferry.
Whistle Wing....	8 52	do and freight.	Eureka .....	7 32	Passenger do

STEAM Vessels Inspected for the Year, &c.—Western Division—*Concluded.*

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Myrtle .....	5 36	Passenger ferry.	Golden Eye.....	19 52	Passenger and freight.
Transit .....	13 60	do do	Cruiser .....	6 24	do do
Florence .....	5 24	do do	Dominion . ....	6 96	do do
Granada .....	7 28	do do	Eva .....	6 34	do do
Chaffery ....	6 72	do do	Marie Louise .....	5 40	do do
Princess Louise..	6 60	do do	Coboconck.....	12 12	Freight.
Saxon .....	12 24	Freight.	Esturion .....	12 72	Passenger do
Rothsay .....	41 56	Passenger and freight.	Khartoum . ....	7 52	do do
Dora .....	5 80	do do	Eureka .....	7 32	do do

STEAM Vessels Inspected for the Year ended 31st December, 1885.

EAST ONTARIO DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
Pierrepont.....	\$ cts. 18 08	Paddle, passenger.	Quinte.....	\$ cts. 21 24	Paddle, passenger.
Maud.....	19 72	do	Pearl.....	5 20	Screw, passenger.
Norseman.....	39 32	do	Puritan.....	18 20	Paddle, passenger.
Resolute.....	21 44	Screw, passenger.	Rescue.....	7 08	Screw, tug.
D. D. Calvin.....	35 00	Screw, freight.	Reliance.....	16 80	Screw, freight.
Indian.....	17 80	do	Emma Munson....	6 32	Screw, tug.
D. G. Thomson...	12 40	Screw, tug.	Active.....	18 88	do
Hero.....	21 68	Paddle, passenger.	William Johnston	8 24	do
H. F. Bronson.....	10 48	Screw, tug.	Desoronto.....	7 72	Screw, passenger.
Glide.....	8 12	do	Freemason.....	9 20	Screw, freight.
J. A. Macdonald.	15 92	Paddle, tug.	Mary Ethel.....	8 96	Paddle, passenger.
Hiram A. Calvin.	17 00	do	Eliza Bonar.....	6 04	Screw, tug.
Chieftain.....	22 40	do	Annie Gilbert.....	5 80	Screw, passenger.
Traveller.....	13 32	do	D. P. Dey.....	5 44	Screw, tug.
Ida.....	17 88	Screw, passenger.	Bella Wilson.....	12 40	Screw, freight.
McArthur.....	11 76	Screw, tug.	John Hunter.....	6 28	Screw, tug.
Reindeer.....	7 32	Screw, passenger.	Lizzie.....	5 96	do
Jessie Hall.....	7 28	Screw, tug.	Water Lily.....	5 16	Screw, yacht
Princess Louise..	12 60	Screw, passenger.	Chaffy.....	6 72	Screw, passenger
Metamora.....	14 56	Screw, tug.	Myrtle.....	5 36	do
Nile.....	8 84	Screw, freight.	Lily Nicholson...	5 72	do
Albert Wright...	6 16	Screw, tug.	Catherine... ..	5 60	do
Saxon.....	12 24	Screw, freight.	Ivy.....	5 28	Screw, yacht.
Rideau Belle.....	7 40	Screw, passenger.	Juno.....	5 40	do
Eleanor.....	6 00	Screw, tug.	Spray.....	5 16	do
Olive.....	16 52	Screw, passenger.	Topsy.....	5 04	do
Empress of India	31 16	Paddle, passenger.	Eva.....	5 08	do
Utica.....	7 08	Screw, passenger.	Oriole.....	5 12	do
Varuna.....	13 36	do	H. M. Mixer.....	6 20	Screw, tug-



STEAM Vessels Inspected for the Year, &c.—East Ontario Division—*Continued.*

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Ometa.....	5 88	Screw, yacht.	Seaborn.....	5 36	Screw, yacht.
Carlton.....	5 32	do	Coboconk.....	12 12	Paddle, tug.
Bella.....	5 84	do	Bella Fair.....	5 56	Screw do
Lily.....	5 64	Screw, tug.	Maple Leaf.....	6 04	do passenger-
Colonel By.....	5 36	Screw, tug.	Khartoum.....	7 52	do do
Garnet.....	8 92	Paddle, passenger.	Daisy.....	5 36	do yacht.
Prince Arthur ...	33 40	do do	Edmond.....	6 56	do tug.
Rothesay.....	41 56	do do	M. P. Davis.....	5 44	Screw, tug.
St. Julian.....	5 24	Screw, passenger.	Hiram Easton.....	6 36	do do
Ruby.....	5 08	do yacht.	Gilbert.....	6 64	do do
Marquis of Lorne	5 80	do do	Ontario.....	7 28	do do
Nellie Cuthbert...	7 36	do passenger.	Grenada.....	7 28	do passenger.
Beaver.....	5 72	do do	Princess Louise...	6 80	do do
Dora.....	5 80	do do	Eureka.....	7 32	do do
Golden Eye.....	19 52	Paddle, passenger.	Alaska.....	6 96	do do
Whistle Wing.....	8 52	do tug.	Transit.....	13 60	do do
Pearl.....	5 32	Screw, passenger.	Florence.....	5 24	do do
Cruiser.....	6 24	do do	City of Belleville	12 04	do do
Fairy.....	5 92	do do	Wanda.....	5 20	do yacht.
Mary Ellen.....	8 24	Paddle, tug.	Enterprise.....	7 40	Paddle, tug.
Anglo Saxon.....	7 76	do do	Ripple.....	5 64	Screw, tug.
Beaubocage.....	13 16	do passenger.	Zephyr.....	5 76	do yacht.
Dominion.....	6 96	do do	Pioneer.....	6 12	do freight.
Eva.....	6 34	Screw do	Victor.....	5 08	do yacht.
Ontario.....	8 20	Paddle, tug.	Prince Edward Ferry.....	5 72	Paddle, passenger.
Stranger.....	6 12	Screw do	Robert Anglin ...	9 16	Screw, freight.
Waterwitch.....	5 36	do passenger.	Trophic.....	5 36	do yacht.
Mary Louise.....	5 60	do do	Thistle.....	6 44	do tug.
Esturion.....	12 72	Paddle do			

STEAM Vessels Inspected for the Year, &c.—East Ontario Division—*Concluded.*

NOT EMPLOYED.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
Clipper.....	\$ ctr.	Screw, yacht.	Frank Perew.....	\$ cts	Screw, tug.
Pilgrim .....		do passenger.	Sarah Daly.....		do tug.
Isaac Butts.....		Paddle do	Conqueror.....		Paddle do
Denis Bowen.....		Screw do	City of Kingston...		do passenger.

E. ADAMS,  
*Steamboat Inspector*

STEAM Vessels Inspected for the Year ended 31st December, 1885.  
MONTREAL DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.		Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.		Remarks.
	\$	cts.			\$	cts.	
Transfer.....	32	76	Paddle, passenger.	Allan Gilmour....	7	44	Screw, tug.
B. America .....	11	80	do tug.	F. A. Folger.....	7	56	do do
Alexandria .....	42	52	do passenger.	Nasmith.....	6	96	do do
Rocket .....	31	60	do tug.	Carillon.....	10	12	Paddle do
Grain Elevator 1	8	32	Screw.	Montarville ..	18	72	do passenger.
do	12	12	do	Calumette.....	6	60	Screw, tug.
do	10	11	do	Bohemian .....	53	52	Paddle, passenger.
do	11	11	do	Belmont.....	13	32	do do
do	7	11	do	Star .....	22	64	do do
do	9	11	do	W. C. Francis....	6	48	Screw, tug.
do	6	11	do	Nosbousing.....	6	00	do do
Filgate .....	18	52	Paddle, passenger.	Booth .....	14	36	Paddle do
Prince of Wales..	32	40	do do	Walter B.....	6	12	Screw, passenger.
Vermont.....	13	24	do tug.	Empress.....	15	52	Paddle do
Cultivateur .....	14	08	do passenger.	C. O. Kelly .....	17	32	do tug.
E. B. Eddy .....	8	12	Screw, tug.	Pembroke .....	11	48	do do
Charlotte.....	7	36	do passenger.	H. Robinson.....	7	44	Screw do
Ivy .....	8	04	Paddle, tug.	H. F. Bronson....	7	88	do do
Caribou .....	9	56	Screw do	Sir John Young..	16	28	Paddle do
Florence.....	7	48	do do	H. F. Baldwin....	12	08	Screw do
John R. Booth....	10	28	do do	Levi Young .....	8	00	do do
Agnes McMahon..	8	28	do do	Janet Craig .....	5	48	do passenger.
Princess.....	31	16	Paddle, passenger.	Dandy .....	6	84	do tug.
St. George.....	6	96	Screw, tug.	Rockland.....	8	12	do do
Dolphin .....	7	76	do do	Sir John .....	7	44	do do
F. B. Maxwell....	27	88	Paddle, passenger.	G. H. Notter .....	5	52	do do
Laprairie.....	28	92	do do	Express .....	9	00	Paddle, passenger.
South-Eastern ...	23	80	Screw do	Mande .....	18	76	do do
Longueuil.....	22	60	Paddle do	Thousand Island Rambler.....	5	80	Screw do
G. A. Harris.....	8	48	Screw, tug.				

STEAM Vessels Inspected for the Year, &c.—Montreal Division—*Concluded.*

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
Resolute .....	\$ cts. 6 20	Screw, tug	Elgin .....	\$ cts. 9 32	Screw, tug.
Vesta, yacht.....	5 56	do	Grenville .....	5 84	do do
G. H. Millen .....	5 44	do do	Mink .....	8 60	do do
Sportsman.....	6 36	do passenger.	G., yacht .....	5 12	do
John Heney .....	5 76	do tug.	Fanny, yacht .....	5 04	do
Gastor .....	7 16	do do	James .....	13 08	Paddle, tug.
Aylmer .....	6 04	do passenger.	Arctic.....	7 60	Screw do
G. E. Patty .....	6 20	do tug.	Humber .....	5 52	do do
Chaudière.....	16 28	Paddle do	Owens .....	11 24	Paddle do
Monitor .....	18 32	do do	Newport .....	5 48	Screw do
Rover .....	13 08	do do	Magog .....	7 64	Paddle, passenger.
Eva .....	5 24	Screw, passenger.	William .....	6 96	Screw, tug.
Agnes .....	6 16	do do	S. S. Coban .....	50 52	do freight, passenger
High Rock .....	5 32	do tug.	Plover .....	6 72	do tug.
Buckingham.....	6 40	do passenger.	S.S. Bonavista ...	60 24	do freight, passenger
Lady Forrest.....	5 24	do tug.	Windermere .....	6 40	do yacht.
Mouche-à-Feu .....	5 80	Paddle, passenger.	Rose .....	9 84	do freight.
Bonita .....	5 68	Screw do	H. Bonenfant.....	5 88	Paddle, passenger.
Glide .....	8 20	do do	Ottawa.....	9 64	do do
John .....	6 40	Paddle do	St. Anne.....	6 00	Screw do
Aurora .....		do tug.	C. Anderson .....	9 20	do do
W. F. Logie .....	5 68	Screw do	Anna .....	5 32	do tug.
Gatineau .....	10 32	do freight.	Aries.....	5 24	do do
Mountain Maid ...	12 72	Paddle, passenger.	Isle-au-Noix .....	5 56	do do
Lady of the Lake.	32 28	do do	Lulu .....	5 08	do yacht.
Dagmar .....	24 20	do do	Lotta .....	5 12	do do
J. K. Ward.....	5 92	Screw, tug.	Georgiana.....	7 12	do tug.
Tim Doyle.....	5 80	do do	Rigeaud .....	6 84	do do
Gertie.....	5 68	do do	Percy .....	5 28	Not Inspected.
Welshman .....	10 72	do freight.			

STEAM Vessels Not Inspected for the Year, ended 31st December, 1885.

MONTREAL DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
<i>Not Employed.</i>	\$ cts.			\$ cts.	
Elevator No. 1.....	.....		Boucherville .....	.....	
do 2.....	.....		Raftsmen.....	.....	
do 8.....	.....		Herald .....	.....	
do 5.....	.....		Eddie May.....	.....	
do 13.....	.....		L'Assomption. ...	.....	
do 14.....	.....		<i>Employed.</i>		
St. Lambert. ....	.....		Shickluna.....	.....	
Kate.....	.....		Swan.....	.....	
Zebra.....	.....		Maggie.....	.....	
Spray.....	.....		Crusier.....	.....	
Manxman.....	.....		Bella.....	.....	
Albert.....	.....		Peerless.....	.....	

JOHN BURGESS,  
Steamboat Inspector.

## STEAM Vessels Inspected for the Year ended 31st December, 1885.

## QUEBEC DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Hope .....	17 20	Paddle, tug, Montreal and Chambly.	Canada.....	88 36	Side-wheel, passenger, Montreal and Quebec.
John Young.....	11 52	do do	Ed. Arpin.....	5 20	Screw, pleasure yacht.
John .....	13 12	do do	Corsican.....	56 12	Side-wheel, passenger, Montreal and Toronto.
St. John .....	7 20	Screw, tug, Montreal and Quebec.	Corinthian .....	50 48	do do
John Pratt .....	7 80	do do	Algerian.....	44 56	do do
St. Peter .....	6 80	do do	Passport .....	49 36	do do
O. J. Bridges .....	6 56	do do	Challenger .....	7 64	Screw, tug, Montreal and Bic.
Delisle .....	6 80	do do	Miramichi.....	37 08	Side-wheel, passenger, Montreal and Pictou, N.S.
St. Louis .....	6 36	do do	Otter.....	16 76	Screw, passenger, Quebec and Natashquan.
St. James.....	8 64	do do	Polino .....	40 28	Screw, passenger, Pictou and Montreal.
St. Paul.....	6 80	do do	Montmagny.....	22 04	Side-wheel, passenger, Quebec and Berthier.
St. Francis .....	7 20	do do	Etoile .....	30 40	Side-wheel, passenger, Quebec and St. Jean.
M F. Pearsons....	6 80	do do	St. Louis ...	25 12	do do
Sorel.....	14 32	Side-wheel, passenger, Sorel and St. Thomas.	St. Lawrence.....	42 76	Side-wheel, passenger, Quebec and Chicoutimi
Mouche-à-Feu....	16 56	Side-wheel, passenger, Sorel and Berthier.	Union .....	35 48	do do
Terrebonne.....	32 04	Side-wheel, passenger, Verchères and Montreal	South .....	21 96	Side-wheel, Quebec and Lévis ferry.
Chambly .....	33 88	Side-wheel, passenger, Chambly and Montreal	North.....	23 16	do do
Rivière du Loup..	14 92	Side-wheel, passenger, l'Assomption and Varannes.	Arctic.....	14 12	Screw do
Montreal.....	96 44	Side-wheel, passenger, Montreal and Quebec.	Pilot.....	25 04	do do
Quebec.....	130 24	do do	Polaris.....	29 32	do do
Trois Rivières....	78 40	Side-wheel, passenger, Montreal and Three Rivers.	Ste. Croix.....	25 80	Side-wheel, passenger, Ste. Croix and Quebec
Cultivateur.....	35 76	Side-wheel, passenger, Chambly and Montreal	Rudolph .....	9 64	Side-wheel, tug, Sorel and St. Thomas.
Berthier.....	52 04	Side-wheel, passenger, Montreal and St. Helen	Sorel Boy.....	5 20	Screw, harbor tug.

STEAM Vessels Inspected for the Year, &c.—Quebec Division—Continued.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
Marie.....	6 20	Screw, harbor tug.	H. C. Curtis.....	6 76	Screw, Quebec Harbor tug.
Lizzie.....	5 00	do pleasure yacht.	Fairy.....	5 64	do do
Albanie.....	7 32	do do	L. N. G.....	5 44	do do
Minie.....	7 72	do do	Hope.....	5 80	do do
Rhoda.....	12 28	Side-wheel, tug, Montreal and Bic.	Victory.....	7 24	do do
Beaver.....	15 92	do do	Sensation.....	5 60	do do
William.....	16 04	do do	Swallow.....	5 12	do do
Conqueror.....	14 32	do do	Lady Dufferin.....	5 20	do do
Anglesea.....	11 12	do do	J. Murphy.....	5 40	do do
Pilgrim.....	21 04	Side-wheel, passenger, Nicholas and Quebec.	St. George.....	5 52	do do
Brothers.....	18 48	Side-wheel, passenger, St. Ann and Quebec.	Ira.....	5 80	do do
Flora.....	7 00	Screw, Quebec Harbor tug.	Victor.....	6 40	do do
Charlotte.....	5 56	do do	Honkey Dorey....	5 40	do do
Aurelia.....	6 88	do do	Rover.....	6 68	do do
Orleans.....	15 24	Screw, ferry, Quebec and Island of Orleans.	Activity.....	5 60	do do
Lévis.....	14 24	Screw, ferry, Quebec and St. Romuald.	May Flower.....	5 52	.....
Vega.....	13 28	do do	Bourgeois.....	14 80	Side-wheel, ferry, Three Rivers & St. Augustine
Champion.....	12 40	Screw, ferry, Montreal and Bic.	Laval.....	8 60	Side-wheel, ferry, Three Rivers and Laval
Lake.....	10 80	do do	Como.....	8 00	Side-wheel, ferry, Three Rivers and Nicolet.
Florence.....	9 52	do do	Acadien.....	42 24	Screw, freight, Montreal and Pictou.
Dauntless.....	8 24	do do	Rival.....	10 00	Stern-wheel, tug, Montreal and Quebec.
Thor.....	17 88	Side-wheel, tug, Saguenay River.	Relief.....	23 24	Screw, wrecking steamer
Belle.....	7 04	Screw do	Betsiamits.....	7 00	Side-wheel, tug, Betsiamits River.
Cuckoo.....	5 24	do do	Castor.....	8 72	Side-wheel, tug, Quebec and Three Rivers.
Cacouna.....	66 00	Screw, freight, Sidney and Montreal.	Albion.....	11 84	Side-wheel, tug, Montreal and Quebec.
Asilda.....	5 96	Screw, Qu bec Harbour tug.	Boston.....	17 84	do do

STEAM Vessels Inspected for the Year, &c.—Quebec Division—*Concluded.*

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vess l.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Canada.....	14 36	Side-wheel, tug, Montreal and Quebec.	Pioneer.....	12 04	Side-wheel, lake tug.
Ranger.....	14 64	do do	Admiral.....	35 28	Side-wheel, passenger, Dalhousie and Gaspé.
Contest.....	17 24	Side-wheel, mail tender at Rimouski.	C. Holiwell.....	5 36	Screw, Quebec Harbour tug.
Amanda.....	5 44	Screw, Quebec Harbour tug.	Randolph.....	5 64	do do
Johanna B. ....	5 68	do do	Mersey.....	7 40	do do
Maud.....	7 16	Side-wheel, harbour tug.	J. P. Souter.....	5 44	Screw, Quebec Harbour tug.
La Tuque.....	6 96	do do	Diver.....	8 44	Screw, wrecking sch'r.
Arthur.....	6 32	do do	Glassial.....	7 96	Screw, ferry, Three Rivers and St. Angel.
City.....	7 08	do do	C. W. Joncas.....	6 48	Screw, Quebec Harbour tug
Margaret.....	7 56	Screw do	Stormy Petrel.....	5 44	do do
Five Brothers.....	5 44	do do	Hubert Larkin.....	6 96	do do
Batiscan.....	6 60	Side-wheel do	O. Gordon.....	6 44	do do
Oak Bay.....	6 08	do do			

JOS. SAMSON,  
*Steamboat Inspector.*



## STEAM Vessels not inspected, for the Year ended 31st December, 1885.

## QUEBEC DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Bienvenu .....	.....	Paddle, passenger, not running	St. George .....	.....	Paddle, tug, not running
Bee .....	.....	do tug do	St. Catherine.....	.....	Screw do do
Eugenie .....	.....	do passenger do	Maggie McLaren.....	.....	do do do
Eclipse .....	.....	do tug do	Tiger .....	.....	Paddle, passenger do
Gatineau .....	.....	do do do	St. Antoine.....	.....	do do do
Helen .....	.....	do do do	St. Maurice .....	.....	do tug do
Shannon .....	.....	Screw, tug do	Hercules .....	.....	do do do
Scotchman .....	.....	Paddle, tug do	Matawau .....	.....	Screw, freight do
St. Andrew.....	.....	do do do	Nipigon .....	.....	do do do
Lucie .....	.....	do do do	Powerful .....	.....	Paddle, tug do
			St. Charles .....	.....	do do do

Of the 144 steam vessels above mentioned 21 have not been inspected, nor been fitted up, and fees not paid last season, the most of them being tug boats; due from the decrease of the number of sailing vessels, which is caused from the freight being carried by ocean steamers, which left nothing for them to do.

JOS. SAMSON.

*Steamboat Inspector.*

STEAM Vessels Inspected for the Year ended 31st December, 1885.  
MONTREAL AND QUEBEC DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Otter.....	16 76	Screw, passenger.	Trois Rivières.....	76 40	Paddle, passenger.
Arctic.....	14 12	do winter ferry.	Le Cultivateur....	14 08	Centre wheel, ferry.
Pilot.....	25 04	do do	Quebec.....	130 24	Paddle, passenger.
Polaris.....	40 28	do pas'ger & freight.	Miramichi.....	37 06	do do & freight
Mouche à Feu ...	16 56	Paddle, passenger.	Sorel.....	14 32	do do
Montreal.....	96 44	do do	Ste. Croix.....	25 80	do do
Brothers.....	18 48	do do	Bohemian.....	55 52	do do
Cultivateur.....	35 76	do do	Star.....	.....	Condemned.
Filgate.....	18 52	do do	Belmont.....	13 52	Paddle, passenger.
Princess.....	31 16	do do	Rivière du Loup .	14 92	do ferry.
F. B. Maxwell....	27 88	do do	Bonenfant.....	5 68	Centre wheel, ferry.
Terrbonne.....	32 02	do do	Alexandra.....	42 52	Paddle, passenger.
Laprairie.....	28 92	do ferry.	Longueuil.....	22 60	do ferry.
Montarville.....	16 72	do do	South Eastern....	23 80	Screw do
St. Lawrence.....	42 76	do passenger.	Walter B.....	6 32	do do
Montmagny.....	22 08	do do	Empress.....	15 52	Paddle, passenger.
Etoile.....	30 40	do do	Jenet Craig.....	5 40	Screw, ferry.
Pilgrim.....	21 04	do do	St. Ann.....	6 00	do do
St. Louis.....	25 12	do do	Aylmer.....	6 04	do do
Polaris.....	29 32	Screw, winter ferry.	Thousand Island Rambler.	5 80	do do
North.....	23 16	Paddle, ferry.	Express.....	12 03	Paddle do
South.....	30 96	do do	Agnes.....	6 16	Screw, passenger.
Corisican.....	86 12	do passenger.	Eva.....	5 24	do do
Corinthian.....	50 40	do do	Buckingham.....	6 40	do do
Algerian.....	44 56	do do	Eddie May.....	.....	Condemned.
Passport.....	49 36	do do	Mouche à Feu.....	5 80	Centre wheel, ferry.
Ed. Arpin.....	5 20	Screw do	Glide.....	8 30	Screw, ferry.
Rocket.....	31 60	Paddle do	Bonito.....	5 68	do do
Chambly..	33 88	do do	John.....	6 40	Centre wheel, ferry.
Berthier.....	52 04	do do	Prince of Wales..	32 40	Paddle, passenger.

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**STEAM Vessels Inspected for the Year, &c.—Montreal and Quebec Division—Concluded.**


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Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
<b>Dagmar</b> .....	\$ cts. 24 20	Paddle, passenger.	<b>Acadian</b> .....	\$ cts. 42 24	Screw, freight.
<b>Canada</b> .....	88 36	do	<b>Charlot of Quebec</b>	5 56	do passenger.
<b>Bonavista</b> .....	60 24	Screw, passen'r & freight	<b>Contest</b> .....	17 24	Paddle, passenger.
<b>Bourgeois</b> .....	14 80	Paddle, ferry.	<b>Oak Bay</b> .....	6 08	do
<b>Laval</b> .....	8 60	do	<b>Admiral</b> .....	35 28	do
<b>Como</b> .....	8 00	do	<b>Orleans</b> .....	15 24	Screw, ferry.
<b>Canada Atlantic</b>	32 76	do	<b>Levis</b> .....	14 24	do
<b>James</b> .....	13 08	do	<b>Rodolphe</b> .....	9 64	Paddle, passenger.
<b>Charlot of Mon- treal</b> .....	7 36	Screw, ferry.	<b>C. Anderson</b> .....	9 20	Screw, ferry.
<b>Mountain Maid</b> ...	12 72	Paddle, passenger.	<b>Megog</b> .....	7 64	Centre wheel ferry.
<b>Lady of the Lake</b>	32 28	do	<b>Newport</b> .....	5 48	Screw, passenger.
<b>Coban</b> .....	50 52	Screw, passen'r & freight	<b>Ottawa</b> .....	9 64	Paddle, passenger.
<b>Johanna B</b> .....	5 63	do passenger.	<b>Cacouna</b> .....	66 00	Screw, passen'r & freight.
<b>Union</b> .....	35 48	Paddle, passenger.	<b>Isle aux Noix</b> .....	5 56	do passenger.
<b>Vega</b> .....	13 28	Screw, passenger.	<b>Glacial</b> .....	7 96	do winter ferry.

PIERRE D. BRUNELLE,  
*Hull Inspector.*

STEAM Vessels Inspected for the Year ended 31st December, 1885.  
MARITIME PROVINCES DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Captain .....	7 72	Screw, tug.	Bismark .....	6 96	Paddle, tug.
Hercules .....	8 84	do do	Douglas .....	7 04	do do
Freddie V. ....	6 08	do do	Dragon .....	10 44	do do
Neptune. ....	7 84	do do	Quiddy .....	6 20	do do
Marina .....	6 28	do do	Scotia .....	6 68	do do
Storm King .....	9 28	do do	Sea King .....	10 12	Screw, tug.
St. John .....	6 88	do do	Utopia .....	5 96	do do
General .....	11 36	Paddle do	East Riding .....	8 08	Paddle do
Admiral .....	11 32	do do	Tourist.....	5 48	Screw do
Ada G. ....	9 08	do do	Spider .....	5 56	do do
Alameda .....	5 92	Screw, freight.	D. P. Ingraham...	9 52	do do
Earl Dufferin .....	11 48	do do	Melbourne .....	5 12	do do
Lillie G. ....	13 36	do do	Florenceville .....	15 40	Stern-wheel, pass.
Norman .....	6 84	do tug.	E. M. Cates .....	7 32	Screw, tug.
Xanthus .....	7 56	do do	L. Boyer .....	7 40	do do
Tiger .....	9 20	Paddle do	Robt. Burns .....	8 56	do do
Daisy .....	5 40	Screw do	Highland Mary ...	7 96	do freight.
Gipsy .....	5 66	do do	Gambrinus .....	5 92	do do
Effort .....	5 92	do do	Winnie .....	5 36	do tug.
Lillie .....	7 84	do do	La Have .....	6 92	do do
St. Patrick .....	7 08	do do	Mabel Freeman ...	6 04	do do
Grip .....	5 12	do do	Fearless .....	5 64	do do
St. Andrew .....	8 04	do do	Empress.....	45 16	Paddle, pass.
St. Michael .....	6 56	do do	Alpha .....	20 24	Screw do
St. George .....	10 32	do do	Acadia .....	6 48	do do
Zulu .....	5 72	do do	Star .....	26 44	Paddle do
Laura .....	5 56	do do	David Weston ...	38 60	do do
Derby .....	5 48	Paddle do	Enterprise .....	7 88	do ferry.
Loyalist .....	5 72	do do	Soulanges .....	20 72	do pass.
Xiphias .....	6 84	do do	Novelty .....	7 56	do do

STEAM Vessels Inspected for the Year, &c.—Maritime Provinces Division—*Concluded.*

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.				
May Queen .....	29 56	Paddle, pass.	Nelson .....	7 56	Screw, ferry.
Wellington .....	15 20	do ferry.	Miramichi .....	8 00	do pass.
Meta .....	5 20	Screw, yacht.	Lady Dufferin ....	6 88	Paddle, ferry.
Zaidee .....	5 72	do do	Andover .....	15 40	Stern-wheel, pass.
Princess of Wales	45 40	Paddle, pass.	Western Extension.	24 96	Paddle, ferry.
Elfin .....	12 88	do ferry.	Sarah H. ....	8 24	do do
Heather Belle.....	19 28	do pass.	Forest Queen .....	12 60	do do
F. C. Batte.....	6 32	Screw, ferry.	St. George ... ..	6 48	Screw, tug.
St. Lawrence.....	41 80	Paddle, pass.	Fred Olinch.....	5 92	do pass.
Summerside .....	22 40	Screw, freight.	Joe Edwards.....	6 40	do ferry.
Mayflower .....		Dominion steamer.	Montague .....	13 16	Paddle do
Bearer .....	13 84	Screw, pass.	Southport .....	17 60	do do
Sybella H.....	7 80	Paddle, ferry.	Bellisle.....	14 20	Stern-wheel, passenger.
Edgar Stuart .....	17 84	Screw, pass.	Lady of the Lake	7 44	Paddle, ferry.
M. A. Starr.....	17 88	do do	Ripple .....	6 12	Screw do
Rimouski.....	12 96	do do	Norwegian .....	16 12	do do
Neptune.....	13 52	Paddle, pass.	Delta .....	41 24	do passenger.
Clyde .....	31 68	Screw do	Yuba.....	5 48	do ferry.
Marion .....	27 12	do do			

W. M. SMITH,  
Deputy Chairman, Board of Steamboat Inspection.

## STEAM Vessels Not Inspected, for the Year ended 31st December, 1885.

## MARITIME PROVINCES DIVISION.

Name.	Dues and Fees.	Where and How Employed.
Quangondy.....		Ferry, St. John, N.B., laid up.
Glendon.....		Freight, Halifax, N.S. do
Oscar Wilde.....		Passenger, Woodstock, N.B., laid up.
Tiger.....		Tug, Pictou, N.S., laid up.
Champion.....		do North Shore, out of port.
Carrie.....		Freight, Yarmouth, N.S., laid up.
Islet.....		Tug do do
Island Gem.....	\$5.64 17th April, 1885.	Fishing boat, laid up before certificate expired.
Loyalist.....		Yacht, laid up, not in use 1885, St. John, N.B.
Mary Ann.....		Tug, laid up, Wallace, N.S.
Richard Doane.....		do do St. John, N.B.
Goliath.....		do not inspected yet.
Henry Hoover.....		do do
Laddie.....		do Chatham, N.B., re-building.
Alida.....		do Halifax, N.S., laid up.
Bertha.....		do do not inspected yet.
Annie.....		do Sydney, N.S. do
Bessie and Harry.....		do Halifax, N.S. do
Gipsy.....		do Bathurst, N.S., not in use.
Lorne.....		do North Shore, not in port.
John Williams.....		Yacht, not in use.
May Flower.....		Tug, not in use 1885, laid up, Halifax, N.S.

STEAM Vessels Inspected for the Year ended 31st December, 1885.  
MARITIME DIVISION.

Name of Vessel.	Tonnage.	Masters' Name.	Where Inspected.
Lansdowne.....	680·4	J. Darkin .....	Halifax, N.S.
Newfield.....	785·	A. Guildford.....	do
Edgar Stuart.....	246·83	W. L. Stuart.....	do
Empress.....	929·20	R. H. Fleming.....	Carleton, N.B.
Ouangondy.....	294·75	F. L. Nice.....	do
Nelson.....	68·28	T. Haviland.....	Chatham, N.B.
Miramachi.....	68·25	John Maclean.....	do
David Weston.....	765·15	G. L. Esterbrooks.....	Carleton, N.B.
Alpha.....	211·54	S. Standwood.....	Yarmouth, N.S.
Arcadia.....	61·41	W. H. Cook.....	do
Evangeline.....	78·74	J. Robinson.....	Annapolis, N.S.
Dominion.....	404·39	R. Blannett.....	Carleton, N.B.
May Queen.....	539·40	C. Brennan.....	do
Beaver.....	146·86	P. J. Le Maistre.....	Pictou, N.S.
Ripple.....	19·03	E. Duffy.....	Newcastle and Moncton, N.B.
Andover.....	139·98	Hans Holverson.....	Newcastle, N.B.
Enterprise.....	72·33	John Maccaney.....	Indian Town, N.B.
Soulanges.....	318·37	D. W. Stillwell.....	do
Star.....	461·03	G. L. Esterbrooks.....	do
Novelty.....	42·66	S. G. Maybee.....	do
Princess of Wales.....	935·54	R. Cameron.....	Summerside, P.E.I.
Elfin.....	122·44	W. H. Boutts.....	Charlottetown, P.E.I.
Heather Belle.....	282·	H. McLean.....	do
Batt.....	32·90	Hiram Hobbs.....	do
Southport.....	186·15	D. McDougall.....	do
St. Lawrence.....	846·	E. Evans.....	Pictou, N.S.
Summerside.....	359·98	Alex. Cameron.....	do
Mayflower.....	377·	J. Crawford.....	do
Wellington.....	54·54	N. Macfarlane.....	Summerside, P.E.I., and Pictou, N.S.
Sybella H.....	47·78	J. Haviland.....	Chatham, N.B.
Laura.....	13·55	D. Betts.....	Newcastle, N.B.
Richmond.....	44·57	Boudret.....	Pictou, N.S.
Micmac.....	102·30	W. Coleman.....	Halifax, N.S.

STEAM Vessels Inspected for the Year, &c.—Maritime Division—*Concluded.*

Name of Vessel.	Tonnage.	Masters' Name.	Where Inspected.
M. A. Starr .....	244·32	A. Ferguson .....	Halifax, N.S.
Rimouski .....	124·70	J. Keating .....	Port Mulgrave, N.S.
Effort .....	23·38	A. Blair .....	Port Hawksbury, C.B.
Clyde .....	542·	.....	North Sydney, C.B.
Neptune .....	138·69	— Carlin .....	South Sydney, C.B.
Marion .....	478·43	G. S. Burchell.....	do
May Queen .....	142·09	J. Moffatt .....	Little Bras d'Or, C.B.
Merrimac .....	85·	J. Gordon.....	North Sydney, C.B.
Lady of the Lake .....	61·32	A. Gordon .....	do
St. Michael .....	39·20	Wm. McMann .....	Chatham, N.B.
Lady Dufferin .....	47·48	L. McDonald .....	Newcastle, N.B.
Andover .....	139·38	Hans Holverson .....	do
G. Shattuck .....	361·64	S. Swayne.....	Dartmouth, N.S.
Annie Stuart .....	35·53	.....	Halifax, N.S.
Fred Olinch .....	23·87	G. Flewelling .....	Portland, N.B.
Fawn .....	621·44	.....	Indian Town, N.B.
Bellisle .....	155·	J. G. Maybee .....	St. John, N.B.
Sir C. Ogle .....	76·90	J. W. Graham .....	Halifax, N.S.
Chebusto .....	65·28	W. Coleman.....	do
Hiawatha .....	239·79	T. C. Marsters.....	Hantsport, N.S.
Pinafore.....	25·86	S. Clark.....	do
Joe Edwards .....	34·66	S. Mills .....	Annapolis, N.S.
Western Extension .....	193·48	F. L. Nice .....	Carleton, N.B.
Florenceville .....	185·14	T. S. Duncan .....	Carleton and Fredericton, N.B.
Forest Queen .....	72·79	G. S. Peters .....	Fredericton, N.B.
Sarah H.....	81·46	R. Hains .....	do
Montague .....	129·	J. Fairchild .....	Georgetown, P.E.I.
Norwegian .....	137·98	C. Emery ....	Port Mulgrave, N.S.
Secret.....	466·56	R. H. Fleming .....	Bath, Me., and St. John, N.B.
Delta ....	873·21	S. W. Crowell.....	Halifax, N.S.
City of St. John.....	709·12	G. L. Burchell.....	Yarmouth, N.S.
St. Pierre .....	496·44	J. P. Angrove.....	Halifax, N.S.



## STEAM Vessels Inspected for the Year ended 31st December, 1885.

## BRITISH COLUMBIA DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Georgia .....		Government steamer.	Surprise .....	6 00	Screw, tug.
Anna Beck .....	7 32	Screw, freight.	Saanich.....	7 64	Paddle do
Barbara Boscowitz	20 00	do passenger.	Hope.....	18 16	Screw do
Beaver .....	14 38	Paddle, tug.	Pilot.....	15 32	do do
Reliance.....	20 56	Stern-wheel, passenger.	2 Scows.. ..	10 00	Passenger.
R. P. Rithet.....	81 36	do do	Woodside .....	7 00	Screw, tug.
Amelia.....	41 24	Paddle do	Joe. Adams.....	5 48	do do
Grace .....	8 32	Screw, freight.	Senator.....	6 12	do ferry.
Adelaide .....	14 04	Stern-wheel, freight.	Mermaid.....	17 61	Paddle, tug.
Belle .....	12 68	Screw, tug.....	Enterprise.....	23 20	do passenger.
K. de K.....	7 44	Paddle, ferry.	Alexander.....	21 28	do tug.
Buzz .....	10 52	Screw, tug.	Rustler.....	6 50	Pile-driver.
Skidegate .....	6 48	do fishing.	Alice .....	7 16	Paddle, passenger.
Kamlcops .....	25 03	Stern-wheel, freight.	Gem.....	7 40	Stern-wheel, freight-
Skuzzy .....	26 87	do do	Naumselle.....	5 25	Paddle, yacht.
Clyde.....	11 00	Screw, sealer.	Iris.....	5 80	Screw, tug.
Western Slope....	41 28	Stern-wheel, freight.	Cariboo and Fly..	28 08	do freight.
James McHaught	13 84	do do	Nellie Taylor.....	5 24	do ferry.
Leonora .....	6 32	Screw, tug.	Elevator.....	5 96	Water-boat.
Lily.....	10 75	do do	Lillie .....	6 32	do
Nellie.....	5 10	do do	Hyack.....	11 36	do
Daisy.....	13 40	do passenger.	Teaser.....	14 12	Twin screw.
Etta White.....	8 92	do tug.	Oriole.....	5 12	Screw, yacht.
Lottie.....	6 16	do do	Maud.....	15 00	do freight.
Peerless .....	20 32	Stern-wheel, passenger.	R. Dunsmuir.....	34 48	Paddle, passenger-
Lady Dufferin....	7 40	Paddle do	Princess Louise...	53 28	do do
Spallumcheen....	7 20	do do	Yosomite .....	77 00	do do
Midge.....	Not paid.	Steam launch.	Thornton.....	6 28	Screw, freight.
			Spratts Ark.....	38 80	do fishing.

STEAM Vessels Inspected for the Year, &c.—British Columbia Division—*Concluded.*

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Otter.....	35 56	Screw, freight.	Gipsy.....	7 00	Stern-wheel, tug.
Westminster.....	5 73	do tug.	Eva.....	5 28	Screw, tug.
Dolphin.....	12 32	do freight.	W. Irving.....	37 52	Not inspected.
Emma.....	6 40	do tug.	Sardonys.....	.....	do

EDWARD S. VIGOR,  
*Steamboat Inspector.*

## STEAM Vessels Not Inspected, for the Year ended 31st December, 1885.

## BRITISH COLUMBIA DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Anna Beck.....	7 32	Screw, freight.	Pilot .....	15 32	Screw, tug.
Barbara Boscowitz	20 00	do passenger.	Maude .....	15 00	do freight.
Beaver.....	14 56	Paddle, tug.	Enterprise .....	23 20	Paddle, passenger.
R. P. Rithet.....	81 36	Stern-wheel, passenger.	Alexander.....	21 28	do tug.
Amelia.....	41 24	Paddle do	Caraboo Fly.....	21 08	Screw, freight.
Grace.....	8 32	Screw, freight.	Princess Louise...	53 28	Paddle, passenger.
Hope .....	18 16	do tug.	Teaser.....	14 12	Twin-screw.
Western Slope....	41 28	Stern-wheel, freight.	Robert Dunsmuir.	34 48	Paddle, passenger.
2 Scows.....	10 00	Passenger.	Dolphin .....	12 32	Screw, freight.
Daisy.....	13 40	Screw, passenger.	Yosemite .....	77 00	Paddle, passenger.
Woodside .....	7 00	do tug.			

R. COLLISTER,  
Inspector of Hulls, Victoria, B.C.

## STEAM Vessels Inspected for the Year ended 31st December, 1884.

## MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.	Name of Vessel.	Tonnage Dues and Inspection Fees paid.	Remarks.
	\$ cts.			\$ cts.	
Three Friends.....	9 80	Screw, tug.	Queen .....	6 28	Screw, tug.
Kincardine .....	15 28	do freight.	D. L. Mather .....	9 12	do do
Kate Marks.....	7 26	do tug.	N. Mosher.....	6 32	do do
Salty Jack .....	6 80	do do	Mary Hatch.....	11 16	Paddle, tug.
Brothers .....		Fishing boat, not regist'd	Victoria .....	6 60	Screw do
E. M. Foster .....	13 52	Screw, pass. and freight.	Couchiching .....	9 20	do do
Mary Ann. ....	8 44	do tug.	Dryberry.....	5 48	do do
A. Neff .....	13 12	do pass. and freight	Cruiser.....	5 48	do do
Hattie Vinton.....	7 21	do tug.	Algoma .....	8 96	do pass. and freight.
Kakabeka .....	12 52	do ferry.	Sunbeam .....	5 08	do pleasure yacht.
Butcher's Boy.....	16 56	do pass. and freight.	Weindigo .....	5 16	do tug.
Ocean .....	35 32	do do	May .....	5 08	do pleasure yacht.
Prussia.....	36 40	do do	Regina .....	5 28	do do
Silver Spray.....	13 20	do tug.	Kathleen .....	5 28	do do
Victoria.....	8 92	do pass. and freight.	Lady Ellen.....	5 76	do fishing boat.
Coivile .....	14 56	Twin screw, tug.	Saskatchewan .....	21 48	Paddle, freight.
Glendevon .....	8 96	do do	Marquis .....	38 16	Stern-paddle, pass. and freight.
Marquette.....	22 16	Stern-paddle, pass. and freight.	Millie Howell.....	5 76	Screw, tug.
Princess.....	29 24	Paddle, passenger.	Annie Mac .....	5 21	Paddle (no certificate issued).
Ogema.....	7 48	Screw, tug.	Rambler .....	5 54	Screw, pleasure yacht.
Ripple .....	5 29	paddle, pleasure yacht.	Lady of the Lake.	5 08	do do
Thistle.....	5 92	Screw, tug.	Caro .....	5 16	do tug.
Fleetwing .....	6 60	do do			

EDMUND R. ABELL,  
Steamboat Inspector for Manitoba, Keewatin and N. W.-T.

STEAM Vessels Not Inspected for the Year ended 31st December, 1885.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Tonnage dues and Inspection Fees paid.	Remarks.
Percy Sutherland....	\$ 6 36	This vessel has not been in use during this season.
Baroness .....	17 80	
Minnow .....	5 80	These vessels have been employed on the South Saskatchewan River, and were laid up at Saskatoon, and crews disbanded before I could reach them, some time about the latter part of July, 1885.
Alberta .....	11 00	
May Queen.....	5 32	
Northcote .....	26 44	These two vessels were employed mostly on the North Saskatchewan River, and I could not reach them in time, before they were laid up. They have only run about four months since their last inspection.
North-West.....	25 00	
Grahame .....	21 28	This vessel is employed on the Athabasca River, and at too great a distance from Manitoba to inspect, unless at the sacrifice of one whole summer's time.
Empress.....	Tonnage dues and Inspection Fees not paid on these four vessels.	Has not been in use during the past three seasons.
Ida.....		These two vessels have not been in use during this season, and not been in the water since 1884.
Nautilus .....		
Lady Blanche.....		Not been in use this season; in fact, she has never been either surveyed, registered or inspected.

\* The items of tonnage dues and inspection fees were obtained from the Collector of Customs at the Port of Winnipeg.

EDMUND R. ABELL,  
Steamboat Inspector.

## NUMBER of Passengers Allowed each Steamer and Date of Expiration of Certificate.

## WEST ONTARIO AND HURON DIVISION.

Name of Steamer.	Number of Passengers.	Date License Expires.	Name of Steamer.	Number of Passengers.	Date License Expires.
Ada Alice .....	66	May 17, 1886	Excelsior .....	.....	Not certificated.
Africa .....	200	do 11, 1886	Essex .....	229	June 22, 1886
Alberta .....	459	do 15, 1886	Florence .....	30	Dec. 31, 1885
Algoma .....	460	do 11, 1886	Frances Smith .....	300	May 12, 1886
Annie Craig .....	215	do 18, 1886	Geneva .....	263	do 18, 1886
Armenia .....	294	June 25, 1886	Great Western .....	170	Dec. 1, 1885
Armenia .....	125	April 24, 1886	Gipsey .....	170	May 23, 1886
Athabasca .....	459	May 9, 1886	Hope .....	350	April 24, 1886
Atlantic .....	325	do 6, 1886	Hiawatha .....	223	June 19, 1886
Alma Munro .....	25	do 1, 1886	Huron .....	car ferry	May 9, 1886
Acadia .....	25	do 2, 1886	Hastings .....	474	June 29, 1886
Arlington .....	100	do 26, 1886	Ivy Alderson .....	25	May 27, 1886
Annie Watt .....	37	July 31, 1886	International .....	car ferry	do 9, 1886
Beatrice .....	169	June 2, 1886	Interocean .....	40	July 16, 1886
Byron Terice .....	269	do 19, 1886	J. L. McEdward .....	70	May 19, 1884
City of Dresden .....	217	April 22, 1886	John Hanlan .....	177	June 19, 1886
C. H. Merritt .....	200	do 25, 1886	James Buckley .....	14	Aug. 12, 1886
Canada .....	50	May 5, 1886	Kakabeka .....	195	May 12, 1886
Celtic .....	60	do 6, 1886	Kate Murray .....	15	July 20, 1886
Chicora .....	772	do 20, 1886	Kenosha .....	56	do 20, 1886
Canadien .....	290	do 23, 1886	Luella .....	132	May 2, 1886
California .....	125	April 25, 1886	Lillie .....	163	do 18, 1886
Campana .....	320	May 8, 1886	Lake Ontario .....	25	July 7, 1886
Carriella .....	60	Oct. 1, 1885	Lansdowne .....	500	Oct. 8, 1886
Cherokee .....	50	June 3, 1886	Myles .....	30	May 2, 1886
Chicoutimi .....	73	do 9, 1889	Maid of the Mist .....	100	June 11, 1886
City of Montreal .....	15	May 19, 1886	Maggie Mason .....	78	July 11, 1886
Cuba .....	125	do 2, 1886	Myrtie .....	15	do 31, 1888
D. Foster .....	60	April 17, 1886	Magnet .....	310	Nov. 30, 1885
Enterprise .....	199	June 22, 1886	Mary Louise .....	.....	Not certificated.

NUMBER of Passengers Allowed each Steamer, &c.—West Ontario and Huron  
Division—*Concluded.*

Name of Steamer.	Number of Pas- sengers.	Date License Expires.	Name of Steamer.	Number of Pas- sengers.	Date License Expires.
Mazeppa.....	300	June 23, 1886	Ruby .....	40	June 3, 1886
Meteor.....	70	Nov. 23, 1885	St. Magnus .....	25	May 2, 1886
Muskoka .....	47	July 23, 1886	Sir S. L. Tilley....	12	do 1, 1886
Nipissing.....	52	Dec. 31, 1885	Southern Belle.....	482	do 15, 1886
Northern .....	.....	Not certificated.	Sadie .....	377	do 23, 1886
Northern Belle.....	250	May 6, 1886	Shamrock.....	40	June 15, 1886
Orillia.....	232	do 26, 1886	Sovereign.....	50	do 26, 1886
Ontario of Sarnia.....	300	do 8, 1886	Spartan.....	300	Nov. 30, 1885
Ontario of Kingston.....	230	Close of Nav.'85.	Telegram .....	150	do 30, 1885
Persia .....	150	April 28, 1886	Tender .....	40	June 8, 1886
Prowett Beyer { Lake ..	35 }	July 10, 1886	Theresa .....	132	May 23, 1886
{ River..	63 }		Transit.....	150	do 30, 1886
Pacific .....	335	May 6, 1886	Transfer.....	.....	Not certificated.
Queen .....	18	Aug. 29, 1886	United Empire....	418	May 8, 1886
Queen of the Isles.....	.....	Not certificated.	Wenonah .....	.....	Not certificated.
Quebec.....	344	May 8, 1886	Wm. M. Alderson.....	209	April 17, 1886
Queen City .....	250	do 15, 1886	Watertown.....	100	Dec. 15, 1885
Rupert .....	407	Close of Nav.'85.			

## FREIGHT STEAMERS.

Name of Steamer.	Date License Expires.	Name of Steamer.	Date License Expires.
Albion.....	May 11, 1886	Energy.....	June 18, 1886
Ada E. Allen.....	do 29, 1886	E. Windsor.....	do 23, 1886
Bruna.....	April 20, 1886	Isaac May.....	July 28, 1886
Clinton.....	do 29, 1886	Juno.....	Aug. 15, 1886
City of Mt. Clemens.....	Not certificated.	J. B. Newman.....	Oct. 22, 1886
Dominion.....	April 30, 1886	Lincoln.....	April 29, 1886
D. E. Van Allen.....	May 14, 1886	La Belle.....	May 30, 1886
Enterprise.....	do 12, 1886	Lake Michigan.....	Aug. 11, 1886
Lothair.....	do 12, 1886	Teceumseh.....	April 23, 1886
L. Shickluna.....	do 4, 1886	United Lumbermen.....	Close of Nav. '85.
Niagara.....	April 20, 1886	Victoria.....	Not certificated.
Owen.....	Oct. 22, 1886	W. S. Ireland.....	June 18, 1886
Scotia.....	June 12, 1886	W. E. Hall.....	July 13, 1886
Thames.....	do 18, 1886		

## TUGS AND YACHTS.

Ada.....	Not certificated.	Augusta.....	June 15, 1886.
Admiral.....	June 17, 1886.	Bob Hackett.....	do 1, 1886.
Albert Dymont.....	Not certificated.	Blanche Shelby.....	Aug. 20, 1886.
Alfred Merrell.....	do	Bruce.....	July 7, 1886.
Alice Brooke.....	Aug. 19, 1886.	Charlton.....	Dec. 31, 1885.
Alfred Wilson.....	Not certificated.	C. J. G. Munro.....	June 17, 1886.
Annie Clark.....	Aug. 7, 1886.	Clara.....	Oct. 12, 1886.
Ann Long.....	do 7, 1886.	Clara M. Carter.....	May 3, 1886.
Ariadne.....	Sept. 1, 1886.	Dauntless.....	Not certificated.
A. T. Kelley.....	June 19, 1886.	Dominion.....	July 20, 1886.
A. E. Cook.....	July 11, 1886.	Dufferin.....	May 20, 1886.
Admiral D. D. Porter.....	do 15, 1886.	Edith.....	July 21, 1886.
Agnes.....	Aug. 20, 1886.	Ed. Blake.....	do 7, 1886.



## TUGS AND YACHTS—Continued.

Name of Steamer.	Date License Expires.	Name of Steamer.	Date License Expires.
Ella Taylor .....	Not certificated.	Jessie.....	June 13, 1886.
Ella Alice .....	do	John Harris.....	Aug. 5, 1886.
Esperanza.....	May 16, 1886.	John Harrison . . . . .	May 13, 1886.
Evangeline .....	Not certificated.	Joe Mac.....	July 8, 1886.
Fanny .....	do	Juanita .....	June 4, 1886.
Fanny Arnold.....	Aug. 5, 1886.	Kate Pilgrim.....	do 8, 1886.
Flight .....	June 19, 1886.	Kittie Haight .....	July 15, 1886.
Forester .....	Not certificated.	Lake Joseph .....	do 20, 1886.
Frank Jackman . . . . .	April 23, 1886.	Louisa .....	Not certificated.
Geo. Dean.....	Not certificated.	M. A. Bennett.....	June 12, 1886.
Geo. Douglass.....	June 13, 1886.	M. A. Laughlin.....	June 12, 1886.
G. A. Ranney.....	Aug. 6, 1886.	Mary Beck .....	do 9, 1886.
Glucas .....	May 13, 1886.	Mary, of Sarnia .....	May 2, 1886.
Golden City .....	June 13, 1886.	Mary, of Port Stanley .....	June 3, 1886.
Grace Darling. ....	do 18, 1886.	Maggie .....	May 3, 1886.
Hector .....	May 2, 1886.	Marshall and Murray .....	June 4, 1886.
Harold Gauthier .....	Not certificated	Messenger .....	do 19, 1886.
Harry Sewell.....	June 18, 1886.	Mermaid .....	July 6, 1886.
Harvey Neelon .....	July 9, 1886.	Minnie Hall .....	Sept. 10, 1886.
H. L. Lovering . . . . .	June 5, 1886.	Minnie Martin.....	June 4, 1886.
Huron .....	Aug. 20, 1886.	Minneogonashene .....	Not certificated.
Inez .....	June 13, 1886.	Minnehaha .....	Oct. 1, 1886.
Isabella.....	do 27, 1886.	Mocking Bird .....	July 13, 1886.
International, No. 88623 .....	April 24, 1886.	Myra .....	Oct. 23, 1886.
International, No. 88627 .....	June 1, 1886.	Myrtle .....	Not certificated.
James Clark .....	July 31, 1886.	Minnie Kidd.....	July 31, 1886.
Jennie G. Harper.....	do 31, 1886.	Nellie May .....	June 3, 1886.
James Norris .....	June 15, 1886.	Norah.....	Not certificated.
Jane Armstrong.....	do 12, 1886.	Ontario.....	July 21, 1886.
Jennie Willson .....	Oct. 20, 1886.	Phenix.....	Aug. 20, 1886.

TUGS AND YACHTS—*Concluded.*

Name of Steamer.	Date License Expires.	Name of Steamer.	Date License Expires.
R. F. Childs .....	June 19, 1886.	Starling .....	June 4, 1886.
R. S. King .....	May 2, 1886.	Stella .....	do 9, 1886.
Ripple .....	June 17, 1886.	Sunbeam .....	Sept. 3, 1886.
Rambler .....	July 29, 1886.	Superior .....	Aug. 18, 1886.
R. B. McPherson .....	May 4, 1886.	Sylvester Kneeland .....	May 4, 1886.
R. Kendrick .....	June 27, 1886.	S. C. Doty .....	Oct. 1, 1886.
River Belle .....	do 24, 1886.	Tommy Wright .....	Aug. 20, 1886.
Rock .....	Aug. 17, 1886.	T. B. Secord, .....	Oct. 2, 1886.
Rosamond .....	June 19, 1886.	Uncle John .....	do 23, 1886.
Rosseau .....	July 23, 1886.	Victoria .....	Not certificated.
Sam Perry .....	do 10, 1886.	Wales .....	Aug. 19, 1886.
Sea Gull .....	June 19, 1886.	W. A. Routh .....	July 7, 1886.
Severn .....	do 4, 1886.	W. J. Aikens. ....	June 13, 1886.
Severn Belle .....	do 5, 1886.	W. J. Taylor .....	July 20, 1886.
Shawanaga .....	Aug. 18, 1886.	W. P. Tribble .....	June 4, 1886.
Sparrow .....	Not certificated.		

**RETURN SUPPLEMENTARY TO FORM 11.**  
**SHOWING Number of Passengers allowed and Date of Expiry of Certificates of**  
**Steamers in East Ontario Division for 1886.**

Passenger Steamers.	No. of Passengers	Date of Expiry of Certificate.	Passenger Steamers.	No. of Passengers.	Date of Expiry of Certificate.
Alaska.....	100	July 30, 1886	Olive.....	20	May 15, 1886
Annie Gilbert.....	30	May 9, 1886	Pierrepoint.....	415	April 25, 1886
Beaver.....	75	July 8, 1886	Princess Louise.....	190	May 12, 1886
Beaubocage.....	150	do 14, 1886	Pearl.....	13	July 10, 1886
Chaffey.....	58	May 27, 1886	Puritan.....	400	May 22, 1886
Catherine.....	32	June 15, 1886	Prince Arthur.....	370	July 1, 1886
Cruiser.....	70	July 11, 1886	Pearl.....	25	May 20, 1886
City of Belleville.....	250	do 31, 1886	Princess Louise.....	76	July 29, 1886
Deseronto.....	83	May 30, 1886	Prince Edward Ferry...	25	Oct. 1, 1886
Dora.....	30	July 9, 1886	Paloma.....	500	July 15, 1886
Dominion.....	100	do 13, 1886	Quinté.....	440	May 20, 1886
Empress of India.....	660	May 18, 1886	Resolute.....	13	April 29, 1886
Eva.....	90	July 14, 1886	Reindeer.....	140	May 5, 1886
Esturion.....	272	do 20, 1886	Rideau Belle.....	40	do 15, 1886
Eureka.....	40	Aug. 3, 1886	Rothsay.....	500	July 1, 1886
Fairy.....	42	July 11, 1886	St. Julian.....	20	do 1, 1886
Florence.....	35	do 31, 1886	Transit.....	450	do 31, 1886
Garnet.....		None issued.	Utica.....	30	May 19, 1886
Golden Eye.....	170	July 9, 1886	Varuna.....	175	do 19, 1886
Grenada.....	130	do 29, 1886	Waterwitch.....	12	July 14, 1886
Hero.....	425	April 29, 1886			
Ida.....	50	May 1, 1886	Freight Steamers—		
Khartoum.....	50	July 27, 1886	Bella Wilson.....		June 5, 1886
Lily Nicholson.....	30	June 9, 1886	D. D. Calvin.....		April 27, 1886
Maud.....	390	April 25, 1886	Freemason.....		May 14, 1886
Mary Ethel.....	50	May 9, 1886	Indian.....		April 28, 1886
Myrtle.....	30	June 9, 1886	Nile.....		May 11, 1886
Mary Louise.....	40	July 15, 1886	Pioneer.....		Sept. 14, 1886
Maple Leaf.....	35	do 17, 1886	Reliance.....		May 21, 1886
Norseman.....	430	April 23, 1886	Robert Anglin.....		Aug. 21, 1886
Nellie Cuthbert.....	90	July 6, 1886	Saxon.....		May 13, 1886

RETURN Showing Number of Passengers allowed, &c.—East Ontario Division—*Con.*

Tugs.	Date of Expiry of Certificate.	Tugs.	Date of Expiry of Certificate.
Albert Wright.....	May 1, 1886	Ontario.....	July 14, 1886
Active.....	do 27, 1886	Ontario.....	Aug. 6, 1886
Anglo Saxon.....	July 13, 1886	Rescue.....	May 22, 1886
Bella Fair.....	do 18, 1886	Ripple.....	Aug. 13, 1886
Chieftain.....	May 1, 1886	Stranger.....	July 14, 1886
Colonel By.....	do 28, 1886	Traveller.....	May 1, 1886
Cobocok.....	July 17, 1886	Thistle.....	Oct. 1, 1886
D. G. Thomson.....	April 28, 1886	William Johnston.....	May 28, 1886
D. P. Dey.....	June 5, 1886	Whistle Wing.....	July 9, 1886
Eleanor.....	May 14, 1886		
Emma Munson.....	do 25, 1886	Yachts—	
Eliza Bonar.....	do 10, 1886	Bella.....	June 30, 1886
Edmond.....	July 31, 1886	Carlton.....	do 18, 1886
Enterprise.....	Aug. 13, 1886	Daisy.....	None issued.
Glide.....	April 30, 1886	Eva.....	June 17, 1886
Gilbert.....	Aug. 6, 1886	Ivy.....	do 15, 1886
H. F. Bronson.....	April 30, 1886	Juno.....	do 16, 1886
Hiram A. Calvin.....	May 1, 1886	Marquis of Lorne.....	July 4, 1886
H. M. Mixer.....	June 23, 1886	Oriole.....	June 17, 1886
Hiram Easton.....	July 29, 1886	Omets.....	do 10, 1886
J. A. Macdonald.....	May 1, 1886	Ruby.....	July 3, 1886
Jessie Hall.....	do 6, 1886	Spray.....	June 16, 1886
John Hunter.....	June 8, 1886	Seaborn.....	July 16, 1886
Lizaie.....	do 8, 1886	Topsy.....	June 16, 1886
Lily.....	do 29, 1886	Tropic.....	None issued.
McArthur.....	May 2, 1886	Victor.....	Sept. 14, 1886
Metamora.....	Dec. 1, 1885	Water Lily.....	June 9, 1886
Mary Ellen.....	July 13, 1886	Wanda.....	None issued.
M. P. Davis.....	Dec. 1, 1885	Zephyr.....	Aug. 14, 1886

EDWARD ADAMS,  
Steamboat Inspector.

PASSENGER Steamers Inspected in the Montreal Division during the Year ending 31st December, 1885, giving the Number of Passengers each Steamer is allowed to carry; and also the date of the expiration of their Certificate.

Name of Vessel.	No. of Passengers.	Date.	Name of Vessel.	No. of Passengers.	Date.
		1886.			1886.
Transfer.....	400	Feb. 12	Thousand Island Rambler.....	75	June 23
Alexandria.....	586	May 7	Aylmer.....	45	do 25
Filgate.....	500	do 9	Eva.....	25	do 26
Prince of Wales.....	500	do 9	Agnes.....	50	do 26
Cultivateur.....	100	do 12	Buckingham.....	30	do 27
Charlotte.....	75	do 13	Mouche au Feu.....	50	do 27
Princess.....	443	do 15	Bonito.....	30	do 27
F. B. Maxwell.....	350	do 19	Glide.....	100	do 28
Laprairie.....	977	do 19	John.....	50	do 29
South Eastern.....	700	do 22	Mountain Maid.....	250	July 2
Longueuil.....	800	do 22	Lady of the Lake.....	750	do 3
Montarville.....	800	June 3	Dagmar.....	400	do 3
Bohemian.....	500	do 5	Magog (Certificate not issued).....		do 27
Belmont.....	329	do 6	S. S. Coban.....	50	do 29
Star.....	375	do 10	S. S. Bonavista.....	150	Aug. 8
Walter B.....	80	do 19	H. Bonenfant (Cert. not issued).....		do 25
Empress.....	150	do 19	Ottawa.....	125	do 31
Janet Craig.....	50	do 22	St. Anne.....	40	Sept. 1
Express.....	100	do 23	C. Anderson.....	100	do 9

JOHN BURGESS,  
Steamboat Inspector.

TUG Steamers Inspected in the Montreal Division, during the Year ended 31st December, 1885, giving the Date of the Expiration of their Certificate.

(Name of Vessel.	Date.	Name of Vessel.	Date.
British America.....	1886. May 6	Resolute.....	1886. June 23
Rocket.....	do 8	Geo. H. Millen.....	do 24
Vermont.....	do 11	John Heney.....	do 24
E. B. Eddy.....	do 13	Castor.....	do 25
Ivy.....	do 13	G. B. Patty.....	do 25
Caribou.....	do 13	Chaudière.....	do 25
Florence.....	do 14	Monitor.....	do 25
John R. Booth.....	do 14	Rover.....	do 26
Agnes McMahon.....	do 15	High Rock.....	do 26
St. George.....	do 16	Lady Forrest.....	do 27
Dolphin.....	do 18	Aurora.....	do 29
George A. Harris.....	do 27	W. F. Logie.....	do 29
Allan Gilmour.....	do 27	J. K. Ward.....	July 4
F. A. Folger.....	do 28	Tim Doyle.....	do 4
Nasmith.....	June 1	Gertie.....	do 7
Carillon.....	do 1	Elfin.....	do 13
Calumette.....	do 3	Grenville.....	do 17
W. C. Francis.....	do 15	Mink.....	do 17
Nosbonsing.....	do 17	James.....	do 20
Booth.....	do 17	Arctic.....	do 21
C. O'Kelly.....	do 19	Humber.....	do 21
Pembroke.....	do 19	Owens.....	do 23
Hiram Robinson.....	do 20	Newport.....	do 27
H. F. Bronson.....	do 20	William.....	do 28
Sir John Young.....	do 21	Ploer.....	Aug. 5
H. F. Baldwin.....	do 22	Anna.....	Sept. 12
Levi Young.....	do 22	Aries.....	do 14
Dandy.....	do 22	Isle au Noix.....	Oct. 6
Rockland.....	do 22	Georgiana.....	do 29
Sir John.....	do 22	Rigeaud.....	do 29
G. H. Notter.....	do 22		

JOHN BURGESS, Steamboat Inspector.

FREIGHT Steamers inspected in the Montreal Division during the Year ended 31st December, 1885, giving the Date of the Expiration of their Certificates.

Name of Vessel.	Date.	Name of Vessel.	Date.
Grain Elevator, No. 1.....	May 8, 1886.	Grain Elevator, No. 9.....	May 8, 1886.
do 12.....	do 8, 1886.	do 6.....	do 8, 1886.
do 10.....	do 8, 1886.	Gatineau.....	June 30, 1886.
do 11.....	do 8, 1886.	Welshman .....	July 10, 1886.
do 7.....	do 8, 1886.	Rose .....	Aug. 19, 1886.

JOHN BURGESS,  
Steamboat Inspector.

RETURN of the Names of Passenger Steamers, the Number of Passengers each have been allowed to carry, the Date of the Expiration of their License in the Quebec Division.

Name of Passenger Steamer.	Number of Passengers each are allowed to carry.	Date on which their Certificate Expires.	Name of Passenger Steamer.	Number of Passengers each are allowed to carry.	Date on which their Certificate Expires.
Sorel .....	300	End of Season of 1885.	Bourgeois.....	200	End of Season of 1885.
Mouche-à-Feu.....	300	do do	Laval.....	100	do do
Terrebonne .....	500	do do	Como.....	103	do do
Chambly .....	600	do do	Contest.....	153	do do
Rivière du Loup..	300	do do	Johanna B.....	40	do do
Montreal .....	800	do do	Admiral.....	380	do do
Quebec.....	800	do do	Miramichi.....	300	do do
Trois Rivières....	1,000	do do	Otter.....	155	do do
Cultivateur.....	500	do do	Polino.....	30	do do
Berthier.....	900	do do	Montmagny.....	450	do do
Canada.....	1,200	do do	Etoile.....	591	do do
Ed. Arpin.....	25	do do	St. Louis.....	397	do do
Corsican .....	400	do do	St. Lawrence .....	700	do do
Corinthian.....	400	do do	Union.....	773	do do
Algerian.....	400	do do	South.....	450	do do
Passport.....	400	do do	North.....	450	do do
Orleans .....	475	do do	Arctic.....	150	April 30, 1886.
Lévis.....	350	do do	Polaris.....	250	do
Vega.....	250	do do	Pilot.....	350	do
Ste. Croix.....	600	do do	Brothers.....	600	End of Season of 1885.
Pilgrim.....	455	do do	Charlotte.....	30	do do
Glasial.....	200	April 30, 1886.			

JOS. SAMSON,  
Steamboat Inspector.



RETURN of Yacht, Tug and Freight Steamers Inspected in the Quebec District and the Date their Certificate expires.

Name of Steamer.	Class.	Date on which their License expires.		Name of Steamer.	Class.	Date on which their License expires.	
Hope .....	Tug.....	End of season,	1885	Thor.....	Tug .....	End of season,	1885
John Young.....	do .....	do	do	Bette .....	do .....	do	do
John.....	do .....	do	do	Cuckoo.....	do .....	do	do
St. John.....	do .....	do	do	Cacouna.....	Freight.	do	do
John Pratt.....	do .....	do	do	Asilda.....	Tug.....	do	do
St. Peter.....	do .....	do	do	H. C. Curtls.....	do .....	do	do
C. J. Bridges.....	do .....	do	do	Fairy.....	do .....	do	do
Delisle .....	do .....	do	do	L. N. G.....	do .....	do	do
St. Louis.....	do .....	do	do	Hope ....	do .....	do	do
St. James .....	do .....	do	do	Victory.....	do .....	do	do
St. Paul.....	do .....	do	do	Sensation.....	do .....	do	do
St. Francis.....	do .....	do	do	Swallow.....	do .....	do	do
M. F. Pearsons.....	do .....	do	do	Lady Dufferin.....	do .....	do	do
Challenger.....	do .....	do	do	P. Murphy.....	do .....	do	do
Rodolphe .....	do .....	do	do	St. George.....	do .....	do	do
Sorel Boy.....	do .....	do	do	Ida.....	do .....	do	do
Marie.....	do .....	do	do	Victor.....	do .....	do	do
Lizzie.....	Pleasure yacht....	do	do	Honkey Dorey.....	do .....	do	do
Albani .....	do ...	do	do	Rover.....	do .....	do	do
Ninie.....	do ...	do	do	Activity.....	do ...	do	do
Rhoda.....	Tug.....	do	do	May Flower.....	do .....	do	do
Flora.....	do .....	do	do	Acadian .....	Freight.	do	do
Beaver .....	do .....	do	do	Rival.....	Tug.....	do	do
William .....	do .....	do	do	Relief.....	do .....	do	do
Conqueror.....	do .....	do	do	Betsiamits.....	do .....	do	do
Anglesea .....	do .....	do	do	Castor.....	do .....	do	do
Aurelia....	do .....	do	do	Albion.....	do .....	do	do
Champion.....	do .....	do	do	Boston.....	do .....	do	do
Lake .....	do .....	do	do	Canada.....	do .....	do	do
Florence.....	do .....	do	do	Ranger.....	do .....	do	do
Dauntless.....	do .....	do	do	Amanda.....	do .....	do	do
				Maud.....	do .....	do	do

RETURN of Yacht, Tug and Freight Steamers Inspected in the Quebec District and the Date their Certificate expires—*Concluded.*

Name of Steamer.	Class.	Date on which their License expires.		Name of Steamer.	Class.	Date on which their License expires.	
La Tuque.....	Tug.....	End of season,	1885	Randolph.....	Tug.....	End of season,	1885
Arthur.....	do.....	do	do	Mersey.....	do.....	do	do
City.....	do.....	do	do	J. R. Souter.....	do.....	do	do
Margaret.....	do.....	do	do	Diver.....	do.....	do	do
Five Brothers.....	do.....	do	do	C. J. Joncas.....	do.....	do	do
Batiscan.....	do.....	do	do	Stormy Petrel.....	do.....	do	do
Pioneer.....	do.....	do	do	Hubert Larkin.....	do.....	do	do
Oak Bay.....	do.....	do	do	O. Gordon.....	do.....	do	do
G. Holiwell.....	do.....	do	do				

JOS. SAMSON,  
*Steamboat Inspector.*

LIST of Steamers Inspected in the Maritime Provinces, giving Name, Class, Date of Expiration of Certificate, and Number of Passengers.

Name of Steamer.	Number of Passengers.	Class.	Date Certificate Expires.
Captain .....		Tug.....	March 5, 1886
Hercules .....		do .....	do 23, 1886
Neptune.....		do .....	do 31, 1886
Freddie V.....		do .....	April 4, 1886
Marina.....		do .....	do 9, 1886
Storm King .....		do .....	do 13, 1886
St. John.....		do .....	do 13, 1886
General.....		do .....	do 15, 1886
Admiral .....		do .....	do 15, 1886
Ada G .....		do .....	do 10, 1886
Alamida .....		do .....	do 23, 1886
Earl Dufferin .....		Freight .....	do 27, 1886
Lillie G .....		Tug.....	do 27, 1886
Norman .....		do .....	May 4, 1886
Xanthus .....		do .....	April 30, 1886
Tiger .....		do .....	do 30, 1886
Daisy.....		do .....	May 11, 1886
Gipsy .....		do .....	do 11, 1886
St. Patrick.....		do .....	June 9, 1886
Grip.....		do .....	do 11, 1886
St. Andrew .....		do .....	do 11, 1886
St. Michael.....		do .....	do 11, 1886
St. George .....		do .....	do 12, 1886
Zulu.....		do .....	do 12, 1886
Loyalist.....		do .....	do 13, 1886
Xiphias .....		do .....	do 22, 1886
Bismarck.....		do .....	do 22, 1886
Ripple.....	14	Passenger .....	Aug. 29, 1886
Dragon.....		Tug.....	May 12, 1886
Quiddy.....		do .....	July 24, 1886
Scotia .....		do .....	Aug. 11, 1886

## LIST of Steamers Inspected in the Maritime Provinces, &amp;c.—Continued.

Name of Steamer.	Number of Passengers.	Class.	Date Certificate Expires.
Sea King.....		Tug .....	July 11, 1886
Utopia .....		do .....	Aug. 12, 1886
East Riding .....		do .....	do 12, 1886
Tourist .....		do .....	July 20, 1886
Spider .....		do .....	Aug. 20, 1886
D. P. Ingraham .....		do .....	Oct. 23, 1886
Melburne .....		do .....	Aug. 21, 1886
Florenceville .....	290	Passenger.....	do 14, 1886
E. M. Cates .....		Tug.....	Sept. 18, 1886
L. Boyer .....		do .....	do 21, 1886
Robert Burns.....		do .....	Oct. 16, 1886
Highland Mary.....		Freight .....	do 16, 1886
Gambrinus.....		do .....	Sept. 15, 1886
Winnie .....		Tug.....	Oct. 9, 1886
Mabel Freeman.....		do .....	do 9, 1886
Fearless .....		do .....	May 19, 1886
Empress .....	400	Passenger.....	Oct. 31, 1886
Soulanges .....	200	do .....	April 25, 1886
Alpha .....	100	do .....	do 2, 1886
Arcadia .....	10	do .....	Nov. 1, 1886
Star .....	300	do .....	April 22, 1886
David Weston.....	400	do .....	do 22, 1886
Enterprise .....	40	do .....	do 25, 1886
Novelty .....	40	do .....	do 30, 1886
May Queen .....	350	do .....	May 4, 1886
Wellington.....	60	do .....	do 6, 1886
Mita .....		Private yacht.	do 4, 1886
Zaidee .....		Tug .....	do 30, 1886
Princess of Wales .....	400	Passenger.....	do 5, 1886
Elfin .....	200	Ferry .....	do 7, 1886
Heather Belle .....	200	Passenger.....	do 7, 1886

## List of Steamers Inspected in the Maritime Provinces, &amp;c.—Continued.

Name of Steamer.	Number of Passengers.	Class.	Date Certificate Expires.
F. O. Batte.....	35	Passenger .....	May 8, 1886
St. Lawrence .....	400	do .....	do 9, 1886
Summerside .....	60	do .....	do 9, 1886
Mayflower.....	300	Ferry .....	do 12, 1886
Bearer .....	60	Passenger .....	do 17, 1886
Sybella H.....	150	Ferry .....	June 22, 1886
Edgar Stuart .....	75	Passenger .....	May 25, 1886
M. A. Stair.....	30	do .....	do 20, 1886
Rimouski .....	70	do .....	do 27, 1886
Neptune .....	50	do .....	do 29, 1886
Clyde .....	160	do .....	do 30, 1886
Marion.....	300	do .....	June 1, 1886
Nelson .....	75	Ferry .....	do 10, 1886
Miramichi .....	60	Passenger .....	do 12, 1886
Lady Dufferin .....	100	Ferry .....	do 13, 1886
Andover .....	250	Passenger .....	do 13, 1886
Western Extension .....	336	Ferry .....	Aug. 8, 1886
Sarah H.....	150	do .....	June 22, 1886
Forest Queen.....	200	do .....	do 22, 1886
St. George, No. 2.....	.....	Tug .....	do 6, 1886
Fred Clinch.....	30	Passenger .....	July 18, 1886
Joe Edwards.....	30	Ferry .....	Aug. 5, 1886
Montague .....	250	do .....	July 16, 1886
Southport .....	300	do .....	do 15, 1886
Bellisle .....	150	Passenger .....	do 23, 1886
Lady of the Lake.....	70	Ferry .....	Oct. 1, 1886
Delta .....	12	Passenger .....	Sept. 25, 1886
Yuba .....	12	Ferry .....	Oct. 7, 1886
Norwegian .....	200	do .....	Sept. 9, 1886
Lillie.....	.....	Tug .....	June 9, 1886
Effort .....	35	Ferry .....	May 28, 1886

List of Steamers Inspected in the Maritime Provinces, &c.—*Concluded.*

Name of Steamer.	Number of Passengers.	Class.	Date Certificate Expires.
Douglas .....		Freight .....	June 22, 1886
La Have .....		Tug .....	Oct. 9, 1886
Derby .....		do .....	June 13, 1886
St. Pierre .....	60	Passenger .....	Nov. 2, 1886

WM. M. SMITH,  
*Deputy Chairman Board of Steamboat Inspection.*

RETURN for the Year 1885, showing Date of Expiration of License of each Steamer in British Columbia Division, and Number of Passengers allowed.

Name of Steamer.	Passengers allowed.	Date of Expiration of Certificate.	Name of Steamer.	Passengers allowed.	Date of Expiration of Certificate.
		1866			1886
Anna Beck.....	None.	Jan. 16.	Mermaid.....	20	July 22.
Barbara Boscowitz.....	158	Feb. 9.	Oriole.....	None.	do 24.
Beaver.....	None.	do 16.	Alexander.....	10	Aug. 4.
Hope.....	40	do 16.	Rustler.....	None.	Sept. 8.
Amelia.....	180	do 25.	Gem.....	None.	do 9.
Reliance.....	200	Mar. 2.	Naumselle.....	None.	do 9.
Belle.....	12	do 11.	Iris.....	None.	do 10.
Grace.....	25	do 14.	Cariboo and Fly.....	None.	do 12.
Adelaide.....	70	do 16.	Lillie.....	None.	do 14.
K de K.....	20	do 17.	Nellie Taylor.....	16	do 14.
Buzz.....	None.	do 23.	Elevator.....	None.	do 14.
R. P. Rithet.....	250	April 7.	Teaser.....	60	do 29.
Skidegate.....	None.	do 11.	Spratt's Ark.....	None.	do 30.
Kamloops.....	200	do 16.	Thornton.....	None.	Oct. 8.
Clyde.....	None.	do 27.	Dolphin.....	None.	do 15.
Lilly.....	None.	May 6.	Maud.....	45	do 16.
Nellie.....	None.	do 7.	Princess Louise.....	300	do 28.
Leonora.....	25	do 7.	Robert Dunsmuir.....	85	Nov. 12.
Etta White.....	20	do 14.	Yosemite.....	400	do 17.
Daisy.....	40	do 27.	Alice.....	15	do 25.
Western Slope.....	200	do 30.	Gipsy.....	None.	do 25.
Lottie.....	None.	June 1.	Hyack.....	None.	Dec. 2.
Joe Adams.....	None.	do 2.	Emma.....	None.	do 4.
Peerless.....	200	do 6.	Glad Tidings.....	None.	} Indian } Missionary } Steamers.
Lady Dufferin.....	25	do 6.	Evangeline.....	None.	
Spallumchula.....	25	do 8.	Eva.....	None.	Fishing.
James McNaught.....	65	do 14.	Princess Louise.....	None.	do
Woodside.....	30	July 8.	Sardonyx.....	230	Laid up.
Saanich.....	None.	do 10.	W. Irving.....	200	do
Pilot.....	25	do 13.	Gertrude.....	150	do
Senator.....	25	do 22.	Otter.....	100	do

STEAMERS Inspected in the Manitoba, Keewatin and North West Territories Division during the Season ending 31st December, 1885, their Class, the Number of Passengers allowed to carry, and the Date when the License expires.

Name of Steamer.	Class.	Date of Expiration of Certificate.	No. of Passengers allowed.
Three Friends .....	Tug .....	May 22, 1886...	
Kincardine.....	Freight .....	do 22, 1886.....	
Kate Marks .....	Tug.....	do 23, 1886.....	
Sally Jack .....	do .....	do 23, 1886.....	
Brothers .....	Fishing boat.....	Not registered...	
E. M. Foster .....	Passenger .....	May 25, 1886 ..	100
Mary Ann .....	Tug.....	do 25, 1886.....	
A. Neff.....	Passenger .....	do 25, 1886.....	70
Hattie Vinton .....	Tug.....	do 26, 1886.....	
Kakabeka .....	Ferry .....	June 8, 1886...	200
Butcher's Boy .....	Passenger .....	May 28, 1886...	90
Ocean .....	do .....	June 3, 1886...	150
Prussia .....	do .....	do 4, 1886.....	100
Silver Spray .....	Tug.....	do 8, 1886.....	
Victoria .....	Passenger .....	do 17, 1886...	10
Colville .....	do .....	do 17, 1886...	20
Glendevon .....	Tug.....	do 18, 1886.....	
Marquette .....	Passenger .....	do 19, 1886 ..	50
Princess .....	do .....	do 20, 1886...	75
Ogema.....	Tug.....	do 23, 1886.....	
Ripple.....	Pleasure yacht...	do 24, 1886.....	
Thistle.....	Tug.....	do 29, 1886.....	
Fleetwing .....	do .....	do 29, 1886.....	
Queen .....	do .....	July 2, 1886 ..	
D. L. Mather.....	do .....	June 30, 1886...	
N. Mosher .....	do .....	Total wreck ....	
Mary Hatch.....	do .....	June 30, 1886...	
Victoria (Rat Portage) .....	do .....	do 30, 1886...	
Couchiching .....	do .....	July 1, 1886...	
Dryberry.....	do .....	do 1, 1886.....	



STEAMERS Inspected in the Manitoba, Keewatin and North-West Territories Division,  
&c.—*Concluded.*

Name of Steamer.	Class.	Date of Expiration of Certificate.	No. of Passengers allowed.
Cruiser .....	Tug.....	July 2, 1886...	.....
Algoma .....	Passenger.....	do 3, 1886...	12
Sumbeam .....	Pleasure yacht...	Sept. 8, 1886...	.....
Weindigo .....	Tug .....	July 4, 1886.....	.....
May .....	do .....	Sept. 9, 1886.....	.....
Regina .....	Passenger .....	Aug. 19, 1886...	30
Kathleen.....	Pleasure yacht...	July 7, 1886.....	.....
Lady Ellen .....	Freight .....	do 8, 1886.....	.....
Saskatchewan .....	do .....	do 14, 1886.....	.....
Marquis .....	Passenger .....	do 30, 1886...	100
Millie Howell.....	Tug.....	Aug. 26, 1886...	.....
*Annie Mac.....	do .....	Sept 4, 1886.....	.....
Rambler .....	Pleasure yacht...	do 29, 1886.....	.....
Lady of the Lake.....	do .....	Oct. 14, 1886...	.....
Caro .....	Tug.....	Sept. 12, 1886...	.....

\* Under seizure by Collector of Customs, Port of Winnipeg.

FDMUND R. ABELL,  
*Steamboat Inspector.*

**STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 31st December, 1885; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.**

**WEST ONTARIO, HURON AND SUPERIOR DIVISIONS.**

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
D. Foster .....	3-33	Screw.....	Wood...	40	31	Port Barwell.....	1885 Rondeau, tug and passenger.
Telegram .....	13-33	do .....	do ..	322	216	Collingwood.....	1885 Georgian Bay do
Mermaid .....	2-13	do .....	do ..	15	10	Chippewa.....	1885 Chippewa, yacht.
Veronica.....	2-40	do .....	do ..	Not registered....		Toronto.....	1885 Toronto Bay, yacht.
Edith.....	0-20	do .....	do ..	2	1	do .....	1883 Lake Rosseau do
Dauntless.....	1-40	do .....	do ..	Not registered....		Gravenhurst.....	1884 Lake Muskoka, tug.
Orillia .....	6-53	do .....	do ..	135	91	Orillia .....	1885 Lake Simcoe, passenger.
Evangeline.....	5-40	do .....	do ..	24	16	Cowes .....	1869 Sault Ste. Marie, yacht.
Geo. Dean.....	1-20	do .....	do ..	Not registered ...		Gore Bay .....	1883 Gore Bay, tug.
Minneoganshene. ....	4-80	do .....	do ..	do		Muskoka Mills.....	1886 Muskoka Mills, tug.
Queen of the Isles.....	3-33	do .....	do ..	40	27	Orillia.....	1885 Lake Simcoe, passenger.
Ariadne .....	4-03	do .....	do ..	33	26	Wallaceburg .....	1885 St. Clair River, yacht.
Alfred Morrell.....	4-80	do .....	do ..	Not registered....		Meaford .....	1885 Georgian Bay, fishing tug.

W. J. MENELLEY,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1885; their Class and Horse Power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed

WEST ONTARIO AND HURON DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Kakabeka .....	5-63	Screw .....	Wood ..	112-67	74-94	Toronto .....	1885 Passenger steamer, Port Arthur and Fort William.
Queen City .....	6-53	do .....	do ..	97-77	61-34	do .....	1885 Ferry, Toronto Bay.
Lillie .....	3-33	do .....	do ..	49-53	33-69	Hamilton .....	1885 do Burlington Bay.
Sadie .....	27-07	Paddle .....	do ..	154-18	101-12	Oakville .....	1885 do Toronto Bay.
Co. Theresa .....	4-80	Screw .....	do ..	84-18	56-73	Toronto .....	1885 do do
Ivy Alderson .....	3-33	do .....	do ..	30-06	20-44	Port Dover .....	1885 Passenger and freight, Long Point Bay, Lake Erie.
International .....	10-80	do .....	do ..	82-17	50-48	Tonawanda, U S .....	1871 Tug, Detroit and St. Clair Rivers.
Maid of the Mist .....	9-60	do .....	do ..	61-87	33-35	Niagara Falls .....	1885 Ferry, Niagara Falls.
A. B. Cook .....	5-63	do .....	do ..	34-17	23-24	Port Robinson .....	1885 Tug, Welland Canal.
W. B. Hall .....	26-13	do .....	do ..	697-70	437-40	St. Catharines .....	1885 Freight barge, all the lakes.
Juno .....	27-50	do .....	do ..	209-50	130-41	Walkerville .....	1885 do do
Forester .....	0-91	do .....	do ..	3-39	2-31	Windsor .....	1885 Pleasure yacht, Windsor.
Harold Gauthier .....	1-875	do .....	do ..	.....	.....	Windsor (rebuilt) .....	1884 Fishing tug, Sandwich.

OLIVER P. ST. JOHN,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1885; their Class and Horse Power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

EAST ONTARIO DIVISION.

Name of Vessel.	Nominal Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Rideau Belle.....	3.50	Screw.....	Wood ..	60.17	31.87	Kingston .....	Passenger, Rideau Canal.
Rescue.....	9.63	do .....	do ..	52.29	35.56	Deseronto .....	Tug, Bay of Quinté.
John Hunter .....	6.53	do .....	do ..	32.14	21.90	Port Robinson .....	do Brighton Harbour.
St. Julian.....	.83	do .....	do ..	5.91	4.03	Kingston .....	Passenger, River St. Lawrence.
St. Pearl.....	.67	do .....	do ..	7.70	5.30	Peterboro' .....	do Otonabee River.
Khartoum.....	2.70	do .....	do ..	62.71	34.06	Ernestown.....	do River St. Lawrence.
Garnet.....	39.00	Paddle .....	do ..	98.06	31.01	Cornwall.....	do do
Bells.....	1.63	Screw .....	do ..	21.27	6.64	Brockville in 1881. ....	Yacht, Rideau Canal.
Zephyr .....	2.70	do .....	do ..	19.27	11.25	do .....	do River St. Lawrence.
Tropic .....	0.83	do .....	do ..	8.86	7.28	Smith's Falls.....	do Rideau Canal.

EDWARD ADAMS,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1885; their Class and Horse Power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Paloma .....	.....	Barge .....	Wood ...	150	104	Roboaygeon .....	Passenger barge, Lindsay waters.

JAMES DICK,  
*Hull Inspector.*

STATEMENT of the Number of Steam Vessels added to the Dominion, during the year ended the 31st December, 1885; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MONTREAL DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Transfer .....	33-75	Paddle .....	Wood ..	618	395	Coteau du Lac .....	Coteau and Valleyfield, railway ferry.
Longueuil .....	43-20	do .....	do ..	365	230	Montreal .....	Montreal and Longueuil, ferry.
Booth .....	23-40	do .....	do ..	234	194	Lake Nipissing .....	Lake Nipissing, towing lumber.
High Rock .....	2-13	Screw .....	do ..	8	5	Kingston .....	Buckingham River, towing.
St. Buckingham .....	3-33	do .....	do ..	35	24	Buckingham .....	do passenger and towing.
Glide .....	4-80	do .....	do ..	80	53	Smith's Falls .....	Hawkesbury and Galumet, passenger.
John .....	1-20	Paddle .....	do ..	35	23	Point Fortune .....	Carillon and Point Fortune, ferry.
Ottawa .....	30-83	do .....	do ..	116	89	Pembroke .....	Pembroke and Joachim, passenger.
	142-64			1,491	1,013		

JOHN BURGESS,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1885; their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

QUEBEC DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Rodolphe .....	39·72	Side-wheel, tug.....	Wood ...	116	73	Sorel, 1885.....	Towing from Sorel to St. Thomas de Pierreville.
C. W. Jones.....	18·69	Screw, tug.....	do ...	37	26	Lévis do .....	Towing, Quebec Harbour.
Florence.....	54	do .....	do ...	113	77	do do .....	do Montreal and Gulf.
Glacial ....	50·8	Screw, ferry.....	do ...	74	42	Sorel do .....	Winter ferry, ThreeRivers and Ste. Angèle.
St. George.....	5·16	do tug .....	do ...	13	7	Quebec, 1885.....	Towing, Quebec Harbour.
Cacouna.....	108·73	do freight .....	Iron.....	1,450	930	Liverpool, Eng., 1884.....	Freight, Montreal and Sidney, C.B.
South .....	22·5	Paddle, ferry.....	Wood ...	349	219	Lévis, 1885 .....	Ferry, Quebec and Lévis

JOS. SAMSON,  
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1885; their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MARITIME PROVINCES DISTRICT.

Name of Vessel.	Horse-power	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Neptune .....	14	Tug boat.....	Wood...	71	48	Portland, St. John, 1885 ..	St. John Harbour and River, tug boat.
Alameda .....	8	Fishing and freight .	do ..	24	16	Yarmouth, N.S., 1885 .....	Yarmouth, fishing and freight.
Miramichi .....	18	Passenger .....	do ..	75	51	Chatham, N.B., 1885 .....	Nequack, Escuminac and Chatham, passenger and freight.
Bellisle .....	10	do .....	do ..	155	97	Calias, Me., U.S., 1881 ....	St. John River and Bellisle Bay, passenger and freight.
Storm King.....	41	Tug boat.....	do ..	107	73	St. John, N.B., 1885 .....	St. John Harbour and Bay, sea-going tug.
Nelson.....	18	Ferry .....	do ..	64	43	Chatham, N.B., 1885 .....	Chatham, Newcastle and Nelson Ferry.
Sea King .....	22	Tug boat.....	do ..	128	87	St. John, N.B., 1885 .....	St. John Harbour and Bay, sea-going tug.
Tourist .....	2	Tug and yacht.....	do ..	12	8	Portland, Me., U.S., 1875....	Fredericton, St. John River tug.
Spider .....	1	Tug and pile driver.	do ..	Not registered.		Fredericton, N.B., 1885.....	do do tug and pile driver.

Wm. M. SMITH,  
Deputy Chairman, Board of Steamboat Inspection.



STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1885; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how Employed.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORY DISTRICT.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Ripple .....	0·83	Paddle .....	Wood ..	7·40	4·67	Selkirk, Man. ....	Red River and tributaries, pleasure yacht.
Regina .....	1·20	Screw .....	do ..	6·78	4·61	Winnipeg, Man. ....	do do
Kathleen .....	2·94	do .....	do ..	7·26	4·91	do .....	do do
Millie Eowel .....	2·13	do .....	do ..	19·09	12·99	Selkirk, Man. ....	do Lake, Winnipeg, tug.
Rambler .....	1·20	do .....	do ..	13·51	9·19	Fort Frances, Ont. ....	Rat Portage and Lake of the Woods, pleasure yacht.
Annie Mac .....	1·20	Paddle .....	do ..	8·39	5·29	Big Fork, Rainy River .....	Rat Portage and Keewatin, tug.
Kakabeka .....	5·63	Screw .....	do ..	112·67	74·94	Toronto, Ont. ....	Port Arthur and Fort William, ferry.
	16·13			175·10	116·63		

EDMUND R. ABELL,  
*Steamboat Inspector.*

**STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1886; and their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.**  
BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Kamloops.....	8.5	Stern-wheel .....	Wood ..	425.78	268.24	Lake Kamloops, B.C.....	Freight and passengers, Lake Kamloops.
Skuzzy .....	13.07	do .....	do ..	471.69	297.16	do .....	Railroad supply do
James McNaught.....	4.27	do .....	do ..	146.02	92.00	Seattle, U.S.....	Freight and passengers, Fraser River.
Daisy.....	11.23	Screw .....	do ..	84.16	57.23	Comox, B.C.....	do do
Surprise .....	1.2	do .....	do ..	Register not completed.....		Chicago, U.S.....	Towing and passengers, Lake Kootenay.
Clyde .....	4.8	do .....	do ..	24.29	17.69	Victoria, B.C.....	Fishing waters of British Columbia.
Ortolo .....	.83	do .....	do ..	4.45	3.30	do .....	Steam launch, Victoria.
*Maud .....	13.	do .....	do ..	174.99	93.77	San Juan, U.S.....	Freight and passengers, coasting, B.C.

\* Formerly a side-wheel steamer.

EDWARD S. VIGOR,  
Steamboat Inspector.

STATEMENT of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended 31st December, 1885; and where and how Employed.

## WEST ONTARIO AND HURON DIVISION.

Name of Vessel.	Where and How Employed.	Name of Vessel.	Where and How Employed.
Warton Belle .....	Georgian Bay, fishing.	Clara Louise .....	Hamilton, passenger.
Algoma .....	Lake Superior, passenger.	Shamrock .....	do do
Prussia .....	do do	Wenonah .....	Muskoka do
Ontario .....	Toronto, ferry.	Bob Hackett .....	Windsor, tug.
St. J. Baptiste.....	do do	Harry Sewell.....	Wallaceburg, tug.
D. C. West .....	do do	J. H. Doyle .....	Canal do
Theresa .....	do do	W. T. Robb .....	Lake do
Annie Craig .....	do do	Alice Brooks.....	Port Elgin do
Mazeppa.....	do do	A. T. Kelley.....	Sydenham River, tug.
Minden .....	do yacht.	Beatrice .....	Port Stanley, passenger.
Veronica .....	do do		

## EAST ONTARIO DIVISION.

Carlyle .....	On Rideau Canal, as a freight boat unfit for service.	Indian .....	As a freight boat on great lakes; was burned 26th Oct., 1885.
Water Lily .....	do do	Grusoe .....	As a freight boat on Rideau Canal; broken up.
Peterson (ferry) ...	As a ferry from Prince Edward to Tyandinaga, on Bay of Quinté; broken up.	Tiger .....	Yacht, on Lindsay waters; broken up.
Bay of Quinté .....	As a tug-boat on River St. Lawrence; past service; broken up.	Ada Carter .....	Tug, on Lake Ontario; broken up.
Isaac Butts .....	As a passenger steamer on Rice Lake; unfit for service.		

## MONTREAL DIVISION.

Grain Elevator, No. 8.	Montreal Harbour; elevating grain.	Nil Desperandum...	Between Carillon and Point Fortune; carrying passengers.
Longueuil .....	Between Montreal and Longueuil; carrying passengers.	Alert (Yacht) .....	St. John's; pleasure yacht.
Champlain .....	Ottawa River; towing.	Portneuf .....	Between Lachine and Caughnawaga; carrying passengers.
Nymph.....	Between Hawkesbury and Calumet; carrying passengers.	Albert .....	Ottawa River; towing.

STATEMENT of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, &c.—*Concluded.*

QUEBEC DIVISION.

Name of Vessel.	Where and how Employed.	Name of Vessel.	Where and how Employed.
North .....	Paddle, ferry, Quebec and Lévis	Hero .....	Paddle, tug, Montreal and Quebec.
Maid of Orleans....	Paddle, ferry, Quebec and Island of Orleans.	Rover .....	Screw, tug, Quebec Harbour tug.
Abenakis .....	Paddle, tug, Sorel & St. Thomas.		

MARITIME PROVINCES DIVISION.

Edgar Stuart.....	Passenger, coastwise, Nova Scotia.	Relief .....	Tug, Chatham, N.B.
Summerside .....	Freight and passenger, P.E.I. to Nova Scotia & New Brunswick	Richmond .....	Ferry, Grandique, C.B.

BRITISH COLUMBIA DIVISION.

Myra .....	Fraser River, freight.	Enterprise .....	Coasting, passenger.
Skuzzy .....	Upper Fraser, freight.		

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Manitoba.....	North Saskatchewan, freight and passengers.	Cheyenne .....	Red River, freight.
Alpha.....	Assiniboine River, freight.	N. Mosher .....	Lake of the Woods, tug.

Manitoba was broken up and became a total wreck by coming in contact with a heavy flow of ice before leaving her winter quarters, near to Prince Albert, on the Saskatchewan River, on or about the 9th April, 1885.

Alpha was sunk in the Assiniboine River, below Brandon; cause not reported; engines taken out and banked, hull a total wreck; date of accident not reported.

Cheyenne sunk in Red River; struck a rock about twenty-two miles south of Winnipeg; engines taken out; no official report as to cause of accident and no report of the date.

N. Mosher, on the 8th July, 1885, grounded on a sand bar at the mouth of Rainy River, in a violent gale; steamer a total wreck; she had a barge in tow, which received no damage; no loss of life.

APPENDIX No. 2.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian waters, and to Canadian Sea-going Vessels in other waters, from 1st January, 1885, to 31st December, 1885.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig	Registered Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Jan. 25	Arcana.....	17	Boston.....	Schooner....	562	Portland to Anna-polis.	Quaco Light.....	Stranding ...	Snow storm....	9	Total ...	\$ 10,000
do	Avlona. ....	1	Lunenburg ...	do	...	Cienfuegos to Boston.	Long Island Beach.	do	Stress of wea-ther.	...	do	6,000
do	A. Carcand ...	17	Port Hawkes-bury.	do	...	St. Peter's to Des-cousse.	Descousse.....	Foundering.	Ice .....	...	Partial.	200 cargo 100
Feb. 15	Augusta Muir	8	Shelburne.....	do	...	Lockeport to Barba-does.	Atlantic Ocean....	do	Stress of wea-ther.	...	Total ...	3,500
do	Alba .....	3	St. John.....	do	...	New York to St John.	Masquet.....	Stranding ...	Ice .....	...	Partial.	1,200
Mar. 11	Alice M. Claridge.	3 1/2	Windsor.....	Bark.....	1129	London to New York	Atlantic Ocean....	Lost masts, &c.	Stress of wea-ther.	...	do	200
Jan. —	A. S. Towns-hend.	7	Parrsboro'.....	Schooner....	74	At anchor.....	Main-à-Dieu, O.B.	Stranding ...	Ice .....	...	Total ...	2,500
April 17	Alma .....	.....	Norwegian....	Bark.....	593	Rocheport to Bridge-water.	Atlantic.....	Damaged by ice.	Ice.....	...	Partial..	2,000
Jan. —	Annie McNairn	17	St. John .....	do	519	Brunswick to Liver-pool.	On the voyage.....	Damaged & condemned	Stress of wea-ther.	...	Total ...	6,000
Mar. 29	Annie Bingley.	14	Yarmouth .....	Ship.....	1048	Cardiff to Cape Town	West coast of Eng-land.	Leaking.....	do	...	Partial..	4,300
do	Autocrat.....	15	do	Bark .....	665	Philadelphia to Ham-burg.	Delaware River ...	do	Ice .....	...	do	4,800

July	A. E. McDonald	6	Sydney	Schooner	148	Boston to Sydney	Scatari Island	Stranding	Fog	Total
April 25	Albena	10	Annapolis	Bark	655	St. John to Dublin	Bay of Fundy	Leaking	Stress of weather	Partial 650
July 28	Abbie B	11	Windsor	do	759	Bilbao to New York	Atlantic	Abandoned	Leaking	Total 25,000
May 24	Annie May	1	Halifax	Schooner	56	Magdalen's to Sydney	Near Cape North, O.B.	Damaged	Stress of weather	Partial 1,800
Sept. 23	Annie Bell	16	do	do	42	Halifax to Cow Bay	Minas Gut	Stranding	do	Total 500
Nov. 14	Antwerp	11	St. John	Bark	573	St. John to Queens-town	Grand Manan	do	Fog	Partial 8,000 cargo 450
Nov. 26	Alert	6	Guysboro'	Schooner	36	Guysboro' to Halifax	Fisherman's Harbour	do	Stress of weather	Total 900 cargo 1,650
July 24	Barden Tower	4	Liverpool	Steamship	1484	Montreal to Glasgow	Off Grandines	do	do	.....
Mar. 19	Bittern	2	St. John	Barkentine	397	W. Australia to S. Australia	Browse Island	do	Currents	Total 20,000
do	Bedford	8	Halifax	Ship	1179	New York to Amsterdam	Atlantic	Burning	Lightning	Partial 1,000
Aug. 10	Brimiga	13	Windsor	Bark	603	Parrsboro' to Liverpool	do	Damaged	Stress of weather	do 7,000
Oct. 10	Beatrice	11	Halifax	Schooner	99	Summerside to Demerara	do	Leaking &c	do	Total 5,000 cargo 5,000
do	Bessie Louise	6	do	do	138	Halifax to Bathurst	Fox Island	Stranding	do	Partial 800
Nov. 2	Brilliant	30	Port Hawkesbury	do	78	Chatham to Prince Edward Island	Miramichi Bar	do	do	do 200
Feb. 18	Conductor	4	Windsor	Bark	1063	Antwerp to New York	City Island, N.Y.	Damaged	do	do 4,300
do	Cynthia	4	St. John	do	866	Falmouth to Greenock	Luce Bay, Scotland	Stranding	do	Total 30,000 cargo 128,000
Mar. 28	Cornwallis	5	Windsor	do	1136	Antwerp to New York	Atlantic	Collision	"Wieland"	do 30,000 cargo 2,000
May 26	Cora May	.....	United States	Schooner	167	Provincetown to Liverpool	Sable Island	Stranding	Fog	do 14,000
do	Concord	10	do	do	93	Gloucester to Aritchat	Chebueto Bay	do	do	Partial 5,000

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

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
May 16	Olandeboye.....	6	Chatham, N B.	Bark.....	372	London to Sydney...	Schooner Pond Rock.	Stranding...	Fog.....	.....	Total....	\$ 17,000
April 17	Cyprus.....	7	Yarmouth.....	Ship.....	392	Calcutta to New York.	Atlantic.....	Foundered...	Stress of weather.	.....	do ...	10,000
May 18	Cacouna.....	1	Montreal.....	Steamship...	930	Pictou to Montreal...	White Island.....	Stranding...	Fog.....	.....	Partial..	8,000
July 11	Clifton.....	21	Bristol.....	Steamship...	1717	Charlotte town to Chatham.	Near Escuminac Light.	Stranding...	Error.....	.....	.....	No damage.
do	Colombo.....	13	London.....	do ...	1234	S. Carolina to Dublin	Near Scatari, C.B.	do ...	Fog.....	.....	Partial.	.....
Feb. 7	Corinne.....	12	Pictou.....	Brigantine...	122	New York to Port Natal.	Atlantic.....	Leaking.....	Stress of weather.	.....	do ...	4,500
Mar. 15	Chinampas.....	7	do .....	Bark.....	674	Liverpool to Cardiff.	Cardiff.....	Collision....	SS. "South Cambria."	.....	do ...	300
July 27	C. Y. Gregory	2	St. John.....	Schooner....	86	Diligent River to Vineyard Haven.	Diligent River.....	Stranding...	Tide.....	.....	do ...	300
April 9	Canadian.....	7	Arichat.....	Brigantine...	232	Philadelphia to Barbadoes.	Gulf Stream.....	Leaking.....	Stress of weather.	.....	do ...	200
May 13	Ceylon.....	12	Windsor.....	Ship.....	943	Philadelphia to Cork	Atlantic.....	Damaged....	Iceberg.....	.....	do ...	750
Sept. 23	Claymore.....	13	Miramichi.....	Schooner....	52	Chatham to Pictou...	Pictou Harbour...	Stranding...	Gale.....	.....	do ...	150
Oct. 14	C. Y. Gregory	2	St. John.....	do ...	88	St. John to Providence.	Off Cape Ann.....	Collision....	Fog.....	.....	do ...	300
do	Comet.....	16	Chatham.....	do ...	15	Chatham to Escuminac.	Fox Island.....	Stranding...	Stress of weather.	.....	Total....	450





STATEMENT of Wrecks and Casualties to Seagoing Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Am unt.
June 15	Fannie M. ....	8	St. John.....	Bark. ....	673	Newcastle to Wal-laros.	South Australia ...	Stranding ...	Stress of wea-ther.	.....	Total....	\$ 14,000
Aug. 9	Forest King...	8	Windsor.....	Ship .....	1602	Hull, G.B. to New York.	Atlantic.....	Damaged....	do .....	.....	Part .	600
July 16	Florence L. ....	6	Halifax .....	Bark .....	743	Jamaica.....	Pacific Ocean.....	Leaking .....	do .....	.....	do ...	Unknown.
Feb. 1	Grace Rice ....	22	Weymouth ...	Schooner...	145	St. Kitts to Wey-mouth.	S.W. Point, Brier Island.	Stranding ...	Stress of wea-ther.	.....	Partial.	3,000
Jan. 16	Gem .....	2	St. John.....	do .....	95	New York to New-ark.	Hackensack .....	do .....	Tug's error ...	.....	do ...	1,100
.....	Gem .....	10	Sackville.....	Brigantine..	281	Sydney to St. John.	Atlantic.....	Strained and leaking.	Stress of wea-ther.	.....	do ...	3,500 cargo 7,000
Mar. 23	Georgina .....	15	Liverpool .....	do .....	185	Porto Rico to New York.	do .....	do .....	do .....	.....	do ...	75 cargo 500
May 13	George Shat-tuck.	23	Halifax .....	Steamship..	231	Sealing voyage .....	Off Cape Ray .....	Damaged by ice.	.....	.....	do ...	2,000
Oct. 8	General Doyle	21	Yarmouth .....	Schooner....	72	Gloucester to Metz-guan.	Off Mount Desert...	Foundered...	Leak .....	.....	Total....	1,000
Nov. 19	Glen .....	12	Charlottetown	do .....	19	Tignish to Chatham.	Northumberland Straits.	Stranding ...	Stress of wea-ther.	.....	Partial.	200
Oct. 16	GasperEmbree	4	Port Hawkes-bury.	do .....	95	Descouse to Mon-treal.	do .....	do .....	Fog .....	.....	Total ...	3,000
.....	Grand Master.	9	Charlottetown	do .....	43	St. Pierre to New London.	do .....	do .....	do .....	.....	do ...	800

Date	Ship Name	Origin	Destination	Company	Event	Reason	Loss	Notes
Jan. 26	Hop Vine	St. John	Boston to Hantsport	Cape Ann, Mass	do	Missed stays	do	1,700 cargo
Feb. 4	Helena Morris	Windsor	Philadelphia to Hali fax	Near Sambro, N.S.	do	Ice	do	8,600 cargo
May 8	Helvetia	Antwerp	Antwerp to Quebec	Atlantic	Foundering	do	do	70,000
Jan. 6	Howard D. Troop	St. John	At anchor	Mary Island	Stranding	Stress of weather	do	50,000
Feb. —	Halifax	Halifax	Halifax to St. Thomas	Atlantic	Stranded, &c condemned	do	do	34,000 c'go
June 10	Harold	do	New York to Dunkirk	Dunkirk	Collision	St amer	do	500
do	Henrietta	Lunenburg	Jamaica to Boston	Off Bahamas	Leaking	Stress of weather	do	Unknown
Aug. 5	Hunacao	Spanish	Baltimore to St. John	Grand Manan	Stranding	Fog	Total	200,000
Oct. 1	Herbe Beech	Yarmouth	Philadelphia Antwerp	Atlantic	Damaged	Stress of weather	do	120,000
Jan. 17	Innisfail	Liverpool	Lunenburg to Hali fax	At sea	Damaged	do	1 Partial	2,500 cargo
June 28	Invermay	do	Pictou to Montreal	St. Anne des Monts	Stranding	Error of judgment	do	25,000
Feb. 18	Itasca	Lunenburg	Brazil to New York	Off Brazil coast	do	do	do	8,000
Oct. 22	Icarus	Windsor	Montreal to Buenos Ayres	St. Lawrence	Lost anchors	Stress of weather	do	900
Nov. 13	Impero	Sydney	Sydney to Halifax	Marie Joseph	Stranding	Error of judgment	Total	2,500 cargo
May 9	Jeranos	Hull, G.B.	Plymouth to Montreal	Off Newfoundland	Collision	Iceberg	do	Unknown
Jan. 29	John M. Plummer	American	On the Banks	Fishing	Leaking	Stress of weather	Partial	1,500
April 13	J. Williams	Windsor	Wilmington to New castle	In the Downs	Damaged	do	1 do	2,000
Oct. 9	J. A. Horsey	New Carlisle	Cape Canso to New Carlisle	do	do	do	do	300

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

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
April 29	Kectesa.....	3	Shelburne.....	Schooner....	31	Lockeport to Bridge-town.	Atlantic.....	Abandoned.	Stress of weather.	.....	Total....	\$ 2,200 cargo 1,600
Feb. 15	Lillian.....	6	Digby.....	do .....	134	St. Martin's to Halifax.	Point Pleasant.....	Stranding ...	do .....	.....	Partial..	1,500
June 2	Lothair.....	21	Belfast.....	Bark.....	65	Chatham to Belfast.	Miramichi Bay.....	Damaged....	do .....	.....	do ..	700
May 3	Linwood.....	5	Windsor.....	do .....	1150	Antwerp to Philadelphia.	Off Flushing.....	Stranding ...	Error of judgment.	.....	do ..	1,250
do	Lauderdale....	2	Glasgow.....	Steamship...	1738	Antwerp to Montreal	Unknown.....	Damaged....	Iceberg.....	.....	do ..	Unknown.
Oct. 24	Laurella.....	16	Halifax.....	Brigantine...	125	Halifax to Jamaica...	Caicos Reef.....	Stranding ...	Error of judgment.	.....	Total....	5,000 cargo 6,000
Feb. 5	Mary.....	5½	Shelburne.....	Schooner....	9	St. Martin's to Lockeport.	Lockeport.....	Burned.....	Fire in cabin..	.....	Total ...	4,500 cargo 300
May 19	Maggie.....	7	Charlottetown	do .....	7	Pictou to Halifax.....	Three Fathom Harbour.	Stranding ...	Fog.....	.....	do ..	2,300 cargo 350
do	Magdalena....	.....	Norway.....	Bark.....	800	Scotland to Quebec..	Atlantic.....	Foundered..	Ice.....	1	do ..	18,000 cargo 3,000
Aug. 22	Merlin.....	20	St. John.....	Schooner....	98	St. John to Boston...	Off Petit Manan ...	Collision....	Error of judgment.	.....	do ..	1,500 cargo 675
do	Maggie.....	7	Windsor.....	do .....	66	Walton to Boston....	Kennebec.....	Stranding ...	Fog.....	.....	do ..	2,000
April 24	Moss Glen....	6	St. John.....	Bark.....	893	Sandy Hook to Cork.	Sandy Hook.....	do ..	Error of judgment.	.....	Partial.	2,000
July 6	M. E. Dooks...	8	Halifax.....	Schooner....	44	North Sydney to Halifax.	Off Jeddore.....	Burning.....	Lightning.....	.....	do ..	100 cargo 200

Date	Name	Age	Origin	Destination	Company	Loss	Value
Jan. 28	May	4	do	20	Halifax to Barbadoes	Unknown	400
Aug. 21	Mary B.	5	Archat	78	Archat to Yarmouth	Collision	300
Mar. 23	Mary B.	5	do	78	Halifax to Barbadoes	Stress of weather	400
S pt. 11	Maggie Quinn.	17	St. John	104	Moncton to Salem, Mass.	Bad caulking	300
.....	M. dge Wildfire	31	Liverpool	842	West Hartlepool to Sydney	Stress of weather	12,000
Aug 21	Mary Stewart.	11	Amherst	1071	Quebec to London	Error	5,700
Oct. 6	Mauna Loa.	18	New York	183	Vineyard Haven to Moncton	Stress of weather	2,000
Feb. 15	Newcastle City	3	Hartlepool	1384	Halifax to London	Damaged	1,400
Jan. 26	Nimbus	6	Windsor	1222	Hull to New York	do	1,000
Mar. 4	Nova Scotia	8	do	1110	Antwerp to Philadelphia	Collision	3,500
May 19	Nymph	25	Norwegian	430	Antwerp to Baie Verte	Error	400
Mar. 3	Neophyte	3	Yarmouth	1056	Mobile to Liverpool	Fog	20,000
May 10	Norway	.....	.....	895	Glace Bay to Montreal	do	2,000
July 22	Neptunus	37	Norwegian	391	Sheet Harbour to River Mersey	Tides	3,600
April 29	Nyanza	7	Liverpool	239	Vineyard Haven to Portland	Stress of weather	3,100
Feb. 10	Opera	11	St. John	82	St. John to Boston	Near Provincetown	1,000
May 7	Ossuna	2	Richibucto	794	Liverpool to New-castle	Damaged	300
do 13	Orange Grove.	6	Shelburne	82	Nassau to Lockeport	do	2,700

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

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
May 16	Palestine .....	2	St. John .....	Bark.....	1350	Liverpool to Shelburne.	Black Rock, Shelburne.	Stranding .....	Fog .....	.....	Total.....	\$ 55,000
Feb. 10	Parisian.....	3	Lunenburg.....	Schooner.....	107	Lunenburg to Boston	Off Cape Hatteras.	Damaged.....	Stress of weather.	.....	Partial..	4,000 cargo
Aug. 28	Precursor.....	9	Yarmouth .....	do .....	46	Pubnico to Halifax ..	Lockeport.....	Stranding .....	do .....	.....	do ...	200 cargo
Oct. 11	Prince Rupert.	20	London .....	Bark.....	491	Victoria, B.O., to London.	Spence's Rock.....	do .....	do .....	.....	do ...	.....
Feb. 1	Ripon City .....	1	England.....	Steamship...	1348	New York to New castle.	Atlantic.....	Damaged.....	Ice .....	.....	do ...	.....
Jan. 7	Rover of the Seas.	15	Sunderland....	Bark .....	417	London to Victoria, B.C.	Victoria.....	Burned .....	Fire.....	.....	do ...	.....
do 30	Revello.....	9	Annapolis.....	do .....	937	Glasgow to Calcutta	Nicober Islands....	do .....	Fire in cargo..	.....	Total ...	18,000
June 22	Richmond .....	13	Arichat.....	Steamship ..	44	Grandique Ferry.....	At wharf.....	do .....	Unknown .....	.....	do ...	4,000
Feb. 2	Rich'd Hutchison.	5	Chatham.....	Bark .....	768	Liverpool to St. John	Atlantic.....	Leaking.....	Stress of weather.	.....	Partial..	500
do 23	Robert A. Chapman.	11	Dorchester .....	do .....	982	Mobile to Liverpool..	Oayo Blanco .....	Stranding ..	Fog .....	.....	Total ...	19,000
May 17	Rosa .....	8	Halifax.....	Schooner ...	44	Halifax to Magdalen Islands.	Entry Island .....	Sunk by the ice.	.....	.....	do ...	1,630
Oct. 30	Rise and Shine	4	Parrboro' .....	Brigantine..	163	Portland to Lingen..	Beaver Harbor, N.S.	Stranding.....	Stress of weather.	.....	do ...	5,500

Date	Name of Vessel	Tonnage	Origin	Destination	Company	Loss	Cause	Value	Notes
do	23 Richard B.	6	Magdalen	to Halifax	Schooner	do	Error	Partial	200
Nov. 14	Rough and Ready.	38	Charlottetown	do	do	do	Fog	Total	700 cargo 500
May 10	R. W. Merrian	11	Halifax	Liverpool to Halifax	Bark	Disabled	Ice	Partial	18,000 cargo 2,000
Jan. 29	Standard	10	St. Johns, Nfld	St. Martin's to New-Scatterie, C.B	Schooner	Stranding	do	Total	3,000 cargo 800
Feb. —	St. Olaves	11	St. John	St. John to Liverpool	Bark	Damaged	do	Partial	2,000
do 18	St. Cloud	7	Yarmouth	Philadelphia to Delaware River	Ship	Stranding	do	do	420
Mar. 22	Scott's Bay	9	Windsor	Liverpool to New Near Norfolk, Va.	Bark	Collision	Unknown ves- sel.	do	100
June 11	Smiling Water	19	Mahone Bay	Jeddore to L'Ardoise	Schooner	Foundered	Stress of wea- ther.	Total	1,800 cargo 3,500
July 30	Salsburn	2	London, G.B.	Picton to Montreal	Steamship	Stranding	Error	Partial	4,000
22 Jan.	Sarah H. See- ton.	2	Shelburne	Inagua to Lockport	Schooner	Leaking	Stress of wea- ther.	do	300
Sept. 23	Sirius	10	Charlottetown	Sydney to Halifax	Brigantine	Damaged	do	do	500
Oct. 9	St. Peter	2	Port Hawkes- bury.	Mabon to Picton	Schooner	Stranding	Gale	Total	500
Oct. 21	Spirit of the Day.	20	Picton	Picton to Chatham	Schooner	Stranding	Fog	do	1,500 cargo 116
May 2	Snow Drift	1	Halifax	Forehu to Halifax	do	do	Stress of wea- ther.	Partial	150
Oct. 30	St. Joseph	11	Montreal	St. Jean D. to Mon- treal.	Barge	Foundered	Leak	do	800 cargo 275
April —	Sarah A. Townsend.	1	Halifax	St. Pierre to North Sydney	Schooner	Stranding	Error	do	700
Oct. 30	St. John	10	do	Pointe aux Trembles Ile à l'Aigle to Ontonreour.	Steamship	Burned	Unknown	Total	6,000
Aug. 15	Sarah Hunter.	3	St. John	St. John to St. Bay of Fundy	Schooner	Stranding	Fog	Partial	1,750 cargo 350
do 6	Sarah Hunter.	3	do	do	do	Collision	Vessel	do	500

STATEMENT OF WRECKS AND CASUALTIES TO SEA-GOING VESSELS—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost	Total or Partial Loss.	Amount.
Oct. 30	Spy .....	8½	Chatham .....	Schooner.....	17	Alberton to Chatham	Fox Island .....	Stranding .....	Fog .....	.....	Partial..	\$ 400
May 15	Tordenskjold..	24	Norwegian .....	Bark .....	673	Norway to Sydney...	Halifax Harbor .....	do .....	do .....	.....	Total ...	8,500
April 28	Terra Nova....	8	Windsor .....	Schooner....	212	Pincello to Rio de Janeiro.	Brazil .....	do .....	Stress of weather.	.....	Partial..	500
Feb. 23	Three Cheers..	12	Halifax .....	Brigantine...	185	Ponce to U.S. ....	Atlantic .....	Leaking .....	do .....	.....	do ...	.....
Mar. 10	Tobique .....	9	St. John .....	Ship .....	1413	Gardiff to Yokohama.	Pacific .....	Damaged .....	do .....	.....	do ...	10,000
April 1	Twilight .....	5	Shelburne .....	Brigantine...	143	Penedo to New York	Penedo Bar. ....	Stranding .....	Frór .....	.....	do ...	.....
Sept. 13	Terra Nova....	9	Windsor .....	Schooner....	212	Barbadoes to Boston	Caribbean Sea.....	Damaged .....	Stress of weather.	.....	Total ...	7,000
Jan. 24	Unanima .....	17	St. John .....	Bark .....	746	Liverpool to New York.	New Mersey, G.B.....	Collision .....	"Oranmore".	.....	Partial..	4,000
do 10	Underwriter...	11	Yarmouth .....	do .....	697	New York to Bilbao.	Atlantic .....	Damaged by gale.	.....	.....	do ...	.....
Mar. 21	Utopia .....	1	Liverpool .....	Schooner....	98	Barbadoes to St. John.	do .....	do .....	Stress of weather.	.....	do ...	300
Oct. 7	Victoria .....	11	St. John .....	do .....	92	Portland to St. John	Peake's Island .....	Stranding .....	do .....	.....	Total....	2,000
May 25	Wawaleneh....	11	Pictou .....	Bark .....	522	Boston to Sackville.	Grand Manan.....	do .....	Fog .....	.....	do ...	12,000
July 20	William Gordon.	9	Chatham .....	do .....	732	Liverpool to Dublin.	Newcastle .....	Collision .....	Dragged anchor.	.....	Partial..	1,000

Feb. 7	W. E. Stowe.	10 Lunenburg	Brigantine	160 Lunenburg to Cuba, Atlantic	Damaged	Stress of weather	do	4,000 cargo
do 22	Warrior	1 Pictou	Ship	1637 Cardiff to Montevideo / St. George's Channel.	do	do	do	30,000
Nov. 12	Wild Rose	22 Liverpool	Schooner	25 Coasting	Stranding	Gale	Total	300
do 9	W. H. Hatfield	15 Halifax	do	115 Halifax to Arichat	do	Fog	do	1,000
Jan. 3	Western Belle	7 Charlottetown	Bark	435 New South Wales to North Pacific, Wilmington.	Foundering	Stress of weather	do	22,500
Sept. 5	York City	4 Hartlepool	Steamship	1630 St. John to Halifax, Bay of Fundy	Damaged	Tides	Partial	3,800 cargo



SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Seagoing Vessels, during the Calendar Year of 1884.

Date of Casualty.	Name of Vessel.	Tonnage.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Dec. 19	Annie .....	14	Parraboro' .....	Brigantine ..	123 Parraboro' to St. John.	St. Campobello, N.B.	Foundering.	Leaking .....	.....	.....	Total ...	\$ 4,000
Aug. 1	Alfred .....	3	Maitland .....	Bark .....	1027 Liverpool to Valparaiso.	Off Cape Horn .....	Burning .....	Coal ignited .....	.....	.....	do ...	30,000
do	Aurora .....	6	Grimstead .....	do .....	662 Montreal to Montevideo.	In St. Lawrence .....	Stranding ...	Error .....	.....	.....	Partial.	2,000
Dec. 22	Albert .....	73	Shelburne .....	Schooner ...	46 Lockport to Halifax	Jeddore .....	do ...	Stress of weather.	.....	.....	Total ...	1,500 cargo 1,800
1883.												
Nov. 2	Adria .....	.....	Digby .....	do ...	118 Weymouth to Boston	North Haven .....	do ...	Missed stays .....	.....	.....	do ...	1,000
Mar. 21	Albert M. ....	2	Lunenburg .....	Brigantine ..	169 Lunenburg to Mayaguez.	Unknown .....	Foundering.	Stress of weather.	.....	7	do ...	7,000 cargo 7,300
Dec. 17	Anglessa .....	6	Windsor .....	Bark .....	978 Bristol to Tybee .....	Penarth Roads .....	Collision ...	Steamship .....	.....	.....	Partial.	10,000
June 28	Albatross .....	7	Chatham .....	Schooner .....	46 Richibucto to Pictou.	Kouchibouguac River.	Burned .....	Fire from cargo .....	.....	.....	Total ...	700 cargo 100
Aug. —	Amateur .....	19	Sydney .....	do ...	.....	Lubec Narrows .....	Stranding ...	Tide .....	.....	.....	do ...	1,000
Dec. 16	Alida A. Smith	9	Windsor .....	Brigantine ..	180 Jamaica to New York	Cuban coast .....	Damaged ...	Squall .....	.....	.....	Partial.	350
Oct. 26	Alamo .....	10	do .....	Bark .....	579 Montreal to Montevideo.	Atlantic .....	Leaking and Condemned.	Unknown .....	.....	.....	Total ...	5,000

Nov. 19/Ann Elity	17	Liverpool	Schooner	16/Port LaTour to Yar-Wood Harbour	Stranding	Stress of weather	do	800
Feb. 28 Asims	2	St. John	Ship	1185 Bermuda to Liverpool	do	Foggy	Partial.	16,000 c'go 14,000
Oct. 2 B N. Fullerton	4	Parrsboro'	Schooner	106 Parrsboro' to Windsor	Stranding	Low water	Partial	500
Nov. 24 Berns	16	do	do	95 To Bass Harbour, Me.	do	Stress of weather	do	1,000 cargo 200
Dec. 25 Ganning Packet	14	Windsor	do	105 Cornwallis to Boston	do	Ice	Total	3,000
do 13 Charity L.	3	St. John	do	22 Quasco to St. John	Missing	Unknown	3 do	600
Nov. 10 C. H. Jones	18	Quebec	Tug	23 St. Lawrence	Burned	Spark	Partial	4,000
Dec. 16 Civilian	32	St. Andrews	Schooner	24 Martin's Head to St. John	Stranding	Stress of weather	do	200 cargo 180
do 23 Charlie Hickman	14	St. John	Bark	904 Liverpool to New York	do	Fog	Total	12,000
do 29 Cella	10	Liverpool	Steamship	1666 N. Shields to Delaware	Leaking	Bolts gave way	Partial	3,000
Sept. 7 Cornalo	28	New Carlisle	Barkentine	95 Paspetic to Barbadoes	Damaged	Stress of weather	do	2,000 cargo 2,500
Dec. 3 Champion	New	Pictou	do	139 Port Mulgrave to Barbadoes	Dismasted	do	do	1,300
Oct. 25 Depositor	New	Halifax	Ship	1600 Barrow-on-Furness to S. W. Pass	Stranding	Gale	Total	60,000
Aug. -- D. H. Morris	9	Windsor	do	1197 Cal-ya Buena to Hamburg	Collision	Error	Partial	20,000
Dec. 22 Everett Haskell	14	American	Schooner	88 Liverpool to Newfoundland	Stranding	Stress of Weather	Partial	9,000 cargo 400
Oct. 15 Exile	11	St. John	Bark	931 New York to Cotte, France	Collision	Pepago	do	1,000
Aug. -- E. W. R.	18	Annapolis	Schooner	176 Annapolis to Sydney	Stranding	Fog	Total	2,000
do 20 Edith Carmichael	9	Pictou	Bark	899 New South Wales to Maccassar	do	Unknown	do	22,000

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Sep. 16	E. B. Newcomb	1	Parrsboro' .....	Schooner....	90	Joggins to Fredericton.	Cumberland Bay...	Foundering.	Leak.....	.....	Partial.	\$ 1,000 cargo 200
Dec. 24	Enterprise.....	24	Victoria, B.C.	Steamship ...	302	Nanaimo to Victoria	Twin Islands, B.C.	Stranding ...	Error.....	.....	do ...	1,000
Aug. 21	Electric .....	33	Norway .....	Bark.....	984	London to Quebec...	St. Fabien.....	do ...	do .....	.....	Total ...	10,000
do	Elizabeth Jane	.....	Newfoundland	Schooner....	131	North Sydney to Harbour Grace.	Gulf of St. Lawrence.	Damaged....	Stress of weather.	.....	Partial.	.....
do	Emily Jane....	7	Halifax.....	do ...	35	Newfoundland to Halifax.	Unknown .....	Foundering.	do ...	5	Total ...	800
Sept. —	Erato .....	17	Shelburne .....	do ...	24	Lunenburg to Halifax.	Off Liverpool, N.S.	do ...	Leak .....	.....	do ...	500
Nov. —	Erema.....	.....	Charlottetown	Brigantine..	299	London and Charlottetown.	.....	do ...	Stress of weather.	.....	do ...	.....
do	Emelle.....	10	Quebec.....	Schooner ....	101	Percé to Quebec .....	Caribou Island.....	Stranding ...	do ...	.....	do ...	3,000 cargo 4,000
Aug. 7	F. Townsend..	2	Parrsboro' .....	do ...	161	St. John to Windsor.	Port Greville.....	Burned .....	Fire.....	.....	do ...	8,000
Nov. 16	Frank Stafford	3	Windsor.....	Bark.....	1169	In port.....	Charleston .....	do ...	do .....	.....	Partial.	2,500 cargo 5,000
Oct. 6	Foederis Area.	17	Quebec.....	Schooner....	123	Chateau to Montreal	Labrador .....	Stranding ...	Gale .....	.....	Total ...	2,000
Nov. 16	Fred. B. Taylor	2	Yarmouth .....	Ship .....	1793	Pisagua to Hamburg.	River Elbe .....	do ...	Currents.....	.....	Partial..	6,000
Dec. 23	Grace.....	3	Victoria, B.C.	Schooner....	77	Burrard Inlet to Victoria, B.C.	S. F. Point Gossip Island.	Stranding ...	Missed stays...	.....	Partial.	.....

do	29/Gen.	2 St. John.	do	59/St. John to Newark. Mass.	Collision.	Fog.	do	200
Oct. 8	Harry Wetmore.	4 British.	do	56 Sydney to Channel. S. Bar, Sydney.	Collision.	Steamship	Total	14,000
Dec. 30	Jane Porter.	18 Yarmouth.	do	37 Annapolis to Yarmouth. N.S.	Stranded.	Currents.	do	509 cargo 250
do	14 Julia Ann W.	1 Halifax.	do	21 Jeddore to Halifax. Near Jeddore.	Fog	.....	do	1,200 cargo 350
Nov. 5	Joseph André.	..... France.	Bark	393 Marseilles to Saguenay.	Missing	Stress of weather.	.....	1,400
do	5 Jupiter.	..... Sweden.	do	692 Quebec to London.	Stranding	Gale.	Partial.	4,000
Sept. 25	James Rourke.	1 St. John.	Schooner	85 Yarmouth to Quaco. Black Point, N.B.	do	do	do	1,500
July 9	Kong Carl.	13 Norwegian.	Bark	502 In St. Lawrence.	Collision	"Concurrent"	do	3,800 cargo 100
10 Oct.	Kingfisher.	20 Halifax.	Schooner	17 Mabou to Pictou.	Stranding	Gale	Total	300
May 9	Lady Dufferin.	12 Quebec.	do	95 Pabos to Percé.	Burning	Unknown	do	2,000
Aug. 8	Lennox.	1 1/2 Arichat.	do	48 Hawkesbury to Fishing Grounds.	Collision	"Romeo"	Partial	1,000
Sept. 20	Lillian Bourque.	6 P. E. Island.	do	79 Pictou to New London.	Stranding	Stress of weather.	Total	2,500
Aug. 31	Loyal Tar.	4 Quebec.	do	78 Caraquet to Quebec. Bonaventure Isl'd.	do	Fog	Partial	2,000
Oct. 8	Lady Caroline	30 Lunenburg	Schooner	36 La Have to Lunenburg.	Stranding	Mis-stayed	Total	900 cargo 300
do	23 Louise	17 do	Brigantine	136 Lunenburg to Jamaica. sage.	Foundering.	Stress of weather.	Total	6,000 cargo 5,500
do	1 Lady Franklin	4 Pictou	Schooner	76 Tatamagouche to Albert, P.E.I.	Stranding	Error	Partial	600 cargo 250
Dec. 27	Lauretta	9 Charlottetown	Brig	289 Charlottetown to Bristol Channel.	On beam ends.	Stress of weather.	Total	7,000 cargo 10,000

Supplement to the Statement of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register & Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Dec. 19	Lucy Pope.....	9	Charlottetown	Bark .....	739	Souris to Plymouth..	Boughton Island...	Stranding...	Snow storm ...	.....	Partial..	\$ 10,000
do 25	Mildred .....	5	Liverpool .....	Brigantine...	199	Pernambuco to North Sydney.	Scatterie Island ...	do ...	do ...	.....	.....	Unknown.
Nov. 8	Mary Adelaide	20	French .....	Schooner ....	110	St. Pierre to Metehgan.	Port Maitland Beach.	do ...	do ...	.....	Partial..	800
June 13	Minnie H. Gerow.	10	St. John.....	Ship .....	1304	Lobos to Queenston.	On voyage .....	On beam ends, cargo shifted.	Stress of weather.	.....	do ...	28,900
Oct. 4	Montezuma....	39	Weymouth ...	Schooner ....	60	Boston to Freeport...	At sea .....	Foundering.	Squall.....	.....	Total...	600
Jan. —	Mary Ann .....	10	Digby ...	do .....	143	Meteghan to Bellevau's Cove.	Belleveau's Cove..	Stranding ...	do .....	.....	do ...	2,000
Nov. —	Moselle .....	.....	Charlottetown	Barkentine...	.....	.....	.....	.....	.....	.....	.....	.....
do —	Mary A. Nelson	16	do .....	Bark .....	408	Pernambuco to Arichat.	Off Arichat .....	Stranding ...	Stress of weather.	.....	Total...	5,000
Dec. 11	Mollie A. Reed	31	St. Andrew's	Barkentine ..	.....	Unknown .....	San Felisse, Cuba.	do ...	do ...	.....	do ...	.....
do —	Mineola .....	18	Digby.....	Schooner ....	127	Fox Island to Boston	Squirrel Island.....	do ...	do ...	.....	do .....	500
do 14	Mary Ella Mallett.	1	Weymouth .....	Brigantine...	175	Newcastle to New York.	Outybank, U.S.A.	do ...	do ...	.....	Partial..	3,500
Nov. 15	Nellie M. Johnston.	4	Shelburne .....	Schooner ....	79	Trinidad to Philadelphia.	Turk's Island.....	do ...	do ...	.....	Partial..	2,500
Feb. 2	Numa .....	6	Maitland .....	Bark.....	.....	Penscola to Montevideo.	Tennessee Reef....	do ...	Unknown .....	.....	.....	.....

Dec. 20/Novars.....	2/Lunenborg.....	Schooner.....	119/Jamaica Island.	To	Bahamas.....	do	Stress of wea- ther.	Total...	1,000
Nov. 5 Nanna.....	19 Norway.....	Bark.....	230 Quebec to Douglas...	do	Trinity Bay.....	do	do	do	6,000
Sept. 11 Neille M. John- ston.	1 Shelburne.....	Schooner....	97 Trinidad to Turk's Island... Island.	do	Turk's Island....	do	do	Partial..	3,800
..... N. W. White.	7 Guysboro'.....	do	98 Causo to Montreal...	do	Anticosti.....	do	do	Total....	3,000 cargo 6,000
Dec. 19 Ocean Belle....	18 Halifax.....	do	68 Louisburg to Halifax Off Newfoundland.	Damaged....		do	do	Partial..	60 cargo 300
Nov. 29 Peacemaker...	13 St. John.....	Ship.....	1064 London to New York Atlantic.....	Leaking.....		do	do	do	6,000
Aug. 28 Regina.....	12 Quebec.....	Schooner....	128 Quebec to Buenos St. Lawrence Gulf Ayres.	do		do	do	do	1,000
Nov. — Raip. B. Peake.....	Charlottetown.....	Bark.....	699 Buenos Ayres to Char- lottetown.	Stranding...		do	do	do	.....
Aug. 29 Ripple.....	10 Yarmouth.....	Schooner....	29.....	do	Oow Bay.....	do	do	do	.....
Dec. 13 Sarah Carney.	7 Halifax.....	Brigantine..	150 Halifax to Jamaica... Caicos Passage....	do		do	Error.....	Total....	8,000 cargo 8,000
Nov. 9 Survivor.....	4 Windsor.....	do	194 New York to St. St. Pierre Roads... Pierre.	do		do	Stress of wea- ther.	Partial..	3,000
do 4 St. Croix.....	4 Quebec.....	Steamship..	198 Quebec to St. Croix Pointe aux Trembles.	do		do	do	do	300
do 28 Sultan.....	5 Windsor.....	Ship.....	1323 Philadelphia to Liv- erpool.	do		do	Tide.....	do	1,100
..... Sarah Crowell	18 Yarmouth.....	Brigantine..	147 New York to Hayti... Unknown.....	Missing.....		do	Unknown.....	9 Total ...	2,000 cargo 4,500
Aug. 30 Summerville...	15 Liverpool.....	Schooner....	139 Louisburg to Halifax South coast of Nova Scotia.	do		do	do	do	1,800 cargo 500
Sept. 10 Tempest.....	6 St. John.....	Brigantine..	477 Constantinople to Seraglio Point..... Queenstown.	Collision.....		do	"Chilton",.....	do	20,000 cargo 7,200
Feb. 27 Tiger.....	35 Pictou, N.S....	Steamship..	28 Halifax.....	Stranding...		do	Compass wrong.	do	4,000
Oct. 13 Three Sisters.	22 Charlottetown	Schooner....	36 Pictou to Charlotte- town.	do	Gallows' Point Reef.	do	Stress of weather.	do	600

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Dec. 21	Union .....	5	St. John .....	Schooner ...	150	New York to St. John	Mount Desert .....	Stranding .....	Stress of weather.	.....	Total ...	\$ 5,000
do 13, '82	Unicorn .....	29	Sydney .....	do ...	62	Sydney to North Sydney	North Sydney .....	Foundering .....	do .....	.....	do ...	10,000 cargo
Nov. 5	Vigilant .....	3	Chatham .....	do ...	199	Bathurst to Boston...	Crab Island .....	Stranding .....	Snow storm.	3	do ...	600 cargo
10 May	William Low .....	5	Yarmouth .....	Ship .....	1599	Havre to Quebec .....	Magdalen's .....	Damaged by	Ice .....	.....	Partial.	4,000 cargo
Nov. 11	W. O. Silver ...	9	Port Hawkesbury.	Schooner ...	.....	North Sydney to Halifax.	Big Bras d'Or .....	Stranding .....	Tide .....	.....	do ...	1,200 cargo
1883. Aug. 16	W. A. Smith ..	4	Lunenburg ...	do ...	32	Fishing .....	Unknown .....	Foundering .....	.....	11	Total ...	250 cargo
Oct. 1	Wm. Owen ...	10	British .....	Bark .....	599	Georgetown to River Plate.	Gulf St. Lawrence	Damaged .....	Stress of weather.	.....	Partial.	1,600 cargo
do 7	Weasel .....	13	Jersey .....	Schooner ...	76	Lisbon to Shippegan	Off Magdalen's .....	do .....	do .....	.....	do ...	450 cargo
Dec. 20	Zamora .....	4	St. John .....	do ...	118	Alma to New York...	Near New London, Conn.	Collision .....	"Bristol" .....	.....	Total ...	120 cargo
do —	Zeno .....	9	Pictou .....	Brigantine ...	390	Kingston to Wood's Hall.	West Indies .....	Lost spars .....	Stress of weather.	.....	Partial.	7,000 cargo

STATEMENT of Wrecks and Casualties reported as having occurred on the Inland Waters of Canada, from the 1st January, 1885, to 31st December, 1885.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial.	Amount.
Oct. 13	Adventure.....	.....	Kingston.....	Barge.....	139	Kingston to Montreal	Gallops Rapids.....	Sunk.....	Struck rock.....	.....	Total ...	\$ 6,000 cargo 7,420
April 27	Alpha.....	12	Winnipeg.....	Steamship ..	113	Winnipeg to Brandon	Assiniboine River.	Stranding ...	Boulder.....	.....	Partial	4,000
Dec. 9	A. C. Maxwell .....	.....	.....	do .....	469	Marquette to Cleve-land.	Goderich.....	do .....	Stress of weather.	.....	.....	.....
Nov. 7	Algoma.....	2	Montreal.....	do .....	1773	Owen Sound to Port Arthur.	Isle Royale.....	do .....	Error in judgment.	48	Total ...	225,000 cargo 7,000
July 7	Clyde .....	20	St. Catharines	Schooner.....	293	Toledo to Kingston.	Gull Island.....	do .....	Fog.....	.....	Partial.	.....
June 2	Cheyenne.....	11	Winnipeg.....	Steamship ..	136	Emerson to Winnipeg	Red River.....	do .....	Struck rock.....	.....	do ...	6,500
.....	Emelie du Lac.	6	Montreal.....	Schooner.....	36	St. Albans to St. Antoine.	St. Lawrence.....	do .....	Error of tow-boat.	.....	Total ...	5,000
Oct. —	Enterprise....	1	Hamilton.....	Barge.....	24	At wharf.....	Burlington Bay....	Burned.....	Fire.....	.....	do ...	408
Sept. 8	Erie Wave.....	3	Port Burwell..	Schooner.....	72	Buffalo to Port Burwell.	Lake Erie.....	Capsized ...	Squall.....	2	Partial.	800
Oct. 5	Gazelle.....	20	Montreal.....	do .....	94	Deseronto to Kings- ton.	St Lawrence.....	do .....	do .....	.....	Total ...	1,000
do 24	Jura.....	3	St. Catharines	Barge.....	98	Oswego to Charlotte	Lake Ontario.....	Stranding ...	Error.....	.....	do ...	4,000
do 29	Myles.....	3	Hamilton.....	Steamship ..	939	Port Arthur to Du- luth.	Lake Superior.....	Damaged ...	Explosion.....	.....	Partial.	1,500
.....	Manitoba.....	10	Winnipeg.....	do .....	291	On river.....	Shell River.....	Destroyed ...	By ice.....	.....	Total ...	35,000



STATEMENT of Wrecks and Casualties on the Inland Waters of Canada—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
July 8	N. Mosher .....	7	Winnipeg .....	Steamship...	22	Rat Portage to Fort Frances.	Lake of the Woods	Stranding ...	Stress of weather.	.....	Total ...	\$ 3,000
June 9	Peerless .....	12	Montreal .....	do ...	216	Grenville to Ottawa.	Montbello .....	Burned .....	Unknown .....	.....	Partial.	30,000
.....	Prussia.....	12	St. Catharines	do ...	458	Fort William to Duluth.	Sand Island .....	do .....	Fire.....	.....	Total ...	8,000
July 15	Quebec.....	.....	Sarnia .....	do ...	954	Duluth to Sarnia ....	Wilson's Whannel..	Stranding ...	Error .....	.....	Partial.	.....
Oct. —	Shamrock .....	2	Hamilton .....	do ...	29	Hamilton to Burlington.	Burlington Bay ...	Burned .....	Fire.....	.....	Total ...	400
Nov. 14	Tim Doyle ...	.....	Montreal .....	Tug.....	14	Coteau to Montreal..	St. Lawrence .....	do .....	do .....	.....	Partial.	600
July 3	W. Keller .....	12	Oswego .....	Schooner ...	254	Fair Haven to Detroit	Port Colborne.....	Foundering.	Leak .....	.....	.....	.....
.....	Wheatbin .....	15	Montreal .....	Barge .....	320	At Montreal .....	St. Lawrence .....	do ...	do .....	.....	Partial.	1,100

SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred on the Inland Waters of Canada, during the Calendar Year of 1884.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Nov. 4	Anna M. Foster	.....	Port Burwell.	Schooner	77	At anchor	Coburg	Stranding	S of W	.....	Partial.	\$ 1,000
do	Agnes Hope	.....	Port Hope	do	220	Belleville to Oswego	Oswego	do	Storm	.....	Total	4,000
do	Chas. P. Minch	8	Chicago	do	387	Chicago to Collingswood.	Georgian Bay.	do	S of W	.....	Partial.	1,000
do	City of Owen Sound.	9	Owen Sound	Steamship	743	Gros Cap to Michipicoten.	S. of Michipicoten River.	Foundering	do	.....	.....	.....
Oct. 18	Erie Belle	12	Port Burwell.	do	275	Port Colborne to Cleveland.	.....	do	Struck lock	.....	Partial.	2,050
Nov. 30	Erin	4	St. Catharines	do	235	Lanse, Michigan, to Heron Bay.	Gull Rock	do	Struck rocks	.....	.....	.....
Sept 26	Frontenac	.....	Montreal	Barge	282	Kington to Montreal.	Cornwall Canal	Sunk	Collision	.....	Total	3,000 cargo, 4,500
Oct. 11	Georgian	.....	Toronto	Steamship	327	Owen Sound to Hudson's Bay.	Little Current Channel.	Stranding	Struck rocks	.....	Partial.	470
Sept. 17	H. B. Sherwood	10	Napanee	do	21	Belleville to Trenton	Bay of Quinté	Burning	Fire	.....	Total	5,000
Oct. 24	Jura	2	St. Catharines	Schooner	97	Port Colborne to Kingston.	In dock	Sinking	Struck dock	.....	Partial.	4,000
do	Jessie Drummond.	20	Montreal	Barge	281	Oswego to Toronto.	Lake Ontario	Leaking	Stranded	.....	do	.....
do	Jerome	12	do	Tug	41	Wallaceburg to Algonoma.	do	Burned	Fire	.....	Total	2,000

SUPPLEMENT to the Statement of Wrecks and Casualties on the Inland Waters of Canada—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Unkn'n.	New Deminton	17	Toronto .....	Schooner.....	164	Cleveland to St. Catharines.	Unknown .....	Foundering	Unknown.....	7	Total ...	\$ 3,000 cargo, 800
	St Joseph.....	15	Wallaceburg ..	Barge .....	85	Wallaceburg to De-troit.	Lake St Clair.....	do ...	Storm .....	.....	do ...	100
Oct. 27	Huron.....	10	Picton .....	Schooner.....	734	Port Stanly to Tir-couneill.	Port Talbot.....	do ..	do .....	.....	.....	Unknown.

APPENDIX No. 3.

REPORT OF THE CHAIRMAN OF THE BOARD OF EXAMINERS OF MASTERS AND MATES, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

HALIFAX, N.S., 2nd January, 1886.

SIR,—I have the honour to submit the Report of the proceedings of the Board of Examiners of Masters and Mates, for the calendar year ended 31st December, 1885. The Board met at the Ports of Halifax, St. John, N.B., Yarmouth, N.S., and Quebec, with the following results:—

At Halifax, 7th and 8th January :

Certificates granted to Mates.....	1	
Number failing to obtain certificates, Mates.....	3	
do do do 2nd Mates .....	1	5
	—	

At St. John, N.B., 15th and 16th January :

Certificates granted to Masters.....	1	
do do Mates.....	1	
	—	2

At Yarmouth, N.S., 26th and 27th January :

Certificates granted to Masters.....	1	
do do Mates.....	3	
Number failing to obtain certificates, Mates .....	2	6
	—	

At Quebec, 2nd and 3rd February :

Certificates granted to Masters.....	1	
do do Mates.....	3	
Number failing to obtain certificates, Mates.....	1	5
	—	

At Halifax, 10th and 11th February :

Certificates granted to Masters.....	1	
do do Mates.....	4	
do do 2nd Mates.....	2	7
	—	

At St. John, 17th and 18th February :

Certificates granted to Mates.....	3	
	—	3

At Halifax, 4th and 5th March :

Certificates granted to Masters.....	2	
do do Mates.....	2	
Number failing to obtain certificates, Mates.....	2	
do do do 2nd Mates.....	1	7
	—	

## At Yarmouth, 9th and 10th March :

Certificates granted to Masters.....	1	
do do Mates.....	4	
do do 2nd Mates .....	1	
Number failing to obtain certificates, Masters.....	1	
do do do Mates.....	1	
	—	8

## At St. John, 12th and 13th March :

Certificates granted to Mates.....	1	
do do 2nd Mates.....	1	
Number failing to obtain certificates, Mates.....	1	
	—	3

## At Halifax, 2nd and 4th April :

Certificates granted to Mates.....	4	
do do 2nd Mates.....	1	
Number failing to obtain certificates, Masters.....	1	
do do do 2nd Mates.....	1	
	—	7

## At Quebec, 10th, 11th and 13th April :

Certificates granted to Masters.....	2	
do do Mates.....	3	
	—	5

## At St. John, 22nd and 23rd April :

Certificates granted to Mates.....	2	
do do 2nd Mates.....	1	
	—	3

## At Yarmouth, 25th and 27th April :

Certificates granted to Masters.....	1	
do do Mates.....	3	
Number failing to obtain certificates, Masters.....	2	
	—	6

## At Halifax, 5th and 6th May :

Certificates granted to Masters.....		
do do Mates.....	4	
Number failing to obtain certificates, Mates.....	1	
do do do 2nd Mates.....	1	
	—	8

## At St. John, 14th and 15th May :

Certificates granted to Masters.....	3	
do do Mates.....	2	
do do 2nd Mates.....	2	
Number failing to obtain certificates, Mates.....	1	
	—	8

## At Yarmouth, 16th and 18th May :

Certificates granted to Masters.....	1	
Number failing to obtain certificates, Masters.....	1	
do do do Mates.....	1	
	—	3

At Halifax, 1st and 2nd June :			
Certificates granted to Masters.....		3	
do do Mates.....		2	
do do 2nd Mates.....		1	
Number failing to obtain certificates, Masters.....		1	
do do do Mates.....		1	
		—	8
At Halifax, 1st and 2nd June (Supplementary) :			
Certificates granted to Mates.....		1	
		—	1
At St. John, 10th and 11th June :			
Certificates granted to Masters.....		3	
do do Mates.....		1	
		—	
At Yarmouth, 13th and 15th June :			
Certificates granted to Masters.....		3	
do do Mates.....		1	
Number failing to obtain certificates, Masters.....		1	
do do do Mates.....		1	
		—	
At Halifax, N.S., 2nd and 3rd July :			
Certificates granted to Masters.....		5	
do do Mates.....		2	
Number failing to obtain certificates, Mates.....		1	
		—	8
At St. John, 9th and 10th July :			
Certificates granted to Masters.....		3	
do do Mates.....		2	
Number failing to obtain certificates, Masters.....		1	
do do do 2nd Mates.....		1	
		—	
At Yarmouth, 11th and 13th July :			
Certificates granted to Masters.....		2	
do do Mates.....		1	
Number failing to obtain certificates, Masters.....		1	
do do do Mates.....		1	
		—	5
At Halifax, 3rd and 4th August :			
Certificates granted to Masters.....		2	
do do Mates.....		1	
Number failing to obtain certificates, Mates.....		5	
		—	8
At Yarmouth, 7th and 8th August :			
Certificates granted to Masters.....		2	
do do Mates.....		1	
Number failing to obtain certificates, Masters.....		1	
do do do Mates.....		2	
		—	6

At St. John, 12th and 13th August :					
Certificates granted to	Masters.....	.....		1	
do	do	Mates.....	.....	2	
do	do	2nd Mates.....	.....	1	
Number failing to obtain certificates,	Masters.....	.....		2	
do	do	do	Mates.....	1	
				—	7
At Halifax, 1st and 2nd September :					
Certificates granted to	Masters.....	.....		1	
do	do	Mates.....	.....	3	
Number failing to obtain certificates,	Mates	.....		5	
				—	9
At Yarmouth, 8th and 9th September :					
Certificates granted to	Masters.....	.....		1	
do	do	Mates.....	.....	1	
				—	2
At St. John, 11th and 12th September :					
Certificates granted to	Masters.....	.....		3	
do	do	Mates.....	.....	3	
Number failing to obtain certificates,	Masters.....	.....		1	
				—	7
At Halifax, 1st and 2nd October :					
Certificates granted to	Masters.....	.....		1	
do	do	Mates.....	.....	4	
do	do	2nd Mates.....	.....	1	
Number failing to obtain certificates,	Mates.....	.....		2	
				—	8
At St. John, 9th and 10th October :					
Certificates granted to	Mates	.....		1	
do	do	2nd Mates.....	.....	1	
Number failing to obtain certificates,	Masters	.....		1	
do	do	do	Mates.....	1	
				—	4
At Halifax, 2nd and 3rd November :					
Certificates granted to	Masters	.....		4	
do	do	Mates.....	.....	2	
Number failing to obtain certificates,	Mates	.....		1	
				—	7
At Yarmouth, 9th and 10th November :					
Certificates granted to	Masters.....	.....		3	
				—	3
At St. John, 13th and 14th November :					
Certificates granted to	Masters.....	.....		1	
do	do	Mates.....	.....	1	
Number failing to obtain certificates,	Masters.....	.....		1	
				—	3
At Halifax, 1st and 2nd December :					
Certificates granted to	Masters.....	.....		5	
Number failing to obtain certificates,	Masters.....	.....		1	
do	do	do	Mates.....	1	
				—	7

At St. John, 10th and 11th December :

Certificates granted to Masters.....	4	
Number failing to obtain certificates, Mates.....	1	
	—	5

At Yarmouth, 14th and 15th December :

Certificates granted to Mates.....	2	
Number failing to obtain certificates, Mates.....	1	
	—	3

Total number of applications..... 204

Thus it will be seen that there were 204 applications for examination at the different ports, divided as follows:—

At Halifax.....	61	being successful and 29 failing.
At St. John.....	44	do do 12 do
At Yarmouth.....	33	do do 15 do
At Quebec.....	9	do do 1 do

Making totals of 147 successful and 57 unsuccessful applications, or an average of 70 and 30 per cent. respectively.

Of the total number of failures only one was in seamanship, the balance being unable to pass the examination in navigation.

There has also been issued during the year :

Renewals of certificates as Master.....	3
do do Mate.....	2

Service sea-going certificates have been granted :

To Masters.....	29
To Mates.....	40
To Masters (renewals).....	4

I am, Sir,

Your most obedient servant,

P. A. SCOTT,

*Chairman.*

The Deputy Minister of Marine,  
Ottawa.



LIST of Certificates of Competency and Service granted to Masters and Mates of Foreign Sea-going Vessels by the Department of Marine of the Dominion of Canada, for the Year ended 31st December, 1885.

## COMPETENCY.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
2098	Jan. 5...	Chas. Lewis Baker.....	Master .....	Yarmouth, N.S....	Yarmouth .....	10 00
2099	do 5...	John P. S. Bruce.....	do .....	Arcadia, N.S.....	do .....	10 00
2100	do 13...	Herbert McDougall.....	Mate .....	Maitland, N.S .....	Halifax .....	5 00
2101	do 19...	Bryson M. Knowlton .....	Master .....	Advocate Harbour, N.S.	St. John.....	10 00
2102	do 19...	Wm. Simpson .....	Mate .....	Parraboro', N.S....	do .....	5 00
2103	Feb. 4...	Edwin F. Hurlbert.....	do .....	Tusket Lakes, N.S.	Yarmouth ....	5 00
2104	do 4...	Wellington R. McKinnon...	Master .....	Arcadia, N.S.....	do ..	10 00
2105	do 4...	Chas. Norman Morrell .....	Mate .....	Brooklyn, N.S.....	do .....	5 00
2106	do 4...	Burwell C. Goudey.....	do .....	Maitland, N.S.....	do .....	5 00
2107	do 12...	Albert Boulanger .....	do .....	St. Thomas, Que...	Quebec.....	5 00
2108	do 12...	Thomas McGough .....	Master.....	St. Roch's, Que...	do .....	10 00
2109	do 12...	Joseph Adam .....	Mate.....	L'Islet, Que .....	do .....	5 00
2110	do 12...	Alfred Couillard.....	do .....	St. Thomas, Que...	do .....	5 00
2111	do 20...	Henry H. Dexter.....	Master....	Cheverie, N.S.....	Halifax.....	10 00
2112	do 20...	George C. Hawes .....	2nd Mate .....	Halifax, N.S.....	do .....	5 00
2113	do 20...	Malcolm McL. Cameron....	do ..	New Glasgow, N.S	do .....	5 00
2114	do 20...	Thomas R. Holloway.....	do ..	Halifax, N.S.....	do .....	5 00
2115	do 20...	Charles Scott .....	Mate .....	Maitland, N.S .....	do .....	5 00
2116	do 20...	Marshall Terfry .....	do .....	Hantsport, N.S....	do .....	5 00
2117	do 20...	James E. King.....	do .....	Windsor, N.S.....	do .....	5 00
2118	do 25...	Wm. N. Turnbull .....	do .....	Bay View, N.S....	St. John.....	5 00
2119	do 25...	George M. Reid .....	do .....	Harvey, N.B.....	do .....	5 00
2120	do 25...	Chas. F. Collins.....	do ..	Advocate Harbour, N.S.	do .....	5 00
2121	Mar. 13...	Robt. E. Hunter .....	do .....	Yarmouth, N.S .....	Halifax.....	5 00
2122	do 13...	Geo. A. Slawenwhite.....	do .....	Mahone Bay, N.S....	do .....	5 00
2123	do 13...	Edwin E. McLellan.....	Master .....	Economy, N.S.....	do .....	10 00
2124	do 13...	Darius Campbell.....	do .....	Avondale, N.S.....	do .....	10 00

## List of Certificates of Competency granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
2125	Mar. 17...	Clarence A. Trefry.....	Mate .....	Rockville, N.S.....	Yarmouth .....	5 00
2126	do 17...	George O. McLaughlin.....	do .....	Annapolis, N.S....	do .....	5 00
2127	do 17...	Charles C. Hunter .....	do .....	Bridgewater, N.S.	do .....	5 00
2128	do 17...	Alfred G. McNeill .....	do .....	Barton, N.S.....	do .....	5 00
2129	do 17...	George Wm. McNamara ...	Master.....	Yarmouth, N.S....	do .....	10 00
2130	do 17...	Israel M. Nickerson.....	2nd Mate ...	Barrington, N.S. ...	do .....	5 00
2131	do 17...	George W. Hains .....	Mate .....	Freeport, N.S. ....	St. John .....	5 00
2132	do 17...	Rufus B. Hoar .....	2nd Mate....	Hopewell, N.B.....	do .....	5 00
2133	April 13...	Daniel G. Morine .....	Mate .....	Port Medway, N.S	Halifax.....	5 00
2134	do 13...	Geo. S. Francis.....	do .....	Windsor, N.S. ....	do .....	5 00
2135	do 13...	Fenwick W. Saunders .....	2nd Mate ...	Clementsport, N.S.	do .....	5 00
2136	do 13...	James Ryan .....	Mate .....	Halifax, N.S.....	do .....	5 00
2137	do 13...	Hedley McDougall.....	d .....	Maitland, N.S. ....	do .....	5 00
2138	do 17...	Joseph Pouliot .....	do .....	St. John's, Que....	Quebec.....	5 00
2139	do 17...	François X. Pouliot .....	do .....	do .....	do .....	5 00
2140	do 17...	Joseph Freve .....	do .....	Cacouna, Que .....	do .....	5 00
2141	do 17...	Henry J. McGough.....	Master.....	St. Roch's, Que....	do .....	5 00
2142	do 17...	Louis LeBourdais .....	Master .....	L'Islet, Que.....	do .....	10 00
2143	do 28...	Theodore Faulkner .....	Mate.....	Noel, N.S.....	St. John.....	5 00
2144	do 28...	Nelson A. Nickerson.....	do .....	Londonderry, N.S.	do .....	5 00
2145	do 28...	Frank C. Begart.....	2nd Mate ...	Lower Granville, N.S.	do .....	5 00
2146	May 4...	John C. Foote.....	Mate. ....	Pembroke, N.S....	Yarmouth.....	5 00
2147	do 4...	James LeBlanc .....	do .....	Tusket Wedge, N.S	do .....	5 00
2148	do 4...	Albert J. Roberts .....	Master .....	Beaver River, N.S.	do .....	10 00
2149	do 4...	Thos. H. Helms .....	Mate .....	Chebogue, N.S. ...	do .....	5 00
2150	do 16...	Richard Sterling .....	Master .....	Maitland, N.S.....	Halifax .....	10 00
2151	do 16...	Wm. S. Rawding .....	Mate .....	Canada Creek, N S	do .....	5 00
2152	do 16...	Alvah M. West.....	Master .....	Bridgewater, N.S..	do .....	10 00
2153	do 16...	Joseph K. Matson .....	Mate.....	Halifax, N.S.....	do .....	5 00

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

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$
2154	May 16...	B. Henry .....	Mate .....	River John .....	Halifax. ....	5 00
2155	do 16...	Norman McI. Campbell.....	do .....	Halifax, N.S.....	do .....	5 00
2156	do 27...	John C. Allen .....	Master .....	Kelly's Cove, N.S.	Yarmouth .....	10 00
2157	do 27...	J. Porter .....	Mate .....	Maitland, N.S.....	St. John .....	5 00
2158	do 27...	Chas. H. Parker .....	Master .....	Bear River, N.S....	do .....	10 00
2159	do 27...	George Enarson .....	do .....	do .....	do .....	10 00
2160	do 27...	Wm. F. Pettis .....	2nd Mate ...	Parrsboro', N.S. ...	do .....	5 00
2161	do 27...	Cecil L. Dernier .....	Mate .....	St. John, N.B. ....	do .....	5 00
2162	do 27...	David F. Douglas .....	Master .....	Maitland, N.S.....	do .....	10 00
2163	do 27...	James S. Osborn .....	2nd Mate ...	St. John, N.B. ....	do .....	5 00
2164	June 9...	George Smith.....	Mate.....	Hantsport, N.S. ...	Halifax .....	5 00
2165	do 9...	James B. Hill. ....	do .....	Londonderry, N.S.	do .....	5 00
2166	do 9...	Eleazear D. Lockhart .....	Master .....	Avondale, N.S.....	do .....	10 00
2167	do 9...	Herbert Wm. Kenneth .....	Mate .....	New York, U.S. ...	do .....	5 00
2168	do 9...	John A. Fraser .....	Master .....	Halifax, N.S. ....	do .....	10 00
2169	do 9...	William A. Graham .....	do .....	Hantsport, N.S. ...	do .....	10 00
2170	do 9...	Benjamin Ells .....	2nd Mate ...	Windsor, N.S. ....	do .....	5 00
2171	do 22...	Hector McKinnon .....	Mate .....	Pictou, N.S. ....	St. John .....	5 00
2172	do 22...	Edmund Spicer .....	Master.....	Parrsboro', N.S....	do .....	10 00
2173	do 22...	James E. Dickson.....	do .....	St. John, N.B.....	do .....	10 00
2174	do 22...	William R. Kennedy .....	do .....	do .....	do .....	10 00
2175	do 23...	Frederick T. Collins .....	do .....	Liverpool, N.S.....	Yarmouth .....	10 00
2176	do 23...	Josiah C Saunders .....	do .....	Hebron, N.S.....	do .....	10 00
2177	do 23...	Percy E. Crosby.....	Mate .....	Beaver River, N.S.	do .....	5 00
2178	do 23...	Hervey T. Hines.....	Master.....	Pubnico, N.S. ....	do .....	10 00
2179	July 7...	Charles Wm. Smith .....	do .....	Windsor, N.S.....	Halifax .....	10 00
2180	do 7...	Edmund Outram.....	do .....	Sydney, C.B .....	do .....	10 00
2181	do 7...	Stanley Swain.....	do .....	Dartmouth, N.S....	do .....	10 00
2182	do 7...	William J. Livingston .....	Mate .....	Kingston, N.B.....	do .....	5 00

## List of Certificates of Competency granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
2183	July 7...	James Betts .....	Mate .....	Pictou, N.S. ....	Halifax. ....	5 00
2184	do 7...	Henry H. Card .....	Master. ....	Burlington, N.S....	do .....	10 00
2185	do 7...	Morris Dexter.....	do .....	Cheverie, N.S.....	do .....	10 00
2186	do 17...	John Reid.....	do .....	Parrsboro', N.S....	St. John.....	10 00
2187	do 17...	Fred H. West.....	do .....	Hilton, N.S.....	do .....	10 00
2188	do 17...	Bernard Carland.....	Mate. ....	Tynemouth Creek, N.B.	do .....	5 00
2189	do 17...	Ambrose Von Allen. ....	Master.....	Lockport, N.S.....	do ..	10 00
2190	do 17...	Bliss B. Anderson.....	Mate. ....	Shemogue, N.B....	do ..	5 00
2191	do 28...	George N. Ryder.....	Master.....	Yarmouth, N.S....	Yarmouth .....	10 00
2192	do 28...	Frank Journeay ....	Mate. ....	Weymouth, N.S....	do .....	5 00
2193	do 28...	Rainsford W. Kinne.....	Master.....	St. John, N.B.....	do .....	10 00
2194	Aug. 10...	Albert Crowe.....	Mate. ....	Maitland, N.S.....	Halifax.....	5 00
2196	do 10...	Joseph W. Nickerson.....	Master.....	Port la Tour, M.S.	do .....	10 00
2198	do 10...	Charles Campbell.....	do .....	Halifax, N.S.....	do .....	10 00
2197	do 17...	Lemuel F. Saunders.....	do .....	Sandy Cove, N.S....	Yarmouth .....	10 00
2198	do 17...	Alfred W. Warner.....	Mate. ....	Plympton, N.S.....	do .....	5 00
2199	do 17...	Alex Spears .....	Master.....	Brooklyn, N.S. ....	do .....	10 00
2200	do 19...	Stuart G. Fulton.....	2nd Mate....	Londonderry, N.S.	St. John.....	5 00
2201	do 19...	Walter H. Warnock.....	Master.....	Carleton, N.B.....	do .....	10 00
2202	do 19...	Jesse H. Forrest.....	Mate. ....	St. John, N.B.....	do .....	5 00
2203	do 19...	Nigel Bruce.....	do .....	Kirkdale, England	do .....	5 00
220 4	Sept. 11...	Harry H. Card.....	do .....	Burlington, N.S....	Halifax.....	5 00
2205	do 11...	James A. Mahon.....	Master.....	Great Village, N.S	do .....	10 00
2206	do 11...	William Palmer.....	Mate. ....	Amherst, N.S.....	do .....	5 00
2207	do 11...	Clifford Sutherland.....	do .....	River John, N.S....	do .....	5 00
2208	do 14...	John W. Carey.....	do .....	Parrsboro', N.S....	Yarmouth .....	5 00
2209	do 14...	Walker W. Amberman....	Master.....	Annapolis, N.S....	do .....	10 00
2210	do 17...	James E. Morris.....	Mate. ....	Harbourville, N.S.	St. John .....	5 00
2211	do 17...	Andrew J. Mulcahey.....	do .....	St. John, N.B.....	do .....	5 00

## LIST of Certificates of Competency granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts
2212	Sept. 17...	Edgar W. Holmes.....	Master.....	St. John, N.B.....	St. John.....	10 00
2213	do 17...	William Radford.....	do .....	Dawlish, England.	do .....	10 00
2214	do 17...	Albert J. Smith.....	Mate. ....	Shediac, N.B.....	do .....	5 00
2215	do 17...	Charles H. Willingale.....	Master.....	St. John, N.B.....	do .....	10 00
2216	Oct. 5...	William Arenburg.....	do .....	Lunenburg, N.S....	Halifax.....	10 00
2217	do 5...	Melvin O'Brien.....	Mate. ....	Noël, N.S. ....	do .....	5 00
2218	do 5...	Frank E. Dodge.....	do .....	Windsor, N.S.....	do .....	5 00
2219	do 5...	George Kihlstrom.....	do .....	Halifax, N.S.....	do .....	5 00
2220	do 5...	Alexander D. Faulkner.....	do .....	Londonderry, N.S.	do .....	5 00
2221	do 5...	Gordon Beattie.....	2nd Mate....	Economy, N.S.....	do .....	5 00
2222	do 14...	John S. Harris.....	do .....	Bear River, N.S....	St. John.....	5 00
2223	do 14...	James W. Knox.....	Mate. ....	St. John, N.B.....	do .....	5 00
2224	Nov. 11...	Harry C. Armstrong.....	Master. ....	Kempt, N.S. ....	Halifax.....	10 00
2225	do 11...	James J. Warner.....	do .....	Plympton, N.S.....	do .....	10 00
2226	do 11...	Walter D. Coffill.....	do .....	Windsor, N.S.....	do .....	10 00
2227	do 11...	Douglass Morrison.....	do .....	Port Hawkesbury, N.S.	do .....	10 00
2228	do 11...	Angus McDougall.....	Mate. ....	Belfast, P.E.I.....	do .....	5 00
2229	do 11...	Emerson Graves.....	do .....	Aylesford, N.S.....	do .....	5 00
2230	do 17...	Walker McKay.....	Master.....	Sandy Cove, N.S..	Yarmouth.....	10 00
2231	do 17...	Clarence L. Caskey.....	do .....	Yarmouth, N.S....	do .....	10 00
2232	do 17...	John D. Spurr.....	do .....	Bear River, N.S....	do .....	10 00
2233	Nov. 18...	Michael Brickley.....	Mate. ....	St. John, N.B.....	St. John.....	5 00
2234	do 18...	James P. Hamilton.....	Master.....	Hopewell, N.B.....	do .....	10 00
2235	Dec. 9...	Charles Robson.....	do .....	Gaspé, Q.....	Halifax.....	10 00
2236	do 9...	George T. Watt.....	do .....	Sheet Harbour, N.S.	do .....	10 00
2237	do 9...	Samuel Bradley.....	do .....	Maitland, N.S.....	do .....	10 00
2238	do 9...	Whidden Harvey.....	do .....	Avondale, N.S....	do .....	10 00
2239	do 9...	Edmund Jackson.....	do .....	Windsor, N.S.....	do .....	10 00
2240	do 17...	John M. Perry.....	do .....	Carleton, N.B.....	St. John.....	10 00

## List of Certificates of Competency granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
2241	Dec. 17...	Judson H. Edgett .....	Master .....	St. John, N.B. ....	St. John.....	10 00
2242	do 17...	Rupert T. Anderson.....	do .....	Sackville, N.B.....	do .....	10 00
2243	do 17...	Edward O. Bowes.....	do .....	do .....	do .....	10 00
2244	do 21..	Archie L. Raymond. ....	Mate.....	Digby, N.S.....	Yarmouth .....	5 00
2245	do 21...	Robt. Patten.....	do .....	Hartford, N.S., ...	do .....	5 00
						1065 00
Fees received from Candidates who failed to receive their Certificates.						80 00
						1145 00

## THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF COMPETENCY.

1821	April 1...	Philip Griffin.....	Master.....	Charlottetown, P.E.I.	Charlottetown	5 00
2026	do 13...	Samuel Bradley.....	Mate.....	Maitland, N.S.....	Halifax.....	2 50
156	do 27...	Richard Meikle.....	Master .....	Pictou, N.S.....	do .....	5 00
859	May 8...	James A. Farquhar.....	do .....	Halifax, N.S.....	do .....	5 00
41	Oct. 8...	W. S. Kitchin.....	do .....	Pictou, N.S. ....	St. John.....	5 00
605	Nov. 18...	E. T. Nordblom....	do .....	St. John, N.B.....	do .....	2 50
2132	Dec. 18...	R. B. Hoar.....	2nd Mate....	Hopewell, N.B....	do .....	2 50
						1175 00

LIST of Certificates of Service granted to Masters and Mates—Continued.  
SERVICE.

No of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
1327	Jan. 13...	William H. Townsend....	Master, fore and aft, not ex. 150 tons.	Louisburg, N.S....	Halifax.....	5 00
1328	do 13...	W. F. Williams .....	Mate do ...	Port Hawkesbury, N.S.	do .....	3 00
1329	do 26...	Patrick Kiley.....	do do ...	Arichat, C.B., N.S.	do .....	3 00
1330	do 26...	Hilarion LeBlanc.....	do square rig, not ex. 150 tons.	Little Brook, N.S..	do .....	3 00
1331	do 26...	Reuben D. Heisler .....	Master do ...	Lunenburg, N.S....	do .....	5 00
1332	do 26...	John McDonald .....	do fore and aft, not ex. 150 tons.	Big Bras d'Or, C.B.	do .....	5 00
1333	do 26...	William O'Leary.....	do do ...	West Quoddy, N.S.	do .....	5 00
1334	do 30...	William B. May.....	Mate do ...	Yarmouth, N.S....	Yarmouth.....	3 00
1335	do 30...	William Twomey .....	do square rig, not ex. 150 tons.	do .....	do .....	3 00
1336	do 30...	Robert J. Leslie .....	Master, fore and aft, not ex. 150 tons.	Spry Bay, N.S.....	Halifax.....	5 00
1337	do 30...	Damien Doucett .....	do do ...	Tusket Wedge, N.S.	Yarmouth.....	5 00
1338	do 30...	William F. Watt.....	do do ...	Halifax, N.S. ....	Halifax.....	5 00
1339	do 30...	John H. Mosher.....	do do ...	do .....	do .....	5 00
1340	Feb. 5...	H. B. Allen.....	do do ...	Digby, N.S. ....	do .....	5 00
1341	do 5...	D. F. Myers .....	do square rig, not ex. 150 tons.	Cape Canso, N.S...	do .....	5 00
1342	do 5...	Edmund Neville .....	Mate, fore and aft, not ex. 150 tons.	Port Medway, N.S.	Port Medway.	3 00
1343	do 23...	L. O. Chadsey .....	Mate, square rig, not ex. 150 tons.	Lockeport, N.S. ...	Shelburne .....	3 00
1344	do 23...	James Matthews .....	Master do ...	do ...	do .....	5 00
1345	Mar. 19...	Isaac Porter .....	do do ...	Tusket Wedge, N.S.	Yarmouth.....	5 00
1346	do 20...	Thomas German .....	do do ...	Meteghan, N.S.....	do .....	5 00
1347	do 26...	George L. Nickerson .....	do do ...	Port La Tour, N.S.	Halifax.....	5 00
1348	do 26...	William Crowley .....	do .....	Gilbert's Cove, N.S.	do .....	5 00
1349	do 26...	W. K. McClearn.....	Mate, square rig, not ex. 150 tons.	Lockeport, N.S. ...	do .....	3 00
1350	do 28...	Leander Schwartz .....	do do ...	Lunenburg, N.S. ...	do .....	3 00
1351	do 28...	W. H. Grose.....	do fore and aft, not ex. 150 tons.	Liverpool, N.S.....	Liverpool .....	3 00
1352	do 28...	E. D. Atkins.....	do do ...	Port Medway, N.S.	do .....	3 00
1353	do 28...	Andrew Walker .....	do do ...	Clementsport, N.S.	Annapolis.....	3 00
1354	April 14...	William Lewis Harding..	do square rig, not ex. 150 tons.	Lockeport, N.S....	Shelburne .....	3 00
1355	do 14...	E. J. Harding .....	Master do ...	do .....	do .....	5 00

## List of Certificates of Service granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
1366	May 6...	John Gildert .....	Mate, fore and aft, not ex. 150 tons.	Lunenburg, N.S...	Lunenburg ....	3 00
1367	do 6...	John Mader .....	Mate, square rig, not ex. 150 tons.	Mahone Bay, N.S.	do ....	3 00
1368	do 6...	J. A. Watt .....	do do ...	Halifax, N.S.....	Halifax.....	3 00
1369	do 6...	Henry Hanson.....	do do ...	Lunenburg, N.S...	do .....	3 00
1370	May 5...	Benjamin M. Gould.....	Mate, square rig, not ex. 150 tons.	Canada Creek, N.S.	Halifax.....	3 00
1371	do 12...	William Dexter .....	do do ...	Shelburne, N.S....	Shelburne .....	3 00
1372	do 12...	Isaac S. Nickerson.....	Master do ...	Port Clyde, N.S...	do .....	5 00
1373	do 15...	J. C. Newell .....	do fore and aft, not ex. 150 tons.	Cape Island, N.S...	Halifax .....	5 00
1374	June 13...	Charles L. Day.....	Mate, square rig, not ex. 150 tons.	Jeddore West, N.S.	do .....	3 00
1375	do 22...	William Walsh .....	Master .....	Canso, N.S.....	do .....	5 00
1376	do 22...	Alfred Sullivan .....	Mate, square rig, not ex. 150 tons.	Meteghan, N.S.....	Yarmouth .....	3 00
1377	do 22...	Patrick Butler.....	do do ...	Pleasantville, N.S.	Halifax.....	3 00
1378	do 22...	John Hall .....	do do ...	Lunenburg, N.S...	Lunenburg ....	3 00
1379	do 22...	Stephen H. Acker .....	Mate.....	Shelburne, N.S. ...	Halifax .....	3 00
1380	Aug. 24...	Thos. D. Cook.....	Mate, fore and aft, not ex. 150 tons.	Isaac's Harbour, N.S.	do .....	3 00
1381	do 27...	Thomas Crowell.....	Mate, square rig, not ex. 150 tons.	Halifax.....	do .....	3 00
1382	do 27...	Peter McRae.....	Master, fore and aft, not ex. 150 tons.	New Richmond, Q.	do .....	5 00
1383	do 27...	George Myra .....	Mate, square rig, not ex. 150 tons.	Lunenburg, N.S...	Lunenburg ....	3 00
1384	Sept. 15...	George Larson.....	Mate .....	St. John, N.B.....	St. John .....	3 00
1385	do 15...	John Clark.....	Mate, fore and aft, not ex. 150 tons.	Lower Granville, N.S.	Halifax.....	3 00
1386	do 15...	Cæsar Doucette.....	Master do ...	Tusket Wedge, N.S.	Yarmouth .....	5 00
1387	Oct. 24...	W. Covert .....	do .....	Lower Granville, N.S.	Halifax.....	5 00
1388	Nov. 24...	Nathaniel Munroe .....	Mate, fore and aft, not ex. 150 tons.	Mill's Village, N.S.	Liverpool .....	3 00
	1886.					
1379	Jan. 9...	Z. Lawson .....	Mate.....	Annapolis, N.S...	Halifax .....	3 00
1380	do 9...	H. Lake.....	Master, fore and aft, not ex. 150 tons.	St. Hilliers, Jersey.	do .....	5 00
1381	do 9...	Samuel Dexter.....	Mate, square rig, not ex. 150 tons.	Brooklyn, N.S.....	Liverpool, N.S.	3 00
						211 00



LIST of Certificates of Service granted to Masters and Mates—*Continued.*  
 THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF SERVICE.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
632	Feb. 17...	Daniel McPherson .....	Master .....	Charlottetown....	Halifax.....	2 50
54	April 1...	E. S. Touse.....	do .....	Sackville, N.B. ....	St. John.....	2 50
51	July 14...	W. C. Warner ..	do .....	Port Gilbert, N.S.	Halifax.....	2 50
1078	Sept. 24...	W. M. Somerville .....	do .....	Ottawa .....	Ottawa.....	2 50
			Total Service...	.....	.....	221 00

LIST of Certificates of Competency and Service granted to Masters and Mates of  
Inland and Coasting Vessels, for the Year ended 31st December, 1885.

## COMPETENCY.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
97	Jan. 15...	E. A. Booth .....	Master .....	Kingston, Ont.....	Kingston.....	8 00
98	do 15...	C. H. Nicholson .....	Mate .....	Belleville, Ont.....	do .....	4 00
99	do 19...	C. Jaques.....	do .....	Collingwood, Ont.	Toronto .....	4 00
100	do 19...	J. Soden.....	Master .....	Waubushene, Ont	do .....	8 00
101	do 19...	N. Finlayson.....	do .....	Burlington, Ont....	do .....	8 00
102	do 19...	F. Graves .....	do .....	Picton, Ont. ....	Kingston . ....	8 00
103	do 20...	J. E. Stickler .....	Mate .....	Valleyfield, Ont....	Ottawa .....	4 00
104	do 23...	W. W. Lewis .....	Master .....	Main-à-Dieu, C.B.	Sydney.....	8 00
105	do 23...	H. Jackson .....	do .....	Toronto, Ont .....	Toronto .....	8 00
106	do 23...	M. C. Cameron .....	do .....	Collingwood, Ont.	do .....	8 00
107	March 9...	J. Rainfrette, jun .....	Mate .....	St. Zotique, Que ...	Ottawa .....	4 00
108	do 9...	A. A. McMaugh.....	do .....	St. Catharines, Ont	St. Catharines	4 00
109	do 9...	T. E. Harbottle.....	Master .....	Hamilton, Ont.....	do ...	8 00
110	do 10...	J. Shaw.....	do .....	Lakeport, Ont ....	Kingston .....	8 00
111	do 12...	J. W. Baby .....	Mate.....	Sarnia, Ont.....	Toronto .....	4 00
112	do 19...	P. Broderick .....	Master .....	do .....	do .....	8 00
113	do 24...	A. H. Kelley.....	do .....	Arcadia, N.S .....	Yarmouth .....	8 00
114	do 24...	N. McLeod .....	Mate .....	Seaforth, Ont.....	Toronto .. .....	4 00
115	do 24...	P. G. McAvoy.....	Master .....	Port Dalhousie, Ont	St. Catharines	8 00
116	April 2...	J. G. Barnes ...	Mate .....	Owen Sound, Ont.	Owen Sound..	4 00
117	do 2...	H. Halvorsen.....	do .....	do ...	do ...	4 00
118	do 2...	N. McKenzie .....	do .....	Tiverton, Ont.....	do ...	4 00
119	do 4...	A. McNab .....	do .....	Chatsworth, Ont...	do ...	4 00
120	do 4...	W. Ferguson.....	Master .....	Port Dalhousie, Ont	do ...	8 00
121	do 4...	D. McVicker.....	do .....	Owen Sound, Ont.	do ..	8 00
122	do 10...	G. Houston .....	do .....	Port Dalhousie, Ont	St. Catharines	8 00
123	do 10...	W. Manson, jun.....	do .....	Port Hope, Ont.....	Toronto .. .....	8 00
124	do 10...	W. J. McQuade.....	do .....	Collingwood, Ont	do .....	8 00

## List of Certificates of Competency granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
125	April 10...	G Kean.....	Master .....	Port Dalhousie, Ont	Toronto .....	8 00
126	do 10...	Wm. Smith.....	do .....	Brewer's Mills, Ont	St. Catharines	8 00
127	do 10...	P. C. Telfer.....	do .....	Brookholm, Ont...	Owen Sound...	8 00
128	do 14...	Z. R. Triganne.....	do .....	Niagara Falls, Ont	St. Catharines	8 00
129	do 14...	W. W. Allen.....	Mate .....	Prescott, Ont. ....	Ottawa .....	4 00
130	do 14...	J. McCoy.....	do .....	do .....	do .....	4 00
131	do 14...	W. F. Delaney.....	do .....	do .....	do .....	4 00
132	do 15...	F. Jackman.....	Master .....	Toronto, Ont.....	Toronto .....	8 00
133	do 15...	J McAllister. ....	do .....	do .....	do .....	8 00
134	do 21...	M. S. Turner.....	do .....	Glace Bay, C.B....	Sydney. ....	8 00
135	do 21...	G. Dester.....	Mate.....	Victoria, B.O.....	Victoria .....	4 00
136	do 23...	J. Heaphy.....	Master .....	St. Catharines, Ont	St. Catharines	8 00
137	do 23...	J. McLeod.....	do .....	Sarnia, Ont. ....	Toronto .....	8 00
138	do 23...	C. Maxwell.....	do .....	Rockport, N.B.....	St John .....	8 00
139	do 23...	H. B. McKiel.....	do .....	St. John, N.B.....	do .....	8 00
140	do 23...	G. T. Tait.....	do .....	Chatham, N.B.....	do .....	8 00
141	do 21...	P. J. McGrath.....	do .....	Kingston, Ont.....	Kingston .....	8 00
142	do 25...	F. Elliott .....	Mate.....	Lachine, Que. ....	Montreal .....	4 00
143	do 28...	F. W. Carter.....	Master .....	Port Colborne, Ont.	St. Catharines	8 00
144	May 1...	J. J. Martin .....	do .....	Kingston, Ont.....	Kingston .....	8 00
145	do 1...	T. A. Brown .....	do .....	Port Dalhousie, Ont	St. Catharines.	8 00
146	do 1...	J. L. Houston .....	do .....	do .....	do .....	8 00
147	do 7...	A. J. Baker .....	do .....	Summerstown, Ont	Montreal .....	8 00
148	do 8...	T. Stafford.....	do .....	Port Burwell, Ont.	St. Catharines	8 00
149	do 23...	W. Beecher .....	do .....	Dunnville, Ont ....	do .....	8 00
150	do 23...	J. McLean.....	do .....	Chatham, N.B.....	St. John.....	8 00
151	do 28...	R. Gillies .....	do .....	Port Colborne, Ont	St. Catharines.	8 00
152	June 2...	J. G. Muir .....	Mate.....	Sarnia, Ont .....	do .....	4 00
153	do 13...	W. H. Crawford .....	Master.....	do .....	do .....	8 00

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

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
154	June 13...	J. E. Butler .....	Mate.....	Victoria, B.C.....	Victoria, B.O.	4 00
155	do 13...	B. Minor.....	Master .....	Fort Erie, Ont .....	St. Catharines.	8 00
156	do 13...	A. M. Foster.....	Mate.....	Morpeth, Ont.....	do ...	4 00
157	do 25...	J. U. St. Onge.....	Master .....	Withdrawn .....	Quebec.....	No fee
158	July 4...	A. Smith .....	do .....	Port Dalhousie, Ont	St. Catharines.	8 00
159	do 22...	J. U. St. Onge.....	Mate.....	Quebec .....	Quebec .....	4 00
160	Aug. 4...	H. S. B. Donaldson.....	do .....	Toronto .....	Toronto .....	4 00
161	Sept. 30...	M. A. Gillis .....	do .....	Lewis Bay, C.B....	Sydney.....	4 00
162	do 24...	C. I. Morris.....	Master .....	Harbourville, N.S.	Halifax.....	8 00
163	do 29...	S. M. Nelson .....	do .....	Sydney, C.B.....	Sydney.....	8 00
164	Oct. 9...	R. Dingee .....	do .....	Indiantown, N.B..	St. John.....	8 00
165	Nov. 23...	J. Taylor .....	do .....	Toronto .....	Toronto .....	8 00
	1886.					
166	Jan. 9...	D. W. Corbett.....	do .....	Londonderry, N.S.	St. John.....	8 00
167	do 19...	J. T. Towers.....	do .....	St. Catharines .....	Kingston .....	8 00
						472 00
					Fees received from Candidates who failed to receive their Certificates.....	68 00
						540 00

THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF COMPETENCY.

60	1885.					
	July 13...	F. M. White .....	Master .....	Victoria, B.C.....	Victoria, B.O.	4 00
4	do 22...	W. A. Finley .....	do .....	Portland, N.B.....	St. John, N.B.	4 00
						548 00

LIST of Certificates of Service granted to Masters and Mates—*Continued.*  
SERVICE.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
2105	Jan. 5...	Daniel Walker .....	Master .....	Georgetown, P.E.I.....	Charlottetown	4 00
2106	do 14...	Louis J. St. Denis.....	do .....	Fort Erie, Ont.....	Toronto .....	4 00
2107	do 19...	J. McCarthy .....	Mate .....	St. John, N.B.....	St John.....	2 00
2108	Feb. 5...	R. H. Cann.....	Master .....	Louisburg, C.B.....	Halifax .....	4 00
2109	do 5...	Wm. Smith.....	do .....	Lower LaHave, N.S.....	do .....	4 00
2110	do 5...	G. Hopkins.....	do .....	Port Medway, N.S.....	Liverpool.....	4 00
2111	do 5...	D. McNiven .....	do .....	Catalone, C.B.....	Halifax.....	4 00
2112	do 12...	J. H. Cross .....	Mate .....	Owen Sound, Ont.....	Toronto .....	2 00
2113	do 12...	I. Eward.....	do .....	Prescott, Ont.....	Ottawa .....	2 00
2114	do 17...	J. Blake.....	do .....	Victoria, B.C.....	Victoria .....	2 00
2115	March 2...	Julien Martin.....	do .....	Valleyfield, Que.....	Ottawa.....	2 00
2116	do 2...	J. Lefebvre.....	do .....	Coteau Landing, Que...	do .....	2 00
2117	do 2...	A. McDonald .....	Master .....	Fourche, N.S.....	Halifax.....	4 00
2118	do 2...	J. Ormiston .....	do .....	Gabarus, C.B.....	do .....	4 00
2119	do 9...	D. Gilchrist.....	do .....	St. John, N.B.....	St. John .....	4 00
2120	do 9...	J. K. Howard.....	do .....	Portland, N.B.....	do .....	4 00
2121	do 10...	T. Murphy.....	do .....	Kingston, Ont.....	Kingston .....	4 00
2122	do 12 ..	H. Milligan .....	Mate .....	do .....	do .....	2 00
2123	do 12...	J. Hough.....	Master .....	Port Stanley, Ont.....	Toronto .....	4 00
2124	do 12...	W. H. Alderson. . . . .	do .....	Port Dover, Ont.....	do .....	4 00
2125	do 12...	P. Keliber.....	do .....	Toronto, Ont.....	do .....	4 00
2126	do 16...	T. Boudrot.....	do .....	Petit de Grat, N.S.....	Arichat .....	4 00
2127	do 16...	Alex. Lawson .....	do .....	Goderich, Ont.....	Kingston .....	4 00
2128	do 16...	J. McDougall. ....	Mate .....	Port Dalhousie, Ont.....	St. Catharines	2 00
2129	do 24...	G. F. Marsh .....	Master .....	Dwight, Ont.....	Toronto .....	4 00
2130	do 24...	H. McKinnon.....	do .....	Tiverton, Ont.....	do .....	4 00
2131	do 24...	F. A. C. Fory.....	do .....	Toronto, Ont.....	do .....	4 00
2132	do 24...	A. Graham.....	do .....	Pictou, N.S.....	Pictou .....	4 00
2133	April 2...	G. N. Sanford .....	do .....	Walton, N.S.....	Halifax.....	4 00

## List of Certificates of Service granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885					\$ cts.
2134	April 2...	W. L. Kempfer.....	Master.....	New Carlisle, Que .....	New Carlisle...	4 00
2135	do 2...	L. V. Amero.....	do .....	Pubnico, N.S.....	Halifax.....	4 00
2136	do 2...	J. Rossie .....	Mate .....	Owen Sound, Ont .....	Owen Sound...	2 00
2137	do 2	M. McNab .....	Master .....	do .....	do ...	4 00
2138	do 4...	O. Lantier.....	do .....	Collins' Bay, Ont.....	Kingston .....	4 00
2139	do 10...	S. Baker.....	do .....	Port Burwell, Ont .....	St. Catharines	4 00
2140	do 10...	C. E. Coons .....	do .....	Port Dalhousie, Ont ....	do .....	4 00
2141	do 9...	W. Millard .....	do .....	Port Burwell, Ont . ....	do .....	4 00
2142	do 21...	C. Conroy.....	Mate .....	Windsor, Ont.....	Windsor.....	2 00
2143	do 21...	J. O. Neill .....	do .....	do .....	do .....	2 00
2144	do 21...	A. Muir .....	Master .....	Sarnia, Ont.....	St. Catharines	4 00
2145	do 21...	A. Leaman .....	do .....	Port Medway, N.S .....	Halifax.....	4 00
2146	do 21...	L. Malott.....	Mate .....	Kingsville, Ont.....	Ottawa.....	2 00
2147	do 21...	A. McAlister .....	Master .....	Victoria, B.C .....	Victoria.....	4 00
2148	do 21...	J. F. Jagers .....	Mate .....	do .....	do .....	2 00
2149	do 5...	D. J. McIntosh.....	Master .....	Chatham, N.B.....	St. John.....	4 00
2150	do 21...	J. A. Thibodeau .....	do .....	Pembroke, Ont .....	Ottawa.....	4 00
2151	do 21...	J. E. Porter.....	do .....	Portland, N.B.....	St. John.....	4 00
2152	do 21...	M. Barrett.....	do .....	Detroit, Mich. ....	Toronto .....	4 00
2153	do 21...	E. H. Bunt.....	do .....	Hampton, Ont....	do .....	4 00
2154	do 1...	Thos. Bentley.....	do .....	Victoria, B.C.....	Victoria .....	4 00
2155	do 23...	E. Larkin .....	do .....	Shag Harbour, N.S....	Shelburne .....	4 00
2156	do 23...	W. G. Scott.....	do .....	Mitchells Bay, Ont.....	Toronto .....	4 00
2157	do 23...	F. A. Stearns.....	do .....	Port Rowan, Ont. ....	do .....	4 00
2158	do 23...	A. J. Young.....	do .....	Chatham, Ont.....	do .....	4 00
2159	do 23...	J. W. Nickerson.....	do .....	Port Clyde, N.S.....	Shelburne .....	4 00
2160	do 23...	P. Girioir.....	do .....	Port Royal, N.S.....	West Arichat.	4 00
2161	do 23...	J. Burgess.....	do .....	Simcoe, Ont.....	Toronto .....	4 00
2162	do 23...	E. Curry.....	do .....	St. John, N.B.....	St. John.....	4 00

## List of Certificates of Service granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts
2163	April 23...	H. Perreault.....	Master .....	Montreal, Que.....	Montreal. ....	4 00
2164	do 25...	S. A. Perry. ....	Mate .....	Port Dalhousie, Ont.....	St. Catharines	2 00
2165	do 28...	S. Ryan.....	do .....	Dickson's Landing, Ont	do ...	2 00
2166	do 28...	J. McOullough.....	Master .....	Port Colborne, Ont.....	do ...	4 00
2167	May 1...	C. R. Lafèche .....	do .....	St. Jean D'Iberville, Que.	St. Johns, Q...	4 00
2168	do 1...	J. Lamoureux.....	do .....	St. Ours, Que.....	do ...	4 00
2169	do 1...	J. Cormier.....	do .....	do .....	do ...	4 00
2170	do 1...	J. Mochon .....	do .....	Iberville, Que. ....	do ...	4 00
2171	do 1...	J. Branegan.....	Mate.....	St. Catharines, Ont.....	St. Catharines	2 00
2172	do 7...	J. W. Preston.....	Master .....	Port Dover, Ont.....	do ..	4 00
2173	do 7...	O. Vien.....	do .....	Lévis, Que. ....	Quebec. ....	4 00
2174	do 7...	J. B. Couturier .....	do .....	Malbaie, Que.....	do .....	4 00
2175	do 8...	J. L. McDonald.....	do .....	Howe Island, Ont.....	Windsor.....	4 00
2176	do 20...	T. Matthews.....	do .....	Lakeport, Ont.....	Kingston. ....	4 00
2177	do 22...	W. Fleming.....	do .....	Elgin, Ont.....	do .....	4 00
2178	do 22...	A. McLennan.....	Mate.....	Port Hope, Ont.....	Port Hope.....	2 00
2179	do 23...	A. Cogbill.....	Master .....	Toronto, Ont.....	Toronto .....	4 00
2180	do 23...	J. Brock.....	Mate.....	Port Dover, Ont.....	do .....	2 00
2181	do 23...	R. Patterson.....	do .....	St. Catharines, Ont.....	St. Catharines	2 00
2182	do 23...	D. McFadyen.....	Master .....	Tiverton, Ont....	Toronto .....	4 00
2183	do 23...	F. McHaffey.....	Mate.....	Port Colborne, Ont.....	St. Catharines	2 00
2184	do 23...	G. McAuley.....	Master .....	Deseronto, Ont.....	Toronto .....	4 00
2185	do 23...	J. H. Estabrooks.....	Mate ...	Scotch Town, N.B.....	St. John.....	2 00
2186	June 1...	S. Parisien.....	Master .....	Alfred Village, Ont.....	Ottawa. ....	4 00
2187	do 2...	W. J. Heater.....	do .....	St. John, N.B.....	St. John.....	4 00
2188	do 2...	H. Servias.....	do .....	Port Arthur, Ont.....	Port Arthur...	4 00
2189	do 9...	J. A. Ewing.....	do .....	Portland, N.B.....	St. John .....	4 00
2190	do 9...	Robert Cooney.....	Mate.....	Port Dalhousie, Ont .....	St. Catharines	2 00
2191	do 11...	C. Duvall.....	Master .....	Montreal, Que.....	Ottawa.....	4 00

## List of Certificates of Service granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
2192	June 13...	E. Sampson.....	Master .....	West Arichat, C.B.....	Arichat .....	4 00
2193	do 13...	G. Doherty.....	do .....	Dorchester, N.B.....	St. John.....	4 00
2194	do 13...	J. Curphey.....	Mate.....	Shelburne, N.S.....	Toronto .....	2 00
2195	do 13...	J. Jamieson.....	Master .....	Orillia, Ont... ..	do .....	4 00
2196	do 13...	C. McInnes.....	do .....	do .....	do .....	4 00
2197	do 13...	G. F. Langmaid .....	do .....	St. Andrews, N.B. ....	St. John .....	4 00
2198	do 13...	A. E. Lindgrist .....	Mate.....	Victoria, B.C. ....	Victoria.....	2 00
2199	do 13...	W. McGannon .....	do .....	Prescott, Ont. ....	Toronto .....	2 00
2200	do 17...	O. Gillespie .....	Master .....	Cornwall, Ont.....	Ottawa .....	4 00
2201	do 17...	S. Gillespie .....	Mate.....	do .....	do .....	2 00
2202	do 17...	G. A. Browne .....	Master .....	Deseronto, Ont. ....	Deseronto .....	4 00
2203	do 22...	I. Leducœur.....	do .....	St. Placide, Que .....	Ottawa .....	4 00
2204	July 2...	C. Bouthillier .....	do .....	Chateauguay Basin, Que.	Montreal .....	4 00
2205	June 26...	W. S. Richmond.....	do .....	Byng Inlet, Ont.....	Toronto .....	4 00
2206	do 26...	H. A. Rhynard .....	do .....	Brooklyn, N.S.....	Liverpool .....	4 00
2207	do 27...	F. A. Robinson .....	do .....	Shulee, N.S.....	St. John.....	4 00
2208	do 27...	Wm. McKee .....	do .....	Carleton, N.B.....	do .....	4 00
2209	do 30...	F. Robichau .....	do .....	Meteghan, N.S.....	Halifax.....	4 00
2210	July 2...	R. Bell .....	do .....	Quio, Que.....	Ottawa .....	4 00
2211	do 2...	A. S. Larder.....	do .....	Halifax, N.S.....	Halifax .....	4 00
2212	do 3...	J. Thompson .....	do .....	Victoria, B.C. ....	Victoria .....	4 00
2213	do 3...	R. F. Carter.....	do .....	Niagara Falls, Ont.....	Toronto .....	4 00
2214	do 4...	J. A. Robinson .....	do .....	New Westminster, B.C...	Victoria .....	4 00
2215	do 6...	J. Dunning .....	do .....	Bowmanville, Ont.....	Toronto .....	4 00
2216	do 6...	M. Hiller .....	do .....	Halifax, N.S.....	Halifax.....	4 00
2217	do 15...	J. Carway.....	Mate .....	Boucherville, Que. ....	Montreal .....	2 00
2218	do 16...	C. Legault .....	Master .....	St. Annes Bellevue, Que..	Ottawa .....	4 00
2219	do 7...	C. W. Wilbur .....	Mate .....	Dorchester, N.B.....	St. John.....	2 00
2220	do 22...	J. O'Donnell .....	Master .....	Sarnia, Ont .....	Toronto .....	4 00



## LIST of Certificates of Service granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
2221	July 22...	J. Payne .....	Master .....	Port Stanley, Ont. ....	Toronto .....	4 00
2222	do 22...	J. Clark.....	do .....	St. George, N.B.....	St. John.....	4 00
2223	do 22...	E. S. Branscombe .....	do .....	St. John, N.B. ....	do .....	4 00
2224	do 23...	J. G. Mabee .....	do .....	Hampton, N.B.....	do .....	4 00
2225	do 23...	W. W. Graham .....	Mate .....	Port Greville, N.S.....	Parrsboro' .....	2 00
2226	do 23...	M. Benjaminson.....	do .....	Parrsboro', N.S. ....	do .....	2 00
2227	do 23...	B. A. McCullough .....	Master .....	Apple River, N.S. ....	do .....	4 00
2228	Aug. 4...	J. F. Jagers .....	do .....	Victoria, B.C. ....	Victoria .....	4 00
2229	do 4...	Thos. Hull .....	do .....	Deseronto, Ont. ....	Deseronto .....	4 00
2230	do 4...	Thos. Hains .....	do .....	Richibucto, N.B.....	St. John.....	4 00
2231	do 3...	R. Renaud.....	Mate .....	Boucherville, Que.....	Montreal .....	2 00
2232	do 5...	A. T. Pingstone .....	Master .....	Marcus, W.I.....	Victoria .....	4 00
2233	do 10...	B. Embree .....	Mate .....	Sarnia, Ont.....	Toronto .....	2 00
2234	do 10...	M. Leroux .....	Master .....	Penetanguishene, Ont....	do .....	4 00
2235	do 10...	W. Boyd .....	do .....	Toronto, Ont. ....	do .....	4 00
2236	do 10...	W. Kydd .....	do .....	Port Carling, Ont.....	do .....	4 00
2237	do 14...	K. McDonald .....	Mate .....	Dundas, Ont.....	St. Catharines	2 00
2238	do 14...	G. Conley .....	Master .....	Lower Granville.....	Halifax .....	4 00
2239	do 14...	H. MacDonald .....	do .....	Lower South River, N.S.	Antigonish ...	4 00
2240	do 15...	E. E. Grant .....	Mate .....	Port Greville, N.S.....	Parrsboro' .....	2 00
2241	do 17...	P. Sullivan .....	do .....	St. Catharines, Ont. ....	St. Catharines	2 00
2242	do 19...	J. Morris .....	Master .....	Victoria, B.C. ....	Victoria .....	4 00
2243	Aug. 26...	E. Robinson .....	do .....	Port Arthur, Ont. ....	Port Arthur...	4 00
2244	do 26...	J. McCreight .....	Mate .....	Deseronto, Ont. ....	Deseronto .....	2 00
2245	do 26...	W. Skelton.....	Master .....	Bronte Village, Ont.....	Toronto.....	4 00
2246	do 26...	R. Shepard .....	do .....	North Sydney, C.B.....	Sydney'.....	4 00
2247	do 27...	J. L. McDonald.....	do .....	Sarnia, Ont.....	St. Catharines	4 00
2248	Sept. 7...	J. Sherwood .....	do .....	Grenville, Que.....	Ottawa.....	4 00
2249	do 7...	J. Poitras .....	do .....	Hull, Que.....	do .....	4 00

## List of Certificates of Service granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
						\$ cts.
	1885.					
2250	Sept. 15...	A. Rutledge.....	Master .....	Sheet Harbor, N.S.....	Halifax.....	4 00
2251	do 15...	J. Nickerson.....	do .....	Woods Harbor, N.S.....	do .....	4 00
2252	do 15...	W. M. Curtis .....	do .....	Sarnia, Ont.....	Toronto .....	4 00
2253	do 17...	Robert Hunter.....	do .....	Toronto, Ont. ....	St. Catharines	4 00
2254	do 21...	J. A. McMillan .....	do .....	Allanburg, Ont .....	do ...	4 00
2255	do 21...	W. A. McLennan .....	do .....	St. John, N.B.....	St. John.....	4 00
2256	do 28...	W. B. McLean.....	do .....	Portland, N.B .....	do .....	4 00
2257	do 29...	W. H. Kent.....	do .....	Grand Manan, N.B.....	do .....	4 00
2258	do 29...	H. Patterson.....	do .....	Shulee, N.S.....	do .....	4 00
2259	Oct. 2...	Thomas Hill .....	Mate .....	Parry Sound, Ont.....	Parry Sound...	2 00
2260	do 2...	R. C. Clapp.....	do .....	Picton, Ont.....	Picton .....	2 00
2261	do 7...	J. Beaton.....	Master .....	Buckingham, Que.....	Ottawa .....	4 00
2262	do 9...	J. Belcour.....	do .....	Stirling, Ont.....	Toronto .....	4 00
2263	do 12...	G. Odette .....	do .....	Windsor, Ont.....	St. Catharines	4 00
2264	do 16...	B. McDermand.....	Mate .....	Sarnia, Ont.....	Toronto .....	2 00
2265	do 16...	D. W. Anderson .....	do .....	do .....	Sarnia.....	2 00
2266	do 17...	George E. Cartier.....	do .....	Windsor, Ont.....	Windsor.....	2 00
2267	do 22...	David L. Sanson.....	Master .....	Orillia, Ont .....	Toronto .....	4 00
2268	Nov. 2...	R. J. McQuoid.....	do .....	St. Andrews, N.B.....	St. John.....	4 00
2269	do 23...	D. Sabourin .....	do .....	Portage du Fort, Que. ...	Ottawa ...	4 00
2270	do 23...	E. Purcell .....	do .....	Port Mulgrave, N.S. ....	Halifax .....	4 00
2271	Dec. 5...	F. Odin.....	do .....	New Westminster, B.C....	Victoria.....	4 00
2272	do 5...	W. W. Allen .....	Mate .....	Walkerville, Ont.....	Toronto .....	2 00
2273	1886.					
2274	Jan. 9...	I. B. Slocomb, jun.....	Master .....	Harborville, N.S. ....	Halifax ...	4 00
	do 9...	George Kresor.....	do .....	Ritcey's Cove, N.S.....	Lunenburg ...	4 00
						696 00
Fees received from candidates who failed to receive their Certificates .....						10 00
						806 00

The following persons received Renewal Certificates of Service.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1885.					\$ cts.
82	July 10...	W. S. Rawding .....	Master .....	Canada Creek, N.S. ....	Halifax .....	2 00
91	do 10...	J. Ormiston .....	do .....	Gabarus, C.B. ....	do .....	2 00
390	Aug. 3...	J. Belcour .....	Mate .....	Sterling, Ont .....	Picton .....	1 00
259	Oct. 2...	T. Jennings .....	Master .....	Toronto .....	Toronto .....	2 00
263	do 2...	G. W. Murchison .....	do .....	do .....	do .....	2 00
						<u>615 00</u>

SUMMARY.

Total fees received for Certificates of Competency (Sea-going).....	\$1,175 00
do do Service do .....	221 00
do do Competency (Inland).....	548 00
do do Service do .....	615 00
	<u>\$2,559 00</u>

List of Canadian Certificates of Competency and Service which have been cancelled during the Year ending 31st December, 1885.

## COMPETENCY.

No. of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
				1885.
1728	E. M. Knowlton .....	Mate .....	Passed for a higher grade certificate.	16th January.
1694	W. R. McKinnon.....	do .....	do do	27th do
1593	Thos. McGough.....	do .....	do do	3rd February.
1740	H. H. Dexter.....	do .....	do do	12th do
1623	E. E. McLelan.....	do .....	do do	5th March.
1878	G. W. McNamara .....	do .....	do do	10th do
1856	H. McDougall .....	2nd Mate .....	do do	4th April.
1592	L. LeBourdais .....	Mate .....	do do	11th do
1712	H. J. McGough .....	do .....	do do	13th do
1573	A. J. Roberts.....	do .....	do do	27th do
1788	A. M. West .....	do .....	do do	6th May.
1397	R. Sterling .....	do .....	do do	6th do
1994	J. K. Matson .....	2nd Mate .....	do do	6th do
1353	G. Enarson.....	Mate .....	do do	15th do
1370	D. F. Douglas .....	do .....	do do	15th do
1980	O. L. Dernier .....	2nd Mate .....	do do	15th do
1784	C. H. Parker .....	Mate .....	do do	15th do
1546	J. C. Allen .....	do .....	do do	18th do
1843	E. S. Holmes .....	do .....	do do	12th September.
2046	C. Campbell.....	do .....	do do	4th August.
1748	J. W. Nickerson .....	do .....	do do	4th do
1826	J. A. Mahon.....	do .....	do do	2nd September.
1948	C. H. Willingale.....	do .....	do do	12th do
1742	L. F. Saunders .....	do .....	do do	8th August.
1630	W. H. Warnock .....	do .....	do do	13th do
1405	A. Spears .....	do .....	do do	8th do
2055	A. D. Faulkner.....	2nd Mate .....	do do	2nd October.
1940	W. Arenburg.....	Mate .....	do do	2nd do

List of Certificates of Competency which have been cancelled—*Continued.*

No. of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
				1885.
2006	J. Read .....	Mate .....	Passed for a higher grade certificate.	10th July.
1879	W. W. Amberman .....	do .....	do do	... 9th September.
1831	G. R. Ryder .....	do .....	do do	... 13th July.
1786	H. T. Hines .....	do .....	do do	... 15th June.
1223	F. T. Collins .....	do .....	do do	... 15th do
1800	R. W. Kinne. ... ..	do .....	do do	... 13th July.
2008	A. Von Allen .....	do .....	do do	... 10th do
1943	S. Swain .....	do .....	do do	... 3rd do
1730	E. Outram.....	do .....	do do	... 3rd do
1855	H. H. Card .....	do .....	do do	... 3rd do
1781	M. Dexter .....	do .....	do do	... 3rd do
1920	W. J. Livingston.....	2nd Mate.....	do do	... 3rd do
1696	G. W. Smith.....	Mate .....	do do	... 3rd do
1968	J. E. Dickson .....	do .....	do do	... 11th June.
2007	F. H. West.....	do .....	do do	... 10th July.
2011	J. W. Knox .....	2nd Mate.....	do do	... 10th do
1822	W. R. Kennedy.....	Mate .....	do do	... 11th June.
2009	E. Spicer.....	do .....	do do	... 11th do
1835	J. A. Fraser.....	do .....	do do	... 2nd June.
1924	J. B. Hill.....	2nd Mate.....	do do	... 2nd do
1767	W. A. Graham.....	Mate .....	do do	... 2nd do
1763	E. D. Lockhart .....	do .....	do do	... 2nd do
1866	G. T. Watt .....	do .....	do do	... 2nd December.
1762	E. Jackson .....	do .....	do do	... 2nd do
2017	W. Harvey .....	do .....	do do	... 2nd do
1807	J. M. Perry.....	do .....	do do	... 11th do
1928	E. C. Bowes.....	do .....	do do	... 11th do
2026	S. Bradley.....	do .....	do do	... 2nd do
1937	C. Robson.....	do .....	do do	... 2nd do
1477	R. T. Anderson.....	do .....	do do	... 11th do

List of Certificates of Competency which have been cancelled—*Concluded.*

No. of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
				1885.
1819	W. McKay.....	Mate .....	Passed for a higher grade certificate..	10th November.
1711	J. C. Saunders.....	do .....	do do .....	15th June.
1951	C. L. Caskey.....	do .....	do do .....	10th November.
1795	J. D. Spurr .....	do .....	do do .....	10th do
1684	J. P. Hamilton.....	do .....	do do .....	14th do
1918	J. H. Edgett.....	do .....	do do .....	11th December.
1637	J. L. Sweet.....	do .....	do do .....	12th November.
1955	J. J. Warner.....	do .....	do do .....	2nd do
1971	D. Morrison .....	do .....	do do .....	2nd do
1760	W. D. Coffill.....	do .....	do do .....	2nd do
1777	H. C. Armstrong .....	do .....	do do .....	2nd do
2038	R. Graves .....	do .....	do do .....	2nd do
1765	T. De Wolfe .....	do .....	do do .....	31st October
1705	G. Simpson.....	do .....	do do .....	2nd do
334	E. Norris .....	Master .....	Drowned .....	2nd February.
1134	J. S. Owen .....	do .....	Found in Archives of British Consul at Port au Prince; not known how it came there.	22nd April.
1481	G. N. Layton .....	do .....	Cancelled for assailing his crew .....	22nd do
1942	Arthur Layton.....	Mate.....	do the crew.....	22nd do
1213	W. H. Clark.....	do .....	Died at Porto Rico.....	23rd do
1239	W. E. Toye .....	Master .....	Dereliction of duty .....	26th May.
1421	J. W. Perry.....	do .....	Drowned .....	7th July.
1678	M. C. Green.....	Mate. ....	Died at Vineyard Haven .....	7th November.

## SERVICE.

1278	James Ryan .....	Mate .....	Passed for a higher grade certificate..	4th April.
2075	E. E. Grant .....	Master .....	Cancelled for gross neglect of duty...	26th February.
1323	J. A. Fraser.....	do .....	Passed for a higher grade certificate .	2nd June.
191	G. B. Harder .....	do .....	Died at Vineyard Haven .....	7th November.
291	T. D. Cook.....	do .....	Passed for a higher grade certificate.	24th August.

## APPENDIX No. 4.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1885.

SECRETARY'S OFFICE,

MONTREAL, 9th February, 1886.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine, statement of the receipts and disbursements of the Trust, for the year ended 31st December, 1885.

The receipts from all sources were as follows, viz. :—

	\$	cts	\$	cts
<b>FROM COLLECTOR OF CUSTOMS, MONTREAL.</b>				
Wharfage on goods—inwards.....	90	703	82	
do outwards.....	53,	171	20	
Tonnage dues on steamships.....	36,	725	48	
do sailing vessels.....	5,	528	41	
				186,128 91
<b>LOCAL TRAFFIC.</b>				
Wharfage on goods—inwards.....	5,	142	07	
do outwards.....		316	42	
Harbour dues on barges.....	8,	218	02	
do steamers.....	2,	168	43	
Commutation on steamers.....	13,	313	44	
Received for cars transferred by steamer "South-Eastern".....	1,	452	00	
do lumber piled on wharves.....	1,	820	00	
do firewood do.....		365	50	
do coal stored do.....	1,	440	00	
do phosphate stored on wharves.....		98	12	
do small offices do.....		675	10	
do scales do.....		800	00	
do penalties.....		9	00	
do rent of track on wharves.....	2,	950	00	
				38,768 10
Ordinary revenue.....				224,897 01
<b>From Dominion Government.</b>				
Received on account new channel works.....	349,	504	10	
Harbour revenue—rent of offices.....	\$1,	625	00	
do do tracks to Canadian Pacific Ry., 1884.....	2,	950	00	
				4,575 00
Real estate—third instalment on old building.....	3,	600	00	
do one year's interest on above.....		648	00	
				4,248 00
Harbour debentures, series C, sold.....	68,	000	00	
do do D do.....	95,	000	00	
Harbour interest on bank account.....	1,	441	14	
Accrued interest on debentures sold.....	7,	050	20	
				8,491 34
Sundry amounts received for credit, as under :—				529,818 44
Harbour repairs.....		42	50	
do dredging.....	2,	470	00	
Buoys and beacons.....		20	00	
Coal oil, lighting wharves.....		7	00	
New channel operations.....	3,	198	87	
Printing, advertising and stationery.....		24	15	
Sundry plant sold, &c.....	3,	660	25	
				9,422 77
<b>Total receipts.....</b>				<b>764,138 22</b>

## EXPENDITURE.

The expenditure was as follows :—		
Harbour survey.....	10 49	
Legal and notarial expenses.....	1,164 74	
Dominion Government, interest account.....	81,704 10	
Harbour railway.....	86 88	82,968 21
St. Lambert's Channel survey.....		25 10
Latrines.....		31 96
Lighting wharves—coal oil.....	457 27	
do electric light.....	2,397 67	
		2,854 94
Mrs. John Young, annuity.....		600 00
Wharfares returned.....		2,337 95
Interest on harbour debt.....		116,090 00
Harbour repairs.....		42,200 55
Buoys and beacons.....		10,356 69
Travelling and incidental expenses.....		311 80
Victoria Pier—construction account.....		30,878 13
Printing, advertising and stationery.....		2,039 92
Harbour dredging.....		39,836 46
do expenses and management.....		26,111 57
New channel operations.....		154,189 84
Accounts written off.....		2 00
Harbour debentures, series E, paid.....	4,000 00	
do do FF do.....	72,000 00	
		76,000 00
Total expenditure.....		586,831 12

The ordinary revenue for the year shows a decrease of \$5,668, or say 2 45 per cent., as compared with 1884; the decrease in sea-going traffic being \$7,062, while the local traffic has increased \$1,394. This may, on the whole, be considered satisfactory, in view of the dues on grain being reduced by one-half (viz., 3½ per cent. per ton) for the whole season; and further, that owing to the improvements in the Lachine Canal, a large number of vessels resort there to load and discharge, thus depriving the Commissioners of a considerable revenue, which for the year amounted to over \$13,000.

The reports of the several departments have been forwarded you, viz.: the Chief Engineer's on the harbour works; the Harbour Master's, with comparative statements of the trade of the port; the Superintendent of Pilots, having reference to the service of the buoys and beacons in the river; and the report on matters relating to the pilotage district under the jurisdiction of the Commissioners.

The Harbour Master's report shows an increase in the number of sea-going vessels of 3, and in tonnage of 34,430 tons. As regards the inland traffic, the vessels have increased by 198, but the tonnage has fallen off 1,630 tons.

The usual report on the deepening of the ship channel between Montreal and Quebec to 27½ feet at low water, for the last fiscal year, has been furnished the Department of Public Works.

It is satisfactory to be able to state that the work has been carried on with good results within the period above mentioned.

I have the honour to be, Sir,

Your most obedient servant,

H. D. WHITNEY,

Secretary.

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



## PORT OF MONTREAL.

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

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.	
1876.....	6,083	786,083	262	Nov. 9.
1877.....	6,333	847,978	258	Oct. 3.
1878.....	5,502	764,243	261	do 15.
1879.....	5,698	817,243	227	Nov. 6.
1880.....	6,489	1,044,380	253	July 7.
1881.....	6,030	949,380	191	Nov. 4.
1882.....	5,947	818,780	190	Sept. 29.
1883.....	5,477	848,721	174	do 5.
1884.....	4,808	764,015	181	July 9.
1885.....	5,003	724,975	142	Oct. 1.

## APPENDIX No. 5.

## REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

QUEBEC, 9th January, 1886.

SIR,—In compliance with the requirements of section 14 of the 38th Victoria, chapter 55, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1885.

## CHIEF ENGINEER'S REPORT.

I enclose herewith the report from the Chief Engineer, Mr. Henry F. Perley, on the operations of the year at both the harbour and graving dock works. The engineer declares himself well satisfied with the progress of the harbour works during the season. Notwithstanding the Commissioners have protested the contractors for the non-completion of their contract, which expired the 1st December.

All the masonry inside the gate of the graving dock is now completed, and the caisson, which is also completed, is ready to be placed into its chamber. The dock proper would have been finished before the close of navigation had it not been for the springing of a leak at the last moment. However the dock may be considered as finished as the wing walls outside can be built by tide work at any time, even while the dock is used.

Its inauguration will certainly take place early next summer.

The engineer in charge, Mr. John E. Boyd, alluding to the shortening of the dock, in his last progress report to the Commissioners makes the following statement:—

“As a good deal has been said about the shortening of the dock recommended by the Chief Engineer, it may interest the Commissioners to know that when the excavations were finished it was found that the outside of the outer invert was in some places within from 15 to 18 inches of the face of the rock where it drops almost perpendicularly to an unknown depth. It is satisfactory to know that not a foot in the length of the dock, which could be saved, has been lost, for had the line of masonry fallen outside the face of the rock its completion would have been most difficult if not almost impracticable.”

## KEEL BLOCKS FOR GRAVING DOCK.

Private tenders have been invited for the making, completing and delivering the cast iron keel blocks required for the graving dock. Although the forms of tenders were addressed to six parties only four have tendered. The contract was duly awarded the 21st March, to the firm Carrier, Lainé & Co., of Lévis their price, \$44 per block, being the lowest, the other three tenders being as follows:—

Antoine Rousseau .....	\$49 00	per block.
Mrs. Chas. Terreau.....	50 60	do
Besset Brothers .....	60 00	do

The whole of these blocks, 127 in number, have been delivered and accepted by the Engineer. An additional sum of \$1,350 has been expended for placing and fitting them.

MESSRS. PETERS, MOORE & WRIGHT'S CLAIM *re* HARBOUR IMPROVEMENTS.

By the judgment rendered against them as stated in the Report for 1884, Messrs. Peters, Moore & Wright were compelled to procure the Engineer's final certificate under clauses 55, 56 and 57 of the specification attached to their contract.

Owing to the action of Messrs. Peters, Moore & Wright the issue of the certificate in question has been delayed; these gentlemen having written to the engineers; not to do so inasmuch as they had further particulars to lay before them.

In reply to a letter addressed to them the engineers have recently informed the Commissioners that the desired certificate will be forwarded at the earliest opportunity, and the Commissioners now hope that this long pending claim of Messrs. Peters, Moore & Wright, in final settlement of their contract, will be arranged without the resort of the courts.

TRACK-LAYING ON LOUISE EMBANKMENT.

A double line of railway, with siding of 500 yards in length, connecting the North Shore and Lake St. John Railway, has been laid on the whole length of the Louise Embankment. There are four through crossings in the track, giving ample facilities for doing any business which may offer for some time. The total length of the track laid is one mile and eight-tenths.

LIFTING BARGE.

In the paragraph of the last annual report under this heading it is stated, under the authority of the master of the lifting barge, that it would take another week to complete the removal of the boulders in the channel inside the Fly Bank. This statement has proved to be incorrect. The barge, by the kind permission of the Honourable the Minister of Public Works, has been allowed to continue this work previously undertaken by her. With the exception of a few days employed in raising three large stones opposite Point St. Laurent, Island of Orleans, the barge has been engaged in removing boulders in the channel from the 7th July to the 12th September, at which date she was compelled to cease operations, the amount voted to carry on same being exhausted.

The number of boulders removed this year amounts to 626, which, added to the 889 previously raised, gives a total of 1,515 boulders, representing an aggregate weight of at least 2,590 tons.

Very little remains now to be done to complete the removal of the obstructions from this channel and it is to be hoped that the barge will be further allowed to continue this work.

Five buoys have been added this year to the ten previously placed in this channel.

SURVEY.

The engineer's report on his survey of the Beauport Flats, East Dorchester Bridge, and of the Palais Basin, as far as the same bridge mentioned in the report for 1884 has been laid before the Commissioners. This report as well as the one on the survey of the Fore-Shore at Lévis, from Bégin's Hill to the eastern side of Glenburnie Cove, also mentioned in the report for 1884, will be the object of a serious consideration when it will be necessary to dispose of the million cubic yards material to be dredged in the West Dock, Louise Basin. Improvements in connection with the disposal of this material can, however, only take place if the Commissioners are in a position to undertake them, otherwise this material will have to be disposed of in the cheapest manner.

**FERRIES, WINTER AND SUMMER, PLACED UNDER THE CONTROL OF THE COMMISSIONERS.**

In compliance with the desire of all those interested in the shipping a request has been addressed to the Government, urging the necessity of placing the control of all the ferries, winter and summer, in the hands of the Commissioners. This request has been most favourably considered and has resulted in the passing, during the last Session, of the Statute 48-49 Victoria, chapter 77, vesting the Commissioners with such means, as they may think proper, for preventing or removing obstructions to the navigation within the limits of the harbour of Quebec.

**EXTRA DREDGING, TIDAL BASIN.**

Early in July the contract for dredging was completed, although a quantity of dredging remained to be done in the Tidal Basin. When the matter was reported to the Commissioners it was discovered that the contractors had exceeded their contract. They were immediately notified that the work would have to be stopped if the Commissioners did not succeed in making arrangements that would allow them to proceed with the extra dredging the contractors were executing. They were also notified in the meantime that it must be understood that all works performed by them or that may be performed out of their contract, not especially agreed upon, will be considered as forming part of their contract. Subsequently the dredging was stopped and the Commissioners, on 29th of same month, addressed to the Honourable the Minister of Public Works a letter stating most respectfully that, through lack of sufficient means at their disposal, they had been compelled to suspend the dredging in question; that this suspension would have the effect of retarding the completion of the dredging of a sufficient quantity of material from the bank now in existence, which, once removed, would ensure the free access to the Louise Embankment of the largest ocean steamers frequenting the harbour and would place them in communication with the North Shore Railway whose line had just been connected with the two tracks laid on the embankment. The Honourable the Minister is urged in this letter to come to the relief of the Commissioners in such a manner as will assure the realization of their project, that is to say, the completion of the dredging of the Tidal Basin to a sufficient depth and area as will allow its free access to the largest ocean steamers.

The Commissioners' request was most cordially and favourably considered by the Honourable the Minister, and resulted in granting his consent to the resumption of the works, provided the sum to be expended would not exceed \$50,000, and provided the Commissioners so arrange with the contractors that they do not call for payment until Parliament has authorized the Government to advance that sum or any other sum to further meet the expenditure connected with the harbour works.

This condition to the resumption of the works was accepted by the contractors, and a notarial deed to that effect was duly signed by them.

Owing to the magnitude and importance of the works, this amount has been exceeded to a certain extent.

**REPAIRS TO PROPERTY.**

No important repairs have been done to the Commissioners' property during the year. All the wharves and stores under their control have had the usual overhauling, and repaired when needed.

Two thousand and sixty-four tons of filling material have been dumped during the year into Pointe à Carey wharf, and 249 tons of macadamizing stone and iron dross have been laid on its roadway. The whole of this material, with the exception of 199 tons, consist in ballast taken from ships.

The whole surface in rear of the Grand Trunk shed has been covered with iron dross, also consisting in ship ballast. It has taken 361 tons to overspread that space,

in addition to at least 100 tons of sand which was used to cover same. This iron dross mixed with sand is the best material that can be used for macadamizing purposes. It is very difficult to obtain same, as but few vessels come from places where it can be secured.

#### ICE CUTTING.

The ice used in this city has, for the time past, always been cut on the River St. Charles.

The Commissioners attention having been drawn to various communications inserted in the newspapers, expressing doubts as to the quality of this ice, and stating that it was contaminated by the city drainage discharging in this river, they came to the conclusion, in order to satisfy public opinion, that they would have it analyzed by a competent chemist. They, to accomplish this, addressed themselves to the Reverend Professor Lafamme, of Laval University, who consented to comply with their request. His analysis has established that the ice of the River St. Charles is impure and cannot be used for domestic purposes. It has been therefore resolved to allow no more ice to be cut on this river, and for the future the harvest will be made either opposite Wolfe's Cove, and above on the St. Lawrence, or at any place east of a line drawn in rear of the contractors brick shed on the Louise Embankment, in front of the Beauport Flats, to any point in deep water west of the Island of Orleans.

Thirty-one thousand four hundred and forty pieces of ice, averaging one thousand pounds each, have been taken from the old limits on River St. Charles during the winter of 1884-85.

#### HYDROGRAPHIC SURVEY OF THE LOWER ST. LAWRENCE.

The Commissioners have learned with great satisfaction that an hydrographic survey of the Lower St. Lawrence and Gulf has been commenced in September and will now continue every summer till its completion. The Government cannot be too much thanked for having ordered such a survey which will greatly benefit the shipping interests.

#### COASTING TRADE.

The following is a statement of the coasting trade of the harbour for the season of navigation :—

Cargoes by schooners .....	1,227
do bateaux .....	1,029
do barges .....	276
do steamboats .....	276
Passengers.....	65,668

The aggregate tonnage of the crafts engaged in this trade during the season, is represented by 400,272 tons, served by crews numbering 16,441 men.

The enclosed annexures contain all the information yearly conveyed to your Department in connection with our port, also a complete statement of the Commissioners' accounts for the year.

REVENUE.

The following is a comparative statement of the revenue of the commission for the two last years :—

	1884.	1885.	Difference in 1885.	
	\$ cts.	\$ cts.	\$ cts.	
Tonnage dues .....	18,811 80	19,626 54	814 74	Increase.
Import do .....	3,452 23	3,147 75	304 48	Decrease.
Export do .....	6,447 10	6,527 42	80 32	Increase.
Harbour do .....	2,738 19	2,843 80	105 61	do
Property receipts .....	19,943 95	19,521 34	422 61	Decrease.
Interest .....	975 17	491 63	483 54	do
Beach and deep water lots .....	2,362 96	1,977 37	385 59	do
Sundries .....	37 45	42 37	4 92	Increase.
	54,768 85	54,178 22	590 63	Decrease.

I have the honour to be, Sir,

Your most obedient servant,

A. H. VERRET,

*Secretary-Treasurer.*

To the Honourable GEO. E. FOSTER,  
 Minister of Marine and Fisheries, &c., &c., &c.  
 Ottawa.

REVENUE AND EXPENDITURE.

Dr.

Cr.

1885.	\$ cts.	1885.	\$ cts.	\$ cts.
Dec. 31. To		Dec. 31. By		
Tonnage dues.....	19,626 54	Officers' salaries.....	7,650 00	
Export do .....	6,527 42	Reporters' do .....	775 00	
Import do .....	3,147 75	Commissioners' attendances.....	3,105 00	
Harbour do .....	2,843 80	Auditors for 1884.....	200 00	
Point & Oarcy Wharf receipts .....	6,503 00	Point & Oarcy Wharf expenses .....	1,528 80	
do .....	2,208 33	do .....	596 28	
East India do .....	2,000 00	Grand Trunk do .....	466 78	
do .....	1,981 77	Wellington do .....	252 19	
Wellington do .....	1,856 96	do .....	1,556 88	
do .....	4,022 11	Atkinson's do .....	446 95	
Breakwater do .....	949 17	do .....	177 29	
Reynars' do .....	1,977 37	do .....	267 66	
Beach and deep water lots.....	491 63	Legal expenses.....	82 14	
Interest .....	42 37	Hardware for general use.....	50 10	
Sundries.....	2,248 24	Printing offices.....	306 13	
Profit and loss.....		Printing Commissioners' Report.....	64 50	
		Repairing radiators .....	304 37	
		Removing ice, Cape Rouge.....	163 33	
		Fitting new offices.....	338 75	
		Harbour Master's service.....	1,941 33	
		Advertising, stationery, office cleaning, &c.....	36,150 00	
		One year's interest and sinking fund on \$725,000 harbour debentures.....	56,426 46	
				56,426 46

A. H. VERRET,  
*Secretary-Treasurer.*

JAS. WOODS,  
*Bookkeeper.*

Cr.

BALANCE SHEET of 31st December, 1885.

Dr.

1885.		1886.	
	\$ cts.	\$ cts.	\$ cts.
Dec. 31. To Office furniture .....	2,387 36		
Amount at debit of grantees B and D			
water lots .....	39,609 20		
Amount at debit of sundries, rent and			
harbour dues .....	10,782 32		
Point & Carey wharf .....	273,079 21		
do .....	48,368 49		
East India do .....	84,780 86		
Wellington do .....	15,433 32		
Grand Trunk do .....	50,945 20		
Atkinson's do .....	9,918 29		
Reynar's do .....	220,344 63		
Breakwater do .....	645,799 15		
Peters, Moore & Wright .....	8,918 50		
Larkin, Connolly & Co., sand .....	7,755 09		
Union Bank of Lower Canada, rails .....	20,912 17		
Harbour improvements .....	184,986 20		
Larkin, Connolly & Co., dredging .....	8,199 53		
Dredging contingencies .....	12,634 65		
Larkin, Connolly & Co., gas wharf .....	8,298 67		
Gas wharf contingencies .....	275,714 00		
Larkin, Connolly & Co., cross wall .....	7,366 83		
Cross wall contingencies .....	178,345 79		
Harbour improvements, interest account .....	562,771 22		
Larkin, Connolly & Co., graving dock .....	29,331 45		
Wigham, Richardson & Son .....	36,917 27		
Carrier, Lainé & Co .....	91,459 21		
Graving Dock .....	161,335 83		
Receiver-General, sinking fund .....	10,907 25		
La Banque Nationale .....	162 90		
Cash .....	394 87		
Jack screws account .....	952 55		
Tools account .....	2,519 15		
Open exchange .....	7,482 61		
Fly Bank channel .....	375 69		
Anchor account .....	3,772 40		
Atkinson's wharf construction .....	1,241 44		
Suspense account .....			
	3,093,142 60		3,093,142 60

JAS. WOODS, Bookkeeper.

A. H. VERRET, Secretary-Treasurer.

QUEBEC, 15th January, 1886.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December, 1885, and that the above is a correct copy of the balance sheet.

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



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

1885. Dec. 31.	ASSETS.	\$ cts.	\$ cts.	LIABILITIES.	\$ cts.	\$ cts.
	Real Estate:—			Quebec Harbour Debentures.....	2,125,000 00	
	Point a Garcy Wharf.....	273,079 21		Received on account Graving Dock...	720,000 00	
	East India do .....	48,368 49		James F. Golden .....	370 25	2,845,370 25
	Wellington do .....	84,730 35				
	Grand Trunk do .....	15,433 32		Surplus.		
	Atkinson's do .....	50,945 20		Composed as follows:—		
	Reynar's do .....	9,918 29	702,819 49	Beach and Deep Water Lots.....	45,466 15	
	Breakwater do .....	220,344 63		Sinking Fund .....	161,335 83	
	<i>In re</i> Beach and Deep Water Lots:—			Profit and Loss .....	40,970 37	247,772 35
	Capital at debit sundries .....	34,776 85				
	Arrears of interest to 24th June, 1885.	4,832 35				
	do 24th Dec., 1885.....	1,241 44	40,850 64			
	Harbour Improvements:—					
	Peters, Moore & Wright.....	645,799 15				
	Larkin, Connolly & Co., sand .....	8,918 50				
	Union Bank, rails .....	7,755 60				
	Engineering and sundries.....	90,912 17				
	Larkin, Connolly & Co., dredging.....	184,986 20				
	Dredging contingencies.....	8,199 53				
	Larkin, Connolly & Co., gas wharf .....	12,634 65				
	Gas wharf contingencies.....	8,288 67				
	Larkin, Connolly & Co., cross-wall .....	275,714 00				
	Cross-wall contingencies .....	7,356 93				
	Interest account.....	178,345 79	1,428,920 59			
	Graving Dock:—					
	Larkin, Connolly & Co.....	562,771 22				
	Wigham, Richardson & Son.....	29,331 45				
	Garrier, Laine & Co.....	35,917 27				
	Engineering and sundries.....	91,459 21				
	Sinking Fund—In hands of Receiver-General .....		719,479 15			
	Cash:—		161,335 83			
	On hand.....	162 90				
	In La Banque Nationale.....	10,907 25				
	Rents and Sundries—Due by sundries, as per Balance Sheet.....		11,070 15			
	Atkinson's Wharf—Reconstruction.....		10,782 32			
			3,772 40			

Open exchange.....	2,519 15
Fly Bank Channel.....	7,482 51
Jackscrews on hand.....	394 87
Tools do.....	952 55
Anchors do.....	375 59
Office furniture.....	2,387 36
	<hr/>
	3,093,142 60

JAS. WOODS,  
Bookkeeper.

A. H. VERRET,  
Secretary-Treasurer.

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commission, on 31st December, 1885, and that we have found same correct.

QUEBEC, 15th January, 1886.

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

## APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1885.

## TORONTO HARBOUR.

SECRETARY of the Toronto Harbour Trust in Account with the Harbour Commissioners for 1885.

Dr.

## GENERAL BALANCE SHEET.

Cr.

1885.		\$ cts.	1885.		\$ cts.
Dec. 31.	Wharf property, lighthouses, &c.....	40,020 57	Dec. 31.	Balance to credit of profit and loss.....	54,260 39
	Elevator.....	10,250 00			
	Office furniture.....	700 78			
	Corporation City of Toronto.	60 00			
	Balance at Bank of Toronto.	3,222 85			
	Cash on hand.....	6 19			
		<hr/> 54,260 39			<hr/> 54,260 39

We have examined the books, accounts and vouchers, and compared the balance sheet as above with the books, and we certify the same to be correct, and to represent a true statement of the affairs of the Trust to 31st December, 1885.

MORGAN BALDWIN,  
*Harbour Master.*

C. W. POSTLETHWAITE,  
*Deputy Harbour Master.*

Examined and found correct.

ARTHUR B LEE, *Chairman,*  
A. M. SMITH,  
R. W. ELLIOTT,  
H. PIPER,  
*Harbour Commissioners.*

J. E. DAY,  
J. GRANT RIDOUT,  
*Auditors.*

TORONTO, 5th January, 1886.

## STATEMENT of Receipts and Expenditure of Toronto Harbour Trust for the Year 1885.

1885.	RECEIPTS.	\$ cts.	1885.	EXPENDITURE.	\$ cts.
Jan. 1.	Balance on deposit at bank...	5,707 37	Dec. 31.	Office furniture.....	57 35
	Cash on hand.....	33 73		Charges.....	699 96
Dec. 31.	Interest on deposit.....	73 40		Insurance.....	173 10
	Rebate on insurance.....	30 00		Printing and stationery.....	77 62
	Toronto, Grey and Bruce Ry., account of lease.....	3,000 00		Salaries.....	2,600 00
	Toronto, Grey and Bruce Ry., account of interest.....	49 54		Coal and wood.....	35 50
	Refund to office expenses.....	5 37		Office expenses.....	431 40
	Rent of boathouses.....	7 00		Lights, buoys and beacons.	1,972 36
	Harbour dues.....	7,891 23		Dredging.....	7,329 81
	Lights, buoys and beacons... Corporation City of Toronto, lifting buoys.....	5 50		Corporation City of Toronto, lifting buoys.....	45 00
	Corporation City of Toronto, painting buoys.....	45 00		Repairs at Queen's Wharf...	15 00
	Meteorological Department, painting storm signal.....	5 00		Balance on deposit at bank.	3,222 85
		13 00		Cash on hand.....	6 19
		16,666 14			16,666 14

Examined and found correct.

JAS. E. DAY,  
J. GRANT RIDOUT,  
*Auditors.*

TORONTO, 5th January, 1886.

## STATEMENT IN DETAIL.

1885.	OFFICE FURNITURE.	\$ cts.	\$ cts.
	Amount, as per ledger.....	643 43	
	New carpet, window-blinds, &c., for board room.....	57 35	700 78
	PROPERTY ACCOUNT.		
	Balance, as per ledger.....		40,020 57
	CHARGES.		
Jan. 8.	Commissioners' and Auditors' fees for 1884.....	300 00	
June 30.	Six months' salary paid to Mrs. Helliwell.....	399 96	699 96
	INSURANCE.		
Jan. 22.	Premium on lighthouse.....	\$ 8 00	
July 29.	do elevator.....	160 00	
Dec. 26.	do office furniture.....	5 10	
	Rebate on premium on elevator.....	173 10	
		30 00	143 10
	DREDGING.		
May 18.	Advertising for tenders.....	6 00	
Sept. 3.	F. B. McNamee, completion of contract.....	6,772 12	
	Kivas Tully, Engineer's fees.....	338 69	
	Edward Seacome, Check Clerk.....	160 00	
	Diver and damages to buoy.....	53 00	
			7,329 81
	Carried forward.....		48,894 22

STATEMENT IN DETAIL—*Concluded.*

		\$ cts.	\$ cts.
Brought forward.....			48,894 22
<b>ELEVATOR.</b>			
Sept. 3.	Balance, as per ledger.....		10,250 00
<b>PRINTING AND STATIONERY.</b>			
Jan. 16.	E. F. Clark, printing annual statement.....	16 00	
May 15.	<i>Mail</i> , account for posters.....	5 00	
do 18.	Copp, Clark & Co, for receipt book.....	5 75	
Sept 12.	<i>Globe</i> and <i>Mail</i> , advertising and printing.....	8 25	
	E. F. Clark, printing import manifests.....	6 00	
Nov. 14.	Copp, Clark & Co., letter paper for office.....	7 25	
Dec. 31.	Petty cash, sundry disbursements.....	29 37	
			77 62
<b>LIGHTS, BUOYS AND BEACONS.</b>			
Jan. 12.	Capt. Taylor, for lifting spar buoys.....	\$ 7 09	
Mar. 24.	Advertising in <i>Mail</i> and <i>Globe</i> .....	19 35	
do 31.	Cabs with Commissioners to Queen's Wharf.....	3 00	
	J. Bullivant, for removing red light.....	1,500 00	
	Kivas Tully, Engineer's fees.....	75 00	
May 1.	Capt. Taylor, putting buoys in channel.....	24 00	
do 5.	<i>Mail</i> and <i>Globe</i> , "Notices to Mariners".....	21 60	
do 18.	Re-painting buoys, lighthouse and storm signal.....	107 52	
Nov. 14.	Alexander & Co., for painting notice boards.....	8 00	
Dec. 10.	Capt. Jackman, for lifting buoys.....	100 00	
do 15.	Capt. Taylor, for lifting buoys in channels.....	28 25	
	Gas account for year.....	76 05	
	Petty cash, sundry disbursements.....	4 59	
		1,972 36	
	Credit refund for painting storm signal.....	\$ 23 50	
	To be refunded by Corporation City of Toronto.....	60 00	
		83 50	1,888 86
<b>COAL AND WOOD.</b>			
March and May	P. D. Conger, 3½ tons coal.....	21 00	
Nov. 27	do 1 ton coal, ½ cord wood.....	8 50	
Dec. 27.	J. R. Bailey, & Co., 1 ton coal.....	6 00	
			35 50
<b>SALARIES.</b>			
Dec. 24.	Morgan Baldwin, Harbour Master.....	1,290 00	
	C. W. Postlethwaite, Deputy Harbour Master.....	800 00	
	Capt. Taylor do.....	600 00	
			2,600 00
<b>OFFICE EXPENSES.</b>			
Feb. 16.	Brown Bros., for mounting maps.....	\$ 4 75	
July 4.	Potter & Co., for repairing barometer.....	7 00	
Nov. 14.	G. R. Cockburn, for rent of office.....	360 00	
	Petty cash, sundry disbursements.....	59 65	
		431 40	
Less—Sundry refunds.....		5 37	
			426 03
			64,172 23

DR.	PROFIT AND LOSS.		CR.
1885.	\$	cts.	1885.
James Bullivant, repairs to Queen's Wharf.....	15	00	Balance, as per ledger.....
Charges.....	699	96	Toronto, Grey and Bruce Railway....
Insurance.....	143	10	Rent of boathouses.....
Printing and stationery.....	77	62	Harbour dues.....
Salaries.....	2,600	00	Interest on deposit account.....
Coal and wood.....	35	50	
Office expenses.....	428	03	
Lights, buoys and beacons.....	1,888	86	
Dredging.....	7,329	81	
Balance to credit of profit and loss....	54,260	39	
	67,478	27	\$
			cts.
			56,704 64
			3,000 00
			7 00
			7,691 23
			73 40
			67,478 27

Examined and found correct.

JAS. E. DAY,  
J. GRANT RIDOUT,  
*Auditors.*

TORONTO, 5th January, 1886.

### COMPARATIVE STATEMENT.

Goods Arriving by Steamers and Vessels for 1884 and 1885.

Description.	1884.	1885.
Merchandise and unenumerated articles.....	14,645	13,089
Coal.....	98,223	108,190
Wood.....	155	140
Stone.....	3,530½	2,443½
Lime, plaster, &c.....	3,774	2,832
Fish, pork, oils, &c.....	1,024	1,640
Grain.....	133,490	62,238
Lumber.....	1,124,200	1,775,189
Fire brick.....	46,440	90,800
Potatoes and other vegetables.....	2,543	1,327
Fruit.....	3,928	7,990
do.....	7,323	10,723
do.....	45,821	49,845
Horses, carriages and horned cattle.....	255	383
Moulding sand.....	342	315
Building stone.....	1,469	3,175
Porter, beer, &c.....	466	466
Flour, meal, &c.....	190	50
Sheep, pigs, &c.....	1	.....
Hay.....	.....	245
Laths and hoops.....	1,339,500	1,704,400

THIRTY-FIFTH ANNUAL REPORT.

To the Chairman and Commissioners of the Toronto Harbour Trust :

GENTLEMEN,—I beg to lay before you this my Annual Report for the year 1885.

Business this year has been a little better than that of last year, although there has been a falling off in the number of arrivals of vessels, caused, no doubt, partly by the outbreak of small-pox in Montreal, which eventually compelled the Richelieu Navigation Company to lay up their vessels a month earlier than usual, and partly to the fact that the Dominion Government was not purchasing Lake Shore stone for the island breakwater.

Navigation opened on the 22nd day of April, although the bay was not clear of ice until the 25th of the month, with the arrival of the schooner "Minnie," of St. Catharines, with stone. The last vessels to arrive were the "Lone Star" with stone and the "Great Western" with coal, on the 14th December. The bay since then has twice been covered with a thin skin of ice, which in neither case lasted more than a few hours, and there has been nothing to interfere with navigation at this port up to the present time.

NOTE.—Since writing the above, the stone-hooker "Bark Swallow" came in on the afternoon of the 31st December, from Port Credit with stone, making the latest arrival since the year 1877.

The number of vessels that arrived at this port this season was 1,518, or 262 short of last year.

	1885.	1884.	Increase.	Decrease.
Steamboats loaded .....	434	109	325	
do light.....	9	405	....	396
Propellers, &c., loaded.....	131	105	26	
do light .....	38	97	....	59
Schooners loaded.....	866	1,015	....	149
do light.....	40	49	....	9

The number of vessels wintering here is 63 composed as follows:—Steamers, 12; propellers, &c., 15; and schooners, 36, representing a tonnage of about 10,977 tons.

The receipts for harbour dues amounted to \$7,597.21, an increase of \$490.17 over the receipts of last year.

The balance to the credit of the Trust on the 1st January was \$5,741.10; the revenue for the year \$10,925.04, making a total of \$16,666.14. The expenditure for the year was \$13,437.10, leaving a balance at the end of the year of \$3,229.04.

The amount of coal received by water was 108,190 tons, an increase of 10,014 tons over the receipts of last year; all of this, with the exception of 277 tons, being anthracite coal, the bituminous coal all coming by rail, with the exception above noted.

The amount of coal received by rail, as per information received from the Custom house, was: Hard coal, 135,407 tons; Soft coal, 115,901 tons; total 251,308 tons. The amount received in 1884 was 237,987½ tons.

The water this year has been high the greater portion of the year, the average for the year being about 21½ inches above zero. The water fell gradually until the 10th March, when it reached its lowest point, 4 inches above zero, when it began to rise again until it reached its highest point, 34 inches above zero, on the 3rd August, since which time it has remained pretty steady, being now 27 inches above zero.

Dredging was done in the slips at the foot of Princess street, Church street, Brock street and Yonge street. This work, especially at the last mentioned slip, requires now to be done every year owing to the large amount of deposit from the sewer. The recommendation in my last year's report to carry the mouths of the sewers, if possible, to the Windmill line, in order to prevent the deposit in the slips,

and on sanitary grounds, was brought before the City Board of Works, where it met with so much opposition it had to be abandoned. Dredging was also done at Adamson's, Sylvester's and Rogers' docks, in the Don Channel and in the Western Channel. In the latter the work consisted of the removal of some boulders off the south-east end of the Queen's wharf. A diver had to be employed in this work. The channel is now clear of all obstructions. Amount expended in dredging was \$7,329.81.

The straightening of the river Don, plans and specifications for which are already out, will, I hope, be taken up by the City Council this year; the experimental cut into the marsh made by the Commissioners will then form an important feature of the scheme, and will effectually prevent the deposit at the mouth of the Don channel, which has caused such a large expenditure of money for dredging in years past.

The buoys in the harbour and channels were all placed out by the 30th April, and the can buoys and spar buoys outside the Island by the 11th May, and the last of them raised on the 14th December. Captain Taylor reports the sand making in the eastern gap.

The lights on the Queen's wharf were lighted on the 23rd day of April, and were put out on the 12th day of December. In accordance with the recommendation of last year, cribs were built from the boathouse north by west, a distance of 64 feet; and the red lighthouse safely removed to the end crib. The lights are now in range with the best water for entering or leaving the channel. The cost of this work was \$1,575.

I have much pleasure in reporting the erection, by the Dominion Government, of a steam fog whistle on Gibraltar Point, near the lighthouse. The work was finished in December, and will be of the greatest assistance to vessels making this harbour in thick weather.

The lighthouse keeper, George Durnan, will, I understand, be in charge.

Owing to changes caused by the lapse of time since the harbour by-laws were printed, it will be necessary to revise them before getting out another edition of them, which is much needed.

About 200 feet of the face of the western extension of the Queen's wharf will need to be renewed, as the courses above the water line are rotten. This extension was made in 1863, and it was not touched in 1875, when the rest of the wharf was renewed. The cost would be about \$1,000 or \$1,200, and can best be done during the winter. I would recommend that the "nigger heads" from the old Don breakwater, where they are now of little or no use, be used to replace the spiles on the wharf, many of which need to be renewed.

I have much pleasure in stating that both my deputies have discharged their duties to my entire satisfaction.

The Dominion Government have placed in front of the island breakwater, where the stone had sunk or been washed away, 1,500 yards of large stone, stones weighing from 500 lbs. upwards, from Kingston harbour, which they expect will not move and which have so far stood some very severe storms.

All of which is respectfully submitted.

MORGAN BALDWIN,

*Harbour Master.*

1st January, 1886.

TORONTO HARBOUR WORKS.

TORONTO, 6th January, 1886.

SIR,—I have the honor to report that in accordance with resolution of the Trust, the red lighthouse was removed and placed on crib work further north, as recommended in the report of the Harbor Master. Tenders were received for the work, and



Mr. J. Bullivant's being the lowest was accepted. The work was done according to plan in the time specified, 31st March, the cost being \$1,500 without extras. Tenders were received for the dredging required at the several slips during the year, and for removing the boulders near the western channel. The tender of Mr. F. B. McNamee being the lowest was accepted, viz., 15 cents per cubic yard for dredging, and \$6 an hour for every working hour in removing boulders at the western channel. The following quantities of dredging were thus done :

Yonge Street slip.....	1,537	cubic yards.
Church do do.....	375	do do
do do do removing piles....	12½	hours.
Princess do do.....	9,525	do do
do do do removing scow....	4½	hours.
Glucose Company's slip.....	2,112	do do
Adamson's & Sylvester's slip .....	1,536	do do
Don Channel .....	6,562	do do
West Market Street slip.....	468	do do
Brock do do .....	2,362	do do
Rogers & Co's. wharf .....	1,050	do do
Total.....	<u>25,527</u>	

The dredging at the Don Channel was necessary owing to deposits at the entrance, caused by floods, and to enable vessels drawing ten feet of water to pass to the wharf at the foot of Parliament street. The time occupied in removing the boulders and loose stones at the Western Channel was 411 hours 20 minutes. Besides several large boulders, sixty-three scow loads of stone were removed, in all about 2,000 cubic yards, the boulders and stones having been placed round the crib work of the new red lighthouse to afford an additional protection from damage by western gales. As the soundings taken during the progress of the work indicated much irregularity on the bottom of the channel, with your consent, the services of the diver employed at the city water works were procured, by the permission of the manager, and a thorough examination of the bottom was made. With the diver's assistance, some large boulders and loose stones were removed by the dredge. The channel east of the Queen's wharf is now quite clear of any obstruction above the rock bottom which could injure vessels drawing 11 feet of water, the depth of water on the north side of the channel being less than on the south side, as the inclination of the rock is in a southerly direction. When taking soundings in this vicinity, it was found that there were shoals to the south of the Northern and North-Western Railway wharves, in the navigable channel, on which there were only 9 feet of water, the water at the Queen's wharf being about 30 inches above zero. If these obstructions, which consist of loose stones and boulders, were removed, a depth of 11 feet of water could be procured leading to the fronts of these wharves.

I have the honour to remain,

Your obedient servant,

A. B. LEE, Esq.,

Chairman, Toronto Harbour Commissioners.

KIVAS TULLY,

Engineer.

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**APPENDIX No. 7.**

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**REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU, N.S., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1885.**

PICTOU, 14th January, 1886.

SIR,—I beg to enclose herewith statement of receipts and expenditure of the Harbour Commissioners for year ending 31st December, 1885.

The Harbour Master's report for the past season gives the total number of arrivals, steamers and sailing vessels, as 1,532, aggregating 269,839 tons, against 1,530, aggregating 264,394 tons, during year 1884.

I have the honour to be, Sir,

Your obedient servant,

J. A. GORDON,

*Chairman of Harbour Commissioners.*

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

Dr.

ACCOUNT OF RECEIPTS AND EXPENDITURE OF HARBOUR COMMISSIONERS, TO 31st DECEMBER, 1885.

Cr.

1886.		1885.		\$	cts.	\$	cts.
Jan. 13.	To Balance on hand, as per statement.....			2,893	22		45
May 13.	Cash from Noonan & Davies, wharfage barque "Franziska" .....	150	00			79	92
Dec. --.	Cash from wharfinger .....	231	78			47	00
	do collector .....	900	00			20	50
	do interest .....	84	68	1,368	46	19	50
						42	54
						8	00
						40	00
						15	69
						16	00
						34	70
						255	73
						23	43
						73	26
						54	23
						200	00
						200	00
						1,176	09
						100	00
						58	00
						2,924	79
				4,259	68	4,259	68
Jan. 13.	To Balance on hand .....	2,924	79				

E. and O. E.

J. A. GORDON,  
Chairman of Harbour Commissioners.

Sworn to at Pictou before me, this }  
14th day of January, 1886.  
WILLIAM ROSS, J.P.

## APPENDIX No. 8.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HALIFAX,  
N.S., FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1885.

HARBOUR MASTER'S OFFICE,  
HALIFAX, N.S., 3<sup>RD</sup> FEBRUARY, 1886.

SIR,—Enclosed herewith I beg to submit my statement for the year ending 31<sup>st</sup> December, 1885, showing the number, rig and tonnage of vessels subject to Harbour Master's dues using this port during the past twelve months.

I have the honour to be, Sir,

Your obedient servant,

E. O'BRYAN,

*Harbour Master.*

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

DR. RECEIPTS AND EXPENDITURE of the Harbour Master, Halifax, N.S., from 1st January to 31st December, 1885. Cr.

	No.	Rig.	Tonnage.	\$ cis.	\$ cts.
By Fees collected from.....	141	Steamers.....	213,636	672 00	
do	1	Ship .....	979	5 00	
do	65	Barks .....	33,820	220 50	
do	4	Barkentines.....	1,201	9 00	
do	2	Brigs.....	607	4 50	
do	95	Brigantines.....	18,590	163 50	
do	429	Schooners.....	38,145	465 50	
				1,540 00	1,540 00
					By Amount reverting to Harbour Master for expenses and remuneration.....
					1,540 00

Sworn to before me at Halifax, N.S., this }  
 3rd day of February, A.D. 1886.

WM. MCKERRON, Notary Public.

E. O'BRYAN,  
 Harbour Master.

## APPENDIX No. 9.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, C.B.,  
FOR THE CALENDAR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1885.

NORTH SYDNEY, C.B., 8th January, 1886.

SIR,—In compliance with the provisions of section 4 of the 42nd Victoria, chapter 30, we have the honour to submit our report for the year 1885.

Thirteen hundred and seventeen sea-going vessels arrived in the harbour of North Sydney during the season, with an aggregate tonnage of 400,557 tons, showing a decrease of 68,632 tons in tonnage from the season of 1884, but an increase of 155,357 tons or 64 per cent. over 1879, the year the harbour was placed under commission.

The coal shipments aggregated 296,413 tons, which is 15,727 tons below 1884, but an increase of 149,362 tons or 101 per cent. over 1879. The fire in the Sydney mines was the cause of the falling off of the coal shipments of the season.

Some enquiries having been made as to the requirements of the harbour when the Commissioners were appointed, it has been decided to give the following particulars, most of which will be found in our previous reports.

In 1879 the Harbour Commissioners of North Sydney were constituted for the management of the harbour. They found the harbour deteriorating as indicated in Mr. Perley's report to the Public Works Department, No. 56,403, dated 31st December, 1875, and also as stated in Mr. R. H. Brown's report, as referred to in our annual report to the Department in 1880. There were then no public ballast wharves on which for vessels to discharge ballast.

Ballast of all kinds was deposited in the harbour outside of the ballast ground, where there was no wharf work to keep it from washing about, and the finer material, such as earth and sand, through the action of sea and currents, kept continually shoaling the water round about the wharves. The ballast heaps from the accumulation of years had extended some 950 feet into the harbour and were encroaching upon the deep water that should be kept as anchorage for vessels.

The Commissioners also found that the north bar was being gradually cut away by the action of the waves, and the sand thus removed was being deposited into the harbour.

On taking charge the Commissioners stopped all vessels from discharging ballast in the harbour. A breastwork 150 feet long in 16 feet of water, was immediately built on the eastern side of the established ballast ground for vessels, with fine ballast, to discharge at.

This property, which before was useless, through the improvements made by the Commissioners, is becoming a valuable public property. A part of it is at present used for a shipyard.

The improvements asked for at the north bar by Messrs. Rutherford & Morrow, of the Public Works Department, 1875, No. 54,333, which led to Mr. Perley's and subsequent surveys, were next considered by the Commissioners.

After consultation with resident engineers and with Mr. Morris, of the firm of Knipple & Morris, Civil Engineers, London, in 1880, a block was placed on the inside of the north bar, near the line indicated and recommended in Mr. Perley's plan, some 500 feet from the shore.

The north bar work was again considered in 1881.

Mr. Perley, in his report in 1875, recommended a close wharf work on the inside of the bar, in deep water, which, if built out the distance required, some 900 feet,

would, by his own estimation, cost about \$25,000. On consultation with Messrs. Boyd & Millige, Government engineers, and Mr. R. H. Brown and Mr. McKenzie, resident engineers, and after a second survey by these gentlemen it was decided that the proposed work could be built on the top of the bar in shoal water at much less expense than in deep water on the inside of the bar; and in accordance with their recommendation a narrow wharf work 12 feet wide and 2 feet above the ordinary high tide, was built some 600 feet out from the shore, connecting the shore over the shoal part of the bar with the block built by the Commissioners in 1880. In 1882 the work was continued under the direction of Mr. Millige, Government engineer, 150 feet out on the line indicated in Mr. Perley's plan of 1875. A breach was made in the narrow work built on the top of the bar, by gales, late in the fall of 1882. On a careful examination of this work it was found that a large quantity of stone ballast would be required to keep it in repair, the action of the sea and surf being heavy on the shoal part of the bar with easterly gales. Ballast being scarce in 1883 and 1884, on account of the General Mining Association taking all the stone ballast in vessels, consigned to them, for their new Victoria Pier, and considerable being required to secure the block built in 1882 by the Commissioners, it was found impracticable to repair the breach. Up to the present time the available ballast has been deposited in and behind the block built in 1882, so as to secure it against the action of the sea and the ice coming out of the arms of the harbour in the spring of the year. The outer work is now well secured, and it is proposed to look after the shore end. To repair the breach on the top of the bar, in shoal water, will cost considerable. Vessels cannot get near where ballast is most needed, and the continual handling of stone is expensive. Instead of repairing this work it is proposed to have stone ballast dumped on the inside of the bar, which will eventually fill up from the shore to the deep water work, and will prevent all wash from the bar coming into the harbour and thus save the expense of keeping up the work on the top of the bar.

Plans for the proposed change will be prepared and forwarded for your consideration and approval. Notwithstanding the breach, the north bar work has been of great service to the harbour. A very large quantity of sand and other wash from the sea is now backed behind it that would otherwise have been conveyed into the harbour.

During the past few years considerable fine ballast has been dumped in private docks, but such docks are now nearly all filled, and the Commissioners' block at the ballast ground for vessels with fine ballast is indispensable, while the north bar works afford sufficient accommodation for vessels with stone ballast, and the deposit of the stone there is increasing the shelter and safety of the harbour.

We send you the Harbour Master's report, which gives a comparative statement of the coal shipments, vessels, tonnage, and the opening and closing of navigation since 1879. Previous to that date there was no official record kept. The trade of the port continues to increase in volume to a very satisfactory extent, notwithstanding the general depression, as an examination of the statement below will show.

The following is a comparative statement of receipts and trade, &c., of 1879 with 1885.

	1879.	1885.	Difference in 1885.	Per cent.	
	\$ cts.	\$ cts.	\$ cts.		
Commissioners received from tonnage dues.....	959 28	1,293 07	333 79	35	Increase.
Sick Mariners' receipts.....	928 14	1,903 88	975 74	105	do
Exports, foreign.....	87,517 00	151,251 00	69,740 00	80	do
Imports, do.....	83,841 00	69,585 00	19,585 00	22	Decrease.
	Tons.	Tons.	Tons.	Tons.	
Tonnage arrivals.....	243,200	400,557	157,357	64	Increase.
Coal shipments.....	147,051	296,413	149,362	101	do

The exports (\$151,251) given above are only the foreign, and indicate only about one-third of the exports from North Sydney for the past season.

The imports from foreign show an apparent decrease of \$19,585, but this decrease is more than balanced by the large increase in imports from home sources. On a careful enquiry of our importers, it is found that the imports from Canadian ports were \$447,719, and from foreign, as above, \$63,585, making the imports of North Sydney \$517,314 for 1885.

#### RECEIPTS FROM SHIPPING.

There was a decrease in the receipts from last year's shipping of \$375.43. Of the 400,557 tons of tonnage that arrived, only 129,307 tons paid harbour dues. The receipts and disbursements were as follows:—

RECEIVED.	\$ cts.	PAID.	\$ cts.
From Collector of Customs.....	1,293 07	To A. C. Bertram's printing account	11 50
Cash on hand from last year...	38 01	Office rent to Salter, Redmayne & Co.....	50 00
		Note.--Account, Mr. Phoran, running from 1884.....	55 50
		Bridging Channel to ballast ground.....	25 00
		Office fuel, cleaning, &c.....	8 50
		Taxes, School and County.....	5 96
		A. Nicholson, wharf work.....	8 00
		Harbour master's salary.....	400 00
		Harbour master's account for boat service.....	50 00
		T. L. McRenny, barrister.....	2 50
		A. C. Thompson & Co.'s account	3 65
		Interest on loan.....	210 50
		Archibald & Co.'s account, material for harbour works.....	75 02
		W. H. Moore & Co.'s account.....	4 64
		Chairman, for services.....	75 00
		Secretary's salary on account.....	250 00
		Treasurer, W. H. Moore, Commissions.....	64 65
		Cash on hand.....	30 66
	1,331 08		1,331 08

We have the honor to be, Sir, your obedient servants,

M. J. PHORAN,  
W. H. MOORE,  
GEO. H. DOBSON, } *Harbour Commissioners.*

To the Honourable G. E. FOSTER,  
Minister of Marine and Fisheries,  
Ottawa.



HARBOUR MASTER'S REPORT.

COMPARATIVE STATEMENT of Arrivals of Vessels and Tonnage for Cargoes, Orders and Steamers for Bunker Coal.

Class of Vessels.	1879.		1880.		1881.		1882.		1883.		1884.		1885.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Ocean steamers.....	41	42,550	197	197,243	263	268,470	174	178,566	217	212,467	271	240,674	240	226,468
Coasting do .....	105	45,752	43	15,237	55	25,703	128	86,759	178	40,732	121	35,303	71	17,475
Ships .....	8	7,541	13	16,768	9	11,076	5	5,989	11	10,480	11	13,148	5	5,523
Barks .....	134	68,224	124	77,882	136	44,753	110	62,380	105	53,151	159	80,039	133	62,827
Brigantines .....	145	25,358	189	45,524	125	25,854	185	45,969	149	36,186	189	35,597	166	33,998
Schooners.....	717	55,775	607	45,277	439	35,226	498	75,839	836	64,878	855	63,428	702	54,266
Totals .....	1,150	245,200	1,173	397,990	1,017	401,082	1,100	455,429	1,486	417,894	1,607	462,189	1,317	400,557
No. of seamen.....	9,892		12,385		10,147		11,929		14,297		15,730		15,014	

## PORT OF NORTH SYDNEY.

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

Years.	Date of Closing Navigation.	Date of Opening Navigation.	Last Departure to Sea.	First Arrival from Sea.
1879.....	February 16	March 2	January 24	March 3
1880.....	do 4	April 10	do 17	April 13
1881.....	January 22	February 25	do 19	do 1
1882.....	do 27	May 2	do 24	May 2
1883.....	do 19	March 28	do 17	April 1
1884.....	do 16	April 22	do 16	do 27
1885.....	do 22	do 24	do 15	do 25

The harbour buoys were taken up 2nd January, 1885, and were put out 17th May, 1885.

Respectfully submitted.

G. B. MOFFATT.  
*Harbour Master.*

## APPENDIX No. 10.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS, FOR  
THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

SECRETARY'S OFFICE,

THREE RIVERS, 24th February, 1886.

SIR,—In compliance with the provision of section 12 of the 45th Victoria, chapter 52, I have the honour to submit my report on the operation of the Three Rivers Harbour Commission, during the years 1884 and 1885.

Already, in our first report to your Department, we particularly alluded to the necessity to direct the attention of the Board to the speedy introduction of proper improvements in our harbour. The pressing want of the actual trade to be considered first, the other works to follow in succession, according to the requirements of the trade.

On this important question the energy of the Commissioners chiefly centred, and this the more so as from the outset we had to deal with many and serious difficulties.

Foremost in the impediments, being the difficulties arising from the necessity to dispose of the harbour bonds at too great a disadvantage. Not only were we burdened with an interest of 6 per cent. per annum, but, in asking for tenders for work, we were obliged to make said works payable in debentures, the consequence being that tenders came in very sparingly, and far above the cash value of the works, not only increasing heavily the liabilities of the Corporation, but often placing contractors in awkward positions.

The unavoidable arrived: before any section of a wharf could be completed, the original contract was cancelled and new tenders had to be asked for.

Under the pressure of such ruinous embarrassments the Harbour Commissioners, seeing the fears already expressed in the very beginning of their administration but too fully justified, addressed themselves again to the Government, and in its last session Parliament granted a bill authorizing the advance of a sum to the Commissioners, to redeem their outstanding debentures and to cover the works under contract, and this loan at a rate of interest of 4 per cent., and a sinking fund of 1 per cent.

By this bill, section 6 of the Act 45th Victoria, chapter 52, authorizing the Commissioners to issue debentures up to the amount of \$300,000, was repealed. The Commissioners being thereupon placed on the same footing as other harbour corporations, feel confident that their trust will be henceforth much better secured, the Government being now fully aware of the impracticability of the former system of liabilities in a case where public improvements are solely contemplated.

Such and other more or less serious difficulties, adherent to all new enterprises, interfering, the progress in the working of the commission was not so rapid as could have been desired.

Still, at the opening of navigation we will be in a position to offer to the shipping a frontage of about 400 feet of new wharf, with a depth of water of from 25 to 36 feet, and a surface for piling purposes of about 100,000 feet.

The eastern channel of the St. Maurice, although but imperfectly opened, is partly dredged, allowing crafts of medium size to enter the river at any time, and during high spring water vessels up to 18 feet may enter near up to Geo. Baptiste, Son & Co.'s establishment, saving towing down lighters for a distance of nearly a mile.

The western channel of the same river has also been partly dredged, removing the batture near Ross, Ritchie & Co.'s wharf and allowing barges to reach any point of the river as far up as the Canadian Pacific Railway bridge.

Other minor improvements were made in other quarters, amongst which some dredging at Doucet's Landing.

For reason above alluded to, the wharf in section 2 could not be commenced with, neither during 1884 nor 1885. In the meantime, the usefulness of this wharf is becoming daily more apparent, not only for our lumber export duty trade, but the cattle shipping trade, the steady increase in this trade having directed the attention of interested parties to our port.

We have reason to believe that during the coming season a trial will be given our place, inasmuch as the North Shore Railroad having passed definitely into the hands of the Canadian Pacific Railway, the question of differential tariffs in railroad freights on live stocks and other freights coming from the upper Provinces will offer no more contestation.

One company controlling the main line down to the different harbours on the St. Lawrence and both the lumber and the cattle shipping going frequently hand in hand, we are confident that such a trial will result in the permanent establishment of a portion at least of this important export trade.

During the last decade the lumber trade in general has been lacking of importance, but here in Three Rivers we were particularly unfortunate of late. Two of our principal establishments remained, so to say, completely unproductive; one, the firm of Ross, Ritchie & Co., for several years already, the other, the well known firm of Geo. Baptiste, Son & Co. having dissolved partnership in the beginning of last year, both concerns representing an average production from 30 to 40 millions feet per season.

To this circumstance alone must be attributed the shortcoming in our shipping, particularly during 1885, in which years our ocean traffic has been reduced to a figure seldom seen before.

Our local traffic, on the contrary, has slightly increased, and this in spite of the above mentioned diminution in our local production and the keen competition between river and railway freights.

This increase has to be put on account of the few improvements introduced so far in our harbour. To this circumstance, also, must be ascribed the fact that although our ocean traffic has been unusually small, the revenue of the harbour shows a slight augmentation.

The prospects for the coming season are not only more cheerful, both the above mentioned concerns being in a fair way to reconstitute their firms, but the new firms of G. B. Hall & Bros., Hall & Co., Hall & Neilson, and Little Bros. will add considerably to our lumber trade. Other mills of minor importance have been erected alongside and at the terminus of the Piles Branch Railway; some more will be established along the Basse-Laurentides line, through a territory altogether unexplored, offering a new and immense field for various enterprises, while all the older mills around Three Rivers are preparing for full summer work.

In connection with this revival in our lumber trade and the newly established trade relation with foreign markets, the demand for piling ground and wharf accommodation for local as well as for ocean traffic will be considerably larger than our present improvements enable us to offer. The wharf in section 2 will have to be commenced at once. Plans and estimates are prepared for the purpose and the Commissioners after obtaining the consent of the Honourable the Minister of Public Works, will bring before Government the required demand for a loan to cover the expenses for the works as well as for minor works connected with the dredging in the River St. Maurice and in some part of the St. Lawrence, particularly near Doucet's Landing.

The question of foreshore and deep water lots has finally been settled between the Local and Federal Governments. The former, to whom henceforth the sole control of said rights has been conceded, has consented to grant to the Harbour Com-

missioners, in view of the public character of their works, the necessary lots for the intended improvements, and this against payment of but a nominal sum.

In July, 1886, Mr. Sévère Dumoulin retired from the mayoralty and consequently from the Harbour Board. Honourable H. G. Mailhiot succeeding him in the civic chair replaces him as Commissioner.

Mr. Dumoulin having presided over the Harbour Board from its first meeting down to the time of his retirement, Mr. Jas. McDougall has been elected to succeed him as president of the Harbour Commissioners.

I now have the honour to enclose the reports and statements showing details of the operation up to the 31st December, 1885:

STATEMENTS OF RECEIPTS AND DISBURSEMENTS.

The receipts from all sources were as follows, viz.:—

*From Collector of Customs.*

	1884.	1885.		
Harbour dues on goods inwards.....	\$172 92	\$119 95		
do do outwards.....	563 83	413 33		
Tonnage dues on steamships.....	} 744 73	543 78		
do sailing vessels.....				
Moorage dues.....		33 95		
	\$1,481 48		\$1,111 01	
<i>Local Traffic.</i>				
Harbour dues on goods inwards.....	\$165 07	\$337 06		
do do outwards.....	701 10	908 64		
do on barges and steamers.....	535 21	557 77		
do commutation.....	981 42	959 36		
	2,382 80		2,762 82	
Net revenue.....	\$ 3,864 28		\$ 3,873 84	
Received from issue of debentures.....	22,300 00		13,800 00	
Total receipts.....	\$26,164 28		\$17,673 84	

The total expenditure was as follows:—

	1884.	1885.
Salaries of officers.....	\$1,539 51	\$1,650 49
Printing expenses.....	113 00	20 75
Traveling expenses.....	117 80	197 30
Rent, office expenses, sundries.....	577 79	426 63
Engineer's office expenses.....	86 20	42 12
Improvement on property.....	187 00	251 50
Beach and deep water lots.....	9 25	33 15
Tools and plants.....		24 31
<i>Construction Account.</i>		
Wharf No. 1.....	23,879 87	9,302 23
Wharf No. 2.....	8 00	
Interest on debentures.....	2,091 44	4,809 96
Total expenditure.....	\$28,610 56	\$16,758 44

I have the honor to be, Sir,

Your obedient Servant,

GEORGE BALCER,

*Secretary.*

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

FINANCIAL Statement up to 31st December, 1885.

RECEIPTS.		\$	cts.	EXPENDITURES.		\$	cts.
1883.....	Harbour dues .....	3,390	85	1882 ...	Acquisition of property .....	18,549	13
1884.....	do .....	3,864	28	1883 ...	Harbour works .....	20,385	17
1885.....	do .....	3,873	84	1883 ...	Interest .....	760	45
1885.....	Government loan on account of Harbour works	82,000	00	1884 ...	Harbour works .....	24,171	02
				1884 ...	Interest .....	2,091	44
				1885 ...	Harbour works .....	9,653	31
				1885 ...	Interest .....	4,809	96
				1882-83	General expenses for administration .....	2,730	95
				1883-84	do .....	2,348	10
				1884-85	do .....	2,729	17
					Balance .....		
			93,128 97				
						80,420 48	
							7,374 23
							5,334 26
							93,128 97

## ENGINEER'S REPORT.

ENGINEER'S OFFICE,

THREE RIVERS, 20th February, 1886.

SIR,—I have the honour to submit, for the information of the Harbour Commissioners, the following report of works in progress under my charge in the harbour of Three Rivers, during the year 1885.

## QUAY No. 1.

The construction of the crib-work, mentioned in my last report, was continued during the winter months, without intermission, until its completion in April last.

The Commissioners took possession of the wharf, which is 580 feet long, on the 18th April, 1885.

The importance of this work has been so frequently stated in previous reports that it seems unnecessary to enlarge upon it here.

Total amount paid to contractor in 1885.....	\$3,851 00
Superintendence.....	424 47

Total amount paid in 1885.....	\$ 4,275 47
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Which added to the amount previously paid.....	42,055 39
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Would be.....	\$46,331 13
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for the construction of the whole wharf, 580 feet long.

*Embankment.*

In April, before the breaking up of the ice, 5,513 cubic yards of stone and sand were dumped in rear of the upper end of the wharf, in order to strengthen it, to meet the thrust of the ice at the debacle.

The departure of the ice last spring has caused no damage to the Commissioners' wharf, although that many private wharves were greatly injured by the ice.

*Ship Ballast.*

The aggregate quantity discharged in rear of the Commissioners' wharf amounted to 1,515 cubic yards. By adding to that amount the total of the previous year (1,710 cubic yards), it gives a total of 3,225 cubic yards, representing the ballast of twenty-one vessels. This ballast is composed chiefly of stone and gravel.

*Filling.*

The filling up of the piece of ground in rear of the Commissioners' wharf is completed on a length of about 300 feet. The amount of material delivered during the season for that purpose (ship ballast included) has reached 18,695 cubic yards, which, added to the 12,743 cubic yards previously delivered, give a total of 31,438 cubic yards.

*Crib Work.*

To protect the embankment at the east end of the property, a crib-work was built on the prolongation of Poudrière street, 136 feet long by 9 feet wide and 11 feet high above low-water mark.

For the completion of this work there still remains to be done about 12,000 cubic yards of embankment. It is expected to complete the embankment during the ensuing season of 1886, and thus open up railway communication with the deep water. This will afford suitable accommodation for through transport, for the discharge of the railway cars into the steamers of the very largest class.

I have the honour to be, Sir,

Your most obedient servant,

THOS. BERLINGUET,

*Engineer in Charge.*

GEORGE BALCEB, Esq.,

Secretary Three Rivers Harbour Commission.

## APPENDIX No. II.

TABLE showing the names of Ports proclaimed under the Dominion Acts, 36 Vic., chap. 9, 37 Vic., chap. 34, and 38 Vic., chap. 30, for the appointment of Harbour Masters; the dates of proclamation; the names of the Harbour Masters appointed under the Acts named, and the Acts 35 Vic., chap. 42, and 36 Vic., chaps. 12 and 63; the dates of the appointment of Harbour Masters; and the amount which each of their Salaries is not to exceed; the amount of Fees collected by each of them during the Calendar Year ended 31st December, 1885, and the overplus, if any, paid into the credit of the Receiver-General.

## PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1885.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Collingwood .....	3 Mar., 1877	Andrew Lockerbie .....	3 Mar., 1877	200 00	136 00	.....
Goderich .....	28 Apr., 1876	Thomas N. Dancey .....	22 Apr., 1876	300 00	96 50	.....
Midland .....	22 July, 1882	E. Polkinghorn .....	22 July, 1882	200 00	136 00	.....
Parry Sound .....	24 Mar., 1883	John Galna .....	19 Mar., 1883	200 00	60 50	.....
Penetanguishene .....	2 Feb., 1877	Francis Densome .....	3 June, 1881	200 00	18 00	.....
Port Arthur .....	12 May, 1884	Wm. F. Davidson .....	12 May, 1884	400 00	184 00	.....
Rondeau .....	4 May, 1878	Thomas Harrison .....	4 May, 1878	100 00	65 50	.....
Southampton .....	23 Sept., 1875	W. H. Johnston .....	27 Sept., 1882	100 00	81 50	.....
Sarnia .....	25 July, 1885	Wm. F. Taylor .....	25 July, 1885	300 00	220 00	.....

## PROVINCE OF QUEBEC.

Amherst .....	14 Sept., 1878	John Cassidy .....	2 Sept., 1878	200 00	14 50	.....
Carleton .....	8 Dec., 1881	Joseph H. Landry .....	8 Dec., 1881	200 00	.....	.....
Chicoutimi .....	17 June, 1885	Louis N. Catellier .....	17 June, 1885	200 00	103 50	.....
Gaspé .....	25 Sept., 1874	Joseph Eden .....	22 Sept., 1874	500 00	83 50	.....
Matane .....	19 Oct., 1877	D. F. St. Aubin .....	12 June, 1880	200 00	29 50	.....
Métis .....	7 Feb., 1878	P. F. Leggat .....	7 Feb., 1878	200 00	44 50	.....
New Richmond .....	15 Apr., 1882	Henry Leblanc .....	3 Apr., 1882	200 00	16 50	.....
Oak Bay .....	27 Mar., 1880	Jas. D. Sowerby .....	22 Mar., 1880	200 00	.....	.....
Paspébiac .....	12 May, 1877	Hugh Christie .....	22 May, 1877	150 00	37 00	.....



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

## PROVINCE OF QUEBEC—Concluded.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1886.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Rimouski .....	5 Mar., 1877	Jos. St. Laurent.....	30 May, 1878	200 00	13 00	.....
Rivière Ouelle.....	22 July, 1882	Achilles Fraser .....	22 July, 1882	100 00	No return	.....
St John's .....	} Within the harbour of Montreal.	Jos. E. Pinsonneault.....	10 May, 1879	500 00	596 50	96 50
Sorel.....		Pierre Bellefeuille .....	20 Apr., 1875	300 00	341 50	41 50

## PROVINCE OF NEW BRUNSWICK.

Bathurst .....	30 May, 1873	James Andrew.....	23 Mar., 1881	200 00	77 50	.....
Black's Harbour and Beaver Harbour.....	22 Sept., 1883	E. W. Cross.....	17 Sept., 1883	100 00	12 50	.....
Buctouche .....	30 May, 1873	James Keswick .....	28 May, 1883	100 00	.....	.....
Campbelltown.....	30 May, 1873	William Mott .....	9 July, 1873	200 00	25 00	.....
Campobello .....	30 May, 1873	John Benjamin Beatty.....	7 July, 1873	100 00	23 50	.....
Caraget .....	30 May, 1873	Louis Poirier .....	17 Apr., 1883	150 00	40 50	.....
Chatham.....	30 May, 1873	Wm. Johnston.....	25 June, 1879	300 00	412 50	112 50
Cocagne .....	30 May, 1873	John Brooks.....	7 July, 1873	100 00	.....	.....
Dalhousie .....	30 May, 1873	James Moffat .....	5 Apr., 1883	200 00	87 00	.....
Dorchester .....	30 May, 1873	Joshua King.....	9 July, 1875	200 00	14 00	.....
Fredericton .....	30 May, 1873	Vacant .....	.....	.....	.....	.....
Grand Manan.....	18 Sept., 1876	James A. Pettis .....	18 Sept., 1876	100 00	.....	.....
Great Shemogue.....	17 May, 1875	John Avaré .....	10 May, 1875	100 00	.....	.....
Harvey.....	30 May, 1873	H. E. Graves.....	8 July, 1884	100 00	17 00	.....
Hillsborough .....	30 May, 1873	Nehemiah Bennett.....	30 Apr., 1874	150 00	41 50	.....
Ledge of St. Stephens...	30 May, 1873	Charles Young.....	22 Apr., 1876	100 00	8 00	.....
Letete, &c.....	22 Sept., 1883	Jos. Chambers.....	17 Sept., 1883	100 00	22 00	.....
Moncton.....	30 May, 1873	Vacant .....	.....	.....	.....	.....

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

## PROVINCE OF NEW BRUNSWICK—Concluded.

Name of Ports.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1885.		Amount paid over to Receiver-General.
				\$	cts.	\$	cts.	
Musquash.....	26 Mar., 1874	Samuel Hayward.....	26 Mar., 1874	100	00	39	00	.....
Newcastle.....	30 May, 1873	John Niven.....	7 July, 1873	300	00	229	00	.....
North Joggins.....	30 May, 1873	Vacant.....	.....	.....	.....	.....	.....	.....
Port Elgin and Baie Verte.....	6 Feb., 1873	Jacob Silliker.....	6 Feb., 1878	200	00	17	80	.....
Pokemouche.....	7 July, 1883	Vital Lousier.....	23 June, 1883	100	00	No return.....	.....	.....
Richibucto.....	30 May, 1873	James Alexander Jardine.	11 May, 1874	200	00	89	00	.....
Rockland.....	30 May, 1873	Vacant.....	.....	.....	.....	.....	.....	.....
Sackville.....	30 May, 1873	do.....	.....	.....	.....	.....	.....	.....
St. Andrews.....	30 May, 1873	John Wren.....	6 May, 1881	100	00	72	50	.....
St. George.....	30 May, 1873	Alexander Dick.....	29 Aug., 1884	100	00	22	50	.....
St. Martin's and Quaco	14 May, 1874	Joseph Carson.....	14 May, 1874	100	00	7	00	.....
Shediac.....	30 May, 1873	Alexander McQueen.....	19 May, 1876	300	00	80	00	.....
Shippegan.....	30 May, 1873	John De Grace.....	10 Aug., 1880	100	00	10	50	.....
Tracadie.....	7 May, 1874	Vital Arceno.....	9 July, 1875	100	00	4	00	.....
West Isles.....	4 Feb., 1879	Thos. K. Parker.....	4 Feb., 1879	200	00	10	00	.....

## PROVINCE OF NOVA SCOTIA.

Advocate.....	15 May, 1880	Samuel Morris.....	10 May, 1880	100	00	No return.....	.....
Annapolis.....	12 Mar., 1875	William Cummings.....	16 May, 1879	200	00	Nil.....	.....
Arichat.....	22 Apr., 1879	Francis Marneau.....	6 May, 1884	200	00	76	00
Baddeck.....	23 Sept., 1875	Stephen Atwater.....	15 Sept., 1875	100	00	13	00
Barrington.....	10 July, 1882	Thos. Banks.....	23 Nov., 1885	200	00	20	00
Bayfield.....	11 July, 1879	John McDonald.....	11 July, 1879	200	00	3	00
Bear River.....	25 Sept., 1874	William Fenwick Hennigar	22 Sept., 1874	100	00	29	50
Beaver Harbour.....	24 July, 1880	Leonard Jewers, sen.....	5 July, 1880	100	00	4	50
Big River.....	9 June, 1883	Donald McKenzie.....	28 May, 1883	100	00	No return.....	.....

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

## PROVINCE OF NOVA SCOTIA—Continued.

Name of Ports.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1885.		Amount paid over to Receiver-General.
				\$	cts.	\$	cts.	
Bridgewater .....	6 May, 1874	Joseph Robins Wyman. ....	6 May, 1874	100	00	72	00	.....
Bras d'Or, including New Campbelltown...	6 May, 1874	Francis Dunlap.....	6 May, 1874	200	00	3	50	.....
Cape Canso .....	6 June, 1876	William Walsh.....	6 June, 1876	100	00	73	00	.....
Cape Negro.....	18 May, 1881	A. D. Perry.....	18 May, 1881	200	00	7	50	.....
Chester.....	8 Sept., 1883	Arch. Evans.....	4 Aug., 1883	100	00	12	50	.....
Cheticamp .....	20 Apr., 1876	Fulgence Ancoine.....	15 Apr., 1876	100	00	2	50	.....
Clarke's Harbour.....	1 June, 1881	J. B. Brannen.....	1 June, 1881	200	00	20	00	.....
Clementsport.....	1 May, 1877	Thomas Tracey.....	1 May, 1877	100	00	8	50	.....
County Line to Grand Narrows .....	9 June, 1883	Hugh Campbell.....	28 May, 1883	100	00	Nil.		.....
Cow Bay.....	3 Mar., 1879	Hector McDonald.....	3 Mar., 1879	400	00	129	00	.....
D'Escousse.....	23 Jan., 1885	Peter Joyce.....	23 Jan., 1885	100	00	29	50	.....
Digby.....	19 Feb., 1878	James A. Hughes.....	19 Feb., 1878	300	00	26	50	.....
East Bay.....	25 Aug., 1883	Ronald Gillis .....	18 Aug., 1883	100	00	Nil.		.....
Gaberouse.....	3 Mar., 1879	John Hardy.....	3 Mar., 1879	100	00	3	50	.....
Glasgow and Cape Breton Pier.....	30 Oct., 1880	Angus McQuarrie.....	30 Oct., 1880	300	00	254	50	.....
Greville.....	13 Mar., 1880	James E. Hatfield.....	5 Mar., 1880	200	00	No return.		.....
Halifax.....	No proclamation required by Act .....	Edward O'Bryan.....	18 Mar., 1880	800	00	1540	00	.....
Hantsport.....	27 June, 1884	Edward Davison.....	27 June, 1884	200	00	138	50	.....
Ingonish, North Bay of.	22 Mar., 1881	William Thompson.....	24 Mar., 1881	200	00	Nil.		.....
Ingonish, South Bay of.	9 Oct., 1884	Thomas Donovan.....	9 Oct., 1884	100	00	do		.....
International Harbour.	30 Oct., 1880	Michael Neville.....	30 Oct., 1880	300	00	124	00	.....
Jordan Bay.....	25 Oct., 1876	Matthew Drips McKenzie...	25 Oct., 1876	150	00	16	50	.....
La Have.....	12 Mar., 1875	George Henry Zwicker.....	25 Feb., 1875	300	00	17	00	.....

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

PROVINCE OF NOVA SCOTIA—Continued.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1885.	Amount paid over to Receiver-General
				\$ cts.	\$ cts.	\$ cts.
L'Ardoise, Upper and Lower .....	22 Aug., 1884	George Burke .....	29 Aug., 1884	100 00	4 00	.....
Lingan.....	12 July, 1881	Thomas Laffin .....	12 July, 1881	200 00	47 50	.....
Liscombe.....	18 May, 1881	George Crooks .....	18 May, 1881	200 00	4 00	.....
Little Glace Bay.....	3 Aug., 1874	E. Douglas Rigby .....	8 May, 1884	200 00	184 00	.....
Little Narrows and Cranberry Pt.....	9 June, 1883	Norman Matheson .....	23 May, 1883	100 00	2 00	.....
Liverpool .....	19 Jan., 1877	Wm. A. Kenney .....	19 Jan., 1877	200 00	96 00	.....
Lockeport.....	18 May, 1881	E. A. Capstick .....	18 May, 1881	200 00	.....	.....
Louisburg .....	17 Mar., 1879	Patrick O'Toole .....	17 Mar., 1879	200 00	12 00	.....
Lunenburg .....	3 Dec., 1875	William Henry Begg.....	3 Dec., 1875	150 00	93 50	.....
Mabou .....	17 July, 1880	Finlay Rankin .....	23 June, 1880	100 00	.....	.....
McNair's Cove.....	12 Mar., 1875	Ronald McEachen .....	8 Mar., 1875	150 00	.....	.....
Maitland .....	26 May, 1885	Jacob E. Cann.....	26 May, 1885	100 00	2 50	.....
Margaretville.....	26 Mar., 1878	Robert Earley .....	26 Mar., 1878	100 00	.....	.....
Margaret's Bay.....	16 July, 1875	Francis Peter Boutillier....	9 July, 1875	100 00	.....	.....
Merigomish.....	26 Mar., 1878	W. C. Olding .....	26 Mar., 1878	100 00	10 50	.....
Meteghan River.....	10 Feb., 1883	Urbain Doucette .....	31 Jan., 1883	100 00	25 50	.....
Mill's Harbour.....	9 June, 1883	A. Hayman .....	28 May, 1883	100 00	No return .....	.....
Musquodoboit .....	19 May, 1882	David Williams .....	19 May, 1882	100 00	.....	.....
Neil's Harbour.....	28 Apr., 1876	Angus Buchanan.....	11 Apr., 1876	100 00	.....	.....
New Haven. ....	9 June, 1883	Francis Payne .....	28 May, 1883	100 00	.....	.....
Northport .....	27 June, 1882	John Burns .....	27 June, 1882	100 00	51 00	.....
Northwest Cove, Coleman's Cove and Aspotogan Harbour.....	22 Dec., 1876	William Murphy.....	20 Dec., 1876	200 00	.....	.....
Parraboro'. ....	22 Oct., 1873	Edward Walter Beaty.....	22 Oct., 1873	200 00	198 00	.....
Petite Rivière .....	7 July, 1883	Alex. D. Park .....	23 June, 1883	100 00	.....	.....
Plaster Harbour.....	6 May, 1874	Donald Fraser.....	6 May, 1874	200 00	No return .....	.....
Port George.....	1 May, 1877	Chas. B. Weaver.....	1 May, 1877	150 00	.....	.....
Port Hawkesbury.....	16 July, 1875	Daniel Henesey .....	9 July, 1875	200 00	97 50	.....

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

## PROVINCE OF NOVA SCOTIA—Continued.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1884.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Port Hood.....	16 July, 1875	John Murphy, jun.....	9 July, 1875	200 00	.....	.....
Port LaTour.....	14 Apr., 1881	Wm. Nickerson .....	14 Apr., 1881	200 00	7 50	.....
Port Mulgrave.....	8 Mar., 1876	Duncan Gillis .....	23 Mar., 1883	200 00	.....	.....
Port Medway.....	25 June, 1879	John W. Hall .....	19 Apr., 1884	200 00	.....	.....
Pubnico.....	27 Sept., 1882	D. Q. Amireau .....	27 Sept., 1882	100 00	42 00	.....
Pugwash.....	22 Oct., 1873	A. A. Stevens.....	22 Oct., 1873	100 00	32 50	.....
Ritcey's Cove .....	29 Sept., 1884	Joseph Ritcey .....	29 Sept., 1884	100 00	47 00	.....
River John .....	25 Mar., 1878	Henry Heighton .....	29 Oct., 1879	100 00	.....	.....
St. Ann's, including Fucher Cove.....	20 Apr., 1881	Jas. McKillop .....	28 May, 1883	200 00	10 50	.....
St. Mary's River .....	18 May, 1881	Jas. G. Pride .....	18 May, 1881	200 00	13 50	.....
St. Peter's. ....	24 Jan., 1881	Peter McNeill .....	17 Sept., 1883	200 00	60 50	.....
Sambro. ....	27 Dec., 1879	Joseph Martin .....	23 Dec., 1879	200 00	.....	.....
Sheet Harbour.....	14 May, 1874	Malcolm McFarlane.....	6 Dec., 1883	150 00	61 50	.....
Shelburne .....	27 Aug., 1877	John A. McGowan, jun.....	22 Jan., 1880	200 00	69 50	.....
Ship Harbour.....	2 June, 1884	Conrad Marks .....	2 June, 1884	100 00	9 50	.....
Smith's Mountain.....	9 June, 1884	James McGillot .....	28 May, 1883	100 00	No return	.....
South Bay, Ingonish.....	.....	Thos. Donovan .....	9 Oct., 1884	100 00	3 00	.....
Tatamagouche....	27 Feb., 1878	Washington Irving .....	18 Aug., 1881	200 00	8 00	.....
Tidnish .....	5 July, 1882	Charles Fields.....	30 June, 1884	100 00	23 50	.....
Torbay and Whitehaven	18 May, 1881	O. N. Feltmate .....	18 May, 1881	200 00	18 50	.....
Tusket .....	18 Mar., 1875	Forman Hatfield .....	1 Mar., 1875	100 00	.....	.....
Victoria Pier, Sydney..	25 July, 1884	York H. Barrington.....	25 July, 1884	200 00	219 50	19 50
Wallace.....	22 Oct., 1871	John H. Macnab.....	26 July, 1882	100 00	.....	.....
West Bay .....	8 May, 1881	John McInnes.....	8 May, 1884	100 00	0 50	.....
Whycocomagh.....	29 Oct., 1875	Neil McKinnon .....	8 Oct., 1875	100 00	2 00	.....
Yarmouth .....	18 Mar., 1875	Ebenezer Scott.....	19 Oct., 1877	250 00	238 00	.....

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

## PROVINCE OF PRINCE EDWARD ISLAND.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1885.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Alberton.....	15 July, 1874	George Wells.....	17 June, 1874	200 00	13 50	.....
Bay Fortune.....	10 Apr., 1875	John R. Coffin.....	29 Apr., 1878	200 00	.....	.....
Cape Traverse.....	23 May, 1884	Philip Irving .....	23 May, 1884	100 00	.....	.....
Cardigan River, including Cardigan Bridge..	2 July, 1878	Hercules McDonald .....	2 July, 1878	200 00	.....	.....
Cardigan River, from head of river to north bank Mitchell River...	2 July, 1878	Allan Campbell.....	14 June, 1893	200 00	.....	.....
Cove Head.....	15 May, 1880	Jas. D. McMillan.....	15 May, 1880	100 00	.....	.....
Charlottetown .....	15 July, 1874	David Small .....	17 June, 1874	400 00	218 50	.....
Crapaud .....	15 July, 1874	Wesley Myers.....	17 June, 1874	200 00	.....	.....
Egmont .....	15 July, 1874	Alexander McArthur .....	17 June, 1884	200 00	.....	.....
Georgetown .....	15 July, 1874	John Haggart.....	22 Oct., 1877	200 00	42 00	.....
Grand River.....	10 Apr., 1875	Ronald S. McDonald .....	10 Apr., 1875	200 00	.....	.....
Grand River, down to and including Poplar Point and Chapel Wharf.....	10 Apr., 1875	John McMullen .....	16 May, 1879	200 00	.....	.....
Hillsborough .....	24 Mar., 1881	John Kelly .....	24 Mar., 1881	200 00	.....	.....
Malpeque.....	10 July, 1874	Edward Larkins .....	15 Aug., 1884	200 00	Nil.	.....
Miminegash.....	17 Apr., 1880	Richard McElroy .....	12 Apr., 1880	100 00	.....	.....
Montague Bridge.....	15 July, 1874	Daniel C. Campbell.....	17 June, 1874	200 00	12 50	.....
Murray River .....	15 July, 1874	Hugh McKay .....	8 May, 1884	200 00	8 50	.....
Murray Harbour.....	15 July, 1874	Wm. Millar.....	17 June, 1874	200 00	.....	.....
New London .....	15 July, 1874	George Mackenzie.....	17 June, 1874	200 00	.....	.....
North Pinette .....	15 July, 1874	Neil McLeod.....	17 June, 1874	200 00	.....	.....
Port Hill.....	15 July, 1874	James Ellis.....	17 June, 1874	200 00	2 00	.....
Pownal .....	10 July, 1879	A. A. Moore.....	10 July, 1879	100 00	0 50	.....
Rollo Bay .....	10 Apr., 1875	Charles Deagle .....	10 Apr., 1875	200 00	.....	.....
Rustico .....	17 May, 1875	Geo. W. McKay.....	12 Apl., 1881	200 00	4 50	.....
St. Peter's Bay .....	10 Apr., 1875	George Anderson .....	7 Dec., 1878	200 00	.....	.....

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

PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed	Amount collected in 1886.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Souris East and West...	10 Apr., 1875	John McCormack.....	25 Apr., 1879	200 00	43 00	.....
Summerside .....	15 July, 1874	Ronald Campbell. ....	17 June, 1874	200 00	30 00	.....
Tracadie .....	17 May, 1875	Donald Campbell. ....	31 Jan., 1881	200 00	Nil.	.....
Tryon.....	12 Apr., 1877	Alexander Howatt.....	12 Apr., 1877	200 00	.....	.....
Vernon River Bridge....	19 May, 1874	John Finlay .. .. .	9 Oct., 1884	200 00	4 00	.....
West River.....	17 May, 1875	Vacant.....	.....	.....	.....	.....

PROVINCE OF BRITISH COLUMBIA.

Burrard Inlet.....	4 Dec., 1876	Isaac Johns .....	4 Dec., 1876	400 00	195 50	.....
Nanaimo .....	10 Apr., 1875	E. Quennell .....	24 Oct., 1884	500 00	349 00	.....
New Westminster.....	23 Jan., 1880	G. Pettendreigh .....	12 July, 1881	400 00	46 00	.....
Quadra.....	17 Apr., 1877	John Kenny .....	17 Apr., 1877	300 00	.....	.....
Victoria and Esquimalt.	20 Mar., 1875	W. R. Clarke .....	23 Mar., 1881	600 00	263 50	.....

WM. SMITH,  
*Deputy Minister of Marine.*

OTTAWA, 1st January, 1886.

## APPENDIX No. 12.

REPORT OF THE PILOTAGE DISTRICT OF MONTREAL, FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1885.

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,  
MONTREAL, 15th January, 1886.

SIR,—I have the honour to submit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the Annual Report of the Pilotage District of Montreal, for the year ended 31st December, 1885.

There was no increase in the number of apprentice pilots during the year.

There were no deaths among the pilots on the active list, but two superannuated pilots died during the year, viz., Joseph Barnabé dit Lafrenière, who died on the 26th January, 1885, aged 72 years, and Placide Gaillardet, on 26th May, 1885, aged 69 years.

The following is a list, giving the name and age, of each pilot acting in this District under the authority of this Trust, with the earnings of each for the season of 1885.

No.	Name.	Age.	Earnings.	Remarks.
			\$ cts.	
1	Léville, Joseph.....	68	.....	Superintendent of Pilots.
2	Bouillé, Zéphirin.....	57	1,372 30	
3	Bélisle, Cyrille.....	58	1,009 77	
4	Lisé, Adolphe.....	56	569 40	
5	Raymond, George.....	56	898 94	Suspended.
6	Naud, Augustin.....	59	1,260 39	
7	Bélisle, Hubert A.....	55	350 73	
8	Dufresne, Athanase ..	52	1,062 79	
9	Dorval, J. B.....	54	236 50	
10	Bouillé, Louis H.....	59	1,000 00	Pilot, steamer "Montreal."
11	Gagnon, Pierre.....	58	1,079 21	
12	Bélisle, George.....	46	559 78	
13	Naud, Onésime.....	45	1,415 73	
14	Hamelin, J. Octave ..	52	1,435 38	
15	Chaudonet, Jos.....	45	1,555 17	
16	Bouillé, L. A.....	46	1,164 95	
17	Boudet, Prudent.....	44	1,228 72	
18	Bélisle, Elzéar.....	51	601 30	
19	Pleau, Joseph.....	48	689 92	
20	Brunet, Célestin.....	43	1,386 40	
21	Bélisle, Louis ..	40	472 30	
22	Gaiet, Dumas.....	45	192 91	
23	Groleau, Ulric.....	38	896 18	
24	Frenette, Alfred.....	46	846 55	
25	St. Armand, Alfred.....	42	623 49	
26	Bélangier, Phillipe ..	47	1,244 55	
27	Gagnon, Victor.....	47	399 41	
28	Perrault, Narcisse ..	48	1,498 14	
29	Toupin, Treflé.....	38	421 03	
30	Auger, Cléophas.....	39	1,489 58	
	Carried forward .....	.....	26,962 52	



NAME and Age of each Pilot in this District, &c.—*Concluded.*

No.	Name.	Age.	Earnings.	Remarks.
	Brought forward.....		\$ cts. 26,962 52	
31	Desjordy, François.....	41	388 32	
32	La Branche, Ferdinand.....	40	1,308 91	
33	Perrault, David.....	44	408 47	
34	Gauthier, Alexis.....	39	1,055 06	
35	Bouillé, Louis Z.....	37	1,209 89	
36	Toupin, Joseph.....	36	807 97	
37	Gauthier, Laurent.....	36	1,239 16	
38	Arcand, Jean.....	33	572 35	
39	Nault, Delovole.....	34	1,022 93	
40	Gauthier, Wilbrod.....	34	1,249 54	
41	Mayrand, Louis.....	38	381 91	
42	Dufresne, George.....	37	442 33	
43	Arcand, Norbert.....	33	858 37	
44	Toupin, Uldoric.....	31	609 08	
45	Bouillé, Tancrede.....	32	648 75	
46	Arcand, Nestor.....	30	623 99	
47	Naud, John.....	29	570 21	
48	Dussault, Joseph.....	30	614 66	
	Total.....		40,974 35	

The foregoing amount was received from the following sources:—

*British.*

Steamers.....	\$36,207 09	
Sailing vessels.....	2,833 65	
		<u>\$39,040 74</u>

*Foreign.*

Steamers.....	\$ 754 13	
Sailing vessels.....	1,179 48	
		<u>1,933 61</u>
Total.....		<u><u>\$40,974 35</u></u>

The following list shows the name and age of each Apprentice Pilot serving his time under the authorities of this Trust:—

No.	Name.	Age.	Residence.
1	Alphonse Cossette.....	37	Champlain.
2	Gédéon Groleau .....	33	Grondine.
3	Néré Belisle .....	33	Deschambault.
4	Hubert Perrault .....	36	Montreal.
5	Audilon Portelance .....	32	Grondine.
6	Leboire Perrault.....	36	Deschambault.
7	Joseph Hurteau.....	25	Contrecoeur.
8	Wiltred Raymond .....	31	Deschambault.
9	Adolphe Richard .....	37	Contrecoeur.
10	Joseph Langlois .....	30	Pointe aux Trembles ( <i>en bas</i> ).
11	Edouard Perrault.....	35	Deschambault.
12	Lydoric Bouillé.....	28	do
13	Elié Bouillé .....	26	do
14	N. Edson Angers.....	35	do
15	Honoré Dusseault.....	32	do
16	Narcisse Paquet.....	31	do
17	Jean Baptiste Nadeau .....	27	Lévis.
18	Arthur Brière .....	28	Portneuf.
19	Aubert Naud .....	31	Deschambault.
20	J. Sifroy Labranche .....	29	Portneuf.
21	Alexis Perrault .....	23	Deschambault.

The only accident to vessels during the past season, which necessitated the holding of an investigation, was that of the steamship "Montreal," which steamer, on the 26th September, while on her way to Quebec in charge of Pilot George Raymond, when in the vicinity of St. Antoine, grounded so heavily as to cause her to leak, and on her arrival at Quebec, it was found by the divers that she was somewhat damaged. After temporary repairs she proceeded on her voyage to Liverpool, which port she reached in safety. An investigation, being asked for, was held; from the evidence submitted, it appeared that the pilot was out of the channel, and it was ordered that he be suspended from exercising his functions as pilot until 30th June, 1886.

The following is the Tariff of Pilotage now in force in the Pilotage District of Montreal, viz. :—

Quebec to Montreal, and <i>vice versa</i> .	Downwards.	Upwards.
Pilotage of vessels in tow of steamers, for each foot of draft of water.....	\$ cts. 2 00	\$ cts. 2 00
do propelled by steam do .....	2 50	2 50
do under sail do .....	4 20	2 80
Moving a vessel from one wharf to another in the harbour of Montreal, or from foot of the current of St. Mary into the harbour .....	5 00	5 00

The amount received by the Harbour Commissioners, as the Pilotage Authorities of this District, was as follows;—

For Poundage, 5 per cent. on the earnings of pilots.....	\$2,049 54
Sundry poundage from Three Rivers, for 1884 and 1885.	44 13
Sundry poundage.....	1 16
Interest on investments .....	2,211 69
	\$4,306 52

The disbursements for pensions to old and infirm pilots and widows of pilots were..... \$2,542 00

I have the honour to be, Sir,

Your obedient servant,

H. D. WHITNEY,

*Secretary.*

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

## APPENDIX No. 13.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC, FOR THE  
CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

QUEBEC; 9th January, 1886.

SIR.—In compliance with the requirements of section 24 of the "Pilotage Act, 1873," 36th Victoria, chapter 54, I have the honour to submit the following report of the Quebec Harbour Commissioners, as Pilotage Authority, for the year 1885:—

The operations of the year opened on the 20th April by the departure of eight pilots, who were conveyed to the stations by the Intercolonial Railway. On the 2nd May, one of the pilot schooners left with fifteen pilots. Another schooner left on the 8th of same month with twenty-six pilots, and was followed, on the 13th, by a schooner carrying thirty-two pilots. On the 16th of the same month thirty-one pilots left by train, and two days after twenty-one were despatched by the same conveyance.

The various pilot stations were, as usual, supplied during the season, through the railway and the pilot schooner, and the service has been performed to the satisfaction of the Commissioners.

## OLD PILOTS.

Under the 36th section of the "Pilotage Act, 1873," all the old pilots, thirty-seven in number, who had attained the age of 65 and over, were summoned to appear before the Commissioners, in order to establish whether they could be continued in the exercise of their duties for another year. Thirty-four of them were found able to perform their duties and were consequently left on the active list, and the three others, Charles Bernier, Isaac Marticotte and Joseph Boucher *dit* Morency, were placed on the pension list, the Commissioners, after a careful examination, having declared them unfit to pilot any more.

The three pilots thus placed on the pension list were in active service, the first, Bernier, during 49 years; the second, Marcotte, during 44 years; and the third, Boucher *dit* Morency, during 43 years.

## PENSION LIST.

During the year four pilots have been added to the pension list:—Louis Cottin Dugal, Edouard Labrecque, Dominique Verreault and Narcisse Forgues.

The first, Dugal, had attained the age of 75 when he was superannuated, and had been in the active service during a period of 46 years; the second and the third, Labrecque and Verreault, were both aged 65, and had been in active service the first during 42 years and the other during 40 years, and the fourth, Forgues, was in his 64th year, and had completed his 41st year of service at the date of his superannuation.

## TRIALS.

Five pilots have been tried during the season of navigation on complaints lodged by ship masters, and two on complaints lodged by the Corporation of Pilots, for infringement of their regulations.

One of the annexures accompanying this report conveys all the particulars as to the nature of the complaint and the result of the trial in each case.

A complaint lodged against the pilot Jean Baptiste Talbot by Captain Olsen for the grounding of the barque "Ocean" was allowed to be withdrawn after an interview with the Commissioners, at which were present Captain Olsen himself and his agent, Mr. Hans Hagens. Captain Olsen declared during the interview that he had applied to withdraw his complaint because he was satisfied that the grounding of his barque, which had sustained very light damages, was the result of a pure accident, and not from want of due care and skill on the part of the pilot. To a question which was put to him as to whether a compromise had been made with the pilot by which he would abandon his claim for the pilotage of the barque if the complaint was withdrawn, Mr. Hagens answered that no such agreement had been made, and that the regular fees would be duly paid.

#### APPRENTICE PILOTS.

The list of the apprentice pilots remains the same as in 1884, and the Commissioners hope that all which is stated under that heading in the report for that year, as to the necessity of amending the 21st section of the 12th Victoria, chapter 114, will be taken into consideration, when you will be satisfied that the law should be altered.

#### SURVEY OF THE NORTH AND SOUTH CHANNELS OF THE ST. LAWRENCE BY THE APPRENTICE PILOTS.

The Commissioners are still more impressed than ever with the importance of reviving the old practice of sending twice every year the apprentice pilots on a survey of the north and south channels of the St. Lawrence. This matter has always been the subject of their attention, and they regret very much that they have not been able to obtain the use for that purpose of one of the Government steamers. They, however, consider it their duty to confirm what they have previously communicated to your Department in reference to that question, the thorough study by the apprentices of those two channels being, in their opinion, of the greatest consequence.

#### GAS BUOYS.

The Commissioners, in January, have conveyed to your predecessor their thanks for having been the means of introducing into the Dominion two of the celebrated Pintch's gas buoys, with the bell attachment, which have been of immense advantage to the shipping interest, requesting, at the same time, that those two buoys be located for the future, one on Barret's Ledge and the other on the east end of White Island Shoal.

In the same communication the Commissioners state that, in their opinion, three more gas buoys of the ordinary system would be of the greatest service if they were located as follows: one in the Channel Patch Traverse, one in the patch east end of DeBeaujeu Bank, and the last on the west end of the same bank. They expect that this question will be favourably considered by your Department, and that those three dangerous places to the navigation will be provided with the desired buoys.

#### COMPLAINTS INVESTIGATED:

In August the Acting Deputy Minister, Mr. Hardie, communicated to the Commissioners, with request to enquire and report thereon, a copy of a letter addressed to your Department from the firm Anderson, McKenzie & Co., of Montreal, in which they complain that the barque "Piscataqua" had not been able to secure a pilot on her inward trip, which had just taken place.

This complaint has been thoroughly investigated, and the Commissioners have had the satisfaction of establishing that Messrs. Anderson, McKenzie & Co., had not been properly informed, and that the complaint was unfounded.

Captain John Morris, master of the barque "Ruby," having complained against the conduct of the party who was in charge of the pilot schooner No. 4, on the 18th September, being charged by him with having not obeyed to his signal for a pilot, this matter was investigated, and the Commissioners have established to their entire satisfaction that the complaint was unfounded.

An investigation was also held on a complaint lodged by Captain Thos. Elridge, master, barque "Kate Cann," against the Corporation of Pilots, with reference to a certain charge made by them for extra pilotage, which is not specified in their tariff, and the Commissioners having come to the conclusion that the charge complained of had been too high, orders were given to refund the two-thirds of it.

The last complaint which the Commissioners were called upon to investigate was the one against the whole pilotage system of the Lower St. Lawrence, lodged by Captain S. R. Chandler, master of the S.S. "Camden," addressed by him to the Chairman of the Montreal Board of Trade, and subsequently transmitted to your Department by the Secretary of the Board, and referred to the Commissioners.

The Commissioners have taken cognizance of Captain Chandler's letter, and they are surprised that he has signed a document containing such sweeping assertions, which have proved entirely unfounded and most uncalled for. They hope that their reply thereon has been accepted by your Department as satisfactory and covering all the points raised by Captain Chandler.

#### DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting held the 10th December, the pilots have elected as directors to their corporation for the ensuing year Messrs. Nestor Lachance, Auguste Couillard Desprès, Arbel Bernier, Laurent Godbout, Louis E. Morin and Jos. Th. Couillard, and subsequently Mr. Louis E. Morin has been elected president by the directors.

The accompanying statement contains all the information yearly conveyed to your Department in connection with the Pilotage Authority of this district.

In conclusion, I am happy to have to state, that no death has occurred amongst the pilots during the year.

I have the honour to be, Sir,

Your most obedient servant,

A. H. VERRET,

*Secretary-Treasurer.*

To the Honourable GEO. E. FOSTER,  
Minister of Marine and Fisheries, &c., &c., &c.,  
Ottawa.

## QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1885, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act of 1873, 36 Vic., chap. 54.

Names of Pilots tried.	Nature of Complaints.	Dates of Trials.	Result.
Ovide Dick .....	For having, on the 30th May, insulted one of the directors of the Corporation of Pilots in their office.	6th June.....	Found guilty, and fined \$20 and costs.
François Godreau..	For having, on the 17th May, ran ashore the ss. "Cacouna" near White Island, south of Hare Island reef, and below Brandy Pot.	6th June.....	Found guilty, and suspended for the space of 12 calendar months. Suspension to be computed from the date of the stranding of the steamship.
Jean Epte. Pouliot.	For having, on the 3rd July, ran ashore, on Barrett's Ledge, the steamship "Saltburn."	27th July.....	Found guilty, but, on account of his previous good record as a pilot, is only fined \$20 and costs.
Ovide Dick .....	For having, on or about the 4th August, while suffering under the effects of drink, taken charge of the steamship "West Cumberland," and, in consequence of said effects of drink, of having been unable to perform the duties he had undertaken to perform in taking charge of said steamship.	1st and 15th September.	Found guilty, and suspended for the remainder of his life.
Louis/Honoré Lapierre .....	For having, on the 21st August, ran ashore, in the Traverse, the ship "Mary Stewart."	3rd September.	Found guilty, and suspended for nine calendar months.
Edouard Turgeon..	For having, on the 6th October, collided the barque "Schweigaard" with a bateau, alongside Blais' boom.	14th & 19th October.	Found guilty, and fined \$10 and costs.
Michel Guénard ...	For having, on the 25th September, infringed the by-laws of the Corporation of Pilots in piloting and moving the vessel "Ruby" without having been chosen by the directors of the corporation, and having performed said work out of his turn.	23rd November.	Found guilty, and fined \$20 and costs.
do ...	For having, on the 30th September, infringed the by-laws of the Corporation of Pilots in taking charge and piloting the vessel "Oneota," on her downward trip, out of his turn, and without having been chosen by the directors of the corporation.	23rd November.	Found guilty, and fined \$10 and costs.

Certified,

A. H. VERRET,  
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 9th January, 1886.

## APPENDIX No. 14.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1885.OFFICE OF PILOT AUTHORITY, DOMINION OF CANADA,  
DISTRICT OF ST. JOHN, N.B., 7th January, 1886.

SIR,—Find herewith our annual returns of pilotage, &c., for this district, for the year ended the 31st December, 1885.

The Board would call your attention to the fact that they are as yet without advice in regard to the amended by-law forwarded to your Department on the 24th November last.

As the by-law is essential to the successful working of the Pilotage Act in this district, we would feel pleased to hear of its approval.

I have the honour to be, Sir,

Your obedient servant,

J. U. THOMAS,

Secretary.

WM. SMITH, Esq.,  
Deputy Minister of Marine, &c.,  
Ottawa.

RATES OF PILOTAGE in force 31st December, 1885, for the Pilotage District of St  
John, N.B.*On all Sailing Vessels.*

Inward :—1st District.....	\$1.00	per foot draft of water.
2nd do .....	1.25	do
3rd do .....	1.50	do
4th do .....	1.75	do
5th do .....	2.25	do
Outwards :—To Partridge Island.....	1.25	do
Down the Bay of Fundy.....	2.00	do

## TRANSPORTING.

100 tons and under.....	\$1.50
Over 100 tons and under 200 .....	2.00
do 200 do 300 .....	3.00
do 300 do 400.....	4.00

and 25 cents additional for every fifty tons such vessel shall measure over 400 tons.



*On all Steamers.*

Inward:—1st District.....	\$1.40	per foot draft of water.
2nd do .....	1.80	do
3rd do .....	2.20	do
4th do .....	2.50	do
5th do .....	3.10	do
Outward:—To Partridge Island.....	1.75	do
Down the Bay of Fundy.....	2.75	do

**TRANSPORTING.**

100 tons and under.....	\$2.00
Over 100 tons and under 200.....	2.50
do 200 do 300.....	3.75
do 300 do 400.....	5.00

and 30 cents additional for every fifty tons such steamer shall measure over 400 tons.

RATES OF PILOTAGE in force 31st December, 1885, for that part of the Pilotage District of St. John called the Harbour of Musquash.

*On all Sailing Vessels.*

Inward:—1st District .....	\$1.75	per foot draft of water.
2nd do .....	2.00	do
3rd do .....	2.25	do
4th do .....	2.50	do
Outward:—1st do .....	1.00	do
Down the Bay of Fundy . . . . .	2.00	do

RETURNS of Vessels entering and leaving the Port of St. John, N.B., subject to pilotage for the year ended this day.

Schooners .....	287
Brigs and brigantines.....	60
Barks and barkentines.....	129
Ships.....	30
Steamers.....	32

Total..... 538

Amount of pilotage received..... \$22,981 51

*British.*

Schooners .....	95
Brigs and brigantines.....	53
Barks and barkentines.....	105
Ships .....	26
Steamers.....	25

Total..... 304

Amount of pilotage received..... \$14,804 10

*Foreign.*

Schooners .....	192
Brigs and brigantines.....	7
Barks and barkentines.....	24
Ships.....	4
Steamers.....	7

Total ..... 234

Amount of pilotage received. .... \$8,177 41

## RECEIPTS and EXPENDITURES for the year ending this day.

*Receipts.*

License to 38 pilots, at \$5.....	\$ 190 00	
“ 1 pilot (arrears, 2 years), at \$5.	10 00	
“ 6 boats, at \$10 .....	60 00	
		<u>\$ 260 00</u>
25c. per ft. on outward pilotage from Port of St. John, N.B., to date.....	\$ 1,834 18	
25c. per ft. on outward pilotage from Port of Musquash to date .....	15 63	
		<u>1,849 81</u>
Outward pilotage—		
Schr. “Clifton” (not paid pilot) .....	12 00	
		<u>\$ 2,121 81</u>

*Expenditures.*

Pensions to 4 pilots .....	\$ 400 00	
“ 7 widows.....	558 66	
“ 2 children .....	30 00	
Auditing accounts for 1884 .....	25 00	
“ to death of the late Secre- tary and Treasurer.....	10 00	
J. & A. McMillan, printing, &c.....	24 25	
Salary of the late Secretary and Treasurer to the 26th May, 1885, at \$800 per annum	320 00	
L. R. Harrison, legal advice.....	20 00	
Customs, Record of, pilot boats ..	1 44	
Salary of the Secretary-Treasurer from the 26th May to 31st December, at \$800.....	480 00	
Rent of office, fuel, &c., 1 year to date.....	200 00	
		<u>2,089 35</u>
Balance.....		32 46
		<u>\$ 2,121 81</u>

PILOTS Licensed for the Pilotage District of St. John, N.B., for the year 1885.

Name.	Age.	Residence.	Name.	Age.	Residence.
Patrick Traynor .....	59	St. John, N.B.	John Spears, 3rd .....	38	St. John, N.B.
Thomas Traynor .....	32	do	Charles Daley .....	49	do
Samuel Rutherford .....	53	do	William Lahey .....	56	do
Geo. P. Mulherrin .....	37	do	Richard Cline .....	60	do
James Casseby .....	38	do	James McPartland .....	51	do
Edward J. Fletcher.....	58	do	James S. Spears .....	40	do
John Spears, 2nd .....	38	do	Thomas J. Stone .....	32	do
Joseph Doherty.....	39	do	James E. Mantle .....	39	do
John L. O. Sherrard .....	51	do	Robert Thomas .....	44	do
James Doyle.....	49	do	William Quinn .....	38	do
Henry Spears.....	34	do	Philip G. Doody .....	45	do
John Thomas.....	37	do	Daniel Mulherrin .....	59	do
James Murray .....	44	do	William Miller.....	34	do
Henry Thomas.....	54	do	Alfred Oline.....	28	do
John Scott .....	68	do	William Scott .....	29	do
John Sproul .....	49	do	Bartholomew Rogers .....	28	do
Richard Scott* .....	34	do	James Bennett .....	28	do
Patrick Conlin .....	35	do	Martin Spears .....	28	do
James Reed .....	39	do	John McAnulty† .....	47	Musquash, N.B.

\* Paid 3 years, \$15.

† Licensed for Musquash only.

J. U. THOMAS,

*Secretary.*

APPENDIX No. 15.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

STATEMENT of number of Vessels brought from and taken to Sea by each Pilot, and amount of Fees collected, Season of 1885.

Pilots' Names.	British Vessels Inward.		British Vessels Outward.		Foreign Vessels Inward.		Foreign Vessels Outward.		Total Vessels.	Total Amount Fees.
	No.	Amount Fees. \$ cts.	No.	Amount Fees. \$ cts.	No.	Amount Fees. \$ cts.	No.	Amount Fees. \$ cts.		
Timothy Daly.....	1	14 00	1	19 20	6	87 40	6	104 80	7	225 40
Wm. H. Daly.....										
Michael Daly.....										
Nazaire Hachey.....					9	145 20	9	157 00	9	302 20
Fabien Hachey.....					4	58 80	4	68 00	4	126 80
Fred. Ronalds.....	1	14 00	1	19 20	19	291 40	19	329 80	20	654 40

EDWARD HICKSON,  
Secretary.

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**APPENDIX No. 16.**


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**REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF  
BUCTOUCHE, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1885.**

BUCTOUCHE, N.B., 10th January, 1886.

SIR,—As required by the provision of the 24th section of the Act 35 Victoria, chapter 54, respecting pilotage, I herewith transmit to you the pilotage returns for the district of Buctouche for the year ended 31st December, 1885, which I hope you will find satisfactory.

I have the honour to be, Sir,

Your obedient servant,

JOHN C. ROSS,

*Secretary to Buctouche Pilotage Authority.*

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

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**PILOTAGE RETURNS, DISTRICT OF BUCTOUCHE, PROVINCE OF NEW BRUNSWICK, FOR THE  
YEAR 1885, ACT 36 VIC., CHAP. 54, SEC. 34.**

1st. Names and ages of pilots licensed :—

	Age.
John S. Dixon.....	52
Caliste Leclère.....	52
Thadée Pellerin.....	49
Matthew Smith.....	46
John G. Smith.....	39

2nd. The above named pilots are all licensed to undertake the pilotage of vessels of every description within and throughout the Pilotage District of Buctouche.

3rd. Pilotage dues are charged as per section 12 of rules and regulations for the district, viz. : One dollar and fifty cents (\$1.50) per foot draught of water, both inward and outward bound.

4th. Total amount of pilotage dues paid during the year, \$271.50, of which there was paid by British vessels, \$141.75, and by foreign vessels, \$126.75, all at the rate of \$1.50 per foot for inward and outward pilotage.

5th. The pilotage dues, as above, were paid to the different pilots who performed their duties as such to the respective vessels.

6th. No new licenses were granted or expenses incurred during the year by the Pilotage Authority.

JOHN C. ROSS,

*Secretary to Buctouche Pilotage Authority.*

APPENDIX No. 17.

PILOTAGE RETURNS FOR THE PILOTAGE DISTRICT OF THE COUNTY OF CHARLOTTE, FOR THE YEAR 1885.

Pilots Licensed.	Residence.	District Acting in.
Wellington Cline ...	Parish West ...	County of Charlotte.
Joseph Boyd ...	Campo Bello ...	do
Thomas Conley ...	Dufferin ...	do

Pilot Boats Licenses.

Pilot schooner "Frederick Taylor," 12½ tons, Boyd, Master, for County of Charlotte.

Amount of Pilotage collected by Pilots for the Year 1885.

Name of Pilot.	British Vessels.	Foreign.	Total Amount.
Joseph Boyd .....	\$ 303 80 .....	\$ 21 80 .....	\$ 325 60
Wellington Cline, not acting.			
Thomas Conley, dead.			

Receipts by Commissioners.

1 license for pilot boat.....	\$5 00
2 regulations.....	2 00
	<u>\$7 00</u>

Charges.

Stationery and postage.....	\$0 50
Commissioner, St. Stephen and St. George .....	2 00
Commissioner and Secretary at St. Andrew's.....	4 50
	<u>\$7 00</u>

Rates of Pilotage.

- Longest pilotage distance, inward or outward...\$2.25 per foot draft of water.
- Second do do ... 1.50 do
- Third do do ... 1.50 do
- From or to Campo Bello, 20c. per foot less than above rates.
- Fourth pilotage distance, inward or outward, \$1.00 per foot draft of water.
- From 1st November to 1st April, 20c. per foot in addition to above rates.
- Harbor pilotage, up to 300 tons, \$2.50; above 300 tons, \$3 each vessel.
- River pilotage inside St. Andrew's Bay: Vessels up to 200 tons, \$4; over 200 and up to 300 tons, \$5; over 300 and up to 400 tons, \$6; over 400 tons, \$8.
- River pilotage, St. Andrew's Bay to any harbor in the county: Vessels under 200 tons, \$6; 200 and under 300 tons, \$8; 300 and under 400 tons, \$10; over 400 tons, \$12.

C. E. O. HATHEWAY, Commissioner and Acting Secretary.

St. Andrew's, N.B., 31st December, 1885.

## APPENDIX No. 18.

PILOTAGE RETURNS FOR THE PILOTAGE DISTRICT OF MIRAMICHI,  
N.B., FOR THE YEAR ENDED 31st DECEMBER, 1885.

VESSELS reported inward .....		190
British steamers.....	8	
Sailing vessels.....	69	
	<u>77</u>	
Foreign sailing vessels .....		113
Vessels reported outward.....		181
British steamers .....	8	
Sailing vessels.....	60	
	<u>68</u>	
Foreign sailing vessels .....		113
Vessels removed.....		161
British steamers.....	7	
Sailing vessels.....	28	
	<u>35</u>	
Foreign sailing vessels .....		126
Extra services .....		9
British.....	4	
Foreign .....	5	
	<u>9</u>	
Total amount of pilotage inward.....		<u>\$5,393 12</u>
British steamers.....	\$ 513 03	
Sailing vessels.....	1,770 21	
	<u>\$2,283 24</u>	
Foreign sailing vessels .....		3,109 88
Total amount of pilotage outward.....		<u>\$6,160 56</u>
British steamers.....	\$ 318 00	
Sailing vessels.....	1,910 50	
	<u>\$2,228 50</u>	
Foreign sailing vessels.....		3,932 06
Total amount of removals .....		<u>\$ 766 50</u>
British steamers.....	\$ 30 00	
Sailing vessels.....	143 50	
	<u>\$ 173 50</u>	
Foreign sailing vessels.....		593 00
Total amount for extra services.....		<u>\$ 39 00</u>
British.....	\$ 16 00	
Foreign.....	23 00	
	<u>39 00</u>	

NOTE.—The difference between number of vessels inward and outward is caused by vessels under 80 tons taking pilots inward, but going out without pilots.

List of Pilot Boats licensed.

No.	Name of Boat.	Tonnage.	Captain.	When first Licensed.	When last Licensed.
11	May Queen .....	22·50	Angus McEacheran..	May, 1878 .....	May, 1885.
13	Two Brothers .....	25·00	Geo. T. Tait.....	do 1878.....	do 1885.
14	Empress.....	25·59	F. Martin .....	do 1878.....	do 1885.
15	Princess Louise.....	20·85	Robert J. Walls .....	do 1879.....	do 1885.

STATEMENT of Receipts and Expenditures.

*Receipts.*

Pilotage inward .....	\$ 5,393 12
do outward.....	6,160 56
Removals .....	766 50
Extras .....	39 00
	<u>\$12,359 18</u>

*Expenditure.*

Paid W. J. Anslow, printing account .....	\$ 4 00
Jas. Henderson, surveys on boats.....	10 00
Rent of Pilot Master's office.....	20 00
Jos. Jimmo, pension.....	100 00
Alex. Martin do .....	100 00
J. L. Stewart's account, printing.....	5 00
3 per cent. commission on \$12,359.18 (Secretary-Treasurer) .....	370 77
31 pilots, \$379.41 each.....	11,749 41
	<u>\$12,359 18</u>

WM. PARK, *Chairman,*

R. R. CALL, *Secretary-Treasurer.*

NEWCASTLE, MIRAMICHI, N.B., 14th Dec., 1885.



**PILOTAGE Returns for the Pilotage District of Miramichi, N.B. for Year ended  
31st December, 1885.**

No.	Names of Pilots.	Ages.	For what Service Licensed.	Remarks.
2	Louis Jimmo .....	31	Full license .....	
4	Angus McEacheran .....	66	do .....	
5	Mitchel Martin .....	58	do .....	
6	Francis Martin .....	51	do .....	
7	Maxime Martin .....	40	do .....	
9	Angus McLean .....	52	do .....	
10	Alexander Wilson .....	39	do .....	
11	Robert J. Walls .....	34	do .....	
12	George Savoy .....	41	do .....	
13	Reuben Nowlan .....	41	do .....	
14	John McEacheran .....	35	do .....	
15	Charles McLean .....	46	do .....	
17	John Brown .....	74	do .....	
20	Oliver Foster .....	44	do .....	
22	William Walls .....	31	do .....	
23	William Tait .....	62	do .....	
24	Allan McEacheran .....	51	do .....	
26	John McCallum .....	33	do .....	
27	James Nowlan .....	34	do .....	
28	Dudley P. Walls .....	39	do .....	
29	George Sutton .....	34	do .....	
30	James A. Nowlan .....	30	do .....	
31	George T. Tait .....	28	do .....	
32	Jos. Jimmo, jun .....	30	do .....	
33	Jas. McCallum .....	41	do .....	
34	Allan McEacheran, jun .....	26	do .....	
35	John Martin .....	26	do .....	
36	Asa Walls .....	26	do .....	
37	William Walls, jun .....	28	do .....	
38	John Nowlan .....	29	do .....	
39	Patrick Nowlan .....	26	do .....	

Rates of pilotage chargeable at Miramichi, N.B., on all vessels, British ~~for~~ Foreign—

When inward bound.....\$2 25 per foot.

And for all vessels propelled wholly or in part by steam, in addition to <sup>the</sup> above, 2 cents per net ton.

When outward bound.....\$2 00 per foot.

For every vessel taken to sea after 1st November, a bonus of \$4.

For the removal and mooring of any vessel—

For vessels not exceeding 100 tons.....\$1 50

do do 200 do ..... 2 00

do do 300 do ..... 3 00

do over 300 do ..... 4 00

and where the distance of removal exceeds 4 miles, 50 per cent. to be added to above rates.

Nationalities of vessels piloted inwards during season of navigation 1885—

British ..... 77

Norwegian ..... 57

Italian..... 25

Swedish ..... 11

German..... 9

Russian..... 6

French..... 3

American ..... 2

## APPENDIX No. 19.

REPORT OF THE PILOTAGE AUTHORITY FOR DISTRICT OF GLACE BAY,  
C.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

GLACE BAY, C.B., 9th February, 1886.

SIR,—I beg to enclose account of pilotage collected and received by pilots at this district for year ended 31st December, 1885, also list of pilots with license fees, &c., paid by them for same period.

I have been unable to obtain a list of the collections at Lingan for further back than September last, that being the date at which the present Commissioners took charge.

I have the honor to be, Sir,

Your obedient servant,

CHAS. H. RIGBY,

*Secretary, Pilot Commissioners.*

The Hon. Minister of Marine,  
Ottawa.

## NAMES of Pilots, Glace Bay District, and License Fees paid, 1885.

No.	Pilot.	Renewal License.	Boat License.	Remarks.
		\$ cts.	\$ cts.	
1	Edmond Petrie.....	3 00	5 00	} 10 pilots. 1 deck steamboat. 4 open boats.
2	Edward Petrie.....	3 00	1 00	
3	Edward Mahon.....	3 00	1 00	
4	Joseph Shanahan.....	3 00		
5	Allan McPherson.....	3 00	1 00	
6	James Farrell.....	3 00		
7	Thomas Ling.....	3 00		
8	Neil Robertson.....	3 00	1 00	
9	Alexander McLellan.....	3 00		
10	John Ryan.....	3 00		
	<b>Glace Bay, C.B.—</b>			
1	Patrick Laffin.....	3 00	1 00	} 6 pilots. 6 open boats.
2	Richard Hall.....	3 00	1 00	
3	Walter Handrigan.....	3 00	1 00	
4	Michael Lee.....	3 00	1 00	
5	Patrick Ryan.....	3 00	1 00	
6	John T. Laffin.....	3 00	1 00	
	<b>Lingan, C.B.—</b>			
		48 00	15 00	

RECAPITULATION.

No.	Description.	Tons Register.	Pilotage.	Total.
			\$ cts.	\$ cts.
4	Glace Bay— Foreign steamships.....	3,580	168 00	
15	British do .....	12,645	608 00	
3	Foreign sailing ships .....	1,322	41 50	
112	British sailing vessels.....	25,661	1,230 00	2,047 50
22	Lingan— British sailing vessels.....	2,669	176 00	176 00
				2,223 50
			\$ cts.	\$ cts.
	Glace Bay—			
	10 pilots' license fees.....		30 00	
	1 deck boat's license fees.....		5 00	
	4 open boats' do .....		4 00	39 00
	Lingan—			
	6 pilots' license fees.....		18 00	
	6 deck boats' license fees.....		6 00	24 00
				63 00

LIST of Vessels paying Pilotage, Port of Glace Bay, District of Glace Bay, C.B.

Date.	Vessels' Names.	Tonn'ge	Amount.	Name of Pilot.
1885.			\$ cts.	
May 6...	British schooner Novelty.....	97	7 50	J. Shanahan.
do 7...	Foreign steamship Minerva . . . . .	895	42 00	E. Petrie.
do 9...	British schooner Florilla.....	127	9 00	J. Shanahan.
do 15...	do do Gladys .....	148	3 00	J. Farrell.
do 15...	do brigantine Energy .....	193	3 50	J. Ryan.
do 16...	do steamship Summerside .....	223	16 00	E. Petrie.
do 18...	do schooner Sarah A. Townsend.....	149	6 00	J. Farrell.
do 19...	do do Ocean Star .....	125	9 00	do
do 19...	do do Flutly .....	95	5 00	J. Shanahan.
do 19...	do do A. E. McDonald.....	148	6 00	do
do 20...	do do Jas. Watson.....	85	5 00	E. Petrie.
do 20...	do do Sarah Elizabeth.....	94	5 00	A. McLellan.
do 21...	do do Albert L .....	97	5 00	A. McPherson.
do 23...	do brigantine Prince LeBoo.....	230	12 00	E. Petrie.
do 25...	do schooner Edmund.....	107	6 00	J. Farrell.
do 25...	do do Maria Catherine.....	87	2 50	do
do 25...	do steamship Benhope.....	1,030	48 00	do
June 1...	do schooner Veritas .....	119	6 00	J. Shanahan.
do 3...	do steamship Summerside .....	223	16 00	A. McLellan.
do 6...	do do Kite .....	190	14 00	J. Shanahan.
do 8...	do schooner Florilla .....	127	3 00	E. Petrie.
do 10...	do steamship Benhope .....	1,030	48 00	E. Mahon.
do 10...	do schooner O. A. O'Mullen.....	148	6 00	A. McPherson.
do 11...	do brigantine Zanoni.....	244	16 00	J. Ryan.

List of Vessels paying Pilotage, Port of Glace Bay, &c.—Continued.

Date.	Vessels' Names.	Tonn'ge	Amount.	Name of Pilot.
1885.			\$ cts.	
June 11...	Foreign steamship Minerva.....	895	42 00	E. Petrie.
do 12...	British schooner W. H. Hatfield.....	114	6 00	J. Shanahan.
do 13...	do bark Brothers and Sisters .....	655	34 00	A. McPherson.
do 15...	do do Cathella .....	391	16 50	J. Farrell.
do 18...	do do Lima .....	892	21 00	do
do 20...	do brigantine Prince LeBoo .....	230	8 00	J. Ryan.
do 20...	do schooner Veritas .....	110	6 00	E. Petrie.
do 23...	do do Marie Vigilante .....	114	9 00	do
do 24...	do steamship Benhope .....	1,030	48 00	A. McPherson.
do 24...	Foreign do Minerva .....	895	42 00	J. Farrell.
do 27...	British bark Prince Rupert.....	1,168	50 00	J. Shanahan.
do 27...	do brigantine Olive Branch.....	149	9 00	E. Petrie.
do 30...	Foreign do Waubun .....	491	13 00	do
July 2...	British schooner C. Graham .....	105	6 00	T. Ling.
do 3...	do do Marie Anna.....	177	6 00	A. McPherson.
do 3...	do bark Bachillors.....	655	17 00	E. Petrie.
do 3...	do do Hilda .....	566	14 00	J. Farrell.
do 4...	do brigantine Zanoni.....	244	16 00	T. Ling.
do 6...	do do M. G. Elkin .....	428	18 00	A. McPherson.
do 7...	do do Daisy Boynton .....	410	18 00	J. Ryan.
do 9...	do steamship Benhope .....	1,030	48 00	T. Ling.
do 11...	Foreign bark President Svdrup.....	445	12 00	J. Farrell.
do 15...	British do Susan .....	187	14 00	E. Petrie.
do 16...	do brigantine Arto .....	313	10 00	A. McLellan.
do 20...	do do Arbutus .....	396	16 50	do
do 21...	do do Mary A. Bliss.....	188	10 50	do
do 21...	do schooner Harmony .....	100	6 00	T. Ling.
do 21...	Foreign steamship Minerva .....	895	42 00	J. Farrell.
do 22...	British do Benhope.....	1,030	48 00	E. Petrie.
do 23...	do bark Lalia .....	390	5 50	J. Farrell.
do 27...	do brigantine Zanoni.....	244	8 00	T. Ling.
do 28...	do schooner Louisa .....	185	7 00	A. McPherson.
do 28...	do do Condor .....	86	4 00	do
do 28...	do do Zelia .....	125	6 00	E. Petrie.
do 31...	do steamship Prior .....	1,030	48 00	J. Farrell.
Aug. 4...	do brigantine Loyalist.....	347	15 00	E. Mahon.
do 5...	do steamship Benhope .....	1,030	48 00	A. McPherson.
do 7...	do brigantine Dawn .....	113	9 00	J. Shanahan.
do 8...	do schooner Albani .....	110	9 00	do
do 12...	do do Susie E .....	98	5 00	N. Robertson.
do 13...	do do Condor .....	86	5 00	J. Shanahan.
do 14...	do do M. A. Nutter.....	290	9 00	N. Robertson.
do 15...	do do E. W. R .....	164	10 50	J. Shanahan.
do 16...	do do Marie Delphin.....	84	7 50	J. Ryan.
do 17...	do bark Wm. Owen .....	599	22 50	N. Robertson.
do 19...	do brigantine E. M. Mitchell.....	375	16 50	E. Mahon.
do 21...	do schooner D. A. Mader .....	85	2 50	J. Shanahan.
do 21...	do steamship Benhope .....	1,020	48 00	A. McPherson.
do 22...	do schooner Bonnie Bell.....	140	6 00	J. Shanahan.
do 24...	do do Annie Simpson.....	161	7 00	E. Petrie.
do 25...	do brigantine Endrick .....	324	5 00	J. Farrell.
do 25...	do bark Camilla .....	184	10 50	do
do 26...	do brigantine Eliza .....	205	8 00	A. McPherson.
do 26...	do schooner Veritas.....	111	3 00	J. Ryan.
do 26...	do brigantine Zanoni.....	244	16 00	E. Mahon.
do 27...	do do Mayflower.....	193	14 00	A. McPherson.
do 29...	do do Canadian .....	231	12 00	T. Ling.
do 31...	do bark Peticoodiac.....	682	34 00	E. Mahon.
do 31...	do schooner Dahlia.....	94	5 00	J. Ryan.
Sept. 4...	do steamship Prior .....	1,030	48 00	A. McPherson.
do 4...	do do Beahope.....	1,030	48 00	T. Ling.

## LIST of Vessels paying Pilotage, Port of Glace Bay, &amp;c.—Continued.

Date.	Vessels' Names.	Tonn'ge	Amount.	Name of Pilot.
1885.			\$ cts.	
Sept. 8...	British schooner Mary E. McLauchlan.....	167	7 00	J. Farrell.
do 9...	do do Arthur.....	122	6 00	T. Ling.
do 9...	do brigantine F. A. Clairmont.....	140	9 00	J. Shanahan.
do 14...	do do Zanoni.....	244	16 00	E. Mahon.
do 16...	do steamship Bonavista.....	836	40 00	J. Farrell.
do 16...	do bark Camellia.....	184	10 50	T. Ling.
do 18...	do do Belle of the Exe.....	232	16 00	J. Farrell.
do 21...	do brigantine Britannia.....	130	12 00	A. McPherson.
do 22...	do schooner Mary Matilda.....	97	7 50	E. Petrie.
do 24...	do do Dahlia.....	94	5 00	J. Ryan.
do 25...	do do Victory.....	97	5 00	do
do 28...	do do Nellie Parker.....	182	7 00	T. Ling.
do 28...	do brigantine Dahlia.....	127	12 00	J. Farrell.
do 29...	do schooner Annie Simpson.....	161	7 00	E. Petrie.
do 29...	do brigantine Echo.....	370	11 00	E. Mahon.
Oct. 1...	do barkentine Susan.....	187	14 00	A. McLellan.
do 3...	do brigantine Merna.....	245	16 00	do
do 6...	do schooner Oriole.....	124	12 00	do
do 8...	do bark Lottie.....	491	13 00	T. Ling.
do 8...	do schooner Mary E. McLauchlan.....	167	10 50	J. Shanahan.
do 8...	do bark Camellia.....	184	10 50	T. Ling.
do 13...	Foreign brigantine E. H. Williams.....	386	16 50	E. Petrie.
do 19...	British schooner W. H. Hatfield.....	114	9 00	J. Farrell.
do 21...	do bark Maria.....	228	16 00	E. Mahon.
do 23...	do schooner Veritas.....	111	6 00	A. McPherson.
do 23...	do do Mary Jane.....	79	4 00	do
do 23...	do do Annie Simpson.....	161	7 00	A. McLellan.
do 27...	do do Orinoco.....	298	18 00	J. Farrell.
do 28...	do do Zelia.....	125	9 00	J. Ryan.
do 29...	do steamship Cacouna.....	930	44 00	E. Mahon.
do 29...	do brigantine Merna.....	245	16 00	E. Petrie.
do 31...	do do Riberia.....	288	18 00	A. McPherson.
do 31...	do do Addie Benson.....	327	20 00	J. Farrell.
Nov. 2...	do do Zanoni.....	244	16 00	T. Ling.
do 10...	do barkentine Petunia.....	207	12 00	J. Shanahan.
do 12...	do schooner J. E. Pettis.....	291	9 00	E. Petrie.
do 16...	do steamship Jesmond.....	973	46 00	J. Farrell.
do 17...	do schooner Louisa.....	185	3 50	A. McPherson.
do 17...	do brigantine Mayflower.....	193	14 00	T. Ling.
do 20...	do barkentine Belle of the Exe.....	232	16 00	A. McLellan.
do 24...	do brigantine Zanoni.....	244	16 00	J. Farrell.
do 25...	do schooner Louisa.....	185	3 50	J. Ryan.
do 28...	do bark Rosina.....	185	7 00	A. McPherson.
do 28...	do brigantine Merna.....	245	16 00	T. Ling.
do 28...	do do Mayflower.....	193	14 00	do
Dec. 4...	do schooner Havelock.....	80	2 50	J. Farrell.
do 23...	do brigantine Glenorchy.....	297	9 00	A. McLellan.
do 24...	do do Merna.....	245	12 00	T. Ling.
do 31...	do do Canadian.....	231	12 00	J. Farrell.
			2,047 50	

List of Vessels paying Pilotage, Port of Lingan, District of Glace Bay, 1885.

Date.	Vessel's Name.	Tonn'ge	Pilotage.	Pilot's Name.
			\$ cts.	
1885.				
Oct. 8...	British schooner <i>Mattie D</i> .....	110	9 00	Walter Handrigan.
do 13...	do do <i>Mary L. Dunn</i> .....	179	14 00	John T. Laffin.
do 17...	do brigantine <i>F. A. Clairmont</i> .....	140	9 00	Patrick Laffin.
do 27...	do do <i>Advance</i> .....	234	16 00	do
Sept. 9...	do do <i>Arab</i> .....	115	6 00	Patrick Ryan.
do 10...	do schooner <i>Gladys</i> .....	148	3 00	Patrick Laffin.
do 12...	do do <i>Avis</i> .....	124	6 00	do
do 15...	do do <i>Canning Packet</i> .....	97	7 50	Patrick Ryan.
do 19...	do do <i>Wm. Jenkins</i> .....	103	6 00	do
do 21...	do do <i>Daphne</i> .....	136	9 00	Richard Hall.
do 21...	do do <i>Beulah</i> .....	102	6 00	Walter Handrigan.
do 25...	do brigantine <i>F. A. Clairmont</i> .....	140	9 00	Patrick Laffin.
do 26...	do schooner <i>Lettie M. Hardy</i> .....	97	2 50	do
do 26...	do do <i>Maria Catherine</i> .....	87	5 00	Patrick Ryan.
Nov. 4...	do do <i>Clifton</i> .....	218	16 00	Patrick Laffin.
do 5...	do do <i>Olio</i> .....	104	9 00	John T. Laffin.
do 9...	do brigantine <i>Atlanta</i> .....	143	9 00	Walter Handrigan.
do 11...	do do <i>F. A. Clairmont</i> .....	140	9 00	Patrick Laffin.
do 17...	do schooner <i>J. L. Crossley</i> .....	170	9 00	Patrick Ryan.
do 17...	do do <i>Maria Catherine</i> .....	87	5 00	Patrick Laffin.
do 20...	do do <i>C. Graham</i> .....	105	6 00	Walter Handrigan.
Dec. 2...	do do <i>Havelock</i> .....	92	5 00	Patrick Laffin.
22 British vessels.....		.....	176 00	

CHAS. H. RIGBY,  
Secretary, Pilotage Commissioners.

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 APPENDIX No. 20.
 

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 REPORT OF THE HALIFAX PILOTAGE COMMISSIONERS FOR THE  
 CALENDAR YEAR ENDED 31st DECEMBER, 1885.

HALIFAX, N.S., 9th January, 1886.

 SIR,—I have the honour to transmit herewith the pilotage returns for the district  
 for the year ended 31st December, 1885.

I am, your obedient servant,

F. D. CORBETT,

*Secretary-Treasurer.*

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

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Pilotage rates for the port of Halifax, N.S., from 1st November to 31st March:—

*Winter.*

	Inward.	Outward.
Vessels under 80 tons exempt.		
Vessels of 200 tons and under.....	\$ 9 60	\$ 6 00
do 200 tons to 300 tons.....	13 20	8 40
do 300 do 400 do .....	16 80	10 80
do 400 do 500 do .....	19 20	12 00
do 500 do 600 do .....	21 60	13 20

 Over 600 tons an additional 60 cents for every 100 tons (or fractional part thereof)  
 above 600 tons inwards, and 30 cents outwards.

Pilotage rates for the port of Halifax, N.S., from 1st April to 31st October:—

*Summer.*

	Inward.	Outward.
Vessels under 80 tons exempt.		
Vessels of 200 tons and under .....	\$ 8 00	\$ 5 00
do 200 tons to 300 tons.....	11 00	7 00
do 300 do 400 do .....	14 00	9 00
do 400 do 500 do .....	16 00	10 00
do 500 do 600 do .....	18 00	11 00

 Over 600 tons an additional 50 cents for every 100 tons (or fractional part thereof)  
 above 600 tons inwards, and 25 cents outwards.

RETURN of Vessels entered Outwards at the Port of Halifax, N.S., from 1st January to 31st December, 1885, subject to compulsory Pilotage Dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Bark.	Ship.	Steamer.	Tonnage.	Amount of Pilotage Dues.
7	33	.....	26	.....	337	489,001	\$ cts. 5,053 09

FOREIGN.

1	3	2	40	1	91	102,547	1,173 92
8	36	2	66	1	428	591,558	6,227 01

RETURN of Vessels entered Inwards at the Port of Halifax, N.S., from 1st January to 31st December, 1885, subject to compulsory Pilotage Dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Bark.	Ship.	Steamer.	Tonnage.	Amount of Pilotage Dues.
133	129	.....	25	.....	329	504,894	\$ cts. 9,987 85

FOREIGN.

9	7	2	40	1	93	110,785	2,107 30
142	136	2	65	1	422	615,679	12,095 15

STATEMENT of Superannuation Fund.

	\$ cts.
By Cash in Savings Bank, 1st January, 1885.....	2,435 33
Collected during 1885, and interest.....	440 01
	2,875 34
LESS.	
To Paid family of late Pilot Smith.....	\$60 00
do Nickerson.....	75 00
do Simmons.....	70 00
	205 00
By Balance at credit in Savings Bank.....	2,670 34



List of Pilots for Port of Halifax, N.S.

Name.	Residence.	Name.	Residence.
John Fleming .....	Ketch Harbour.	C. Glazebrook.....	Ferguson's Cove.
Jas. Holland.....	Duncan's Cove.	R. O'Neill.....	Halifax.
Wm. Baker .....	Halifax.	Wm. White.....	Ferguson's Cove.
Bernard Gallagher.....	do	Thos. Hayes.....	Herring Cove.
Daniel Martin.....	Ketch Harbour.	Thos. Reno.....	do
Joseph Reno.....	Herring Cove.	Chas. Martin.....	Sambro.
Patrick Hayes.....	do	John Johanson.....	Bear Cove.
Hugh Munro.....	do	Jas. Fleming.....	Ketch Harbour.
Jerry Holland.....	Duncan's Cove.	Dennis Murphy.....	Halifax. (Special license for Halifax Harbour in Imperial Gov. steamer)
Edward Byers.....	Ketch Harbour.	<i>Outports.</i>	
Jas. Hanrahan.....	Ferguson's Cove.	Joseph Smith.....	St. Margaret's Bay.
Wm. Beazley.....	do	Robert Martin.....	Ship Harbour.
John Hayes.....	Halifax.	Joseph Marks.....	Sheet do
Jas. Spiers.....	Ketch Harbour.		
John Beazley.....	Ferguson's Cove.		

STATEMENT of Receipts and Expenditure for Year ended 1885.

EXPENDITURE.		\$ cts.
To Amount paid Commissioners for 1884 .....		950 00
do Auditor for 1884 .....		30 00
Secretary's salary and office rent for 1885 .....		700 00
Printing, stationery and sundries for 1885.....		192 90
Surplus at credit of Pilotage Fund .....		3,117 80
		4,990 70
RECEIPTS.		
By Cash on hand 1st January, 1885.....		1,007 45
Amount at credit of Pilotage Fund in Savings Bank.....		1,910 75
5 per cent. commission on pilotage collected.....		862 58
Outward pilotage on ships having no pilots.....		1,193 60
Interest on cash deposited in Halifax Bank.....		16 32
		4,990 70
By Surplus at credit of Pilotage Fund.....		3,117 80

E. and O. E.

F. D. CORBETT,  
Secretary-Treasurer.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF SYDNEY, C.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

NORTH SYDNEY, C.B., 8th January, 1886.

SIR,—I beg to hand you herewith, returns of the Pilotage Authority of Sydney, for the past year.  
The Board of Commissioners, as re organized, has been working very satisfactorily and harmoniously since its appointment, and the change made by dividing the former district meets with general approval.

I have the honour to be, Sir,

Your obedient servant,

W. PURVES,

Sec.-Treas., Pilotage Authority of Sydney.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

NAME and Age of each and every Pilot for the District of Sydney, for the year 1885.

No.	Name.	Age.	No.	Name.	Age.
1	James Petrie .....	65	19	George Townsend .....	65
2	John Curran .....	58	20	Angus McNeil .....	42
3	John Brown .....	63	21	Hugh McGillvery .....	55
4	David Mullins .....	58	22	D. G. McGillvery .....	39
5	John Curran .....	59	23	John Carroll, jr .....	34
6	D. McGillvery (B) .....	66	24	George Brown .....	48
7	Thomas Doyle .....	65	25	Lawrence Connell .....	43
8	John Petrie .....	54	26	James Carroll .....	29
9	Con. Mullins .....	54	27	Dan'l Petrie .....	29
10	D. McGillvery (Big.) .....	66	28	John McNeil .....	33
11	Wm. Ratchford .....	48	29	Peter Burke .....	31
12	D. McGillvery .....	64	30	Jas. Shannahan .....	34
13	John Cann .....	35	31	Park Young .....	29
14	John Mullins .....	35	32	William Brown .....	28
15	Syl. Shannahan .....	43	33	Donald McInnes .....	59
16	Andrew Ratchford .....	41	34	G. D. Townsend .....	36
17	John Fraser .....	45	35	Thos. Ratchford .....	29
18	James McGillvery .....	35			

STATEMENT of Arrivals and of Pilotage received in the District of Sydney, C.B. during the year 1885.

NORTH SYDNEY.

No.		Tonnage.	\$ cts
48	British steamers .....	54,513	
6	Foreign do .....	6,477	
315	British sailing vessels .....	87,180	
30	Foreign do .....	13,278	
399	..... Totals .....	161,448	
<i>Pilotage Received.</i>			
	From British vessels .....		5,318 50
	Foreign do .....		694 00
	Total pilotage .....		6,010 50

SYDNEY.

47	British steamers .....	38,735	
7	Foreign do .....	6,329	
32	British sailing vessels .....	5,876	
4	Foreign do .....	1,257	
90	..... Totals .....	52,197	
<i>Pilotage Received.</i>			
	From British vessels .....		1,812 00
	Foreign do .....		337 50
	Total pilotage .....		2,149 50

INTERNATIONAL MINES.

21	British steamers .....	24,144	
3	Foreign do .....	3,854	
13	British sailing vessels .....	2,057	
37	..... Totals .....	30,055	
<i>Pilotage Received.</i>			
	From British vessels .....		928 00
	Foreign do .....		181 50
	Total pilotage .....		1,109 50

STATEMENT of Arrivals and of Pilotage received in the District of Sydney, C.B.,  
during the year 1885—*Concluded.*

## PORT OF SOUTH BAR.

No.		Tonnage.	\$ cts.
29	British steamers .....	35,168	
1	Foreign do .....	1,486	
29	British sailing vessels.....	3,653	
59	..... Totals .....	40,307	
<i>Pilotage Received.</i>			
	From British vessels .....		1,697 00
	Foreign do .....		66 00
	Total pilotage.....		1,763 00

## RECAPITULATION.

Ports.	N <sup>o</sup> . of Vessels.	Tonnage.	Amount of Pilotage.
			\$ cts.
North Sydney .....	399	161,448	6,010 50
Sydney .....	90	52,197	2,149 50
International .....	37	30,055	1,109 50
South Bar .....	59	40,307	1,763 00
Totals .....	585	284,007	11,032 50

## MASTERS Licensed, 1885.

No.	Names.	Class.	Vessel.	Amount.
				\$ cts.
1	J. P. Angrore .....	Steamship.....	St. Pierre .....	20 00
2	J. DeLisle .....	do .....	Polino .....	20 00
3	R. Fraser .....	do .....	Coban .....	20 00
4	C. Ormiston .....	Schooner .....	M. Millard.....	10 00
5	D. Anderson .....	Steamship .....	Bona Vista .....	20 00
6	J. Ormiston .....	Schooner .....	Cygnat .....	10 00
7	M. McDonald .....	Steamship .....	Cacouna .....	20 00
			Total.....	120 00

**STATEMENT of Receipts and Expenditure in connection with the Pilotage Authority of Sydney, for the year 1885.**

RECEIPTS.		\$ cts.	\$ cts.
Received for Licenses and Bonds.....		129 00	
do Boats' Licenses .....		26 00	
do Masters' do .....		120 00	
Total pilotage as per statement .....		11,032 50	
EXPENDITURE.			
Net amount paid pilots .....		10,370 40	
Amount carried to relief account.....		154 50	
Salaries paid 4 collectors .....		500 00	
Commissioners for legal charges and travelling expenses .....		150 00	
Paid for books, printing, stationery, &c. ....		47 50	
do telegrams and postages .....		3 87	
Paid secretary and treasurer.....		100 00	
			11,326 27
Balance, expenditure over receipts .....			18 77

**STATEMENT of the Pilotage Account of the Pilotage Authority of Sydney, C.B.**

DR.			CR.		
1885.		\$ cts.	1885.		\$ cts.
Jan. 14...	To Over Expenditure.....	7 34	Jan. 1...	By Balance on hand .....	367 38
July 18...	Relief, Mrs. Madore .....	20 00	Aug. 7...	Fine, W. Brown .....	20 00
Dec. 23...	do T. Townsend ..	40 00	Dec. 31...	Relief Fund .....	154 50
do 31...	Over Expenditure, per returns .....	18 77		Interest .....	8 00
	Balance down .....	463 77			
		549 88			549 88
			1886.		
			Jan. 8...	By Balance on hand brought down .....	463 77

E. & O. E.

W. PURVES,  
*Sec.-Treas., Sydney Pilotage Authority.*

NORTH SYDNEY, C.B., 8th January, 1886.

## APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE  
CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

SIR,—I have the honour herewith to submit to you the pilotage returns for this district, for the year ending 31st December, 1885.

I am, Sir,

Your obedient servant,

WM. H. NOONAN,

*Secretary Pilotage Commissioners.*

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

PILOTAGE Returns for the District of Pictou, N.S., for the year ended 31st December, 1885, as required by sec. 24, chap. 54, 36 Victoria, entitled, "An Act respecting Pilotage."

## LICENSED PILOTS.

No.	NAME.	Residence.	Age
1	Alex. T. Powell.....	Boat Harbour.....	67
2	James Fraser.....	do.....	54
3	Bryant Rodgers.....	Pictou.....	50
4	Wm. A. Oooke.....	do.....	47
5	Angus McDonald.....	do.....	46
6	Henry H. Powell.....	Boat Harbour.....	39
7	Chas. A. Cooke.....	Pictou.....	40
8	Geo. W. Powell.....	do.....	34
9	Daniel S. Smith.....	do.....	34
10	Jno. R. Powell.....	Boat Harbour.....	37
11	Wm. Munro.....	Pictou.....	55
12	Daniel McLeod.....	do.....	44

*Certificated Masters.*

Amable Racquet, steamship "Miramichi."

*Certificated Mates.*

None.

*Services for which Pilots were Licensed.*

To undertake the pilotage of vessels of every description, within and throughout the Pilotage District of Pictou.

Pilotage dues for the time being in force are the same as during 1884.

Total amount received for pilotage dues.....	\$3,684 36	
<b>Of this amount—</b>		
Received from British ships.....	\$3,126 86	
do Foreign ships .....	557 50	
	<u>          </u>	<u>\$3,684 36</u>
<b>Of this amount—</b>		
Received from sailing ships.....	\$ 685 35	
do steamships.....	2,999 01	
	<u>          </u>	<u>\$3,684 36</u>

J. A. GORDON,  
A. J. PATTERSON,  
JOHN R. DAVIS,  
HECTOR MCKENZIE,  
JAMES D. MCGREGOR,  
*Pilotage Authority, Port of Pictou, N.S.*

**RECEIPTS and Expenditures of all moneys received by, or on behalf of, the Pilotage Authority, in respect of Pilots or Pilotage.**

1885.	RECEIPTS.	\$ cts.	\$ cts.
	Received from 12 pilots, renewal bonds.....	12 00	
	Pilotage dues, as per statement.....	3,684 36	
	Balance on hand from last year.....	202 52	
			<u>3,898 88</u>
	<b>EXPENDITURE.</b>		
	Paid Pilots for pilotage.....	3,452 36	
	do Colonial Standard Office.....	7 00	
	do Office rent, fuel, &c.....	50 00	
	do Secretary's salary.....	150 00	
	do Robt. Powell (superannuation grant).....	30 00	
	do Commissioners, portion amount due by James H. Campbell....	209 52	
			<u>3,898 88</u>

**MEMO.**—Campbell was acting Secretary to the Pilotage Authority during 1879, and absconded, owing \$285.50, which amount Commissioners have paid Pilots.

## APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF ST. MARY'S AND LISCOMBE, N.S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

PILOTAGE RETURN for the Pilotage District of St. Mary's and Liscombe, in the County of Guysborough, Province of Nova Scotia, Dominion of Canada, for the Year 1885.

Pilot No. 1—Edward Quinn, age 33.

Name of Ship.	Place of Register.	Tons.	Inward.	Outward.	Total.
			\$ cts.	\$ cts.	\$ cts.
Barque Vaar.....	Norway .....	272	9 00	11 00	20 00
do Sjafine .....	do .....	316	9 00	.....	9 00
do Anora.....	do .....	323	9 00	11 00	20 00
Brig Salus.....	do .....	248	9 00	11 00	20 00
					69 00
Brigantine Columbian.....	Dominion .....	323	9 00	11 00	20 00
Schooner Dylertus.....	do .....	58	4 06	4 06	8 12
do Amelia.....	do .....	50	3 50	.....	3 50
do Wm. Boak.....	do .....	62	4 34	4 34	8 68
do H. L. Sangster .....	do .....	74	5 18	5 18	10 36
do Vanguard.....	do .....	72	5 04	5 04	10 08
					60 74
Total.....					129 74

Pilot No. 2—Thomas Ray, age 52.

Barque Titania .....	Norway .....	303	9 00	11 00	20 00
do Sjafine .....	do .....	316	.....	11 00	11 00
					31 00
Schooner Blue Wave.....	Dominion.....	44	3 08	3 08	6 16
do James.....	do .....	20	1 40	1 40	2 80
do Mary Ann.....	do .....	75	5 25	5 25	10 50
do Two Brothers.....	do .....	90	6 30	6 30	12 60
					32 06
Total.....					63 06

Pilot No. 3—Charles Riley, age 32, Liscombe.

Barque Brilliant.....	Norway .....	537	14 00	15 00	29 00
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All schooners under 80 tons, 7 cents per ton, inwards and outwards.

WM. PRIDE,  
Secretary to Pilotage Commissioners.



## APPENDIX No 24.

## REPORT OF THE PILOTAGE DISTRICT OF YALE AND NEW WESTMINSTER, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

BURREARD INLET, B.C., 25th January, 1886.

SIR,—I have the honour to transmit herewith returns for the Pilotage District of Yale and New Westminster, for the year ended 31st December, 1885.

I have the honour to be, Sir,

Yours, &amp;c.,

B. SPRINGER,

*Secretary.*

To WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

## YALE and New Westminster Pilotage District—Licensed Pilots.

No. of License.	Name of Pilot.	Age.	Service.
1	James Ramsey .....	55	} License to pilot vessels of every description within the limits of the district.
3	William Ettershank .....	43	
4	James Christensen .....	45	
6	Angus McAlister.....	41	
9	William Thompson .....	36	

Pilotage dues now in force are the same as were approved by Order in Council, 26th July, 1879.

Pilotage collected during the year as follows:—

At the port of Burrard Inlet, from British vessels..... \$3,148 50  
do do Foreign do ..... 942 50

091 00

At the port of New Westminster, from Foreign steamers 100 00

Total..... \$4,191 00

RECEIPTS and Expenditure of all money received by or in behalf of the Pilotage Authority in respect of Pilots or Pilotage.

1885.	RECEIPTS.	\$ cts.	\$ cts.
	Balance from last year .....	675 82	
	Pilotage dues .....	4,191 00	
	EXPENDITURE.		
	Paid Pilots as per receipts .....		4,271 90
	do Secretary .....		300 00
	do Printing and stationery .....		8 50
	do For collecting .....		72 00
	do For postage and telegrams .....		4 00
	Balance on hand .....		210 42
		4,866 82	4,866 82

RICHARD ALEXANDER,  
*Chairman.*

B. SPRINGER,  
*Secretary.*

BURBARD INLET, B.C., 31st December, 1885.

## APPENDIX No. 25.

REPORT OF THE PILOTAGE DISTRICT OF NANAIMO, B.C., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1885.

NANAIMO, B.C., 9th January, 1886.

SIR,—I have the honour to transmit herewith the Pilotage Returns for the District of Nanaimo, B.C., for the year ended 31st December, 1885, in accordance with the Act, and trust that it will reach you in ample time for publication.

I am, Sir, your obedient servant,

WM. GIBSON,  
*Secretary.*

To WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

## STATEMENT of Receipts and Expenditure.

1885.	RECEIPTS.	\$ cts.	\$ cts.
	To Balance on hand .....	0 10	
	Pilots' earnings from January 1st to 31st December, 1885.....	7,911 86	
	EXPENDITURE.		
	By Cash paid Pilots from January 1st to 31st December, 1885.....		7,278 23
	Office expenses.....		313 50
	Secretary and Treasurer, salary.....		240 00
	Boat inspection.....		20 00
	Balance .....		60 23
		7,911 96	7,911 96

Approved and certified correct,

A. R. JOHNSTON, }  
E. QUENNELL, } *Commissioners.*  
J. E. JENKINS, }

NANAIMO, B.C., 9th January, 1886.

## APPENDIX No. 26.

## REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA AND ESQUIMALT, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

VICTORIA, B.C., 4th January, 1886.

SIR,—I have the honour, by direction of the Pilot Commissioners of this Pilotage District, to transmit herewith the Pilotage Returns for the year ended the 31st December, 1885, as required by the Act 36 Victoria, chapter 54, section 24, and trust that they will reach you in ample season for embodiment in the Supplement to your Annual Report.

I have the honour to be, Sir,

Your obedient servant,

EDGAR CROW BAKER,

*Secretary.*

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

## PILOTAGE Returns, Victoria and Esquimalt District, 1st January to 31st December, 1885.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	James McIntosh .....	57	April 23, '80	Jan. 9, '73	Active list, B.O. Pilot.
2	James Ramsey .....	55	do 23, '80	June 9, '73	do
3	James Christensen .....	45	do 23, '80	March 8, '76	do
4	William Ettershank .....	43	do 23, '80	July 7, '76	do
5	John Thompson .....	36	do 23, '80	Dec. 4, '78	do
6	James Gaudin .....	44	Feb. 1, '84	Jan. 3, '84	On 12 months' leave.
7	Angus McAlister.. .....	40	March 28, '84	March 28, '84	Suspended, 14th October, 1885.
8	William Scott .....	46	April 23, '80	June 21, '77	Since resigned.
9	George Rudlin .....	51	Not issued...	March 8, '76	Commanding coast steamers.
10	Donald Urquhart.....	38	April 23, '80	Feb. 5, '79	Superintendent B.O. tugs.
11	Peter Holmes.....	64	Not issued...	June 8, '78	Spare commander, C.P.N. Co.

N.B.—The foregoing is a list of licensed and qualified Pilots.

LIST OF CERTIFICATED MASTERS AND MATES.

No.	Name.	Date.	Vessel.	Limits.
1	James A. Gardiner.....	April 23, '81	Otter.....	Victoria to Fort Simpson.
2	William Meyer.....	do 23, '81	Louise.....	do Wrangel and north ports.
3	Thomas F. Wilson.....	Aug 4, '81	Isabel.....	do Puget Sound
4	Thomas Pamphlet.....	Sept. 27, '81	Bonanza.....	do Nanaimo & Burrard Inlet.
5	George Luckey.....	Dec. 15, '81	Black Diamond.....	do and way ports.
6	William Johnson.....	May 4, '82	Etta White.....	Navigable waters of District.
7	John Cavin.....	Aug. 6, '83	Pilot.....	do do
8	Robert Sharpe.....	do 6, '83	Louise.....	do do
9	James Gundin.....	Jan. 3, '84	Sardonysz.....	do do

Clause I.—Name and age of each and every Pilot, Master and Mate are given in the foregoing tabulated forms, no others are certificated or authorized to act by this Pilotage Authority in any such capacity ; no acting Pilots or apprentices are employed in this district.

Clause II —The service for which each Pilot, Master or Mate is licensed or certificated is the same as described at page 317 of Supplement No. 1 to the 14th Annual Report of the "Marine and Fisheries Department," for the fiscal year ending 31st December, 1881.

Clause III.—The pilotage dues for the time being in force are the same as printed at page 317 of Supplement No. 1 to the 13th Annual Report hereinbefore referred to, and as approved by His Excellency the Governor General in Council, on 18th May, 1880, and 4th October, 1880.

Clause IIIa.—Included in pilotage dues above defined, and under the heading of "Certificate Fees," the sum of \$400 has been collected from steamers making regular trips between Victoria and Puget Sound, the same as last year, in the interests of trade and commerce, and which is the only description of charges other than regular tariff rates made in respect of pilotage. Said sum of \$400 (less the deduction provided for in By-law 26) has for the year ending 31st December, owing to the falling off in Pilot's earnings, been transferred from "Certificate Fees" to "Earnings of Pilots" by resolution of Commissioners dated 30th December, 1885, and to be divided equally among them.

N.B.—The following Acts are those under which the By-laws of this district have been framed and carried out, as having the force and effect of law, viz. :—

- 36 Victoria, chapter 54, assented to 23rd May, 1873.
- 37 do 26 do 26th May, 1874.
- 38 do 28 do 8th April, 1875.
- 40 do 20 do 28th April, 1877.
- 40 do 51 do 28th April, 1877.
- 42 do 25 do 15th May, 1879.
- 45 do 32 do 17th May, 1882.

Since which latter date no amendments have been made.

EDGAR CROW BAKER,

Secretary-Treasurer.

VICTORIA, B. C.,  
31st December, 1885.

LIST OF EXEMPTED VESSELS—STEAMERS.

No.	Name.	Rig.	Master.	Tonnage.	Route.
1	Etta White .....	Sloop .....	Henry Smith.....	97	Mill and tug service.
2	Cariboo and Fly .....	do .....	William Johnson.....	158	Rebuilt and re-registered.
3	Wilson G. Hunt .....	do .....	Jas. A. Gardiner.....	172	Unemployed and dismantled.
4	Pilot .....	do .....	John Cavin .....	183	General towage service.
5	Beaver .....	Schooner .....	John Jagers .....	109	Unemployed—sunk.
6	Alexander .....	do .....	Donald Urquhart ...	331	General towage service.
7	Western Slope.....	Sloop .....	Peter Holmes.....	250	Victoria and Fraser River.
8	Princess Louise.....	Schooner .....	William Meyer.....	498	General service, C. P. N. Co.
9	Woodside .....	Sloop .....	Michael Muir.....	51	Victoria and Sooke.
10	Barbara Boscowitz.....	3 m. schooner.	Jas. D. Warren .....	239	Victoria and Skeena River.
11	Spratt's Ark.....	Cannery.....	Joseph Spratt .....	419	Fishing, inlets and rivers.
12	Yosemite .....	Sloop .....	John Irving .....	1525	Victoria and New Westminster.
13	Amelia.....	do .....	Wm. McCulloch .....	431	Victoria and East Coast.

All the foregoing vessels are exempt under the Act, 40 Vic., chap. 20 (trading from port to port in the same Province, and being propelled wholly or in part by steam); all other vessels pay the annual fees for certificates prescribed in the by-laws of 1880.

VICTORIA and Esquimalt Pilotage District (Clause 4, Section 24, Chap. 54) Pilotage Dues collected, 1st January to 31st December, 1885.

Month.	British.	Foreign.	Total.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	
January.....	153 50	602 50	756 00	} N.B.—The total of \$9,294 includes special services to Nanaimo, Puget Sound, Straits pilotage, &c. E. O. B.
February.....	185 00	404 75	589 75	
March.....	257 00	750 00	1,007 00	
April.....	197 75	521 75	719 50	
May.....	241 50	692 50	934 00	
June.....	288 50	885 50	1,174 00	
July.....		601 75	601 75	
August.....	225 00	697 00	922 00	
September.....	118 00	548 75	666 75	
October.....	232 50	557 00	789 50	
November.....	24 00	528 50	552 50	
December.....	49 50	531 75	581 25	
	1,972 25	7,321 75	9,294 00	

VICTORIA AND ESQUIMALT DISTRICT.

Receipts and Expenditure, 1st January to 31st December, 1885.

Cr.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1885.		\$ cts.	1885.		\$ cts.
Jan. 1 to Dec. 31	To Balance from last year .....	195 84	Jan. 1 to Dec. 31	By Office expenses, 12 months .....	360 00
do	Pilotage dues (Clause iv.) .....	9,294 00	do	Secretary-Treasurer do .....	6 25 23
do	Certificate fees collected .....	500 00	do	Pilots' earnings do .....	8,364 61
do	Examination fees do .....	NIL.	do	Expenses of investigations, &c., 12 months .....	180 00
do	License fees do .....	NIL.	do	Steamer "Evangeli," refund certificate fee .....	100 00
do	Survey fees do .....	NIL.	do	do do pilotage .....	58 0
do	Fines and forfeitures, <i>re</i> A. McFarlane .....	50 00	do	Police Court fees and legal expenses .....	37 50
do	Police Court, refund part fees .....	3 00	do	B. C. Pilots, proceeds of fine .....	15 50
do	James McIntosh, refund <i>re</i> "Evangeli" .....	52 20	do	Balance to credit of Pilotage Authority to .....	
do	Secretary-Treasurer do .....	5 80	December 31 .....	be divided among Pilots, as per resolu- .....	
do				tion .....	360 00
		10,100 84			10,100 84

Approved and certified correct.

RODERICK FINLAYSON, }  
 W. R. CLARKE, } *Commissioners.*  
 R. P. RITHET, }

EDGAR CROW BAKER,  
*Secretary-Treasurer.*

VICTORIA, B.C., 4th January, 1886.

## APPENDIX No. 27.

REPORT OF THE PORT WARDEN FOR THE PORT OF MONTREAL FOR  
THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.OFFICE OF THE PORT WARDEN,  
MONTREAL, 31st December, 1885.

GENTLEMEN,—In accordance with the Act 45 Vict., chap. 45, sec.31, I have the honour to submit this my Annual Report of the affairs of the office for the year ending this day, accompanied by financial statement of receipts and expenditure during the year.

Navigation opened this year somewhat later than usual.

The ice moved out of the harbour on the 4th of May, and on the following days large numbers of river and coasting craft came into port from their winter quarters at Boucherville and Sorel.

The river continued blocked up with ice at Cap Rouge until the 6th of May, when the jam gave way, and on the following day we had open water from here to sea.

The steamship "Brooklyn" from Liverpool came into port on the 8th May, followed later in the day by the steamship "Concordia" from Glasgow, these were the first arrivals from sea this season.

More ice than usual in the spring of the year was met with in the gulf by the early ships, and some of them were delayed by it.

The first sailing ship to arrive was the ship "Gloaming" from Rotterdam, she came into port on the 20th May, before that time there was a large number of ocean steamships in port, and the business of the harbour was in vigorous operation.

The steamship "Titania" from Glasgow, was the first vessel to pass through the Straits of Belle Isle, she came through on the 19th June, and reported having seen a good many icebergs of various sizes, no other ice was seen and no delays occurred.

On the 20th November the steamship "Corean" sailed for London, and later on the same day the steamship "Lake Huron" sailed for Liverpool, these were the last sea-going ships to depart this season, there was no ice in the river at the time they left.

There is an increase in the number of sea-going ships and amount of tonnage which arrived in port this year as compared with last, 323 ships were entered at this office during the year with an aggregate of 501,679 tons, against 322 ships measuring 478,753 tons in 1884. Of the 323 ships, 252 were steamers of 459,440 tons and 71 were sailing vessels of 42,239 tons, being an average of 1823 tons for each steamer and 595 tons for each sailing ship. These figures do not include vessels from Newfoundland, the gulf ports or other places within the Dominion as such vessels do not come under the jurisdiction of this office. I notice that every year the tendency is to build larger steamships. In this connection it is satisfactory to note that the depth of water in the river is being increased to keep pace with the increase in the size of our ships; on the 9th July, the steamship "Norwegian" left port drawing 25 feet 10 inches, on the 29th of the same month the "Scandinavian" left drawing 25 feet 9 inches, and on the 14th November the "Nestorian" sailed drawing 26 feet 2 inches, this is, I believe, the deepest draft that ever left the port of Montreal.

The import trade of the port has been fully up to last year in volume, and all our ships brought fairly good cargoes. The article of sugar continues to be largely imported from the West Indies, Brazil, Java, India and other places of growth, giving employment to a large amount of tonnage that would not otherwise visit this port.



The shipments of our staple articles of export have been on the whole larger than last year, there has been no scarcity of cargo to load our ships outwards, in fact during the latter part of the season there was more cargo offering than could be taken.

The shipment of grain, though in excess of last year, was somewhat dull and inactive all summer and improved but little as the season advanced. The total quantity of this staple shipped during open water was 8,775,728 bushels against 7,429,252 bushels last year, showing an increase of 1,346,476 bushels over last year.

Phosphate shipments go on steadily increasing every year. The total quantity exported this year was 24,524 tons against 20,747 tons last year, 17,160 tons in 1883, and 15,556 tons in 1882.

The shipment of deals to Great Britain has been in excess of any previous year, 39,393 St. Petersburg standards were shipped this year; 23,368 standards in 1884; 23,094 standards in 1883; and 22,407 standards in 1882, showing a steady increase from year to year. The prospects are that it will further increase.

The shipments of sawn lumber, which were made principally to South America, have also been largely in excess of last year; 37,162,100 feet were exported this year, against 31,457,265 feet last year.

Cattle which has now become one of our staple articles of export, has been largely exported this year, and has been going on steadily increasing in volume during the last few years as the following figures will show: 62,359 head were exported this year, against 56,664 head last year, 50,345 head in 1883, and 28,491 head in 1882. The ships now engaged in this trade are much better adapted both as regards space and ventilation than they were formerly, and the mortality of live freight is in consequence greatly reduced.

Other exports require no particular notice.

Every year since the present law came into force making it compulsory for all ships to load under the rules of this office, we have had no missing ships or ships lost from over-loading or shifting of cargo. I am happy to say that this year has been no exception.

The work throughout the year has gone on smoothly without anything having occurred worthy of special notice, and I have been ably assisted in the performance of it by all the members of my staff.

I am, gentlemen,

Yours respectfully,

DAVID ROSS KERR,

*Port Warden.*

To the President and Council of the Board of Trade,  
Montreal.

## PORT WARDEN'S OFFICE.

DR. STATEMENT of Cash Account for Year ended 31st December, 1885. CR.

RECEIPTS.	\$ cts.	EXPENDITURE.	\$ cts.
To Receipts derived as under—		By Paid David Ross Kerr, Port Warden.	2,000 00
Balance due to revenue, 1883-84 .....	85 16	Jas. G. Shaw, Deputy do .....	1,500 00
3,348,867 bushels wheat. ....		Geo. W. Morrison do do .....	1,300 00
2,010,562 do pease .....		W. T. Anderson, Bookkeeper .....	1,000 00
1,957,023 do corn .....		R. M. Shaw do .....	260 00
1,408,860 do oats .....		Thos. C. Sonne, Clerk .....	200 00
50,416 do barley .....		Rent, light, fuel and taxes .....	533 84
238,816 barrels flour .....	179 33	Books, printing and stationery .....	182 69
67,229 do apples .....	168 45	Lloyd's register of shipping, &c. ....	58 35
4,005 do ashes .....	80 10	Cab hire .....	69 65
63,399 tons sundries, at 6c .....	3,803 94	Rent of drawer in vault of the City and District Savings Bank for two years .....	20 00
261 do do 2c .....	5 22	Sundries .....	143 07
1,170 do dead meat .....	23 40	Alterations and repairs to new offices .....	126 43
378 do minerals .....	7 56	Port Warden's superannuation fund.	200 00
183 do oil cake .....	5 49	Board of Trade secretarial expenses.	1,000 00
24,524 do phosphates .....	245 24	A. W. Hadrill, Auditor .....	40 00
62,359 oxen and horses .....	935 72	Bad accounts written off—Loss by failures, 1883 :—	
37,780 sheep and hogs .....	94 49	Wm Scrimgeour .....	\$ 9 00
39,393 St. Pet'g. standard deals.	787 86	C. F. Dewey .....	2 34
37,162,100 feet sawn lumber .....	185 86		11 34
Special surveys .....	377 00	Money collected and lost by M. M. Baird, 1884 :—	
Damaged cargo certificates .....	166 75	A. A. Ayer & Co. ....	\$33 01
Port Warden's fees—Inward .....	199 50	D. Torrance & Co. ....	25 51
do Outward .....	1,662 25		58 52
Interest on bank account .....	57 12	Balance .....	366 55
	9,070 44		9,070 44
To Balance, 1st January, 1886 .....	366 55		

E. and O. E.

DAVID ROSS KERR,

Port Warden.

Examined and found correct,

ALF. W. HADBILL,

Auditor.

5th January, 1886.

## APPENDIX No. 28.

REPORT OF THE PORT WARDEN FOR THE PORT OF QUEBEC FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1885.

PORT WARDEN'S OFFICE,  
No. 47 DALHOUSIE STREET,  
QUEBEC, 31st December, 1885.

SIR,—I have the honour to submit this my Annual Report of the affairs of this office during the year ending the 31st December, 1885.

The following enumerated class of vessels have been examined and surveyed, in the harbour and in the port of Quebec, and in compliance with the Acts relating to the Port Wardens of Montreal and Quebec, established in 1871 and 1873 :—

Two steamships, inwards, with general cargoes, have been surveyed in compliance with the 8th section of the said Act.

In compliance with the Act, amended in 1873, 111 steamships, with cargoes, outwards, have been surveyed and cleared for Great Britain, &c.

In compliance with the 8th section of the Act, five sailing vessels have been surveyed, with their cargoes, and reported on.

In compliance with the 16th and 18th sections of the Act, four lots of merchandise surveyed, condemned, and sold on account of whom they may concern.

In compliance with the 15th section of the Act, 13 vessels have been valued for general average.

Vessels wrecked.—No sales have been made under the Act.

In compliance with the 21st section of the Act, 11 copies have been issued.

In compliance to the 10th section of the Act, 49 vessels have been examined and surveyed, on account of stranding, collision, &c.

Amount of fees received, and expenses for, the current year :—

Total amount received.....	\$1,691 25
To exports and office expenses.....	854 50
Balance.....	<u>\$836 75</u>

Respectfully submitted,

JOHN DICK,  
Port Warden.

E. & O. E.

Examined and found correct,

WILLIAM BUDDEN,

Accountant.

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

APPENDIX No. 29

REPORT OF THE PORT WARDEN FOR THE PORT OF HALIFAX, N. S.,  
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.

PORT WARDEN'S OFFICE,  
HALIFAX, N. S., 31st December, 1885.

SIR,— I have the honour to submit my Report of the affairs of this office, accompanied by a statement of the receipts and expenditure for the year now ended.

Surveys have been held upon thirteen steamers and thirty-one sailing vessels, which arrived at this port in a damaged condition, during the past year. The vessels bound to other ports with their cargoes, after being repaired, proceeded to their destinations where they all arrived safely.

During the winter of 1884-85 six steamers, belonging to the Furness Line, loaded grain as a portion of their cargoes at this port, all of which, with the exception of the S.S. "Newcastle City," landed their cargoes in good order. The latter vessel encountered very heavy weather two days after sailing, during which she lost nearly all her deck load of cattle, had her forward hatch stove in, and sustained other damage necessitating her return to this port for repairs. A portion of the cargo was landed to permit of the necessary repairs being made after which it was reloaded and the vessel proceeded upon her voyage and arrived safely at her destination. The total quantity of grain shipped during the winter was 88,531 bushels of wheat, 112,267 bushels of oats and 93,481 bushels of pease.

There has not been the slightest difficulty experienced in conducting the business of the office during the year.

I have the honour to be, Sir,

Your most obedient servant,

DAVID HUNTER,

Port Warden.

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

RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from 1st January to 31st December, 1885.

DR.		CR.
	\$ cts.	\$ cts.
To amount of fees received.....	2,121 50	By Paid assistants, office expenses, &c.
		Amount reverting to Port Warden.
	2,121 50	1,037 45
		1,084 05
		2,121 50

I hereby certify that the above is a true and correct statement of the Receipts and Expenditure of the Port Warden, at Halifax, N.S., during the year 1885.

DAVID HUNTER,  
Port Warden.

HALIFAX, N.S., 31st December, 1885.

## APPENDIX No 30.

REPORT OF THE PORT WARDEN FOR THE PORT OF PICTOU, N.S.,  
FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

Pictou, N.S., 31st December, 1885.

SIR,—I have the honour to submit this my Annual Report on the affairs of this office during the year ended 31st December, 1885.

Amount of fees received (all from vessels arriving in damaged condition).....	\$183 00
Amount paid to assistants.....	\$ 60 00
do for office rent, &c.....	5 00
Balance to Port Warden.....	118 00
	<u>\$183 00</u>

I certify this is correct.

I have the honour to be, Sir,

Your obedient servant,

DANIEL McDONALD,

*Port Warden.*

Sworn before me at Pictou, this }  
31st of December, 1885. }  
C. DWYER, J.P. }

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

## APPENDIX No. 31.

REPORT OF THE PORT WARDEN FOR PORT HAWKESBURY, N.S., FOR  
THE CALENDER YEAR ENDED 31<sup>ST</sup> DECEMBER, 1885.PORT HAWKESBURY, N.S., 31<sup>ST</sup> December, 1885.

SIR,—I have the honour to submit my Annual Report of the doings of this office, accompanied by a statement of the fees collected by me, and also the attendant expenses during the past year. Enclosed please find a list of the vessels arriving at this port in damaged condition, on which surveys have been held during the year 1885, just ended. Two out of the three vessels surveyed by me in this year have been repaired on the Marine Railway here and arrived safely at their ports of destination. The other vessel had only lost her deck load, but had received no other damage. There were several other small vessels that had received damage and were repaired here, but there have been no surveys held on them.

I have the honour to be, Sir,

Your obedient servant,

D. W. HENESEY,

Port Warden.

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

## STATEMENT of Receipts and Expenditure.

Date.		Fees Received.	Paid Assistants.
1885.		\$ cts.	\$ cts.
May 14...	2 surveys held on hull of barkentine Dominique.....	23 00	*10 00
June 10...	1 survey on hull of schooner Ella Blanche.....	8 00	.....
Dec. 15...	1 survey on schooner Sissie Lake.....	13 00	†5 00
	Amount reverting to Port Warden.....	.....	15 00
	Total.....	44 00	29 00

\* N. Martin.

† G. Laurence.

I do hereby certify that the above is a true and correct statement of receipts and expenditure of the Port Warden at Port Hawkesbury.

D. W. HENESEY,

Port Warden.

PORT HAWKESBURY, 31<sup>ST</sup> December, 1885.

List of Vessels Surveyed by the Port Warden at Port Hawkesbury, for the Calendar Year ended 31st December, 1885.

Date.	Name of Vessel.	Rig.	Where from.	Where bound.	Port of Registry.	Description of Cargo.	Master's Name.	Nature of Damage.
1885.								
May 14	Dominique.....	Barkentine .	Boston .....	St. Pierre de Miq.	Arichat .....	General cargo...	Dominick Gerrior....	Stranded in the Harbour of St. Pierre de Miquelon.
Jan. 10	Ella Blanche.....	Schooner....	Picton .....	..... ..	Digby .. .	..... ..	Benoit .....	Stranded at Rocky Bay, County of Richmond, C.B., November, 1884.
Dec. 15	Sissie Lake .....	do ..	Halifax. ...	Port Hood.....	Halifax .....	General cargo...	Murdoch O. Quinn...	Long Beach, Strait of Canso; lost deck load, vessel not injured.

PORT WARDEN'S OFFICE,  
PORT HAWKESBURY, 31st December, 1885.

D. W. HENESBY,  
Port Warden.

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 APPENDIX No. 32.
 

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 REPORT OF THE PORT WARDEN FOR THE PORT OF NORTH SYDNEY  
 C.B., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

NORTH SYDNEY, C.B., 9th January, 1886.

SIR,—The undersigned Port Warden, for the port of North Sydney, begs to report as follows :—

During the past year surveys were held on 5 steamships and on 10 sailing vessels, and fees collected amount- ing to.....	\$193 00
Deducting expenditure for rent, &c.....	50 00
	<hr/>
Left balance amounting to.....	<u>\$143 00</u>

Very few vessels arrived at this port, in distress, during the past season, and none grain-laden requiring certificates.

I have the honour to be, Sir,

Your obedient servant,

DANIEL McKAY,

*Port Warden.*

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



APPENDIX No. 33.

REPORT OF THE PORT WARDEN FOR THE PORT OF SYDNEY, C.B.,  
FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

PORT WARDEN'S OFFICE,  
SYDNEY, 31st December, 1885.

SIR,—I have the honour to submit a Report of the transactions in connection with the office of Port Warden, at Sydney, C.B., ending the present year.

I have the honour to be, Sir,

Your most obedient servant,

JOHN LORWAY,

Port Warden.

Hon. G. E. FOSTER,  
Minister of Marine and Fisheries,  
Ottawa.

RECEIPTS and Expenditure of the Port Warden, Sydney, C.B., from 31st December, 1884, to 31st December, 1885.

Dr.	\$ cts.	Cr.	\$ cts.
To Steamers for bunker coals entered in my office, 14, at \$8 .....	112 00	By Paid fees to assistants.....	80 00
Survey on steamers damaged .....	136 00	Office rent and stationery.....	40 00
		Amount reverting to Port Warden	120 00
	248 00		128 00
			248 00

SYDNEY, C.B., 31st December, 1885.

JOHN LORWAY,

Port Warden.

## APPENDIX No. 34.

REPORT OF THE PORT WARDEN FOR THE PORT OF MONCTON,  
N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.PORT Warden's Receipts and Expenses for the Port of Moncton, N.B., for the Year  
ended 31st December, 1885.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1885.		\$ cts.	1885.		\$ cts.
July 29	Holding survey on schooner Lizzie K.....	13 00	July 29	Paid two assistants on survey Lizzie K., \$4.....	8 00
Aug. 17	Holding survey on tanbark damaged .....	8 00	Aug. 17	Paid one assistant on survey tanbark.....	4 00
Nov. 2	Survey on schooner Mary B....	8 00	Nov. 2	Paid one assistant on survey schooner Mary B.....	4 00
				Amount reverting to Port Warden.....	16 00
					13 00
	Total Receipts.....	29 00		Total .....	29 00

I hereby certify the above to be a true and correct statement of receipts and  
expenditure for the Port of Moncton, for the year ended 31st December, 1885.Certified before me, 7th January, }  
1886. H. T. STEVENS, J.P. }JAMES HAMILTON,  
Port Warden.

## APPENDIX No. 35.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR  
THE CALENDAR YEAR ENDED 31st DECEMBER, 1885.PORT WARDEN'S OFFICE,  
CHARLOTTETOWN, 31 December, 1885.

SIR,—I have the honour to submit my Annual Report of the business of my office during the past season.

I am pleased to say that there has been no loss of any grain laden vessels from the Island bound to foreign ports during the past year.

I have in my previous reports called the attention of the Department that a large trade is carried on in shipment of potatoes from the Island to foreign and Dominion ports, and in these cases some of the vessels are provided with shifting boards, and in several instances have been forced to put into ports on their voyage in a disabled condition, having shifted their cargoes seriously endangering the lives of those on board. I would therefore respectfully suggest that cargoes of this description should be provided with shifting boards to obviate the danger alluded to.

I have the honour to be, Sir,

Your obedient servant,

H. P. WELSH,

*Port Warden.*

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

RECEIPTS and Expenditure of Port Warden's Office, Prince Edward Island,  
31st December, 1885.

	\$	cts.		\$	cts.
1885—To Fees derived from grain laden vessels.....	421	50	1885—By Stationery .....	7	00
Surveys on hatches.....	39	00	Printing.....	15	84
Surveys on damaged goods...	14	00	Commission to Deputies.....	125	23
Other surveys.....	31	00	Balance.....	357	43
	505	50		505	50

I hereby certify that the above is a correct statement.

H. P. WELSH,

*Port Warden.*

CHARLOTTETOWN, P.E.I.,  
31st December, 1885.

APPENDIX No 36.

STATEMENT showing results of certain Returns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., Chap. 129, from Shipping Masters throughout the Dominion, for the half-years ended 30th June and 31st December, 1885.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1885.			For Half-year ended 31st December, 1885.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount \$ cts.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Escoumains .....	Bonaventure...	John E. Barry .....			\$ cts.						
Gaspé.....	Gaspé.....	Jos. Eden .....	17	9	11 20	31	34	48	43	36 90	
Magdalen Islands .....	Gaspé.....	J. B. F. Painchaud .....	3	Nil .....	1 20	Nil .....	Nil .....	3	Nil .....	1 20	
Montreal.....	Montreal.....	Henry McKay .....	93	136	87 30	424	516	517	652	454 10	
New Carlisle.....	Bonaventure...	P. C. Beauchesne..	10	4	6 20	20	16	30	20	21 00	
New Richmond .....	Bonaventure...	R. W. H. Dimock .		Nil .....			No returns .....				
Percé.....	Gaspé.....	W. Flynn .....					do .....				
Quebec .....	Quebec.....	B. Trudel .....	288	47	165 90	473	127	761	174	448 70	
Rimouski .....	Rimouski.....	B. L. Gauvreau .....									
St. John's .....	St. John's .....	E. D. Philips .				No returns .....					
Sorel .....	Richelieu .....	Joseph Mathieu .....							23	6 90	
Three Rivers .....	Three Rivers...	A. A. Lantier .....									



Case	1st Year	2d Year	3d Year	14	13-20	17	19	12 40	14	14	14	14
Kent	9	6	6 30	Nil.	10	7	7 10	13	13 40	13	13 40	13 40
Westmoreland	25	9	15 20	For the year	29	15	14 50	45	29 70	24	29 70	29 70
Charlotte	12	3	6 90		10	7	7 10	22	14 00	10	14 00	14 00
St. John	1,711	1,095	1,184 00		2,005	1,537	1,463 60	3,716	2,647 60	2,632	2,647 60	2,647 60
St. Stephens			Nil.									
Westmoreland			Nil.									
Gloucester			Nil.									

NOVA SCOTIA.

Advocate	James Ward	118	18	63 40	98	107	81 10	214	115	144 50	6 00
Amberst	Nathan Tupper										
Annapolis	A. Fufferton	74	51	52 30	48	60	42 00	122	111	94 30	
Antigonish	R. Grant										
Apple River	J. W. Ward										
Aricat	D. O' C. Madden										
Aspey Bay	D. McDonald										
Baddeck	L. G. Campbell	11		5 50	Nil.	4	1 20	11	4	6 70	
Barrington	D. Sargent	19		9 50	3	5	3 00	22	5	12 50	
Bayfield	E. G. Rendall				4		2 00	4		2 00	
Belliveau Cove	J. V. Stuart	28	8	16 40	21	23	17 40	49	31	33 80	

STATEMENT showing certain Returns respecting Shipping and Discharging Seamen, &c.—Continued.

NOVA SCOTIA—Continued.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th 1886.			For Half-year ended 31st December, 1885.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Bear River.....	Digby.....	T. H. Miller.....	58	35	\$ 39 50	75	79	\$ 61 20	133	114	\$ 100 70
Beaver River.....	Colchester.....	R. Perry.....	8	.....	4 00	4	.....	2 00	12	.....	6 00
Bridgetown.....	Annapolis.....	S. S. Ruggles.....	.....	.....	Nil.....	.....	.....	.....	.....	.....	.....
Bridgewater.....	Lunenburg.....	J. H. Wade.....	41	18	25 90	60	40	42 00	101	53	67 90
Caledonia.....	Cape Breton.....	James T. Burchell.....	.....	.....	Nil.....	.....	.....	.....	.....	.....	.....
Canada Creek.....	King's.....	S. W. Rawling.....	.....	.....	Nil.....	.....	.....	.....	.....	.....	.....
Canso.....	Guysboro'.....	J. W. Young.....	32	3	16 90	22	3	11 90	54	6	28 80
Cape Sable Island.....	Shelburne.....	Seth Smith.....	43	10	24 50	25	15	17 00	68	35	41 50
Clementsport.....	Annapolis.....	G. F. Ditmars.....	44	11	25 30	52	74	48 20	96	85	73 50
Corwallis.....	King's.....	E. Rand.....	.....	.....	Nil.....	.....	.....	.....	.....	.....	.....
Cow Bay.....	Cape Breton.....	W. W. Brown.....	15	20	13 50	.....	.....	.....	15	20	13 50
Digby.....	Digby.....	Boisford Viets.....	.....	.....	Nil.....	.....	.....	.....	.....	.....	.....
Freeport.....	Digby.....	Isaiah Thurber.....	5	.....	2 50	6	6	4 80	11	6	7 30
French Cross.....	King's.....	J. E. Orpen.....	.....	.....	Nil.....	.....	.....	.....	.....	.....	.....
Great Bras d'Or.....	Cape Breton.....	D. Campbell.....	.....	.....	Nil.....	.....	.....	.....	.....	.....	.....
Guysboro'.....	Guysboro'.....	J. A. Tory.....	.....	.....	.....	.....	.....	.....	70	3	35 90

		1,632	1,030	1,075 00	1,440	960	1,005 00	3,972	1,980	2,060 00
Halifax.....	Ann B. Bligh.....									
Hants.....	J. W. Lawrence.....	6	18	8 40	54	33	36 60	60	50	45 00
Harbour au Bouche.....	E. Corbet.....	6	1	3 30				6	1	3 30
Harbourville.....	Henry Morris.....				Nil.....					
Horton.....	J. B. Davison.....				Nil.....					
Isaac Harbour.....	J. D. Giffin.....	20		10 00	14	13	10 80	34	13	20 90
Joggins.....	J. Moffat.....	14		7 00				14		7 00
Jordan Bay.....	M. D. McKenzie.....	18	14	13 20	22	15	15 50	40	29	28 70
La Have.....	B. Rynard.....				Nil.....					
Lingan.....	Matthew Roche.....				Nil.....					
Little Bras d'Or.....	M. McDonald.....				Nil.....					
Little Glace Bay.....	J. J. Campbell.....				47	30	32 50	47	30	32 50
Liscombe.....	James Hemlow.....									
Liverpool.....	W. A. Kenney.....								243	298 40
Lockeport.....	George Stalker.....									
Londonderry.....	Robert Dill.....				Nil.....					
Louisburg.....	W. H. McAlpine.....	27	10	16 50	12	23	13 90	39	33	29 40
Lunenburg.....	William Young.....	343	245	245 00	440	297	309 10	763	542	554 10
Mahone Bay.....	B. Zwicker.....				Nil.....					
Main à Dieu.....	George Bigby.....				Nil.....					
Maitland.....	Alex. Roy.....	3	4	2 70	16		8 00	19	4	10 70
Margaree.....	James Ross.....				Nil.....					
Margaretsville.....	D. W. Landers.....				Nil.....					
Merigomish.....	Robert Murray.....				Nil.....					
Meteghan.....	B. A. Robichau.....				Nil.....					



STATEMENT showing results of certain Returns respecting Shipping and Discharging of Seamen, &c.—Continued.

NOVA SCOTIA—Concluded.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1885.			For Half-year ended 31st December, 1885.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
North Sydney.....	Cape Breton.....	James Armstrong.	94	62	\$ 65 60	190	173	146 90	284	235	\$ 212 50
Parrsborough.....	Cumberland.....	A. S. Townshend.	33	13	20 40	105	32	62 10	188	45	82 50
Pictou.....	Pictou.....	M. Campbell.....	51	18	30 90	68	54	50 20	119	72	81 10
Port Acadie.....	Digby.....	A. Bourneuf.....	16	11	11 30	4	5	3 25	20	16	14 55
Port Caledonia.....	Cape Breton.....	J. J. Campbell.....	.....	.....	Nil.	.....	.....	.....	.....	.....	.....
Port Gilbert.....	Digby.....	R. Sanderson.....	.....	.....	.....	62	67	51 10	62	67	51 10
Port Hawkesbury.....	Inverness.....	John Stapleton.....	20	2	10 60	11	5	7 00	31	7	17 60
Port Hood.....	Inverness.....	E. D. Tremain.....	.....	.....	.....	Nil.	.....	.....	.....	.....	.....
Port la Touche.....	Shelburne.....	J. W. Taylor.....	8	2	4 60	8	1	4 30	16	3	8 90
Port Medway.....	Queen's.....	J. J. Leston.....	100	7	52 10	.....	.....	.....	100	7	52 10
Port Mulgrave.....	Guyshoro'.....	D. Murray, jun.....	16	.....	8 00	.....	.....	.....	.....	.....	8 00
Port William.....	King's.....	G. S. Lockwood.....	6	2	3 60	10	2	5 60	16	4	9 20
Port Williams.....	Annapolis.....	W. Graves.....	.....	.....	.....	Nil.	.....	.....	.....	.....	.....
Pubnico.....	Yarmouth.....	P. S. D'Entremont	143	.....	71 50	68	2	34 60	211	2	106 10
Pugwash.....	Cumberland.....	J. H. Black.....	4	.....	2 00	.....	.....	.....	4	.....	2 00
Ratford's River.....	Cumberland.....	F. F. Hatfield.....	.....	.....	.....	Nil.	.....	.....	.....	.....	.....

Richmond.....	Richmond.....	A. McDonald.....	5	2 50	Nil.	2	1 00	7	3 50
St. Ann's.....	Cape Breton.....	D. McAuley.....							
St. Mary's River.....	Guysboro'.....	A. F. Falconer.....	104	52 00	Nil.	8	4 00	112	56 00
St. Peter's.....	Richmond.....	Donald Urquhart.....							
Sheet Harbour.....	Halifax.....	M. Macfarlane.....			Nil.				
Shelburne.....	Shelburne.....	W. W. Atwood.....	131	69 10	Nil.	53	37 30	184	106 40
Ship Harbour.....	Halifax.....	Edgar Hill.....			Nil.				
Sydney.....	Cape Breton.....	E. J. Ingraham.....				51	44 10	51	44 10
Thorne's Cove.....	Annapolis.....	E. H. Porter.....	46	23 30	Nil.	5	2 80	51	26 10
Truro.....	Colchester.....	S. F. Crowe.....			Nil.				
Tatamagouche.....	Colchester.....	J. A. G. Campbell.....			Nil.				
Wallace.....	Cumberland.....	C. E. Kerr.....	5	4 30				5	4 30
Waldon.....	Hants.....	A. McN. Parker.....	23	14 50		12	9 00	35	23 50
Weymouth.....	Digby.....	Sterns Jones.....				73	56 90	73	56 90
Windsor.....	Hants.....	E. O'Brien.....	35	22 30				35	22 30
Wilmot.....	Annapolis.....	G. B. Reed.....			Nil.				
Yarmouth.....	Yarmouth.....	C. W. Clements.....	269	193 60		295	292 10	564	492 70

PRINCE EDWARD ISLAND.

Oscumpec.....	Prince.....	James F. White.....			Nil.				
Charlottetown.....	Queen's.....	Wm. Koughan.....			Nil.				
Crapaud.....	Queen's.....	S. J. B. Leard.....				7	3 50	7	3 50
Georgetown.....	King's.....	Charles Owen.....	29	19 00		59	38 20	88	57 20
Malpeque.....	Prince.....	J. M. Macvortt.....				Nil.			

STATEMENT showing certain Returns respecting Shipping and Discharging Seamen, &c.—Concluded.  
 PRINCE EDWARD ISLAND—Concluded.

Name of Port.	Name of County.	Name of Shipping Mast r.	For Half-year ended 30th June, 1885.			For Half-year ended 31st December, 1885.			Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.		
					\$ cts.				\$ cts.	
Montague Bridge.....	King's.....	J. M. Aitken.....	8	2	4 60	13	11	9 80	13	14 40
Murray Harbour.....	King's.....	E. J. Brehant.....	Nil.....	Nil.....	.....	4	.....	2 00	.....	2 00
Pinette.....	Queen's.....	A. Murchison.....	.....	Nil.....	.....	3	.....	1 50	.....	1 50
Port Hill.....	Prince.....	W. Hopgood.....	.....	.....	.....	15	.....	7 50	.....	7 50
St. Peter's Bay.....	King's.....	R. D. McCallum.....	.....	.....	.....	Nil.....	.....	.....	.....	.....
Souris.....	King's.....	Michael Foley.....	11	3	6 40	60	3	30 90	6	37 30
Summerside.....	Prince.....	Jacob Schurman.....	15	7	9 80	13	4	7 70	11	17 30
Tignish.....	Prince.....	Geo. Conroy.....	.....	.....	.....	Nil.....	.....	.....	.....	.....
West Capé.....	Prince.....	Charles Stewart.....	.....	.....	.....	Nil.....	.....	.....	.....	.....

BRITISH COLUMBIA.

Burrard Inlet.....	N. Westminst'r	Isaac Johns.....	18	57	26 10	71	104	66 70	89	161	92 80
Victoria.....	Victoria...	W. Hamley.....	52	42	38 60	41	14	24 70	93	56	63 30

DEPARTMENT OF MARINE,  
 OTTAWA, 1st January, 1886,

W. M. SMITH,  
 Deputy Minister of Marine.

## APPENDIX No. 37.

REPORT ON THE MONTREAL HARBOR POLICE FORCE FOR THE  
CALENDAR YEAR ENDED 31ST DECEMBER, 1885.

MONTREAL, 1st January, 1886.

SIR,—I have the honour to submit the Annual Report on the Government Harbor Police of Montreal for the year ended 31st December, 1885.

The usual return of prisoners, &c., arrested is hereto annexed; the total number is 907.

The force, as last year, consisted of 39, including the Inspector, who is also the agent of the Marine Department, Chief and staff, but only a portion of the constables were taken on at the commencement of the season (4th May) and added as necessity required, and disbanded the 30th November, 1885.

The number of persons drowned was 18, the number killed by accident, 2, making 20 deaths. The number of sailors and others seriously hurt on the wharves was 47, who were removed to the hospitals and in a few cases to their homes. Numerous other accidents occurred, as may be seen by the extracts from the police diaries added to the returns, but were not of so serious a nature as to require medical assistance. One hundred and eighty-one sailors were assisted to their vessels and placed on board; 113 received protection, leaving a balance of 646 who were sent to court and proceeded against.

In accordance with your instructions, the whole force was medically inspected and where necessary successfully vaccinated.

The Department having been convinced of the unhealthy state of the station formerly occupied, and of its being subject to periodical floodings, the Deputy Minister made special visits to Montreal for the purpose of selecting a building that would be suitable for police purposes on the wharves—central in its position as regards the shipping, and healthy as a domicile. After careful examination of several structures, the present, 183 and 185 Commissioners street, facing the river, formerly a commission store, was selected, from its many advantages and ample accommodation, and leased for a number of years. The ground floor was fitted out as a guard room, dormitory, sergeants' room, cells, &c. Offices were fitted out on the other floors for the Agent of Marine and Inspector, Chief of Police, Inspector of Steamboats, &c., with ample storage room for the varied requirements of the Marine Department consigned here for shipment to the various lighthouses.

The fitting out, partially done by some of the police when available, was regularly inspected by the Deputy and finally examined and approved by the Honourable Minister.

The premises have been in occupation since the 4th May last, and the selection has more than realized expectations, both as regards health and the facilities afforded by its position, facing as it does a central point on the wharves used by the ocean steamship and other companies.

The Inspector of Steamboats, &c., states "the location of his office and its arrangements and surroundings cannot be improved, being most convenient for steamboat people."

The increase in vessels lying at the wharves is notable. They are not "liners," but principally "occasionals." It makes, however, a police patrol of over five miles.

His Worship the Mayor of Montreal, accompanied by Colonel Stevenson, called at the office on the 29th September, and requested that the River Police be assembled

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and kept ready for any emergency to aid the civil power in consequence of contemplated riots in connection with the small-pox, the military were also called out. The force was kept under arms the 29th and 30th September, and 1st and 2nd October, day and night, so as to guard the Government buildings and property.

Permit me to convey my thanks for the usual courtesy and assistance rendered to me by the Department in the performance of my duty.

I have the honour to be, Sir,

Your obedient servant,

H. St. A. ORMOND,

*Agent Marine and Inspector Government Harbour Police.*

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

Return of persons arrested by the Government Harbor Police from the 1st January, 1885, to 31st December, 1885.

1885.	Drunk and disorderly.	Drunk and disorderly on the wharves.	Larceny.	Fighting on the wharves.	Sailors deserting from ship.	Sailors absent without leave.	Sailors refusing duty.	Sailors assaulting their officers.	Sailors fighting on board ship.	Sailors on suspicion of deserting.	Carters impeding on the wharves.	Sailors drunk and disorderly.	Cruelty to animals.	Suspicion of larceny.	Drunk and resisting the police.	Breachings ships cargo.	Stabbing.	Vagrancy.	Stowaways.	Assault and battery.	Loitering on board ship.	Interfering with the police.	Assaulting and attempt to rob.	Sailors assisted to their vessels.	Bathing in the river.	Protection.	Total.
January	1	1	1	1	3	6	2	2	3	4	4	2	4	2	5	2	1	1	7	7	2	1	1	20	1	5	7
February	1	1	1	1	4	2	3	3	2	2	2	2	6	2	4	2	4	1	4	1	3	2	3	25	4	6	7
March	5	4	4	4	10	6	2	3	4	2	2	6	4	2	4	4	4	1	4	1	3	2	2	25	4	7	9
April	5	4	7	4	3	10	6	2	3	4	4	2	4	2	5	2	1	1	7	7	2	1	1	20	1	2	5
May	4	5	3	3	4	6	2	3	2	2	2	6	4	2	4	2	4	4	4	1	3	2	3	25	4	12	115
June	6	12	8	10	9	18	2	3	4	3	2	4	1	2	2	4	4	4	4	1	3	2	2	25	4	12	105
July	8	16	14	7	6	20	10	3	4	10	1	4	1	2	2	4	4	4	4	1	3	2	2	21	2	15	139
August	6	16	14	10	9	18	2	3	4	10	1	4	1	2	2	4	4	4	2	1	1	1	1	35	2	12	158
September	4	20	5	4	7	20	8	1	5	15	1	6	1	1	2	1	2	6	2	1	1	1	30	2	16	159	
October	14	15	2	1	5	15	4	2	2	7	1	4	1	1	4	1	2	2	2	1	1	1	40	2	12	131	
November	6	8	2	5	1	10	4	2	2	2	2	4	1	1	4	2	2	2	2	1	1	1	10	10	10	58	
December	2	1	1	1	1	1	4	2	2	2	2	1	1	1	1	2	4	2	15	14	7	9	6	181	9	113	907

GEORGE MURPHY,  
Chief G. H. P.

H. S. A. ORMOND, Esq.,  
Agent Marine and Fisheries, and Inspector of Police.

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APPENDIX No. 38.

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REPORT ON THE QUEBEC RIVER POLICE FORCE FOR THE CALENDAR  
YEAR ENDED 31st DECEMBER, 1885.

QUEBEC, 31st December, 1885.

SIR,—I have the honour to submit for your consideration and approval my Eighth Annual Report, as Chief of the Government River Police for the season just closed.

On the 1st of May last, the force resumed its usual duties composed of the following members, viz. :—

The Chief, who is also Shipping Master for the port, at a salary of \$1,500 per annum for joint offices, with Mr. James Cunningham acting as Deputy Chief, at \$2.40 per day; 5 coxwains, at \$1.90; with 27 constables, at \$1.50 per diem; and 2 engineers, at \$50 per month for the season.

From the above rate of wages, 25 cents per day was monthly retained as guarantee of their good conduct, and such having proved satisfactory this amount was duly paid to them at the close of the season.

I beg to append a statement giving the number of persons arrested by the force under my command, showing also the various offences for which they were charged, and the nationality of the said offenders.

As will be noticed there has been a general decrease, as compared with previous years, in the number of arrests, &c., a fact I am confident is mainly due to the extra vigilance exercised by a most constant police patrol of the port, both by day and night.

I see nothing outside of our usual routine of business worthy of any special mention.

The whole humbly submitted.

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

BENJ. TRUDEL,

*Chief of River Police and Shipping Master.*

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

STATEMENT of Arrests made at the Port of Quebec by the Government River Police,  
from 1st May to 30th November, 1885.

Offences.	No.	Nationality.	No.
Desertions.....	56	England .....	81
Absence without leave .....	49	Scotland.....	56
Refusal of duty.....	37	Ireland.....	61
Refusal to proceed to sea.....	29	Germany.....	43
Neglecting to join their ship.....	46	Sweden.....	37
Drunkenness.....	44	Norway.....	59
Protection for the night.....	91	France.....	17
Assault by chief mates on crews.....	3	Canada.....	33
do captains do.....	2	United States.....	21
Thefts on board.....	4	Newfoundland.....	20
do shore.....	1	Wales.....	7
Stowaways.....	39	Finland.....	14
Loitering.....	4	Spain.....	8
Going on board without permission.....	6	Italy.....	10
Swimming at Queen's wharf.....	14	West India.....	2
Impeding passengers.....	27	Isle of Man.....	1
Assaults.....	16		
Attempts to stab.....	2		
	470		470

To the preceding number of arrests should be added the following seamen who have received the care and assistance of the River Police:—

Seamen and their effects put on board their respective ships.....	619
do with their effects from ships to shipping office.....	97
do from ships to hospital.....	21
do from hospital to ships.....	11
do from ships to court and from court to ships.....	72
do from Recorder's Court and gaol to ships.....	78
Shipwrecked seamen for account of London Board of Trade.....	133
	<u>1,031</u>

BENJ. TRUDEL,

*Chief of River Police and Shipping Master.*

QUEBEC, 31st December, 1885.



## APPENDIX No. 39.

LIST of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, from 1st January to 31st December, 1885, for gallant and humane services rendered in Saving Life from Shipwrecked Canadian Vessels, or by British or Foreign Governments for similar services in Saving Life from Shipwrecked British and Foreign Vessels for same period.

Names and Designation of Persons.	Nature of Service Rendered.	Date of Service Rendered.	Description of Rewards Granted.
Capt. T. W. Churchill; Norman Bell, 1st mate; Mendall G. Orocker, 2nd mate; G. F. Churchill, Calvin Foot and George Hersey, seamen, of the ship "Jessie Burrill," of Yarmouth, N.S.	Services rescuing crew of the American brig "Jennie Morton," at sea.	Feb., 9, 1882	A gold watch and chain to captain; \$25 to 1st mate; \$35 to 2nd mate, and \$25 to each of the three seamen. By United States Government.
Mr. C. W. Murphy, mate of the barque "Nellie Moody," of Yarmouth, N.S., and three seamen.	Services in rescuing crew of the German ship "Der Kleine Heinrich."	Oct. —, 1882	A gold chronometer watch to the captain and £5 to each of the seamen. By the German Government.
Thomas Doyle, Wm. M. Robertson, Andrew Dorion, Jeremiah Blackier and Alphonse Dorion.	Services in rescue of shipwrecked crew of the "Marco Polo," of Norway.	July 25, 1883	\$10 to Thomas Doyle and \$5 to each of the men.
Capt. James McQuarrie; J. Holiday, carpenter; J. Meyer, steward; F. Sternfield, B. Enseron, D. Olsen, T. Larsen, O. Olsen, D. Fisher, F. Marksen and M. Johnson, seamen, of the barque "Chinampas," of Pictou, N.S.	Services in rescue of the crew of the British ship "Ellerbank," of Liverpool, England.	Aug. 1, 1883	A binocular glass to captain; £2 to steward; £1 10s. to carpenter and to each of the seamen. By the Imperial Government.
Capt. John Sanders, of the brig "Boston Marine," of Yarmouth, N.S.	Services to shipwrecked crew of the "Maggie Glen," of Lunenburg, N.S.	do 27, 1883	A binocular glass.
James Allan, Ernest Wyman, Jacob Cavanagh, William Allen and Eben Crosby, of Yarmouth, N.S.	Services rescuing shipwrecked crew of the barque "Yarmouth," of Yarmouth, N.S.	Jan. 4, 1884	A silver watch to each of the men.
Capt. Charles Smith; Philip J. Dennis, chief officer; Charles Murphy, steward; Thomas Gibbons, cook; Charles Webber, A. B.; Fred. Burnie, O., seamen, of the steamship "Parklands," of Hartlepool, England.	Rescuing the three sole survivors of the wrecked barque "Ada Barton," of St. John, N.B.	Feb. 16, 1884	A binocular glass to captain; a silver watch to chief officer; \$15 to each of the four seamen.

List of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, &c.—*Continued.*

Names and Designation of Persons.	Nature of Service Rendered.	Date of Service Rendered.	Description of Rewards Granted.
Capt. Vital Boudreau, of schooner "Progress," and eight men, of Esquimaux Point, Que.	Assistance to shipwrecked crews of three schooners at Fox Bay, Anticosti.	April —, 1884	\$44 to captain, and \$56 divided amongst 8 men.
Captain Raimundo Pina, master of the Spanish Barque "Raphaél Pomar."	Services rescuing the sole survivor of the brig "G. P. Sherwood," wrecked in the Gulf stream.	June 15, 1884	A silver watch.
Captain George Albert Smith of Windsor, N.S., and John McNutt, of Maitland, N.S., late master and mate of the "Callope," of Windsor, N.S.	Services rendered to the shipwrecked crew of the Swedish ship "Appendix."	Sept. 13, 1884	A binocular glass to captain; a gold medal to mate, by the Swedish Government.
Captain Uriah H. Lyons, Stillman Goodwin, Smith Carter, Charles Nickerson, Martin Hopkins, George Pike and Wm. Thompson, of the schooner "Georgie Harold," of Shelburne, N.S.	Services rescuing crew of schooner "Twilight," of Yarmouth, N.S., wrecked at Shag Rock, Cape Canso, N.S.	do 12, 1884	A silver watch to captain, and \$20 to each of the men.
Captain Thomas Tremblay, Henry Caré, Souverin Caré and Thomas Caré, of schooner "Marie Anne."	For rescuing 17 passengers from on board the burning steamer "Saguenay" at Malbaie, Que.	do 25, 1884	\$10 to captain, and \$5 to each of the men.
Daniel Rooney, Daniel Rooney, jr., Thomas Hart, James Slammon and James Duffy, of the Cobourg Life Boat Station.	Rescue of a fisherman and his son from drowning; also assistance rendered to schooner "Queen of the Lakes."	Nov. —, 1884	\$8 to each of the men.
Gilbert Joseph and Antoine Mercier, of River Ouelle.	Rescuing crew of the schooner "Marie Emma."	do 5, 1884	\$15 to each man.
Captain James Currie, Wm. Wales, Wm. Allard, Daniel McCallum, Andrew McFarlane and James W. Hogg.	Humane and gallant exertions in saving life from the wreck of steamer "Inveralt," at Pictou Island.	do 15, 1884	A binocular glass to James W. Hogg, and silver watches to captain and the other men.
Robert J. Bontifier, Superintendent of Sable Island Humane Establishment, N. S., and William Merson, keeper of the west end light, Sable Island, N.S.	Services in rescuing crew of the French schooner "A. S. H.," of St. Malo, France.	Dec. 19, 1884	A gold medal to superintendent, a silver medal to light-keeper, by the French Government.
Captain A. L. Atkinson, of the British steamship "Deerhound," of Hartlepool, England; Archibald Wallace, chief officer; John Jardon, boatswain; George W. Lord, carpenter.	Services rescuing crew of the wrecked barque "Erinna," of Maitland, N.S.	Feb. 3, 1885	Gold watches to captain and chief officers; silver watches to the two others.

LIST of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, &c.—*Concluded.*

Names and Designation of Persons.	Nature of Service Rendered.	Date of Service Rendered.	Description of Rewards Granted.
Captain Philip L. Ferguson; David Rockwell, 2nd Mate; Peter Ruddy, Charles Cook, James Hagan and Daniel Collins, seamen; of the ship "Hudson," of St. John, N.B.	For humanity and kindness to the shipwrecked crew of the barque "Minnie Gray," of Hull, England, abandoned at sea.	Feb. 10, 1885	A binocular glass to the captain; an aneroid barometer to mate, and £1 to each of the seamen.
Captain Morrissey; Dennis Leary, mate; John Roberts, Wm. H. Carter, Ed. Johnson, John Sackett, Peter Peterson, seamen; of the ship "Creedmoor" of St. John, N.B.	For gallant services in rescue of the shipwrecked crew of the American schooner "Mary E. Long."	do 10, 1885	A gold watch and chain to captain Morrissey and to mate Leary; \$50 to each of the seamen, by the United States Government.
Capt. John F. Cook, of the brigantine "Kathleen," of Shelburne, N.S.	Services to schooner "Itasca," of Lunenburg, N.S.	Feb. 17, 1885	A letter of thanks.
John Dwyer, master of barque "Artisan," of St. John, N.B.	Services to shipwrecked crew of the schooner "Augusta Muir."	do 19, 1885	do
Capt. W. Graham, of the British barque "Rapid Transit," and Capt. John Card, of the British barque "Hants County."	Services rescuing shipwrecked crew of the American ship "Hunter."	March —, 1885	Two gold medals, by the United States Government.
J. C. Jameson, master; Frederick Brandstrup, 2nd officer; C. J. Kansier, quartermaster; John Steel, H. Persons, A. Anderson and C. Van Rooten, seamen, of the Belgian steamship "Rhynland."	Services rescuing shipwrecked crew of the barque "Cornwallis," abandoned at sea.	do 23, 1885	A binocular glass to captain; a gold watch to 2nd officer; silver watches to boatswain and carpenter, and £3 to each of the four seamen.
Capt. Johan Koss, of the barque "Aurora," of Tinsburg, Norway.	Rescuing crew of wrecked barque "R. U. Merriam," of Halifax, N.S.	May 11, 1885	A letter of thanks.
Capt. P. Murphy, of schooner "Foaming Billow," of Sheet Harbour, N.S.	Services rescuing crew of the shipwrecked schooner "Rosa," of Halifax, N.S.	do 16, 1885	A binocular glass.
Elias Zinck, Stannage Knickle and Simon Schnare, of the schooner "G. A. Smith," of Lunenburg, N.S.	Services rescuing two drowning men of the crew of the schooner "Dictator," of Lunenburg, N.S., in Ketch Harbour, Halifax Co., N.S.	do 18, 1885	A silver watch to each man.
Private Joseph Middleton, of Infantry School Corps, New Fort, Toronto.	Rescue of three lives from drowning.	do 25, 1885	A silver watch.
Joe Vincent, of Montreal .....	Saving 33 persons from drowning ...	On various occasions.	A gold watch.
Comfort Clements, master, and Edmund Wyman, mate, of schooner "Mary Jane," of Yarmouth, N.S.	Humane services in rescuing the crew of the American schooner "Sarah Louise."	.....	A medal and watch, by the United States Government.

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ANNUAL REPORT

OF THE

DEPARTMENT OF FISHERIES

DOMINION OF CANADA

FOR THE YEAR

1885

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Printed by Order of Parliament.

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



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## SECOND ANNUAL REPORT

OF THE

# DEPUTY MINISTER OF FISHERIES

FOR THE YEAR 1885.

To the Honorable

GEORGE E. FOSTER,

Minister of Marine and Fisheries.

SIR,—I have the honor to submit the second annual report of the Fisheries Department. The financial statements are for the year ended the 30th of June, while the fisheries statistics and reports are brought down to the 31st of December; the late date to which these are compiled have necessarily delayed the issuing of this report.

### PRODUCE OF THE FISHERIES.

With the exception of the Province of Nova Scotia, where a decrease of nearly half a million dollars in value is noticeable in the item of mackerel alone, it is satisfactory to be able to state that the fishing industry is in a thriving condition.

The following figures represent the total value of the fisheries of Canada for the year 1885 :

Nova Scotia.....	\$8,283,922 87
New Brunswick.....	4,005,431 29
Quebec.....	1,719,459 61
Prince Edward Island.....	1,293,429 64
British Columbia.....	1,078,038 00
Ontario.....	1,342,691 77

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\$17,722,973 18

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This is exclusive of the quantity consumed by the Indian population of British Columbia, and also of the yield of Manitoba and the North-West Territories, of which no reliable data are at present available.

DETAILS.

The following table shows the value of the principal kinds of commercial fishes, grouped for convenience:—

Cod.....	\$4,536,731 85
Lobster.....	2,613,731 03
Herring.....	2,473,117 00
Mackerel.....	1,509,424 00
Salmon.....	1,152,248 12
Haddock.....	651,087 86
Fish oils.....	491,507 75
Trout.....	474,932 02
Sardines.....	355,731 00
Smelt.....	359,029 98
Pollock.....	228,515 00
Whitefish.....	286,954 80
Hake.....	194,754 00
Alewives.....	158,513 00
Seal skins.....	159,214 00
Oysters.....	171,896 00
Pickerel.....	131,939 48
Halibut.....	104,155 02
Sturgeon.....	118,871 15
Eels.. ..	133,142 25
Hake Sounds.....	106,667 00
Shad.....	149,174 00

GENERAL REMARKS.

NOVA SCOTIA.

As already stated a heavy falling off is noticeable in the item of mackerel, amounting to 47,927 barrels, representing a money value of \$479,270.

This decrease is due, principally, to the low prices which ruled for this fish in the United States markets during the year. The falling off in the catch was confined to two or three counties.

The salmon fishery continues to show a marked improvement; the increase during the season being nearly 150,000 pounds over the catch of 1884. This

improvement is mainly attributable to the large number of fry deposited in the rivers for successive years from the Government hatcheries, as well as to the building of improved fishways on several of the most important salmon streams.

The increase in the catch of cod is also a gratifying feature, traceable to the system of fishing bounties, which had the effect of encouraging inshore fishing.

Lobster fishing was abundant, as well as remunerative; the increase being more than \$250,000 over 1884.

On account of the rapid development of the smelt fishery, it was found necessary to extend the protective measures which apply to the Province of New Brunswick to Nova Scotia, and to regulate bag-net fishing by means of special licenses.

#### NEW BRUNSWICK.

The returns from this Province show an increase in the value of its fisheries, amounting to nearly \$275,000.

The yield of salmon continues to improve; cod, halibut and haddock gave much larger returns than last year.

Shad and alewives show an increased catch; the fish being also of superior quality. While the catch of lobsters continues to increase in an enormous proportion, as is evinced by the fact that 2,378,180 pounds were caught this season more than in 1884, the breed continues to diminish in size, and unless timely measures of protection be enforced, it is apprehended that this fishery must be permanently injured.

The Inspector of Fisheries for New Brunswick draws special attention to the smelt fishery in his report. The danger arises from the fact that this pursuit, like many others in the fishery industry, is overdone. Most of the fish now sent to foreign and home markets are miserably small, and are each year decreasing in size.

To protect this industry and save it from permanent injury, it will be necessary to adopt more stringent measures than the present ones, and to further curtail bag-net fishing.

The sturgeon fishery, which has shown signs of decline for several years past, utterly failed this season.

No specific reason can be adduced for the disappearance of this fish.

#### QUEBEC.

The yield of the fisheries in the Gulf and Lower St. Lawrence Division shows a decrease of \$35,672, as compared with that of 1884. This falling off is due to the

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almost utter failure of the seal, cod and herring fishings. The ice remained so long in the spring, that all fishing operations were more or less seriously impeded.

Salmon fishing was poor on that part of the coast extending from Blanc Sablon to Natashquan, middling above that point, and fair in Gaspé and Bonaventure.

The lobster fishery shows an increase of 83,974 lbs.

Mackerel were abundant, but of small size. Five trap nets were set for these fish at Gaspé Bay and on the north coast, but did not meet with success.

The inland fisheries continue to show signs of improvement.

#### PRINCE EDWARD ISLAND.

All the fisheries in this Province show an increase.

The catch of lobsters exceeded that of last year by 52,534 cans. Nearly 25,000 new traps were set and twenty-six million lobsters were taken, being four millions more than in 1884. While the catch is thus increasing, the size of the lobsters is yearly decreasing. In 1879, it took four lobsters to fill a one-pound can, when five and a half and sometimes six are needed now. It is a well established fact, that canning ceases to be remunerative when it requires more than five lobsters to fill up a one-pound can.

The enormous development which this fishery has attained, coupled with the well-known greed and improvidence of packers and fishermen, makes it more imperative than ever that speedy and efficient means be adopted to prevent its ultimate injury, by reckless and excessive fishing; the more so, when it is borne in mind that this industry alone is the means of circulating over half a million dollars annually in a single Province. Several remedies have been suggested, but they all appear to fall short of the requirements of the case. It is proposed to amend the existing regulations so as to make the close season read from 1st July to 15th August, for the western coast of Nova Scotia and the southern coast of New Brunswick, and from the 15th July to 31st August for the eastern coast of Nova Scotia, the northern coast of New Brunswick, Prince Edward Island and the Province of Quebec. These dates are based on the assumption that spring fishing begins a fortnight earlier in the first than in the second division. Assuming, therefore, that lobster fishing begins about the 10th May and can be carried on till the end of September, the above arrangement would give eighty working days, which is considered ample.

In addition to this, it would seem advisable to increase the gauge from 9 to 10 inches. As already stated, it is claimed that canning ceases to be remunerative when from five to six lobsters are required to fill a can. A boiled lobster of

9 inches in length scarcely weighs one pound in the shell. The fact of raising the gauge from 9 to 10 inches, would increase the weight one-fourth. Having reference to this matter, it may not be amiss to remark here that in the States of Maine and Massachusetts, where the lobster fishery has been seriously injured by over-fishing, the laws prohibit the killing of lobsters under  $10\frac{1}{2}$  and 11 inches in length, under heavy penalties.

It is hoped that the above measures will, if not entirely cure, at least lessen the evil of over-fishing. The proposed dates will also permit of lobsters being exported alive during the fall, a matter which cannot fail to be of great benefit, especially to the Provinces of Nova Scotia and New Brunswick.

The catch of mackerel shows an increase of about 8,800 barrels over 1884, but prices ruled low. Herring were plentiful, the returns showing an increase of 10,720 barrels over 1884.

The catch of cod, hake and haddock was also unusually good.

#### BRITISH COLUMBIA.

The returns from the Province of British Columbia show a decrease of \$279,119 in the salmon catch, owing to the depressed state of the market and the large quantity of canned salmon on hand from the catch of 1884.

Only nine canneries were in operation during the season.

The fish-breeding operations carried on at Fraser River were highly successful, as may be seen on reference to Mr. Thomas Mowat's report in Appendix No. 2.

#### ONTARIO.

Returns from this Province continue to give evidence of steady improvement.

It was apprehended that, the extension of twenty days in the close season for whitefish and salmon trout, would materially affect the catch of these fish; but contrary to all expectations, the yield of whitefish and salmon trout is slightly in excess of that of the previous year, the figures standing as follows:—

	Pounds.
Whitefish, 1884.....	3,516,997
do 1885.....	3,938,500
Salmon trout, 1884.....	5,311,814
do 1885.....	5,431,654

The total value of fish caught during the past season in the Province of Ontario exceeds that of 1884 by nearly a quarter of a million dollars.

This increase is principally made up of the large catch of fresh-water herring in pound nets on Lake Erie and Lake Huron. Pickerel and sturgeon also show a large increase.

MANITOBA AND THE NORTH-WEST TERRITORIES.

The existing fishery laws were promulgated and enforced. Mill owners on the principal streams were notified to build fish-ways on their dams, and to comply with the requirements of the statute relative to sawdust and mill rubbish.

The Inspector states it is very difficult to procure reliable statistics of the fish trade. The following figures, collected at the best sources, give the amount of exports:—

1884.....	\$27,891
1885.....	55,847

and the value of fish used for home consumption is estimated at \$750,000.

A species of fish analagous to the British Columbia salmon, was caught near the mouth of Little Saskatchewan River, which empties into Lake Winnipeg.

In furtherance of the announcement made in last year's report, it is proposed to adopt the following dates as close seasons for fish in Manitoba and the North-West Territories:—

Whitefish.....	1st November to 1st February.
Pickerel (Doré).....	15th April to 15th May.
Speckled trout.....	1st October to 1st January.

THE FISHERY LAWS OF THE DOMINION.  
TABLE OF CLOSE SEASONS ON 1st JANUARY, 1886.

Kinds of Fish.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	P. E. Island.
Salmon (net fishing).....		Aug. 1 to May 1.	Aug. 15 to March 1.	Aug. 15 to March 1.	
do (angling).....		Sept. 1 to May 1.	Sept. 15 to Feb. 1.	Sept. 15 to Feb. 1.	
do do Ristigouche River.....		Aug. 15 to May 1.		Aug. 15 to May 1.	
Speckled Trout ( <i>Salmo Fontinalis</i> ) ...	Sept. 15 to May 1.	Oct. 1 to Jan. 1.			Oct. 1 to Dec. 1.
Large Grey Trout, Lunge and Win- ninish.....		Oct. 15 to Dec. 1.			
Pickeral, (Doré).....	April 15 to May 15.	April 15 to May 15.			
Bass and Maskinongé.....	April 15 to June 15.	April 15 to June 15.			
Whitefish and Salmon Trout.....	Nov. 1 to Nov. 30.				
Whitefish.....		Nov. 10 to Dec. 1.			
Sea Bass.....				March 1 to Oct. 1.	
Smelts.....			April 15 to May 15.	April 15 to May 15.	
LOBSTERS.....			Bag net fishing prohibited, except under license.		
		Aug. 20 to April 20.	Aug. 1 to April 1. (West coast)	Aug. 1 to April 1. (South coast)	Aug. 20 to April 20.
			Aug. 20 to April 20. (North coast)	Aug. 20 to April 20. (North coast)	
Sturgeon.....				Aug. 31 to May 1.	
Oysters.....		June 1 to Sept. 15.	June 1 to Sept. 15.	June 1 to Sept. 15.	June 1 to Sept. 15.

NOTE.—The fishery laws only partially extended to British Columbia and Manitoba. Close seasons in the latter province are: Whitefish, from 20th October to 1st November; and speckled trout, from 1st October to 1st January.

SYNOPSIS OF FISHERY LAWS.

- Net fishing of any kind is prohibited in public waters, except under leases or licenses.
- The size of nets is regulated so as to prevent the killing of young fish. Nets cannot be set or seines used so as to bar channels or bays.
- A general weekly close time is provided in addition to special close seasons.
- The use of explosive or poisonous substances for taking fish is illegal.
- Mill-dams must be provided with efficient fish-passes. Models or drawings will be furnished by the Department on application.
- The above enactments and close seasons are supplemented in special cases, under authority of the Fisheries Act, by a total prohibition of fishing for stated periods.

CLOSE SEASONS—REMARKS.

The Fishery Regulation which fixed the close season for whitefish and salmon trout in Ontario, from 1st to 10th November, having been found inadequate to a full protection of these fish during the spawning period, an Order in Council was passed on 20th April, 1885, rescinding the former regulation, and establishing the whole month of November as the close time. The necessity for such a measure is admitted on all hands, and its timely opportunity is abundantly proved. In order, however, to more fully test that point, the officer sent to collect ova at Colpoy's Bay for the Government hatcheries, was instructed to keep a diary of his operations: The table appended below shows that the fish were in full spawn during the whole month of November, and the eggs were, therefore, obtained in the best possible condition.

In choosing the month of November for the whitefish and salmon trout close season, the Department was also actuated by a desire of interfering as little as possible with the legitimate operations of the fishermen; it being a well-established fact that, owing to boisterous weather on the great lakes during November, fishing is practically over by the first of that month, except at great risk of life and loss of fishing gear.

SCHEDULE OF OPERATIONS AT COLPOY'S BAY.

COLLECTING Ova for the Government Hatcheries during the Fall of 1885.

Dates.	No. of Salmon Trout Spawned.		No. of Salmon Trout Ova obtained.	No. of Fish injured and found dead in Nets.		No. of Nets lifted.	Remarks.
	Males.	Females.		White Fish.	Salmon Trout.		
1885.							
Nov. 3...	12	18	25,000	5	12	2	With the exception of the few fish mentioned in another column as being injured or dead in the pounds, all the rest were liberated alive.
do 4...	8	20	23,000	6	11	2	
do 5...	40	27	750,000	5	41	1	
do 6...	37	260	750,000	4	33	3	
do 7...							
do 8...							
do 9...							
do 10...	175	700	2,000,000	3	52	1	
do 11...	85	300	750,000	5	19	3	
do 12...							
do 13...							
do 14...	187	590	1,500,000	1	51	1	
do 15...							
do 16...							
do 17...	189	600	1,500,000	3	37	2	
do 18...	87	330	1,000,000	1	17	1	
do 19...							
do 20...							
do 21...							
do 22...							
do 23...							
do 24...							
do 25...							
do 26...	98	250	750,000	4	29	2	
do 27...							
do 28...	100	295	800,000	2	57	2	
do 29...	125	590	1,500,000	2	63	2	
Totals...	1,113	4,213	11,348,000	41	422	22	No whitefish ova were obtained these being secured at the Sandwich Hatchery.

As previously remarked, it was surmised that the change of close season would materially affect the catch of whitefish and salmon trout, but contrary to expectations, such was not the case; the returns showing an actual increase in the catch of 1885 over that of the previous year :

	Lbs.
1885, Whitefish and Salmon Trout .....	9,370,154
1884 do do do .....	8,828,811

The beneficial results of this measure cannot fail to be felt in the near future, especially with regard to whitefish.

The Order in Council of 16th May, 1879, fixing the close time for pickerel, bass and maskinongé, having been found defective in so far as it related to the two last-named fish, a Fishery Regulation was passed making the close season as follows :—

Pickerel, from 15th April to 15th May; Bass and Maskinongé, from 15th April to 15th June.

This will, it is expected, afford ample protection to bass and maskinongé during their breeding periods.

In accordance with representations made by the Inspector of Fisheries for Nova Scotia and others interested in the welfare of our sea fisheries, an Order in Council was also obtained, extending to the Province of Nova Scotia the close time for Smelts prevailing in that of New Brunswick, and prohibiting fishing by means of bag nets, except under licenses from this Department.

#### BUILDING OF FISHWAYS.

Seventeen fishways were built on the following streams in Nova Scotia during the year 1885 :—

County.	Dam.	River.
Annapolis	Brown's	Annapolis
Colchester	Steven's	Salmon
do	Fulton's	Little Bass
Cumberland	Doyle's	Tidnish
do	Costin's	do
do	McPherson's	Shinimicas
do	Somer's	do
do	Woods'	Black
do	Thompson's	Philip
do	Oxley's	do
do	Ripley's	do
Halifax	Thomas Falls	Bedford
do	Heffler's	do
Hants	McCallum's	Avon
Pictou	Cameron's	St. Mary's, west branch
do	Allen's	John
do	McLean's	do



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Three fishways were also built on the Magaguadavic River, Charlotte County, New Brunswick, and two on the Chateauguay River, in the Province of Quebec.

**EXTENSION OF THE LICENSE SYSTEM TO MANITOBA AND THE NORTH-WEST TERRITORIES.**

It is respectfully suggested that the system of licensing fishery privileges which has had such beneficial effects in the older Provinces of the Dominion be, as soon as possible, introduced in Manitoba and the North-West Territories.

Owing to the hitherto sparsely settled condition of these regions, the want of protection has not been so much felt as in the older Provinces, but as civilization extends and the territory becomes settled it is necessary that some effective means of controlling and regulating the fisheries for the benefit of residents and settlers, especially in the neighborhood of Lakes Winnipeg, Winnipegosis, Manitoba, Long Lake, &c., be devised.

**TABLE**  
**Showing the Number, Tonnage and Value of Vessels and Boats; Value Fishing Material, etc., and number of Men engaged Fishing in the several Provinces of the Dominion, during the Year 1885.**

Provinces.	Men.		Vessels and Steam Tugs.		Boats.		Gill Nets.		Trap and Pound Nets, Weirs and Brush Fisheries.		Lobster factories, Freezers and other fixtures. Approximate Value.	Total Value.	Remarks.
	Number.		Number.	Tonnage.	Number.	Value.	Fathoms.	Value.	Number.	Value.			
Nova Scotia .....	29,905		711	31,285	12,693	\$ 316,677	1,475,913	\$ 566,550	916	233,720	\$ 464,745	\$ 3,010,000	See page 142.
New Brunswick.	10,185		196	3,297	4,879	147,567	430,738	241,360	232	112,690	495,426	1,075,879	do 172.
P. E. Island .....	3,538		53	2,044	1,039	34,625	47,985	24,649	1	1,600	376,369	493,143	do 271.
Quebec .....	11,322		160	8,734	7,949	187,330	207,368	160,423	2,011	126,048	115,878	930,368	do 218, partly.
Ontario .....	2,716		23	2,523	1,045	121,863	710,630	96,223	218	71,765	25,114	378,274	do 314.
British Columbia	1,839		34	845	867	44,195	141,850	130,080	.....	.....	580,930	809,805	do 896.
<b>Totals .....</b>	<b>59,493</b>		<b>1,177</b>	<b>48,728</b>	<b>28,472</b>	<b>852,267</b>	<b>3,014,384</b>	<b>1,219,284</b>	<b>3,373</b>	<b>545,823</b>	<b>2,058,462</b>	<b>6,697,459</b>	

GENERAL RECAPITULATION

Of the Yield and Value of the Fisheries in the Dominion of Canada, for the years 1884 and 1885.

Kinds of Fish.	1884.		1885.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Cod..... Cwt.	1,022,234	4,302,454 85	1,077,144	4,536,731 75
Herring, pickled..... Brls.	493,241	2,029,430 00	477,262	1,997,901 00
do smoked..... Boxes.	1,938,194	484,548 50	1,461,864	365,463 50
do frozen..... No.	14,851,500	89,109 00	15,800,150	94,800 90
do preserved or fresh..... Lbs.	1,049,550	42,359 50	364,640	14,951 60
Lobsters, preserved..... "	15,933,288	2,259,892 80	17,303,038	2,463,780 03
do in shell or alive, etc..... Tons.	3,065	91,967 00	4,998	149,951 00
Salmon, pickled..... Brls.	10,049	123,418 50	7,826	103,744 00
do fresh..... No	173,056	51,916 80	204,700	40,940 00
do do in ice..... Lbs.	2,008,268	346,000 29	2,391,365	411,231 43
do preserved in cans..... "	6,803,845	781,366 05	5,268,918	552,459 70
do smoked..... "	385,230	55,026 00	404,365	43,873 00
Mackerel, preserved in cans..... "	190,457	28,194 03	539,734	61,287 00
do pickled..... Brls.	180,170	1,798,487 00	145,752	1,448,137 00
Haddock..... Cwt.	216,544	758,245 70	185,927	651,087 86
Hake..... "	40,073	140,255 50	55,644	194,754 00
Pollock..... "	78,635	275,232 50	65,290	228,515 00
Trout..... Lbs.	5,517,487	429,481 00	5,545,449	432,160 02
do..... Brls.	3,546	35,172 00	4,305	42,772 00
Whitefish..... "	2,078	20,780 00	5,355	53,550 00
do..... Lbs.	3,189,891	251,191 28	2,917,560	233,404 80
Smelt..... "	6,177,410	370,644 60	5,982,358	359,029 95
Sardines..... Brls.	8,895	26,720 00	6,857	20,571 00
do..... Hhds.	35,788	357,880 00	55,860	335,160 00
Oysters..... Brls.	41,956	126,468 00	57,132	171,896 00
Alewives..... "	47,674	189,854 50	39,738	158,513 50
Hake Sounds..... Lbs.	83,637	77,726 20	106,667	106,667 00
Cod Tongues and Sounds..... Brls.	2,006	14,882 00	4,142	29,448 05
Shad..... No.	128,533	12,157 17	143,320	13,657 30
do salted..... Brls.	7,737	61,901 24	14,535	135,517 60
Eels do..... "	4,776	42,768 40	4,600	41,202 00
do..... No.	419,464	41,946 40	919,402	91,940 25
Maskinongé..... Lbs.	627,750	39,573 30	679,240	43,029 60
Bass..... "	1,186,423	75,571 26	1,074,103	69,189 22
Pickarel..... "	1,771,071	111,452 06	2,120,003	131,939 45
Pike..... "	705,948	36,363 40	1,022,620	51,978 00
Sturgeon..... "	1,601,306	80,709 60	2,372,175	118,871 15
Halibut..... "	1,670,215	98,532 90	1,735,917	104,155 02
Bar and Whitefish..... Doz.	15,008	18,760 00	6,798	8,497 50
Winnonish..... No.	25,600	6,400 00	28,500	7,125 00
Tom Cod and Frost Fish..... Lbs.	1,074,400	16,288 00	641,260	25,650 00
Flounders..... "	92,146	5,528 76	152,502	9,150 15
Perch..... "	12,000	720 00	13,350	801 00
Ling..... Cwt.	155	620 00	249	996 00
Squid..... Brls.	3,176	12,704 00	3,487	13,948 00
Whiting..... Lbs.			241,160	12,058 00
Oolachans, pickled..... Brls.	330	2,640 00	110	1,800 00
do fresh..... Lbs.	37,500	2,250 90	31,350	1,881 00
do smoked..... "	28,000	2,800 00	13,000	1,300 00
Seal Skins..... No.		166,788 00		159,214 00
Porpoise Skins..... "	83	332 00	108	240 00

## GENERAL RECAPITULATION

Of the Yield and Value of the Fisheries in the Dominion of Canada—*Concluded.*

Kinds of Fish.	1884.		1885.		
	Quantity.	Value.	Quantity.	Value.	
		\$ cts.		\$ cts.	
Fish Oils, not assorted..... Galls.	583,883	376,826 10	818,152	491,507 20	
Whale Oil..... "	4,640	2,320 00			
Seal Oil..... Galls.	50,070	25,035 00			
Cod Oil..... "	83,391	41,695 50			
Dog Fish, Porpoise and Oil..... "	16,781	6,768 80			
Dog Fish Oil, refined..... "	45,000	24,800 00			
Olams, preserved..... Lbs.	14,400	1,800 00			
Crabs and Prawns, in B. C.....					8,180 00
Fish Roes..... Brls.	18	72 00			2,000 00
Coarse Fish..... "	39,005	180,029 50			34,938
Mixed Fish..... "					
Fish Guano..... Tons.	4,422	66,330 00	3,906	59,340 00	
Fish used for Bait and Manure..... "	250,572	204,875 25	273,901	242,650 75	
Fish sold in Halifax markets.....		52,400 00		43,500 00	
do Victoria, B. C., markets.....		110,000 00		120,000 00	
Fish assorted in British Columbia.....	58,400	3,504 00	59,400 00	3,564 00	
For home consumption not included in Returns.....		266,170 00		246,632 25	
Total value of the Fisheries in Canada		17,766,404 24		17,722,973 18	
Decrease in 1885.....				43,431 06	

## GENERAL STATEMENT

Of Production in the different Fisheries in the respective Provinces of the Dominion of Canada, in 1884 and 1885.

## PROVINCE OF NOVA SCOTIA.

Kinds of Fish.	1884.		1885.		
	Quantity.	Value.	Quantity.	Value.	
		\$ cts.		\$ cts.	
Salmon.....	Brls	3,183	57,294 00	3,428	61,704 00
do fresh.....	Lbs.	468,502	93,034 15	445,668	86,647 35
do smoked.....	"	18,230	3,646 00	27,465	5,493 00
do preserved.....	Cans.	7,652	1,530 46	30,570	6,114 00
Codfish.....	Cwt.	783,144	3,328,363 00	806,426	3,427,311 25
Cod Tongues and Sounds.....	Brls.	1,440	10,080 00	1,215	8,505 00
Pollock.....	Cwt.	61,892	216,622 00	49,098	171,843 00
Hake Sounds.....	Lbs.	34,297	34,297 00	58,090	58,090 00
Hake and Haddock.....	Cwt.	196,998	689,493 20	166,216	581,759 00
Finnan Haddies.....	Lbs.			381,000	15,240 00
Halibut.....	"	1,445,590	85,055 40	1,491,987	89,519 22
Mackerel.....	Brls.	156,063	1,560,630 00	108,136	1,081,365 00
do preserved.....	Cans.	82,776	12,416 40	10,656	1,598 40
Herring.....	Brls.	260,383	1,001,632 00	207,160	823,640 00
do smoked.....	Boxes.	113,085	26,271 25	116,080	29,020 00
do frozen or fresh.....	Lbs.	1,016,000	40,632 00	328,040	13,121 60
Alewives.....	Brls.	21,375	85,500 00	17,591	70,364 00
do smoked.....	No.			100,000	800 00
Shad.....	Brls.	3,428	27,425 24	4,919	39,357 60
Bass.....	Lbs.	80,067	4,804 02	14,636	878 20
Trout.....	"	151,750	9,105 00	128,075	7,684 50
Smelts.....	"	301,700	18,102 00	418,150	25,089 00
Eels.....	Brls.	2,581	23,229 00	2,979	26,811 00
Oysters.....	"	1,595	4,785 00	1,310	3,930 00
Clams.....	"			1,136	5,680 00
Squid.....	"	2,683	10,732 00	3,139	12,556 00
Lobsters, preserved.....	Cans.	5,146,273	771,940 95	6,805,340	1,020,801 00
do.....	Tons.				
do in shell.....	Per M.		40,697 00		56,621 00
do live to United States.....	"				
Medicated Oil.....	Galls.			2,220	2,220 00
Fish Oils.....	"	516,845	335,949 25	493,100	320,515 00
do Guano.....	Tons.	1,517	22,755 00	1,091	16,365 00
Fertilizer.....	"			30	1,200 00
Fish used as bait.....	Brls.	51,328	51,328 00	51,676	51,676 00
do manure.....	"	28,423	14,211 50	23,245	11,622 50
Mixed Fish in Digby and Yarmouth Counties.....	\$		32,408 00		25,046 00
Amount sold in Halifax Fish Market.....	"		52,400 00		43,500 00
Home consumption of various Counties, as per return.....	"		95,510 00		75,235 25
Total.....			8,763,779 36		8,283,922 87
Decrease.....					479,856 49

COMPARATIVE STATEMENT

Of Production in each Branch of Fisheries, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

Kinds of Fish.	1884.		1885.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Codfish..... Cwt.	51,082	217,098 50	83,298	354,016 50
Herring..... Brls.	109,905	439,620 00	109,717	438,868 00
do smoked..... Boxes.	1,794,400	448,600 00	1,313,535	328,383 75
do frozen..... No.	14,851,500	89,109 00	15,800,150	94,800 00
Mackerel..... Brls.	5,857	56,570 00	10,845	108,450 00
do preserved..... Lbs.	95,197	14,279 55	135,616	20,342 40
Haddock..... Cwt.	15,379	53,826 50	17,587	61,554 50
Pollock..... "	16,743	58,600 50	16,192	56,672 00
Hake..... "	30,842	107,947 00	41,124	143,934 00
Halibut..... Lbs.	42,450	2,547 00	47,360	2,841 60
Salmon, pickled..... Brls.	107	1,926 00	191	3,438 00
do fresh, in ice..... Lbs.	1,707,983	215,596 60	1,356,498	271,299 60
do preserved..... "	11,362	2,272 40	16,618	3,333 60
do smoked..... "			6,900	1,380 00
Alewives..... Brls.	24,816	99,264 00	21,070	84,280 00
Trout..... Lbs.	70,943	4,256 58	70,980	4,258 80
Smelt..... "	5,801,560	348,093 60	5,497,858	329,871 48
Shad..... Brls.	4,305	34,440 00	9,616	96,160 00
Belts..... "	1,433	12,897 00	1,522	13,698 00
Sturgeon..... Lbs.	64,430	3,865 80	26,240	1,574 40
Sardines..... Hnds.	35,788	357,880 00	55,860	335,160 00
Bass..... Lbs.	298,150	17,889 00	185,150	11,109 00
Flakerel..... "	130,570	7,834 20	97,500	5,850 00
Perch..... "	12,000	720 00	13,350	801 00
Oysters..... Brls.	11,851	35,553 00	27,368	82,104 00
Lobsters, preserved..... Cans.	5,662,072	849,310 80	5,236,252	785,437 80
do..... "	1,709	51,270 00	3,111	93,330 00
cod Tongues and Sounds..... Brls.	146	1,022 00	138	966 00
Hake Sounds..... Lbs.	32,452	32,452 00	48,577	48,577 00
Fish Oil..... Galls.	53,957	32,374 20	98,142	58,885 20
Fish Guano..... Tons.	2,965	43,575 00	2,785	41,775 00
Fish used as manure..... Brls.	24,397	12,198 50	20,890	10,445 00
do bait..... "	37,883	56,824 50	51,968	77,952 00
Squid..... "	493	1,972 00	348	1,392 00
Frost Fish and Flounders..... Lbs.	750,546	18,696 76	735,643	32,475 76
Fish Roes..... Brls.	18	72 00	6	24 00
Total.....		3,730,453 99		4,005,431 29
Increase in 1885.....				274,977 40

## COMPARATIVE STATEMENT

Of Production in each Branch of Fisheries, &amp;c.—Continued.

## PROVINCE OF QUEBEC.

Kinds of Fish.	1884.		1885.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, pickled..... Brls.	1,122½	13,470 00	739	7,390 00
do fresh..... Lbs.	395,443	36,374 44	580,754	52,016 22
do preserved, in cans..... "	4,715	607 25	2,914	437 10
Cod..... Cwt.	168,165	672,660 00	164,529	658,116 00
Haddock..... "	681	2,724 00	694	2,776 00
Ling..... "	185	620 00	249	996 00
Halibut..... Brls.	262	1,572 00	308	1,848 00
Herring, pickled..... "	66,287	291,165 00	53,542	244,115 00
do smoked..... Boxes	4,709	1,177 25	4,179	1,044 75
Shad..... No.	128,533	12,157 17	143,200	13,645 30
Eels..... "	419,464	41,946 40	846,815	84,681 50
do pickled..... Brls.	107	749 00	99	693 00
Mackerel..... "	1,584	12,627 00	2,347	14,082 00
Sardines..... "	8,895	26,720 00	6,857	20,571 00
Sturgeon..... "	1,638	8,190 00	1,713	8,565 00
do..... Lbs.	276,595	13,829 75	361,100	18,055 00
Trout..... "	542,050	37,558 00	593,820	42,263 20
do..... Brls.	146½	1,172 00	139	1,112 00
Winnonish..... No.	25,600	6,400 00	28,500	7,125 00
Bar and Whitefish..... Doz.	15,008	18,760 00	6,798	8,497 50
Whitefish..... Lbs.	38,494	3,079 52	50,060	4,004 80
Maskinongé..... "	95,415	7,633 20	113,820	9,105 60
Bass..... "	219,294	17,543 52	237,150	18,972 00
Pickarel..... "	304,270	23,444 00	265,009	20,639 84
Pike..... "	453,153	23,723 65	554,190	28,556 50
Tom Cod..... Brls.	2,080	3,120 00	1,550	2,325 00
Ood Tongues and Sounds..... "	420	3,780 00	189	1,701 00
Lobsters, canned..... Lbs.	788,283	118,242 45	872,257	130,838 55
Small and Mixed Fish..... Brls.	18,841	71,816 00	18,349	68,959 00
Seal Skins..... No.	10,369	10,369 00	9,195	9,195 00
Porpoise Skins..... "	83	332 00	108	240 00
Seal Oil..... Galls.	50,070	25,035 00	36,920	18,460 00
Whale Oil..... "	4,640	2,320 00	7,000	3,500 00
Cod Oil..... "	83,391	41,695 50	96,052	48,026 00
Porpoise Oil..... "	5,286	2,643 00	2,768	1,384 00
Fish used as bait and manure..... Brls.	73,541	66,812 75	95,562	87,899 25
Fish used for local consumption..... "	18,123	72,492 00	19,251	77,004 00
Smelts..... Lbs.			8,850	619 50
Total.....		1,694,560 85		1,719,459 61
Increase.....				24,898 76

## COMPARATIVE STATEMENT

Of Production in each Branch of Fisheries, &amp;c.—Continued.

## PROVINCE OF PRINCE EDWARD ISLAND.

Kinds of Fish.	1884.		1885.		
	Quantity.	Value.	Quantity.	Value.	
		\$ cts.		\$ cts.	
Cod.....	Cwt.	19,843	84,332 75	22,891	97,288 00
Herring.....	Brls.	36,217	144,868 00	46,937	187,748 00
do smoked.....	Boxes.....			60	15 00
Mackerel.....	Brls.	16,868	168,660 00	24,424	244,240 00
do preserved.....	Cans.	12,484	1,498 08	393,462	39,346 20
Haddock.....	Lbs.	42,900	2,574 00	83,306	4,998 36
Hake.....	Cwt.	9,231	32,308 50	14,520	50,820 00
Salmon, fresh.....	Lbs.	6,634	995 10	8,455	1,268 25
do.....	Cans.	500	125 00	.....	.....
Alewives.....	Brls.	1,483	5,190 50	877	3,069 50
Halibut.....	Lbs.	5,975	358 50	6,770	406 20
Bass.....	"	60	3 60	770	46 20
Trout.....	"	44,880	2,892 80	71,120	4,267 20
Smelts.....	"	74,150	4,419 00	57,500	3,450 00
Reis.....	"	79,640	4,778 40	105,250	6,315 00
Shad.....	"	600	36 00	200	12 00
Oysters.....	Brls.	28,290	84,870 00	28,204	84,612 00
Lobsters, preserved.....	Lbs.	4,336,655	520,398 60	4,389,189	526,702 68
Cod and Hake Sounds.....	"	16,888	10,977 20	28,117	18,276 05
Fish Oil.....	Galls.	13,081	8,502 65	19,220	12,493 00
Manure.....	Tons.	3,500	3,500 00	3,056	3,056 00
Fresh fish, local consumption.....	Lbs.	150,060	4,500 00	166,666	5,000 00
Total.....			1,085,618 68	.....	1,293,429 64
Increase in 1885.....			.....	.....	207,810 96



## COMPARATIVE STATEMENT

Of Production in each Branch of Fisheries, &amp;c.—Continued.

## PROVINCE OF BRITISH COLUMBIA.

Kinds of Fish.	1884.		1885.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, pickled..... Brls.	5,636½	50,728 50	3,488	31,212 00
do fresh..... No.	173,056	51,916 80	204,700	40,940 00
do preserved in cans..... Lbs.	6,779,676	776,831 00	5,208,816	542,585 00
do smoked..... "	367,000	51,380 00	370,000	37,000 00
Herring..... "	34,550	1,727 50	36,660	1,830 00
do smoked..... "	.....	6,500 00	56,000	7,000 00
Trout, fresh..... "	76,050	5,323 50	83,000	5,810 00
Sturgeon, fresh..... "	352,900	17,645 00	354,500	17,725 00
Clams, canned..... "	14,400	1,800 00	.....	2,500 00
Haddock..... }	240,700	9,628 00	241,160	12,058 00
Whiting..... }	.....	.....	.....	.....
Halibut, fresh, in ice..... "	150,000	9,000 00	159,000	9,540 00
Oysters..... Brls.	220	1,250 00	250	1,250 00
Ooláhan, pickled..... Lbs.	33,000	2,640 00	22,500	1,800 00
do smoked..... "	28,000	2,800 00	13,000	1,300 00
do fresh..... "	37,500	2,250 00	31,350	1,881 00
Fur Seal Skins..... }	No.	.....	.....	150,019 00
Hair do..... }	.....	156,419 00	.....	.....
Ooláhan Oil..... Galls.	43	43 00	450	450 00
Salmon Oil..... "	1,452	580 00	80	24 00
Dog-fish and Seal Oil..... "	10,000	3,500 00	22,200	5,550 00
do Oil, refined..... "	45,000	24,800 00	40,000	20,000 00
Fresh fish sold in markets.....	.....	110,000 00	.....	120,000 00
Fish for home consumption, Chinese laborers.....	.....	68,000 00	.....	62,000 00
Fish, fresh, assorted..... Lbs.	58,400	3,504 00	59,400	3,564 00
Crabs and Prawns.....	.....	.....	.....	2,000 00
<b>Total</b> .....	.....	<b>1,358,267 10</b>	.....	<b>1,078,038 00</b>
<b>Decrease</b> .....	.....	.....	.....	<b>280,229 10</b>

NOTE.—The home consumption of fish by the Indians of British Columbia is not included above.

**COMPARATIVE STATEMENT**  
Of Production in each Branch of Fisheries, &c.—*Concluded.*  
**PROVINCE OF ONTARIO.**

Kinds of Fish.	1884.		1885.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Whitefish..... Brls.	2,078	20,780 00	5,355	53,550 00
do..... Lbs.	3,101,397	248,111 76	2,867,500	229,400 00
Trout..... Brls.	3,400	34,000 00	4,166	41,660 00
do..... Lbs.	4,631,814	370,545 12	4,598,454	367,876 32
Herring..... Brls.	30,449	152,245 00	59,706	298,530 00
Muskongé..... Lbs.	532,335	31,940 10	565,400	33,924 00
Bass..... "	588,852	35,331 12	636,397	38,183 82
Pickrel..... "	1,336,231	80,173 86	1,757,494	105,449 64
Pike..... "	252,795	12,639 75	468,430	23,421 50
Sturgeon..... "	907,381	45,369 05	1,459,035	72,951 75
Eels..... "	22,300	1,115 00	18,875	943 75
Coarse Fish..... Brls.	2,526,850	5,805 50	1,646,933	49,407 99
Fish for home consumption, not included in the above.....	855,600	25,668 00	913,100	27,393 00
Total.....		1,133,724 26		1,342,691 77
Increase.....				208,967 51

**RECAPITULATION.**

PROVINCES.	Value.	
	1884.	1885.
	\$ cts.	\$ cts.
NOVA SCOTIA.....	8,763,779 36	8,283,922 87
NEW BRUNSWICK.....	3,730,453 99*	4,005,431 29
QUEBEC.....	1,694,560 85	1,719,459 61
PRINCE EDWARD ISLAND.....	1,085,618 68	1,293,429 64
BRITISH COLUMBIA.....	1,358,267 10	1,078,038 00
ONTARIO.....	1,133,724 26	1,342,691 77
Total.....	17,766,404 24	17,722,973 18
Decrease.....		43,431 06

## EXPENDITURE.

The total expenditure for the Fisheries Service during the financial year ending 30th June, 1885, amounted to \$153,215.56, as follows:—

General Service .....	\$77,821 67
Fish breeding .....	43,879 82
Maintenance of steamer "La Canadienne" .....	23,711 58
Cost of its collision with brig "Alliance" .....	7,802 49

THIS Expenditure is sub-divided as follows:—

	\$	cts.	\$	cts.		
<i>Ontario.</i>						
Fishery officers' salaries and disbursements.....	17,135	98	25,826	13		
Fish breeding.....	8,690	15				
<i>Quebec.</i>						
Fishery officers' salaries and disbursements.....	13,531	77	23,604	29		
Fish breeding.....	10,072	52				
<i>Nova Scotia.</i>						
Fishery officers' salaries and disbursements .....	17,503	45	22,114	26		
Fish breeding.....	4,610	81				
<i>New Brunswick.</i>						
Fishery officers' salaries and disbursements .....	14,892	87	17,836	85		
Fish breeding.....	2,943	98				
<i>British Columbia.</i>						
Fishery officers' salaries and disbursements.....	1,487	13	13,310	30		
Fish breeding.....	11,873	17				
<i>Prince Edward Island.</i>						
Fishery officers' salaries and disbursements.....	3,028	03	3,769	09		
Fish breeding.....	741	06				
<i>Manitoba.</i>						
Fishery officers' salaries and disbursements.....			763	00		
<b>MISCELLANEOUS.</b>						
Legal and incidental expenses .....	527	45	45,991	64		
International Fisheries Exhibition, &c.....	1,798	39				
Expenditure in connection with distribution of fishing bounty .....	7,203	60				
General account, fish breeding, including superintendent's salary, disbursements, building fishways, &c.....	4,948	13				
Fisheries protection vessel "La Canadienne" .....	23,711	58				
Expenditure re collision between steamer "La Canadienne" and brig "Alliance" .....	7,802	49				
					153,215	56

## FISH-BREEDING EXPENDITURE.

The expenditure incurred for fish culture is also sub-divided as follows, among twelve fish hatcheries:—

	\$ cts.	\$ cts.
<i>British Columbia.</i>		
Fraser River Hatchery .....		11,873 17
<i>Quebec.</i>		
Tadoussac Hatchery .....	1,855 44	
Gaspé Basin do .....	2,188 18	
Magog do .....	971 42	
Ristigouche do (Quebec and New Brunswick).....	5,057 48	10,072 52
<i>Ontario.</i>		
Newcastle Hatchery.....	4,890 93	
Sandwich do .....	3,799 22	8,690 15
<i>Nova Scotia.</i>		
Bedford Basin Hatchery.....	2,557 68	
Sydney do .....	2,053 13	4,610 81
<i>New Brunswick.</i>		
Miramichi Hatchery.....	1,723 71	
St. John River Hatchery.....	1,220 47	2,943 98
<i>Prince Edward Island.</i>		
Dunk River Hatchery .....		741 06
<b>GENERAL DISBURSEMENTS.</b>		
Salary of Superintendent.....	1,959 96	
Building of fish-ways, etc .....	2,988 17	4,948 13
		<b>43,879 82</b>

## RECEIPTS.

The collections made during the fiscal year, ending 30th June, 1885, are as follows:—

	\$ cts.
Ontario—	
Rents, license fees and fines.....	11,914 37
New Brunswick—	
Rents, taxes on nets and fines.....	4,650 16
Quebec—	
Rents, license fees and fines.....	3,325 35
Nova Scotia—	
Fishery licenses and fines.....	2,616 28
British Columbia—	
Salmon fishery licenses.....	365 50
Prince Edward Island—	
License fees.....	40 00
	22,911 66
Arrears for 1884, collected in 1885.....	3,716 20
	<b>26,627 86</b>

## FISHING BOUNTIES.

The total number of bounty claims received in 1884 was 12,652 against 13,604 in 1883. Of this number, 184 were rejected for non-compliance with the regulations.

The total number of claims paid during the year 1884, was 12,467, a decrease of 619 as compared with the year 1883.

The total amount of bounties paid to vessels and boats was \$155,718.98, an increase of \$26,374.13 over 1883.

The number of vessels which received the bounty in 1884, was 911, with a tonnage of 34,664 tons; an increase of 7 vessels, and of a tonnage of 88 tons, over 1883.

The number of boats claiming the bounty was 11,556 as against 12,275 in 1883, and the number of fishermen who received the bounty was 23,936; a decrease of 719 boats, and 2,220 fishermen as compared with the previous year.

The advance in the amount of bounty payments is due to an increase in the premiums to boats.

An Order in Council passed on the 2nd July, 1885, fixed the rate at \$3 for each fisherman, the owners being paid on the following basis: For boats measuring 14 feet keel up to 18 feet, \$1; from 18 feet keel up to 25 feet, \$1.50, and for 25 feet keel boats, and upwards, \$2.

For details of payments to vessels and boats, see Appendix No. 2, page 56.

## FISH BREEDING.

The total number of young fish of various kinds hatched and distributed in the twelve hatcheries under the control of the Dominion Government during the season of 1885, amounted to 81,067,000, and the total quantity of fish eggs laid down in all these hatcheries during the fall of the same year was 112,713,000.

No new hatcheries were built during the present year, but extensive repairs to buildings and machinery were made in the hatcheries of Bedford, Miramichi, Ristigouche, Newcastle and Sandwich.

Mr. S. W. Wilmot's report and other detailed statements connected with fish-breeding operations during the year 1885, will be found at Part II of the present report.

I have the honor to be, Sir,

Your obedient servant,

JOHN TILTON,

*Deputy Minister of Fisheries.*

STATEMENT of Fines imposed and Moieties thereof received by the Department of Fisheries, for violations of the Fisheries Act and Regulations, during the Year 1885.

Name.	Nature and Place of Offence.	Amount of Pen- alty.	Amount received by Department.	Remarks.
		\$ cts.	\$ cts.	
Joseph Maurice.....	Catching whitefish during close season in Georgian Bay.....	1 00	1 00	
I. H. Ames.....	.....	10 00	10 00	
M. Eastwood.....	.....	4 00	4 00	
Robt. McIver.....	.....	4 00	4 00	
L. B. Davidson.....	.....	4 00	4 00	
Frs. Rose.....	.....	4 00	4 00	
Robt. Burns.....	.....	1 00	1 00	
Sam. McEwen.....	Allowing sawdust to escape into Mira River	10 00	5 00	
Gilbert Latta.....	do do	20 00	10 00	
Jas. Sheppard.....	do do	20 00	10 00	
G. Y. Clark.....	do do	20 00	10 00	
John Belnap.....	Catching whitefish during close season Bay of Quinté.....	10 00	5 00	
Peter Weese.....	do do	10 00	5 00	
Wm. Peck.....	do do	10 00	5 00	
W. Breckman.....	do do	5 00	2 50	
Jos. LaRue.....	do do	5 00	2 50	
Wm. Ryan.....	do do	10 00	5 00	
B. McDonald.....	do do	10 00	5 00	
Sam. Geddes.....	do do	15 00	7 50	
G. McDonald.....	do do	10 00	5 00	
David Gerow.....	do do	5 00	5 00	
Geo. Esterbrook.....	do do	12 00	6 00	
Jos. & Jas. Sheppard	do do	12 00	6 00	
William Grant.....	do do	12 00	6 00	
Albert Barnhart.....	do do	4 00	.....	Not paid in.
B. Richardson.....	do do	4 00	.....	do
Alva Smith.....	do do	2 00	.....	do
A. S. Grant.....	do do	10 00	5 00	
Garrett Kemmerly.....	Fishing with nets without license.....	2 00	.....	
Henry Smith.....	Allowing sawdust to escape into river.....	20 00	10 00	
Wm. Mowat.....	do do	20 00	10 00	
John Murdock.....	Allowing sawdust to escape into Maitland River.....	10 00	10 00	
John Cullis.....	do do	10 00	10 00	
Samuel Platt.....	do do	5 00	5 00	
William Hogg.....	do River.....	10 00	5 00	
John Nichol.....	do Nottawasaga River	10 00	5 00	
Absolom Taylor.....	do Nine Mile River.....	20 00	20 00	
James Martin.....	do do	20 00	20 00	
James Wilson.....	do River.....	4 00	2 00	
John Armstrong.....	do Creek and Lake...	20 00	20 00	
Jacob Wolf.....	do Rocky Saugeen.....	5 00	5 00	
John Brown.....	do do	10 00	10 00	
J. Delong and Wm. Halliday.....	Fishing without license.....	2 00	2 00	
W. H. Wenborne.....	do do	15 00	15 00	
David Brackur.....	Spearing fish in Lake Simcoe.....	5 00	5 00	
William Mail.....	do do	3 00	3 00	
James Johns.....	Takin r salmon trout during close season.....	10 00	10 00	
D. McLeod.....	do do	10 00	10 00	
Malcolm McKenzie.....	do do	10 00	10 00	
John Johnston.....	Allowing sawdust to escape in to river.....	20 00	10 00	
O. W. Gauthier.....	Fishing during close season.....	40 00	40 00	
	Carried forward.....	625 00	370 50	

STATEMENT of Fines imposed and Moieties thereof received by the Department of Fisheries, &c.—Continued.

Name.	Nature and Place of Offence.	Amount of Pen-	Amount received	Remarks.
		alty.	by Department.	
		\$ cts.	\$ cts.	
Brought forward.....		525 00	370 50	
Ed. Armstrong .....	Spearing in Lake Scugog.....	20 00	20 00	
John Armstrong ....	do do .....	5 00	5 00	
John McLeod.....	Allowing sawdust to escape into Bayfield River.....	10 00	10 00	
Samuel Short .....	do Deer River.....	5 00	5 00	
Kendall Kennedy ....	do Coldwater River	50 00	50 00	
Louis Mills .....	Spearing fish during close season, Georgian Bay.....	2 00	2 00	
Ed. Crook.....	do do do .....	2 00	2 00	
Robt. Kirkwood .....	do do do .....	2 00	2 00	
Reuben Sallows .....	do do do .....	2 00	2 00	
W. G. Robinson .....	do do do .....	2 00	2 00	
James Russell .....	do do do .....	2 00	2 00	
Nelson Wilson .....	do do do .....	2 00	2 00	
S. Douglas .....	do do do .....	2 00	2 00	
Samuel Todd .....	do do do .....	2 00	2 00	
John Kelly .....	do do do .....	2 00	2 00	
Isaac White .....	do do do .....	2 00	2 00	
Wm. Dutton .....	do do do .....	2 00	2 00	
Wm. Stewart .....	do do do .....	2 00	2 00	
Jas. Little .....	do do do .....	2 00	2 00	
Anthony Martel .....	do do do .....	2 00	2 00	
Robert Widdes.....	do do do .....	2 00	2 00	
John K. Thomson.....	do do do .....	2 00	1 00	
Wm. Buell .....	do do do .....	2 00	1 00	
Reuben Buell .....	do do do .....	2 00	1 00	
J. Thomson, jr.....	do do do .....	2 00	1 00	
P. Marshall .....	Allowing sawdust to escape into Severn River .....	20 00	20 00	
Henry Smith .....	Taking whitefish during close season .....	10 00	5 00	
John Hudson .....	Fishing illegally at Charleston Lake.....	3 00	3 00	
Thos. Heifran .....	do do .....			
Pierre Bouchard .....	Taking trout during close season .....	1 00	0 50	
Joseph Bilodeau ...	do do .....	1 00	.....	} Refused to pay, and subsequently left country.
Jean Ete. Duguay. ...	do do .....	1 00	.....	
Augustin Mailloux...	Killing fish with dynamite, at Valleyfield ...	20 00	.....	} Fines paid to convicting magistrate; moiety not yet remitted to Department.
Pierre Rochefort.....	do do .....	10 00	.....	
Remi Blanchette.....	Netting salmon, Matane River .....	20 00	10 00	
Wm. Tusk.....	} Having speckled trout in possession during close season .....	5 00	5 00	
G. O. Gibson .....		do .....	5 00	5 00
David Duncan .....	Fishing on Sunday, Ristigouche River.....	1 00	1 00	
Alex. Duff.....	do do .....	5 00	5 00	
Thos. McNish .....	do do .....	1 00	1 00	
John Baillie .....	do do .....	5 00	5 00	
John Meagher .....	do do .....	5 00	5 00	
Gideon Lefurgy .....	Fishing without license. ....	20 00	.....	} Unpaid.
Edward Giliker .....	do do .....	1 00	1 00	
Sir B. Cameron .....	Fishing on Sunday .....	10 00	10 00	
Wm. McAndrews ...	Fishing during close season .....	5 00	5 00	
Jas. McAndrews ....	do do .....	5 00	5 00	
C. & X. Kennedy ....	Leaving pickets in river .....	2 50	2 50	
Carried forward.....		811 50	585 00	

STATEMENT of Fines imposed and Moieties thereof received by the Department of Fisheries, &c.—*Concluded.*

Name.	Nature and Place of Offence.	Amount of Penalty.	Amount received by Department.	Remarks.
		\$ cts.	\$ cts.	
	Brought forward .....	811 50	585 50	
Julian Ives .....	Fishing during close season at Memphremagog ..	10 00	} 8 50	
Eugene Ives .....	do do do ..	10 00		
John Boynton .....	do do do ..	5 00		
Theodore Smith .....	Fishing during close season, Missisquoi Bay ..	4 00	4 00	
Mitchel Campbell .....	do do do ..	4 00	4 00	
Donald Cameron .....	Killing alewives during close time in Margaree River, N.S. ...	5 00	5 00	Fine collected by distress warrant.
Reuben Crowell .....	do do Porter's Lake ..	2 00	2 00	
J. Gouldworthy, sr. ....	do do do ..	2 00	2 00	
J. Gouldworthy, jr. ....	do do do ..	2 00	2 00	
David Bould .....	do do do ..	2 00	2 00	
Elisha Crowell .....	Catching alewives during weekly close time in Porter's Lake ...	2 00	2 00	
James Crowell .....	do do do ..	2 00	2 00	
Joseph Lloyd .....	do do do ..	2 00	2 00	
Henry Myra .....	do do do ..	2 00	2 00	
Wm. Graham .....	do do do ..	2 00	2 00	
Henry Acre .....	do do do ..	2 00	2 00	
John Lloyd .....	do do do ..	2 00	2 00	
J. P. Devlin .....	Having undersized lobsters in possession ...	5 00	5 00	
W. F. Greely .....	do do do ..	2 00	2 00	
J. T. Williams .....	do do do ..	4 00	4 00	
James Morash .....	do do do ..	5 00	5 00	
James Noona .....	do do do ..	5 00	5 00	
Reuben Weagle .....	Dipping for salmon .....	2 00	2 00	
Elkanah Wynock .....	Legal net fishing .....	4 00	4 00	
Wm. Pritchard .....	Spearing salmon during close season .....	8 00	8 00	
Capt. Lake .....	Dredging oysters do .....	5 00	5 00	
Thos. Burton .....	Throwing offal into Salmon River .....	2 00	2 00	
John Edward .....	Faking under-sized lobsters .....	3 00	3 00	
Theodore Duon .....	do .....	2 50	2 50	
Wm. Stephens .....	Catching salmon illegally .....	8 00	8 00	
A. J. Wright .....	.....	4 00	4 00	
Alex. Hawkins .....	.....	2 00	2 00	
John Nolas .....	Barriag S.-W. Miramichi River with nets ...	5 00	5 00	
Robt. Adams and J. Menzies .....	Having illegally caught salmon in possession ..	20 00	3 70	Unpaid.
Hector Morrison .....	Fishing without license .....	4 00	.....	
John Brown .....	Fishing for smelts during close season .....	5 00	5 00	
Stephen O'Donnell .....	do do without license .....	5 00	5 00	
M. Geaff .....	Barring channel of stream with nets .....	7 60	7 00	
Indian Johnnie .....	Having trout in possession during close season .....	10 00	.....	\$2.50 only paid on account, which was used in paying costs.
	<b>Total.</b> .....	<b>959 00</b>	<b>616 20</b>	



## APPENDIX No. I.

## SCHEDULE

OF

## FISHERY OFFICERS

IN THE

## DOMINION OF CANADA.

## PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden	Salary.
				\$ cts.
James Dickson.....	Slate Island to Pigeon River, Lake Superior.....	Port Arthur.....	Overseer..	100 00
Joseph Wilson.....	Thessalon River, Lake Huron, to Slate Island, Lake Superior.....	Sault Ste. Marie.....	do ...	200 00
Don'd A. Cameron	Lake Huron, from the foot of Lake George to Little Current, including St. Joseph, Cockburn, Manitoulin and adjacent islands.....	do .....	do ...	200 00
Samuel Frazer .....	Georgian Bay, from Allanwood to Victoria Harbor.....	Midland.....	do ...	100 00
F. M. G. Fraser.....	do from Victoria Harbor to Parry Sound.....	Victoria Harbor.....	do ...	100 00
Solomon James....	do from Parry Sound to Waddle's Mills, Collins' Inlet.....	Shawanaga, Parry S'd.	do ...	100 00
George R. Steele...	Inland waters of Parry Sound district.	McKellar.....	do ...	100 00
Geo. S. Miller.....	Owen Sound to Cape Hurd.....	Owen Sound.....	do ...	100 00
James Muir.....	Point Clark to Cape Hurd, including adjacent islands.....	Port Elgin.....	do ...	100 00
Hugh McFayden...	Head waters of Saugeen River, and tributaries.....	Durham.....	do ...	40 00
A. C. McKinnon....	Kettle Point to Point Clarke, Lake Huron.....	Goderich.....	do ...	100 00
David McMaster...	Baby's Point, on River St. Clair, to Kettle Point, on Lake Huron.....	Sarnia .....	do ...	200 00
Chas. W. Raymond	Lake St. Clair.....	Mitchell's Bay.....	do ...	50 00
J. B. Moody. ....	North Branch, Sydenham River, from its junction with the main river, at Wallaceburg, to its source.....	Waubuno.....	do ...	50 00
P. McCarron .....	Sydenham River and tributaries.....	Wallaceburg.....	do ...	100 00
Peter McCann.....	Thames River, from Thamesville to London.....	London .....	do ...	250 00
John Crotty.....	Thames River, from Lewisville to Cashmere.....	Bothwell .....	do ...	40 00
Timothy McQueen	Mouth of Thames River to Lewisville.	Chatham.....	do ...	125 00
A. Quenneville....	Lake St. Clair, from Stony Point to division line between Dover East and West, including mouth of River Thames.....	Stony Point.....	Warden ...	20 00
	Carried forward.....			2,075 00

## SCHEDULE of Fishery Officers in the Dominion, &amp;c.—Continued.

## PROVINCE OF ONTARIO—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts- 2,075 00
E. Boismier.....	Baptiste Creek, on Lake St. Clair, to mouth of Detroit River.....	Sandwich.....	Overseer..	300 00
Wm. Prosser.....	Lake Erie, from mouth of Detroit, River to Point Pelée.....	Leamington.....	do ...	100 00
James Cummins...	Point Pelée Island.....	Kingsville.....	Warden ...	50 00
John McMichael...	Lake Erie frontage, County of Kent...	Rondeau.....	Overseer..	50 00
Alex. McBride.....	Lake Erie frontage, County of Elgin.	St. Thomas.....	do ...	50 00
David Sharp.....	That part of the Counties of Norfolk and Haldimand fronting on Lake Erie, and extending from the division line between the Counties of Elgin and Norfolk to the division line between the townships of Rainham and South Cayuga.....	Port Ryerse.....	do ...	200 00
W. A. McCrae....	Grand River from mouth to Caledonia, and that part of Lake Erie extending from South Cayuga to Moulton Bay.....	Dunnville.....	do ...	100 00
W. P. Croome.....	Grand River and its tributaries, from Brantford upwards.....	Brantford.....	do ...	100 00
John W. Kerr.....	Whitby Harbour to Moulton Bay.....	Hamilton.....	do ...	500 00
Peter Price.....	Long Point.....	St. Williams.....	do ...	50 00
W. D. Pollock.....	Twelve and Sixteen Mile Creeks, County of Halton.....	Bronte.....	Warden ...	30 00
Andrew Hughson.	River Credit, from Orangeville to Norval, together with the Townships of East Garafraxa, Amaranth, and Luther to Church's Mills Cataract..	Orangeville.....	Overseer..	50 00
Robt. Stewart.....	Inland waters of Cardwell.....	Claude.....	do ...	50 00
Wellington Hull..	Rivers Credit and Speed, with their tributaries, in the Townships of Eramosa, Erin, Carleton and Esquesing.....	Erin.....	do ...	50 00
Alex. Blakely.....	River Credit, from mouth of river up to Norval.....	Port Credit.....	do .....	
Charles Gilchrist..	Rice Lake and that part of Lake Ontario, fronting on the County of Northumberland.....	Harwood.....	do ...	400 00
Nelson Simmons...	Trent River, Counties of Northumberland and Hastings.....	Meysburg.....	do ...	100 00
Jos. Redmond.....	County of Prince Edward.....	Picton.....	do ...	300 00
Charles Wilkins..	Waters of the Bay of Quinté, fronting on the County of Hastings, and from Carrying Place eastward to Mill Point, County of Prince Edward.....	Belleville.....	do ..	400 00
A. D. Sills.....	Lake shore and inland waters, County of Lennox and Addington, including Amherst Island.....	Napanee.....	do ...	150 00
R. R. Finkle.....	Waters of Lake Ontario, fronting on the Township of Earnestown and around Amherst Island.....	Bath.....	do ...	50 00
Peter Kiel.....	Wolfe Island.....	Wolfe Island.....	do ...	200 00
Nassau Acton.....	Gananoque River and the St. Lawrence River, from Wolfe Island to Jackstraw Lighthouse.....	Gananoque.....	do ...	100 00
	Carried forward.....			5,355 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF ONTARIO—Continued.

Name.	District.	Address.	Overseer or Warden	Salary.
				\$ cts.
	Brought forward.....			5,355 00
Thomas Merritt.....	Townships of Storrington, Pittsburg and Kingston, County of Frontenac.	Kingston .....	Overseer..	100 00
John Cox.....	Howe Island .....	Howe Island.....	do ...	50 00
John Mooney.....	Brockville to Cornwall.....	Prescott .....	do ...	200 00
John G. Wallace.....	Rockport to Gananoque.....	Lansdowne.....	Warden...	50 00
Joshua Legge.....	River St. Lawrence, from opposite Sheriff's Point to head of Grena- dier Island.....	Gananoque .....	do ...	50 00
Henry Hunt.....	Larue's Island.....	Rockport .....	do ...	20 00
William Pool.....	Brockville to Rockport.....	Grenadier Id., Rockport	Overseer..	50 00
T. McGarity.....	Counties of Stormont and Glengarry.	Cornwall.....	do ...	50 00
O. Miron .....	South Nation River, County of Pres- cott .....	Alfred .....	do ...	30 00
Wm Boucher .....	Waters of Co. Carleton .....	South March.....	do ...	250 00
Arch. Acheson .....	Lower Allumette and Coulonge Lakes	Westmeath .....	do ...	25 00
John Grant.....	Upper Allumette to Des Joachims, including Petawawa River.....	Forester's Falls.....	do ...	100 00
Andrew Telfer.....	Bonnechère River and Lakes, County Renfrew .....	Braeside.....	do ...	50 00
M. L. Russell.....	Bonnechère River.....	Renfrew.....	do ...	25 00
Jno. R. McDonald.	Madawaska River.....	Clontarf.....	do ...	50 00
Thos. McKibbin.....	Mink and Doré Lakes, Co., Renfrew...	Eganville.....	do ...	25 00
Geo. Douglas.....	Muskkrat Lake and Snake River, Co. Renfrew .....	Snake River .....	do ...	25 00
Joseph Belanger ..	Calabogie Lake and inland waters of Township of Bagot, County Ren- frew .....	High Falls .....	do ...	25 00
John McMullan.....	Mattawa River and Lake Nipissing....	Nipissing.....	do ...	200 00
John Murphy.....	Co. Lanark, Rideau Canal and Lakes	Burgess, Perth P. O....	do ...	50 00
Ephraim Deacon....	River Tay, Co. Lanark.....	Bolingbroke .....	do ...	100 00
James McFadden....	Mississippi River and Lake.....	Carleton Place.....	do ...	30 00
A. E. Mills.....	Rideau River and Canal.....	Smith's Falls.....	do ...	50 00
Geo. Jeacle.....	Rideau Lakes.....	Westport.....	do ...	100 00
Wm. Hicks.....	Upper and Lower Beverly Lakes .....	Farmersville .....	do ...	50 00
George Lake.....	Townships of Bedford, Hinchinbroke, Olden and Oso, County of Frontenac.	Tichborne.....	do ...	50 00
Hy. R. Purcell.....	Townships of Camden, Portland, Loughboro, Sheffield and Kennebec, County of Addington.....	Colebrook .....	do ...	100 00
Robt. Gilbert.....	Townships of Palmerston, Clarendon, North and South Canoto and Mil- ler, County of Frontenac .....	Ompah.....	do ...	100 00
W. H. Johnston.....	Charleston Lake, Gananoque Lake and River.....	Farmersville.....	do ...	75 00
James Greer.....	Gananoque River.....	Warburton.....	do ...	40 00
George Cochrane....	Inland waters, Co. Peterborough, in- cluding Pigeon, Deer, Salmon- Trout, Stony, Sturgeon and Che- mong Lakes.....	Lakefield.....	do ...	250 00
John Dauncey.....	Upper Division or East Riding, Co. Peterborough, comprising waters of Gull and Burnt Rivers and tribu- taries, together with Drag, Eagle, Moose, Redstone, Crooked and other lakes within such limits.....	Minden .....	do ...	100 00
J. R. Graham.....	Inland waters, N.R., County Victoria, north of Sturgeon Lake, and above Fenelon Falls.....	Victoria Road.....	do ...	100 00
	Carried forward.....			7,925 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF ONTARIO—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward .....			\$ cts. 7,925 00
Geo. B. McDermott	Lake Scugog, including Lindsay or Scugog River to its mouth .....	Port Perry .....	Overseer..	200 00
L. S. Saunders.....	Lake Simcoe and its tributaries.....	Barrie .....	do ...	150 00
Wm. Hastings.....	Lake Simcoe, from Cook's Bay to Beaverton .....	Roach's Point.....	do ...	50 00
R. G. Dalton .....	Lake Couchiching and Severn River, Co Simcoe and Ontario.....	Orillia .....	do ...	50 00
Wm. McDermott...	County Simcoe, South Riding.....	Beeton .....	do ...	50 00
Wm. E. Foot.....	Lakes Muskoka, Rosseau, Joseph, Lake of Bays and the Magnetawan River.....	Bracebridge.....	do ...	125 00
O. E. Roper.....	North Branch of Muskoka River and Mary Lake to Nipissing Road.....	Port Sydney.....	do ...	100 00
W. B. Jelly .....	County of Wellington.....	Bowling Green.....	do ...	40 00
W. Helliwell.....	County of York.....	Highland Creek.....	do ...	100 00
	Total.....			8,790 00

## PROVINCE OF QUEBEC.

Wm. Wakeham.....	Lower St. Lawrence River and Gulf.	Gaspé Basin.....	} Officer in charge of Fisheries Protection Service in Gulf and Lower St. Lawrence	} 1,200 00
L. P. Huot.....	Lakes Philipp, Gagné, and adjacent lakes and the Island of Orleans.....	St. Roch, Quebec.....	Overseer..	100 00
U. Bhéreur.....	River du Gouffre to Canard River, including inland lakes adjacent to Murray Bay and St. Paul's Bay .....	Murray Bay .....	do ...	50 00
Henri Côté.....	Lakes in rear of Murray Bay and Bay St. Paul.....	Bay St. Paul.....	Warden ...	30 00
Edouard Martin.....		do .....	do ...	30 00
Jos. Simard.....		St. Agnes.....	do ...	40 00
Antoine Filion.....		Bay St. Paul.....	do ...	30 00
Jos. Radford.....	Counties of Chicoutimi and Saguenay.	Tadoussac .....	Overseer..	200 00
Jacques Girard.....	Grand Bay .....	Grand Bay.....	Warden ...	100 00
Romuald Maltais.....	Lake St. John.....	Alma.....	do ...	50 00
Chas. Potvin.....	do .....	Roberval.....	do ...	50 00
Job Bilodeau.....	Lake St. John and tributaries, Upper Saguenay .....	Metabetchouan.....	do ..	50 00
Joseph Boily .....	Escoumains to Bersimis.....	Mille Vaches.....	do ...	50 00
J. O. Bélanger .....	North Shore River St. Lawrence from Pointe des Monts to Baie des Rochers, including Trinity and Pentecost Rivers.....	L'Islet .....	do ...	150 00
W. McLeod.....	Western Division Natashquan, including Rivers Agwanus, Nabissippi and Natashquan.....	Ste. Catherine .....	do ...	200 00
G. L. Duguay.....	Equimaux Point to Sheldrake River.	Murray Bay.....	do ...	200 00
G. Mathurin .....	Washeecootai Division, comprising the Rivers Kegascha, Musquarro, Washeecootai and Olomanosheebou.	Montmagny .....	do ...	100 00
	Carried forward.....			2,630 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF QUEBEC—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			2,630 00
T. Mignault.....	Moisie District, from Point Jambon to Point St. Charles, including Moisie River .....	Montmagny .....	Warden...	200 00
J. Legouvé.....	St. Augustine Division, from Cape Whittle to Checatca .....	Gaspé Basin .....	do ...	150 00
W. H. Whitley.....	Bonne Espérance Division, from Checatca to Blanc Sablon.....	Bonne Espérance.....	do ...	100 00
Ant. Chevrier.....	Magdalen Islands .....	Amherst.....	Overseer..	100 00
Chas. Ascah.....	Anticosti Island.....		do ...	50 00
J. A. Verge.....	The estuary division of the Ristigouche River.....	Cross Point.....	do ...	300 00
Mich. Archibald...	The fluvial division of the Ristigouche River and its tributaries.....	Matapedia .....	do ...	200 00
John Cullen.....	Paspebiac Point to Maguasha Point.....	Carleton .....	do ...	200 00
John Phelan.....	Point Maquereau to Paspebiac Point.....	Port Daniel.....	do ...	50 00
P. Vibert, jun. ....	York, Dartmouth and St. John Rivers, Gaspé Basin to Point Maquereau....	Gaspé Basin.....	do ...	300 00
J. J. Letourneau..	Cape Chatte to River Ste. Anne des Monts .....	Ste. Anne des Monts...	do ...	100 00
J. B. Saucier.....	From River Blanche to Cape Chatte, including Matane River.....	Matane .....	do ...	100 00
L. E. Grondin.....	Rimouski to River Blanche.....	Rimouski.....	do ...	100 00
H. Martin.....	Pointe à la Loupe, Green Island, to Rimouski River (same included)....	do .....	do ...	100 00
Jules Gauvreau...	River Ouelle to Pointe à la Loupe, Green Island.....	Ile Verte.....	do ...	100 00
F. C. Caron.....	Point Lévis to River Ouelle.....	L'Islet.....	do ...	200 00
George Gagnon.....	Inland waters, County Témiscouata ..	St. Hubert.....	Warden..	30 00
Philias Dubé.....	Lake Témiscouata and neighbouring waters, County Témiscouata.....	Notre-Dame du Lac....	do ...	75 00
Alfred Blais.....	Lake Matapedia and River Matapedia to Causapsal.....	Causapsal .....	Overseer..	100 00
Pierre Latraverse.	That part of the River St. Lawrence bordering on the Counties of Richelieu, Yamaska and Berthier, including Sorel and adjoining islands.....	Sorel.....	Warden ...	100 00
J. F. Picotin.....	St. Francis River.....	Drummondville .....	do ...	100 00
H. W. Austin.....	Richelieu River and tributaries, from Sorel to St. John.....	Berthier ( <i>en haut</i> ).....	Overseer..	400 00
J. B. Chevalier.....	Richelieu River from St. John to Lake Champlain.....	Iberville.....	do ...	150 00
N. A. Beach.....	Lake Memphremagog, in the Counties of Stanstead and Brome.....	Georgeville.....	do ...	100 00
Treffé Marchessault	Brome Lake.....	Knowlton.....	Warden ...	50 00
P. C. Bourk.....	Inland waters of County Mégantic....	Somerset .....	Overseer..	75 00
J. Laberge.....	River Chateauguay, from mouth to village.....	Chateauguay Basin....	do ...	100 00
John Kelly.....	That part of River St. Lawrence and Lake St. Francis fronting on Counties Beauharnois and Huntingdon ..	Beauharnois .....	do ...	100 00
P. E. Luke.....	Missisquoi Bay, in Lake Champlain, and Pike River.....	Philipsburg.....	do ...	50 00
W. O. Willis.....	Waters in district of St. Francis.....	Sherbrooke .....	do ...	150 00
J. B. McDonald.....	Lake Mégantic.....	Echo Vale.....	do ...	100 00
V. Veilleux.....	Inland waters of the County of Beauce	St. Ephrem de Tring...	Warden ...	40 00
	Carried forward.....			6,700 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF QUEBEC—Concluded.

Name.	District.	Address.	Overseer or Warden	Salary.
	Brought forward .....			\$ cts. 6,700 00
Odilon Lacoursière	Inland waters of the County of Champlain .....	St. Tite .....	Overseer..	75 00
Jos. Desaulniers	Inland waters, Counties St. Maurice and Maskinongé .....	Shawenagan .....	do ..	75 00
Jos. Lambert	St. Lawrence River, fronting on County St. Maurice .....	Three Rivers .....	Warden ..	50 00
Wm. Ritchie	Inland waters of County Montcalm ..	Chilton .....	Overseer..	75 00
J. L. Martel	Inland waters of County Joliette .....	St. Alphonse .....	do ..	75 00
Jos. Gingras	Yamaska River .....	Rivière David .....	do ..	25 00
M. Hurteau	Verchères and L'Assomption Counties	Contrecoeur .....	do ..	50 00
S. A. Grant	That part of the St. Lawrence River fronting Counties of Berthier and Maskinongé .....	Louiseville .....	Warden ..	40 00
Jos. Boivin	St. Lawrence River, front Point Beaudet to Côteau Landing, including River Beaudet .....	River Beaudet .....	Overseer..	50 00
John Morris	River St. Lawrence, around Island of Montreal .....	St. Lambert .....	do ..	200 00
Julien Monpetit	River St. Lawrence around Isle Perrot	Isle Perrot .....	do ..	50 00
Jos. Lauzon	River Jesus and Des Prairies .....	Terrebonne .....	do ..	100 00
Toussaint Cloutier	Inland waters of Terrebonne, and part of those of Argenteuil .....	St. Sauveur .....	do ..	100 00
Alexander Beaton	The inland waters in rear of the County of Argenteuil .....	Lost River P.O., Harrington .....	do ..	30 00
R. W. Jones	Ottawa River, from Oka to Carillon, north side .....	St. Andrews .....	do ..	40 00
Theo Sabourin	Ottawa River, from Oka to Carillon, south side .....	Rigaud .....	do ..	100 00
Jos. Marion	County of Ottawa .....	Hull .....	do ..	300 00
Robt. Joynt	Lake Bernard, Co. Ottawa .....	Joynt P.O. ....	Warden ..	50 00
James Mohr	The waters of the County of Pontiac, from Ottawa County line west to River Coulonge .....	Onslow .....	Overseer..	40 00
J. T. Coghlan	The waters of the County of Pontiac, from River Coulonge west to Des Joachims .....	Waltham .....	do ..	50 00
	Total .....			8,275 00

## PROVINCE OF NOVA SCOTIA.

W. H. Rogers	Nova Scotia .....	Amherst .....	Inspector of Fisheries .....	1,800 00
A. C. Bertram	Cape Breton Island .....	North Sydney .....	Fishery Officer.	500 00
	<i>Annapolis County.</i>			
W. T. Carty	Annapolis County .....	Annapolis .....	Overseer..	120 00
A. F. Morton	Annapolis County .....	Wilmot .....	Warden..	25 00
Geo. Vroom	Bear River, south side .....	Bear River .....	do ..	25 00
Wm. Croscup	Bear River, north side .....	Granville .....	do ..	25 00
	Carried forward .....			2,495 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden,	Salary.
				\$ cts. 2,495 00
	Brought forward.....			
	<i>Annapolis County—Concluded.</i>			
W. A. Rice.....	Annapolis River.....	Bridgetown.....	Warden ...	25 00
W. M. Bailey.....	Lovett's Brook.....	Round Hill.....	do ...	25 00
M. Riordan.....	Annapolis and Langille Rivers .....	Annapolis.....	do ...	25 00
T. R. Hsley.....	From Lawrence to County Line .....	Lawrencetown.....	do ...	25 00
Albert Barteaux...	Nictaux River.....	Nictaux Falls.....	do ...	25 00
	<i>Antigonish County.</i>			
John McDonald.....	Antigonish County.....	Doctor's Brook.....	Overseer..	125 00
Angus McDonald..	From mouth of Harbour to foot of Marsh, thence up Tracadie stream to lake, from March up to Monastery Brook, including French Settlement Brook and Tarbitts .....	Tracadie.....	Warden ..	25 00
J. R. Aymer.....	From mouth of Harbour to Forks, from thence on the Pomquet River to V. Chisholm's Mills, and from Forks on the Black River to Falls.....	Pomquet Forks, Antigonish.....	do ..	25 00
Albert Randall....	From shore to lake.....	Bayfield, W.O.....	do ...	15 00
Colin Chisholm....	From Antigonish Harbour to McWilliams or St. Andrew's Bridge.....	Lower South River, Antigonish.....	do ...	25 00
Lauchlin Cameron	From McWilliam's Bridge to Fraser's Bridge, including Big Brook.....	Upper South River, Antigonish.....	do ...	30 00
John Cumming....	From Fraser's Bridge to County line at head of lake.....	Upper South River, Antigonish.....	do ...	20 00
John Dexter.....	From Antigonish Harbour (foot of March) to Trotter's Mill Brook, thence up said Brook to Trotter's Mills, including both branches of West River and Bailey's Brook .....	Antigonish.....	do ...	30 00
Donald Chisholm..	From Trotter's Mill Brook to W. Thompson's Dam.....	Salt Springs, Antigonish.....	do ...	25 00
Alex. Macadam....	From Thompson's Dam to Addington Forks Bridge.....	West River, Addington Forks, Antigonish...	do ...	25 00
Duncan Fraser....	From Pinkeytown Bridge to Stewart's Mills .....	Ohio .....	do ...	20 00
James Chisholm....	From Campbell's Rock, on Pomquet River, to V. Chisholm's Mill on the Eastern Branch and to Alexander McDonald's Mill on the Western Branch .....	St. Andrew's.....	do ...	25 00
Arch. McDougall..	From John McDonald (Bun's) Cove, north side of Cape George, to Orob-ing Head, St. George's Bay.....	McNair's Cove, Cape George.....	do ...	25 00
Alex. McDonald ...	West River, from Forks Bridge to Pinkeytown Bridge, including Jones' River and Beaver River.....	Addington Forks.....	do —	25 00
	Carried forward.....			3,600.00

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			3,060 00
	<i>Cape Breton County.</i>			
Francis Quinan....	From Low Point to South Head of Cow Bay, and north side of Mira Bay, including Salmon River and Sydney River.....	Sydney.....	Overseer..	120 00
Wm. Burke.....	Mira Bridge and Trout Brook.....	Burke's Bridge, Mira River.....	Warden ...	25 00
John McEachen...	Salmon River.....	Grand Mira, Arichat...	Warden ...	25 00
Donald McDonald.	Sydney River and Forks.....	Sydney Forks.....	do ...	45 00
Alex. McLean.....	Mill Brook.....	Mill Brook, Boisdale...	do ...	20 00
York Barrington...	North of East Bay to Head of Sydney River, including part of Boularderie Island.....	Sydney Mines..	Overseer..	120 00
Alex. McDonald...	South of East Bay to Salmon River...	East Bay.....	do ...	120 00
Allan McAdam.....	Eskasoni.....	Eskasoni.....	Warden ...	25 00
Angus Morrison...	Marrion Bridge, Mira.....	Marrion Bridge, Mira..	do ...	25 00
M. McLellan.....	Rory Brack's Brook.....	Rory Brack's Brook...	do ...	25 00
P. Keefe.....	North-West Brook, Grand Lake and tributaries.....	Lingan.....	do ...	25 00
Donald McCormack	Leitche's Creek and George's River..	Leitche's Creek, W.O.	do ...	25 00
D. J. McNeil.....	Benacadie River and lake.....	Benacadie River.....	do ...	25 00
Arch. McDonald...	Ball's Creek.....	Ball's Creek.....	do ...	20 00
Jas. P. Burke.....	Main à Dieu and Mira Bay.....	Main à Dieu.....	Overseer..	120 00
	<i>Colchester County.</i>			
R. J. Pollock....	Stewiacke River (lower portion).....	Lower Stewiacke.....	Overseer..	100 00
T. Johnson.....	Salmon River.....	Salmon River, Truro...	Warden ...	25 00
George Fulton...	Stewiacke River (upper portion).....	Stewiacke River, Brookfield.....	do ...	25 00
H. Gass.....	Northern Division, County Colchester, comprising Tatamagouche Bay, French and Waugh's Rivers.....	Tatamagouche.....	Overseer..	50 00
J. W. Davison....	Colchester County, Western Division	Upper Economy.....	do ..	100 00
Daniel McKay....	Waugh's River.....	Tatamagouche River...	Warden ...	40 00
Robt. R. Fulton...	De Bert River.....	Folly Village.....	do ...	25 00
George Moore.....	Economy River.....	Economy.....	do ...	25 00
Mat. G. Murray...	Salmon River.....	Truro.....	do ...	25 00
Henry Blair.....	Eastern Division, County Colchester.	North River.....	Overseer..	100 00
Henry Urquhart...	Folly River.....	Folly Village.....	Warden ...	25 00
Samuel Frame.....	Shubenacadie River and Gay's River.	Shubenacadie River...	do ...	25 00
Edw. Rutherford...	Stewiacke River.....	Stewiacke.....	do ...	25 00
Hilbert Corbett...	Harrington and North Rivers.....	Five Islands.....	do ...	25 00
Jesse Fulmer....	East and Bass Rivers.....	do ..	do ...	25 00
A. O. B. Johnston.	Lower Stewiacke River.....	Middle Stewiacke.....	do ...	25 00
	<i>Cumberland County</i>			
G. W. Gilroy.....	Cumberland County, Eastern Division, embracing all streams emptying into the Straits of Northumberland.....	Oxford.....	Overseer..	100 00
Thos. R. Smith....	Shinimicas River.....	Shinimicas River.....	Warden ...	25 00
Elijah Fowler.....	Cumberland County, Western Division, including all streams flowing into the Bay of Fundy.....	Amherst.....	Overseer..	130 00
	Carried forward.....			4,745 00



## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden	Salary.
				\$ cts.
	Brought forward.....			4.745 00-
	<i>Cumberland County—Concluded.</i>			
Isaac Logan.....	Laplanche and Nappan Rivers.....	Amherst.....	Warden ..	25 00
Moses Harrison.....	Maccan River.....	Maccan, W.O.....	do ...	25 00
Joa. Porter.....	River Hebert.....	River Hebert.....	do ...	25 00
Francis L. Jeaks.....	Parrsboro' Head.....	Parrsboro'.....	do ...	25 00
Wm. Murphy.....	Wallace River.....	Wallace.....	do ...	30 00
Samuel McPherson.....	Pugwash River.....	Pugwash River.....	do ...	25 00
Sydney Smith.....	Apple River.....	Advocate Harbor.....	do ...	25 00
	<i>Digby County.</i>			
Wm. Hanley.....	Digby County.....	Digby.....	Overseer..	120 00
Abraham J. Gavil.....	Joggins River.....	do.....	Warden ...	25 00
Lochlin McKay.....	St. Mary's Bay.....	St. Mary's Bay, W.O....	do ...	25 00
Robert Journey.....	Sissaboo River.....	Weymouth.....	do ...	25 00
Jas. A. Collins.....	Western Division of Digby County, Long and Brier Islands.....	Westport.....	Overseer..	120 00
	<i>Guysborough County.</i>			
James A. Tory.....	Guysborough County.....	Guysborough.....	Overseer..	150 00
James Cook.....	Salmon River, from mouth to Gra- ham's West Line.....	Salmon River, W.O....	Warden ...	25 00
James McEllum.....	From Graham's West Line to foot of Neil's Lake, including North Branch and Lake.....	do.....	do ...	25 00
Charles Kenny.....	From foot of Neil's Lake to Beaver Dam Lake, inclusive, and all the lakes through which it passes.....	Salmon River, West Branch, Guysboro'...	do ...	15 00
Donald Gunn.....	From mouth of Scott's Place to Country Harbour Lake, including Gunn's Brook, from Main River to Hurley's Lake.....	Cross Roads.....	do ...	30 00
William Pride.....	From mouth of St. Mary's River to Sinclair Point, including stream from Wine Harbour to Lake.....	Sherbrooke, St. Mary's	do ...	30 00
Thomas McKeen.....	From Forks to County Line, includ- ing McQueen's Mill and Brook, to Lake.....	Melrose.....	do ...	30 00
J. L. Smyth.....	From Forks to Indian Man's Brook...	West River.....	do ...	25 00
Robert McKay.....	From head of tide to head of Inter- vale, on the North Branch, and to Cameron's Mill, on the Valley Branch.....	Guysborough, Inter- vale, W.O.....	do ...	15 00
James R. Bruce.....	From mouth of Clam Harbour River to Upper Falls.....	Guysborough.....	do ...	10 00
D. A. McDonald.....	St. Mary's River.....	St. Mary's River, Sher- brooke.....	do ...	40 00
Allan McQuarrie.....	District of St. Mary's.....	Sherbrooke.....	Overseer..	100 00
Adam Kirk.....	St. Mary's River, extending from Alex. Ross' (above still waters) to Hugh Halters', on the West River.....	Glenelg.....	Warden ...	30 00
Wm. McDonald.....	St. Mary's River.....	Stillwater.....	do ...	25 00
D. McC. Sinclair.....	From Sinclair to Headwaters.....	Goshen.....	do ...	20 00
	Carried forward.....			5,810 00-

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.	
				\$	cts.
	Brought forward.....				5,810 00
	<i>Guysborough County—Concluded.</i>				
D. Cameron, sen...	West River, St. Mary's, from Wallace Bridge to head of river.....	Upper Caledonia .....	Warden ...		20 00
Frederick Mattie...	Tracadie River, in Counties of Guysborough and Antigonish.....	Tracadie, County of Antigonish.....	do ...		15 00
Angus Cameron...	East River, St. Mary's.....	East River.....	do ...		25 00
John Jones.....	Mouth of Salmon River.....	Mouth of Salmon River	do ...		25 00
James Henderson...	Isaac Harbour and River.....	Isaac Harbour .....	do ...		25 00
Samuel Hudson (Lewis' son).....	County Harbour River, from Bridge at Narrows to mouth.....	County Harbour.....	do ...		25 00
Jas. Harrigan, jun.	Cole Harbour River.....	Cole Harbour.....	do ...		25 00
	<i>Halifax County.</i>				
Isaac Gaetz.....	Halifax County, East Division, Dartmouth to Ecum Secum.....	Musquodoboit Harbour	Overseer..		150 00
James Blakely.....	From Ship Harbour to Chezzetcook, inclusive .....	Ship Harbour .....	Warden ...		30 00
Nathaniel McKiel.	Sheet Harbour.....	Sheet Harbour.....	do ...		40 00
John Fitzgerald....	Halifax Harbour to Margaret Bay, Portuguese Cove.....	Portuguese Cove.....	Overseer..		150 00
Archibald Kidston	From Peggy's Cove to Terrence Bay, Nile Mile and Prospect Rivers.....	Spryfield .....	Warden ...		40 00
Nathaniel Mason...	From Hubert's to Peggy's Cove, Margaret Bay, Ingraham and Indian Rivers.....	Peggy's Cove.....	do ...		75 00
Daniel Mosher.....	Cow Bay Run.....	Cow Bay, Dartmouth...	do ...		20 00
Donald McCleam...	Chezzetcook River.....	Chezzetcook River.....	do ...		30 00
James E. Whitman	Salmon River.....	Salmon River.....	do ...		30 00
Geo. McLeod.....	Middle Musquodoboit.....	Little Musquodoboit....	do ...		30 00
P. Hughes.....	Tangler River.....	Tangler River .....	do ...		25 00
Hy. A. Shatford...	Pennant River.....	Hubbard's Cove.....	do ...		40 00
Robt. Stevens.....	Musquodoboit Harbour.....	Musquodoboit Harbour	do ...		30 00
Wm. Burris.....	Little Musquodoboit River.....	Little Musquodoboit River .....	do ...		30 00
Chas. G. Henry...	Upper Musquodoboit River.....	Upper Musquodoboit River .....	do ...		30 00
John Frazer.....	Moser's River and Ecum Secum and Smith's Brook.....	Moser's River.....	do ...		30 00
Geo. Keizer.....	Lake Porter and streams.....	Lake Porter.....	do ...		30 00
Wm. Geo. Walker.	Little Salmon River.....	Little Salmon River, Preston Road.....	do ...		20 00
Jno. Macdonald ...	Big Salmon River, or Lawrencetown River .....	Lawrencetown.....	do ...		25 00
F. G. Tolson.....	Sackville River.....	Sackville River.....	do ...		40 00
Chas. Conrad.....	Cole Harbour.....	Cole Harbour.....	do ...		40 00
O. P. Frazer.....	Ecum Secum River.....	Ecum Secum, County Guysboro.....	do ...		25 00
	<i>Hants County.</i>				
P. S. Burnham ...	Hants County, Western Division, from Western County Line to Walton....	Windsor .....	Overseer..		100 00
	Carried forward.....				7,030 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden	Salary.
	Brought forward.....			\$ cts. 7,030 00
<i>Hants County—Concluded.</i>				
John B. Colter.....	Shubenacadie River.....	Milford.....	Overseer..	30 00
James Mosher.....	Rivers Meander and Hebert, from mouth to source.....	Brooklyn.....	Warden...	30 00
T. B. O'Brien.....	East Division, from Walton to Colchester Line.....	Maitland.....	Overseer..	100 00
Noah Mosher.....	Kennetcook River, from mouth to head of tide.....	Mozherville.....	Warden...	50 00
James M. O'Brien.	Walton and Kennetcook Rivers.....	Maitland.....	do ...	30 00
<i>Inverness County.</i>				
James Coady.....	Inverness County, East Division.....	S. W. Margaree.....	Overseer..	100 00
David Ross.....	do do.....	N. E. Margaree.....	do ...	100 00
Miles McDaniel.....	From mouth of Margaree River to South-west Chapel.....	Forks, Margaree, W.O.	Warden...	25 00
Neil McKay.....	Upper waters and tributaries, Margaree River.....	N. W. Margaree River.	do ...	25 00
D. F. McLean.....	Inverness County, Western Division...	Port Hood.....	Overseer..	150 00
Peter Benvie.....	Mabou River.....	Mabou, Brook Village.	Warden...	25 00
M. B. McDonald.....	River Dennis.....	River Dennis, W.O.....	do ...	25 00
David Dowling.....	River Inhabitants.....	Riverside.....	do ...	25 00
Peter McEachern.....	do.....	do.....	Overseer..	100 00
John McLean.....	Big River.....	Strathlorn.....	Warden...	25 00
Peter Gillies.....	do.....	S. W. Mabou.....	do ...	25 00
Moses Murphy.....	Ainslie Lake.....	N. E. Margaree.....	do ...	25 00
Angus McKinnon.....	Crowdis Bridge to head of river.....	do.....	do ...	25 00
Daniel McDermid.....	From his own residence to Big Intervale.....	N. E. Margaree.....	do ...	25 00
Mark Crowdis.....	From Bridge to Forks, North-east Margaree River.....	Big Intervale.....	do ...	25 00
William Hart, jun.	From Crowdis Bridge to Warden McDermid's residence.....	N. E. Margaree.....	do ...	25 00
Allan McLennan (John's Son).....	River Dennis and Basin.....	River Dennis.....	do ...	25 00
Angus McFarlane (Angus' Son).....	Upper South-west Margaree Rivers.....	Upper S. W. Margaree River.....	do ...	25 00
John P. McFarlane	Margaree Harbour.....	Margaree.....	do ...	25 00
Stephen Graham.....	Long Point and Judique Rivers.....	Long Point.....	do ...	25 00
Norman McLean.....	Trout River.....	Lake Ainslie.....	do ...	20 00
<i>King's County.</i>				
James S. Miller.....	King's County.....	Canning.....	Overseer..	125 00
W. McIntyre.....	Annapolis River.....	Aylesford.....	Warden...	50 00
E. F. Reid.....	King's County.....	Wolfville.....	Overseer..	125 00
O. E. Bishop.....	Gaspereaux River.....	Borton.....	Warden...	30 00
Jos. Angus.....	do.....	Wolfville.....	do ...	30 00
Philip Brown.....	Blomidon.....	Blomidon.....	do ...	30 00
J. W. Thorpe.....	Hall's Point to Cape Split.....	Hall's Harbour.....	do ...	30 00
	Carried forward.....			8,560 00

SCHEDULE of Fishery Officers in the Dominion—*Continued.*PROVINCE OF NOVA SCOTIA—*Continued.*

Name.	District	Address.	Overseer. or Warden.	Salary.
	Brought forward.....			\$ cts. 8,560 00
	<i>Lunenburg County.</i>			
David Evans.....	Lunenburg County, East Division, Middle, Gold, Martin's and Musha- mush Rivers.....	Chester.....	Overseer...	100 00
Jacob Meisener....	Eastern River.....	do .....	Warden ...	25 00
Isaiah Besancon....	Middle River.....	Chester Basin.....	do ...	25 00
David Demon.....	Lower Gold River.....	Lower Gold River.....	do ...	25 00
John Hutt.....	Middle Gold River.....	Beach Hill, Chester.....	do ...	25 00
Edward Boylan....	Gold River, Upper.....	New Ross.....	do ...	25 00
Jas. Langille.....	Martin's River.....	Chester.....	do ...	25 00
Hv. S. Jost.....	Lunenburg County, West Division	Lunenburg.....	Overseer..	100 00
Chas. Pernette....	From mouth of La Have River to Wilkie's Cove .....	do .....	Warden ...	25 00
O. E. Goddard.....	La Have River.....	Bridgewater.....	Overseer..	100 00
Jas. Mossman.....	From Henry Koch's to Knock's .....	Lunenburg .....	Warden ...	25 00
Geo Burns.....	Knock's to source of La Have River...	Bridgewater.....	do ...	25 00
John Andrews.....	Mushamush River.....	Mahone Bay.....	do ...	25 00
Geo. A. Nesbitt...	Petite River mouth to Wallace Brook	Petite River.....	do ...	25 00
Elie Hebb.....	do from Wallace Brook to source.....	Hebb's Cross, West Conquerall.....	do ...	25 00
William Croft.....	East Gold River, from Bongard's Point to Gold River Branch, thence to Clarke's, Clinton's and Henry's Lakes.....	Chester Basin.....	do ...	25 00
J. H. Keddy.....	Larder's River.....	New Ross.....	do ...	25 00
Patrick Cooney...	East Branch Middle River.....	E. Branch, Midd. River	do ...	25 00
	<i>Pictou County.</i>			
D. G. McDonald...	Pictou County, East Division, includ- ing Sutherland's, French and Bar- ney's Rivers, Bailey's Brook and Shore Fishery, from Pictou Harbour eastward to County Line.....	Lismore.....	Overseer..	170 00
William Turner....	Barney's River.....	Barney's River.....	Warden ...	25 00
Donald McDonald	Sutherland's River.....	New Glasgow.....	do ...	25 00
Geo. Foote.....	French River.....	French River..	do ...	25 00
Donald McLean...	Bailey's Brook.....	Bailey's Brook, W.O....	do ...	30 00
Robt. Sutherland..	Pictou County, West Division, includ- ing Middle, East, West, Cariboo, Toney and John Rivers.....	River John.....	Overseer..	140 00
Wm. McDonald....	French River.....	French River.....	Warden ...	25 00
Peter Campbell...	East River.....	New Glasgow.....	do ...	25 00
Alex. Douglas....	Middle River.....	Alma.....	do ...	25 00
Thos. Cameron....	West River.....	Middle River.....	do ...	25 00
John McKay.....	River John.....	River John.....	do ...	25 00
Geo. McKenzie....	Cariboo River.....	Lower Cariboo River..	do ...	25 00
D. A. Murray.....	Barney's River, from McDonald's Bridge to Head	Avondale.....	do ...	25 00
Samuel Frazer....	Grant's Factory to East Branch Lake	Bridgeville.....	do ...	25 00
Donald Frazer...	Fork and West Branch Lake.....	Hopewell.....	do ...	25 00
Chas. Macdougall.	East River of St. Mary's and Garden Lake .....	Garden of Eden.....	do ...	20 00
	Carried forward.....			9,895 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden	Salary.
				\$ cts.
	Brought forward .....			9,895 00
	<i>Pictou County—Concluded.</i>			
Thos. Fraser.....	East River, from Tide Head to Grant's Factory .....	Island Hopewell .....	Warden ...	25 00
Allan Cameron....	East Branch Barney's River, from Sutherland's Marshy Hope to Barney's River. ....	Barney's River.....	do ...	25 00
A. C. Pritchard....	Central Pictou County, including Middle, East and West Rivers .....	New Glasgow.....	Overseer..	150 00
A. F. Campbell....	Pictou Island.....	Pictou Island.....	Warden ...	25 00
	<i>Queen's County.</i>			
S. T. N. Sellon.....	Queen's County .....	Liverpool .....	Overseer..	225 00
Theodosius Ford...	Milton Bridge up to Port Liverpool River.....	Milton .....	Warden ...	60 00
John Fitzgerald...	From Steam Mills to Salter's Falls on Port Medway River.....	Mill Village .....	Overseer..	70 00
Barnabas Miles....	Salter's Falls to Pawn Hook, on Port Medway River.....	Greenfield, W.O. ....	Warden ...	30 00
	<i>Richmond County.</i>			
Duncan Cameron..	Eastern Division, from River Bourgeois to East Boundary of County, including said river.....	St. Peter's .....	Overseer..	125 00
John Murchison....	Grand River .....	Grand River, W.O.....	Warden ...	30 00
Francis Marmeau..	Western Division, from River Bourgeois to West Boundary of County.	Arichat .....	Overseer..	125 00
F. W. Grouchy....	Descousse River.....	do .....	Warden ...	30 00
John Procter, sen.	Inhabitants River .....	Port Hawkesbury.....	do ...	20 00
Abraham Sampson	Petit de Grat In'et.....	Petit de Grat.....	do ...	30 00
Justinian Sampson	L'Ardoise .....	L'Ardoise .....	do ...	30 00
Charles Grant....	River Inhabitants .....	River Inhabitants.....	do ...	30 00
Allan McRae.....	West Bay, Black River.....	West Bay .....	do ...	30 00
Farquhar McPherson.	River Moulin.....	River Moulin, Grandigue Ferry, W.O....	do ...	30 00
Patrick Kyte.....	River Tier .....	River Tier, St. Peters.....	do ...	25 00
Felix Gerroir.....	Grand Ruisseau.....	Grand Ruisseau, Arichat.....	do ...	25 00
William Kehoe....	False Bay and Breen's Brook.....	River Bourgeois, W.O.	do ...	25 00
	<i>Shelburne County.</i>			
Wm. John McGill..	Shelburne County.....	Shelburne .....	Overseer..	125 00
M. Greenwood....	Round Bay River and Indian Brook...	Clyde River, W.O.....	Warden ...	20 00
Timothy Archer....	Birchtown River.....	Birchtown .....	do ...	30 00
George Ryer.....	Roseway River .....	Shelburne .....	do ...	50 00
C. A. Holden.....	Ogden's Brook and Indian River.....	Jordan River.....	do ...	50 00
Michael Kehoe....	Green Harbour.....	Lockeport .....	do ...	20 00
P. Crowell.....	Barrington River.....	Barrington .....	do ...	20 00
F. G. Nichol.....	Clyde River .....	Clyde River .....	do ...	20 00
E. S. Goudy.....	do to Yarmouth County Line	Barrington .....	Overseer..	100 00
	Carried forward.....			10,495 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NOVA SCOTIA—Concluded.

Name.	District.	Address.	Overseer or Warden.	Salary.
Brought forward.....				\$ cts- 10,495 00
<i>Victoria County.</i>				
Malcolm McIntosh.	Victoria County, North Division, from Smoky Head to Bay St. Lawrence.	Ingonish.....	Overseer..	120 00
Donald McRae, jun	Victoria County, South Division.....	Baddeck.....	do ...	120 00
Donald McLeod....	River St. Ann's.....	St. Ann's River..	Warden ...	30 00
John McLellan.....	Middle River.....	Middle River, W.O., Baddeck.....	do ...	25 00
Jno. McRae(Rory's son).....	Middle River, Upper Settlement.....	McLeod, W.O.....	do ...	25 00
Donald McQuarrie	do .....	Baddeck.....	do ...	25 00
Chris. McKenzie...	do .....	do .....	do ...	25 00
Archd. McDonald.	South Branch, Middle River.....	Aspy Bay.....	do ...	25 00
Donald McMillan..	Baddeck River.....	Baddeck.....	do ...	25 00
Donald McAuley...	do .....	do .....	do ...	25 00
Donald McRae ....	Baddeck River and tributaries.....	do .....	do ...	25 00
George Ingraham..	From Baddeck to Head of Long Point	do .....	do ...	25 00
Frs. McGregor.....	Entrance of Baddeck River.....	Hunter's Mount'n, W.O	do ...	25 00
Angus McDonald..	Washabuck River .....	Washabuck River. ....	do ...	30 00
Kenneth McRae...	Indian Brook.....	Middle River.....	do ...	30 00
Roderick Beaton...	Hume's River.....	McNaughton's, W.O...	do ...	30 00
William Foyle.....	Peter's Brook.....	Baddeck River.....	do ...	30 00
Donald Finlayson.	Middle River.....	Middle River.....	do ...	25 00
Donald Bochaman.	Barachois River .....	Barachois River.....	do ...	30 00
Malcolm McIver...	Indian Brook.....	Indian Brook.....	do ...	30 00
Arch. McDonald...	North Harbour.....	North Harbour.....	do ...	25 00
Thos. Capstick...	Salmon River, Bay St. Lawrence.....	Bay St. Lawrence, W.O	do ...	25 00
Robert Hellen.....	Cape North.....	Cape North.....	do ...	30 00
John McPherson...	Aspy Bay.....	Aspy Bay.....	do ...	25 00
Donald McRae....	Red Head, Baddeck.....	Red Head, Baddeck....	do ...	25 00
Andrew Watson...	Baddeck River.....	Baddeck.....	do ...	25 00
Thos. Donovan...	Colyburn Brook.....	Ingonish.....	do ...	25 00
John S. McNeil....	From Grand Narrows to McKay Point	Grand Narrows.....	do ...	25 00
<i>Yarmouth County.</i>				
Enos Gardner.....	Yarmouth County.....	Tusket.....	Overseer..	150 00
J. A. Hatfield.....	From Lower Narrows, Tusket River, to County Line.....	do .....	Warden ...	50 00
William Kavanagh	Gurill's Bridge to Coldstream.....	do .....	do ...	25 00
Eustach Nickerson	Salmon River.....	Yarmouth.....	do ...	25 00
Edward Perry.....	Little River.....	do .....	do ...	25 00
Jérôme Doucet...	Tusket River.....	Tusket.....	do ...	30 00
Vital Mius.....	Tusket's Forks.....	Tusket Forks.....	do ...	25 00
Joseph M. White...	El Lake .....	El Lake.....	do ...	25 00
Wm. Thurston, sen	Chegoggin River.....	Chegoggin River.....	do ...	25 00
J. I. Brand.....	Pubnico and Argyle.....	West Pubnico.....	do ...	25 00
Geo. H. Robertson	Sea shore from Chebogue Point to Digby County line.....	Yarmouth.....	do ...	100 00
James Jeffery.....	From Chebogue Point to Chegoggin Point.....	Overton.....	do ...	25 00
Jacob E. Cann ...	From Burn's Point to Digby County line.....	Maitland.....	do ...	25 00
Total .....				11,980 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NEW BRUNSWICK.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
W. H. Venning....	New Brunswick .....	St. John, N.B.....	Insp'ct'rof Fisheries.	1,800 00
<i>Albert County.</i>				
Sutherland Stewart	County of Albert .....	Alma .....	Overseer ..	100 00
Wallace Taylor....	Peticodiac River.....	Coverdale .....	Warden ...	40 00
C. McLatchey.....	Mouth of Peticodiac River and Dorchester Bay.....	Hillsboro'.....	do ...	40 00
J. E. Kinne.....	Germantown Lake and Shepody River	Hopewell .....	do ...	40 00
Bartlet Oliver....	Rocher Bay .....	Harvey, Little Rocher.	do ...	40 00
<i>Carleton County.</i>				
Alex. G. Lindsay...	Miramichi River (S W.) from Head Waters to Forks .....	Foreston .....	Overseer ..	150 00
Geo. R. Burt.....	St. John River and tributaries, from Long's Creek to Tobique River.....	Upper Woodstock.....	do ...	100 00
J. W. Scott.....	St John River, from Bel River to Woodstock .....	Canterbury .....	Warden ...	30 00
<i>Charlotte County.</i>				
B. L. Cunningham	Inner Bay of Passamaquoddy.....	Chamcook, W.O.....	Overseer ..	120 00
Bartholem. Brown	Campo Bello and West Isles, with coasts and streams in Charlotte Co.	Campobello .....	do ...	100 00
Frank Todd .....	St. Croix River and tributaries .....	St. Stephen.....	do ...	120 00
W. B. McLaughlin.	Grand Manan Island and spawning grounds	Grand Manan.....	do ...	240 00
Samuel Dick .....	St. George to Beaver Harbour.....	La Tête, W.O.....	Warden ...	30 00
Robert Dixon.....	Seeley's Cove to Lepreaux.....	Lepreaux .....	do ...	30 00
Leonard Best.....	East District, from La Tête to Lepreaux .....	Beaver Harbour, W.O..	Overseer ..	100 00
J. M. Lord.....	Deer Island .....	Deer Island.....	do ...	70 00
Andrew Gilmour...	Northern Head, Grand Manan .....	Grand Manan.....	Warden ...	30 00
Edward Carroll....	Whitehead Island.....	do .....	do ...	30 00
Thomas Holmes....	West side Deer Island.....	Deer Island.....	do ...	30 00
<i>Gloucester County.</i>				
James Hickson.....	River Nepissiguit and tributaries, with sea coast and streams from Belledune River to Grindstone Point....	Bathurst.....	Overseer ..	350 00
Juste Haché.....	Oyster beds in County, Caraquet and Shippegan .....	Caraquet .....	do ...	100 00
J. Mauzerolles....	Coast from County line to Green Point, including Big and Tracadie Rivers .....	Tracadie.....	Warden ...	30 00
James Walsh .....	Pokemouche .....	Pokemouche.....	do ...	30 00
Frédéric Comeau...	Petit Rocher, from Belledune to Mill Stream.....	Petit Rocher.....	do ...	100 00
Miles Dempsey....	Salmon Beach, from Bass River to Grindstone Point.....	Salmon Beach.....	do ...	30 00
Tim. Coughlan....	Grindstone Point to Grand Anse.....	Grand Anse.....	do ...	30 00
Adolphe Haché....	Shippegan .....	Shippegan.....	do ...	100 00
W. Rogers.....	Tête à Gauche River.....	Tête à Gauche, Bat'urst	do ...	25 00
Carried forward.....				4,035 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.	
				\$	cts.
Brought forward .....					4,035 00
<i>Gloucester County—Concluded.</i>					
John Calhan, jun	That part of River Tete à Gauche from a mile above the Mill Dam to the source of said river.....	Kinsale.....	Warden ...	25	00
Joseph Sewell.....	Pokemouche River .....	Pokemouche.....	Overseer..	50	00
Gustave Cormier.....	Caraget Herring Banks.....	Caraget.....	do ...	50	00
Joseph Poirier.....	Bay Chaleurs, between Grand Anse and Point Mizzenette.....	Grand Anse .....	do ...	100	00
Alex. Boyd.....	Little Shippegan to Miscou.....	Little Shippegan .....	Warden ...	75	00
<i>Kent County.</i>					
Charles Cormier...	Cocagne River .....	Cocagne .....	Overseer..	100	00
W. F. Hannah ...	Richibucto River.....	Richibucto.....	do ...	75	00
F. B. Leger .....	Little Buctouche River.....	Little Buctouche River	Warden ...	80	00
M. A. Girouard....	Big do .....	Buctouche.....	Overseer..	75	00
James Harnett.....	From the mouth of Nicholas River, on the Buctouche, upwards, including Nicholas River .....	Weldford .....	Warden ...	80	00
Lazare Guimon....	From Kouchibouquais to Chockfish River .....	Kouchibouquac.....	do ...	80	00
Nicho. Mauzerolles	From Kouchibouquais River to Point Sapin .....	do .....	do ...	50	00
A. L. Collet.....	Buctouche Bay .....	Buctouche.....	do ...	80	00
A. T. Leblanc.....	Canaan River .....	Legerville.....	Overseer..	75	00
<i>King's County.</i>					
Samuel Gosline....	From mouth of Smith's Creek, upwards .....	Smith's Creek, W.O....	Overseer..	100	00
Samuel F. Ryan....	Mill Stream.....	Studholm, Apohaqui...	Warden ...	30	00
James A. Belyea...	St. John River and Belle Isle Bay and streams running thereinto.....	Westfield.....	Overseer..	50	00
Samuel Gamblin...	Washademoak Lake and its tributaries in King's and Queen's Counties.....	English Settlement, Pearson's, W.O.....	Warden ...	30	00
S. Spragg.....	Belle Isle Bay .....	Belle Isle.....	do ...	50	00
Jonah Keith.....	North and Canaan River .....	Havelock .....	do ...	30	00
<i>Northumberland County.</i>					
Prudent Robichaud	Burnt Church River and tributaries, and Uper Tabusintac River.....	Upper Neguac .....	Overseer..	100	00
John Stymast. ....	Lower Tabusintac River.	Stymast Road, Neguac	do ...	100	00
William Wyse.....	Herring fisheries, Miramichi Bay, and Bass fishing in Napan Bay and Black Rivers .....	Chatham .....	do ...	200	00
Thomas Parker....	Miramichi River and tributaries, from Beaubair's Island to Blackville .....	Newcastle .....	do ...	160	00
Samuel Holt.....	From lower line of Blackville to Blissfield.....	Blackville .....	do ...	160	00
John Hogan.....	Miramichi River (N.W.) and tributaries, from Chatham Ferry, upwards .....	Newcastle .....	do ...	400	00
Carried forward.....					6,440 00



## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 6,440 00
<i>Northumberland County—Continued.</i>				
Percy Hovey.....	Miramichi River (S.W.) and tributaries, from Nelson's to head of Hovey Island.....	Boiestown .....	Warden ...	30 00
George Bryanton...	From Elm Tree Brook to Squire Underhill's, on the S. W. Miramichi River .....	Derby, W.O.....	do ...	30 00
Kenneth Cameron	Miramichi River (S.W.) from line of Blissfield to the head waters and tributaries .....	Boiestown.....	Overseer ..	100 00
Patrick Bergin.....	From Underhill's to Stephen Mitchell's, on S. W. Miramichi.....	Dumphy, W. O., Blackville.....	Warden ...	30 00
Thomas Smith.....	From lower end of Fingley's Island, on N. W. Miramichi, upwards, and the Big Sevgle.....	North Esk, Red Bank, W.O .....	do ...	30 00
Jared Blackmore ..	From lower end of Ox Bow, on the Little South West, upwards.....	do do ...	Overseer ..	50 00
Patrick Gillis.....	Little S. W. River and tributaries.....	do do ...	Warden ...	30 00
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge, W.O ...	do ...	30 00
Michael Donavan...	do .....	do .....	do ...	30 00
John Shaddick.....	Big Sevgle to Square Forks.....	Sevgle.....	do ...	50 00
F. McDairmid.....	Napan and Black Rivers and tributaries.....	Napan, W.O., Chatham .....	do ...	30 00
John G. Williston.	Bay du Vin River and Bay, with Parish of Hardwick, Fox and other Islands and Stations on South side of Main Channel Miramichi River...	Bay du Vin, W.O.....	Overseer ..	100 00
John Noble.....	Miramichi Bay, from Fox Island to Escuminac .....	Miramichi Bay.....	do ...	100 00
Enoch A. Bamford	South West Miramichi, within Parish of Blissfield.....	Blissfield .....	Warden ...	50 00
Samuel Freeze.....	From Doaktown to Hovey Islands, in the Parish of Blissfield, on the South West Miramichi River.....	Doaktown, Miramichi..	Overseer ..	100 00
Daniel Mathews...	From lower side of Ox Bow, on Little South West Miramichi, upwards....	Little South West Miramichi .....	Warden ...	30 00
Nat. Morehouse....	Arbo Settlement, Parish of Blackville, South West Miramichi.....	Arbo Settlement .....	do ...	30 00
J. Underhill .....	Coughlan Settlement. Parish of Blackville, South West Miramichi.....	Coughlan Settlement..	do ...	30 00
John Doyle.....	Tabusintac and Bartibog Rivers.....	Bartibog.....	do ...	30 00
George Hubbard....	Whitney Settlement, N. W. Miramichi	North Esk.....	do ...	50 00
Angus McIntosh...	Miramichi River and tributaries, from Middle Island to Newcastle Ferry...	Chatham Head. ....	do ...	30 00
Tubal Watling ....	Black River and tributaries in the Parish of Glenelg.....	Black River.....	do ...	30 00
Samuel Kingston..	Upper waters, N. W. Miramichi River, from Rolph's Crossing, upwards....	N.W. Miramichi.....	do ...	50 00
	Carried forward .....			7,510 00

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary- \$ cts.
	Brought forward.....			7,510 00
<i>Northumberland County—Concluded.</i>				
James Fitzpatrick.	Black River.....	Napan.....	Warden ...	30 00
M. Ryan.....	North West Miramichi.....	North Esk .....	do ...	30 00
M. Hayes.....	Dungarvon River.....	Renous River.....	do ...	30 00
Alex. Martin.....	Grand Dune Island to Tabusintac.....	Neguac.....	do ...	50 00
J. E. McMahon.....	Chatham Ferry to Grand Dune Island	Barbibog .....	do ...	50 00
Wm. Irving.....	do do .....	Lower Newcastle.....	do ...	50 00
<i>Queen's County.</i>				
I. T. Hetherington	From Cole's Island to foot of Washademoak Lake.....	Jenkins, W.O. Johnson	Overseer ..	100 00
Isaiah Langan.....	Salmon River.....	Chipman, W.O. Gaspareaux.....	do ...	30 00
Robert Philips....	Head waters, Washademoak Lake.....		Warden ...	25 00
<i>Ristigouche County.</i>				
A. McPherson.....	From Belledune to Dalhousie.....	River Charlo.....	Overseer ..	100 00
<i>Sunbury County.</i>				
G. W. Hoben.....	St. John River, Indiantown to County Line of York.....	Burton, W.O.....	Overseer ..	100 00
W. E. Taylor.....	do do .....	Sheffield.....	Warden ...	30 00
<i>St. John County.</i>				
Joseph O'Brien....	St. John County .....	Carleton, St. John.....	Overseer ..	150 00
Wm. E. Skillen....	Eastern part of St. John County, from Quaco Head to Goose River.....	St. Martin's.....	do ...	100 00
<i>Victoria County.</i>				
Thos. D. Ryan.....	County of Victoria.....	Grand Falls.....	Overseer ..	150 00
Jno. McDougall....	Three Brooks, Branch of Tobique River.....	Rocky Brook, Parish of Lorne.....	Warden ...	30 00
Jno. C. McCloskey	Salmon River.....	Andover.....	do ...	30 00
Donald Fraser.....	Tobique River.....	Arthurette, W.O .....	do ...	30 00
Thos. Edgar.....	Middle Division, Tobique River.....	Three Rivers.....	do ...	30 00
J. McNab Cameron	Tobique River.....	Tobique River.....	do ...	30 00
Magloire Caron....	Baker's Lake and adjoining streams.	Caron Brook .....	do ...	30 00
Romain Long, Sr...	Above Fish River Rapids .....	St. Francis.....	do ...	30 00
<i>Westmoreland County.</i>				
W. B. Deacon.....	Shediac Harbour and River.....	Shediac.....	Overseer ..	200 00
D. T. Cormier.....	Dorchester Bay.....	Pré-d'en haut.....	do ...	60 00
Robt. Goodwin.....	The Parishes of Sackville and Westmoreland.....	Bay Verte.....	do ...	100 00
	Carried forward.....			9,105 00

## SCHEDULE of Fishery Officers in the Dominion—Continued.

## PROVINCE OF NEW BRUNSWICK—Concluded.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 9,105 00
	<i>York County.</i>			
Robert Orr.....	County of York.....	Fredericton.....	Overseer..	250 00
J. A. Campbell....	Grand Pass, on St. John River, upwards, from Crock's Point to Lower Line of York County, including Nashwaak River.....	Kingsclear, W.O., Fredericton.....	Warden ...	60 00
A. B. Cronkhite....	St John River, from Upper Line of York County to Crock's Point, on River St. John.....	Southampton.....	do ...	60 00
A. Moir.....	From Price's Bend to Burnt Hill, S. W. Miramichi.....	Bloomfield.....	do ...	30 00
A. Cunningham....	Skiff and Palfry and other Lakes.....	Canterbury Station.....	Overseer..	50 00
Lawson McNelly...	From Burgoyne's Ferry to Nackawack	Lower Queenstown.....	Warden ...	60 00
David Glendenning	Magaguadavic Stream and Lake Oromocto and other Lakes... ..	Harvey Station.....	do ...	60 00
	Total.....			9,675 00

## PROVINCE OF PRINCE EDWARD ISLAND.

J. H. Duvar.....	Prince Edward Island.....	Alberton.....	Inspector of Fisheries....	1,000 00
	<i>Queen's County.</i>			
Michael Ready.....	Winter River.....	Tracadie.....	Warden ...	30 00
Lionel Garnum....	do .....	Winter River.....	do ...	50 00
S. Vanderstine....	Vernon River and Tributaries.....	Vernon River.....	do ...	30 00
Geo. Stephensen...	New Glasgow River.....	New Glasgow.....	do ...	30 00
James Power.....	Huntley and Wheatley Rivers.....	Hunter River.....	do ...	30 00
Jonathan Delaney..	New London.....	New London.....	do ...	30 00
John Mathieson....	Bonshaw, from Appin Road to Dog River, and from South Wiltshire Road to the Coast. ....	West River.....	do ...	30 00
Finlay McKenzie...	Lots 60 and 62.....	Pinette River.....	do ...	30 00
Francis Stanley....	Charlottetown, including East, West and North Rivers.. ..	Charlottetown.....	do ...	30 00
Wm. Whitehead....	South-West River.....	S. W. River.....	do ...	30 00
Thomas Murphy....	Trout River.....	Stanley Bridge.....	do ...	30 00
Peter Traynor.....	Johnston's River, including Oyster Fishery at its mouth.....	Johnston's River.....	do ...	30 00
Jno. Loughrin.....	Orwell and Newton Rivers.....	Orwell.....	do ...	30 00
W. Campbell.....	Cousin's Run.....	Cousin's Run.....	do ...	30 00
George F. Beers....	Pownal Bay and Seal River.....	Cherry Valley.....	do ...	30 00
James Howatt.....	Crapaud.....	Crapaud.....	do ...	30 00
Dominique Buotte..	District of Rustico.....	Rustico.....	do ...	30 00
	<i>Prince County.</i>			
Henry Clark.....	Dunk River and Egmont Bay.....	Summerside.....	Overseer..	200 00
D. L. Bryant .....	From western bank of Big Pierre Jacques River to the point where the North Line of Lot 15 touches the shore of Egmont Bay.....	Enmore River.....	Warden ...	30 00
	Carried forward.....			1,760 00

SCHEDULE of Fishery Officers in the Dominion—Continued.

PROVINCE OF PRINCE EDWARD ISLAND—Concluded.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			1,760 00
<i>Prince County—Concluded</i>				
Calvin Howat....	Tryon River.....	Tryon River.....	Warden ...	30 00
John Rix.....	Miminigash.....	Miminigash.....	do ...	30 00
James Ramsay.....	Lot 13, Trout River.....	Tyne Valley.....	do ...	30 00
Jas. A. McDonald.	Grand River.....	Grand River.....	do ...	30 00
John Tucker.....	Dunk River, Lot 25.....	Lot 25.....	do ...	30 00
Patrick McBride....	do do.....	do.....	do ...	30 00
William Burns.....	do do.....	do.....	do ...	30 00
James Nelligan....	Nail Pond and Skinner's Pond.....	Nail Pond.....	do ...	30 00
John Beaton.....	Lots 5, 6 and 10.....	Lot 10.....	do ...	30 00
Geo. A. Sharpe....	Lot 12, on the Narrows.....	Lot 12.....	do ...	30 00
John A. Sharpe...	Summerside, including Bedeque Bay and South part of Richmond Bay...	Summerside.....	do ...	30 00
John Chiasson Chapel.....	Tignish, from line of Lot No. 2, northward, to include Little and Big Tignish, and westward to Railway.	Tignish.....	do ...	30 00
Peter Aylward.....	Skinner's Pond, southward, from south end of Nail Pond to Black Pond, inclusive, and East to Railway.....	do.....	do ...	30 00
Alex. McDonald...	Cascompeque Bay and Inlet, from the Narrows to Kildare Capes.....	Alberton.....	do ...	30 00
Thos. Drummond.	Dunk River.....	Freetown.....	do ...	30 00
V. S. Gillis.....	Richard Bay and Malpeque.....	Indian River, Lot 18...	do ...	30 00
Lawrence Doyle...	From Little Miminigash to Cape Wolfe	Lot 3.....	do ...	30 00
J. K. Ramsay.....	From Cape Wolfe to Brae River.....	West Cape.....	do ...	30 00
J. A. Arsenault....	Lot 15, Egmont Bay.....	Abram's Village.....	do ...	30 00
J. F. B. Holland...	From Graham Head, Lot 26, to Cape Traverse.....	Bedeque.....	do ...	30 00
<i>King's County.</i>				
Henry Morrow....	Souris River.....	Souris River.....	do ...	30 00
Allan McDonald...	North Lake.....	North Lake.....	do ...	30 00
Malcolm Mathewson.....	Grand River.....	Grand River.....	do ...	30 00
Ronald McDonald.	Naufrage River.....	Naufrage River.....	do ...	30 00
Daniel Reilly.....	Montague, from Georgetown Road to Whim Road, and from County Line to the Coast.....	Montague River.....	do ...	30 00
John Lowe.....	Murray Harbour and River, including Lots 63 and 64.....	Murray Harbour.....	do ...	30 00
Peter Duffy.....	St. Peter's and Morell.....	St. Peter's.....	do ...	30 00
James Mitchell....	First District of Morell.....	Peake's Road.....	do ...	30 00
John O'Brien.....	Second do.....	Morell River.....	do ...	30 00
Pat. McCullogh....	Third do.....	Peake's River.....	do ...	30 00
J. H. Dingwell....	Fourth do.....	Morell River.....	do ...	30 00
Hy. Griffin.....	Cardigan Bay and Montague River.....	Georgetown.....	do ...	30 00
Robert Quinn.....	Brudenell River.....	Cardigan.....	do ...	30 00
John Conaghan...	Bay Fortune, from Little River to Rollo Bay.....	Bay Fortune.....	do ...	30 00
	Total.....			2,780 00

SCHEDULE of Fishery Officers in the Dominion—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

Name.	District.	Address.	Overseer or Warden.	Salary.
Geo. Pittendrigh...	British Columbia.....	New Westminster.....	Inspector of Fisheries.....	\$ cts. 800 00

PROVINCE OF MANITOBA.

Alex. McQueen.....	Province of Manitoba .....	Winnipeg.....	Inspector of Fisheries.....	900 00
F. C. Gilchrist.....	Qu'Appelle River and adjoining lakes.	Fort Qu'Appelle.....	Overseer..	300 00

DETAILED STATEMENT of Expenditure on account of Fisheries, for the Fiscal Year ended 30th June, 1885.

SALARIES OF FISHERY OVERSEERS, WARDENS AND GUARDIANS.

To whom Paid.	Service.	Amount.	Total.
ONTARIO.		\$ cts.	
Acheson, Arch.....	For 12 months salary as Fishery Overseer.....	25 00	
Acton, Nassau .....	do do .....	100 00	
Bélangier, Jos.....	do do .....	25 00	
Boismier, Ed.....	do do .....	300 00	
Boucher, Wm.....	do do .....	250 00	
Brady, Angus.....	9 do do .....	30 00	
Cameron, D. A.....	12 do do .....	200 00	
Cameron, J. A.....	do do .....	100 00	
Cochrane, Geo.....	do do .....	250 00	
Cox, John.....	do do .....	50 00	
Croome, W. P.....	do do .....	100 00	
Cummins, Jas.....	do do .....	50 00	
Dalton, R. G.....	do do .....	50 00	
Dauncey, Jno.....	do do .....	100 00	
Deacon, Eph.....	do do .....	100 00	
Dickson, Jas.....	do do .....	100 00	
Douglas, Geo.....	do do .....	25 00	
Finkle, R. R.....	1 do do .....	4 16	
Foote, W. E.....	12 do do .....	125 00	
Frazer, Saml.....	do do .....	100 00	
Fraser, F. M. G.....	do do .....	100 00	
Gilchrist, Chas.....	do do .....	400 00	
Gilbert, Robt.....	do do .....	100 00	
Graham, J. R.....	do do .....	100 00	
Grant, John.....	do do .....	100 00	
Greer, James.....	do do .....	40 00	
Hastings, Wm.....	do do .....	50 00	
Helliwell, Wm.....	do do .....	100 00	
Hicks, Wm.....	do do .....	50 00	
Hunt, Henry.....	do do .....	20 00	
Hull, Wm.....	do do .....	50 00	
Hughson A.....	do do .....	50 00	
James, Sol.....	do do .....	100 00	
Jeacle, Geo.....	do do .....	100 00	
Jelly, W. B.....	do do .....	40 00	
Johnston, W. H.....	do do .....	75 00	
Johnson, Wm.....	do do .....	100 00	
Kerr, J. W.....	do do .....	500 04	
Kiel, Peter.....	do do .....	200 00	
Merritt, T.....	do do .....	100 00	
Miller, Geo. S.....	do do .....	100 00	
Mills, A. E.....	do do .....	50 00	
Miron, O.....	do do .....	30 00	
Moody, J. B.....	do do .....	50 00	
Mooney, John.....	do do .....	200 00	
Murphy, Jno.....	do do .....	50 00	
McBride, Alex.....	do do .....	50 00	
McCann, Peter.....	do do .....	250 00	
McCarron, Pat.....	do do .....	100 00	
McCrae, W. A.....	do do .....	100 00	
McDermott, G. B.....	do do .....	200 00	
McDermott, Wm.....	do do .....	50 00	
McDonald, J. R.....	do do .....	50 00	
McFadden, Jas.....	do do .....	30 00	
Carried forward.....		5,769 20	

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
SALARIES—*Continued.*

To whom paid.	Service.	Amount.	Total:
		\$ cts.	
	Brought forward.....	5,769 20	
	<i>ONTARIO—Continued.</i>		
McFayden, Hugh.....	For 12 months salary as Fishery Overseer.....	40 00	
McGarity, T.....	do do .....	50 00	
McKibbin, Thos.....	do do .....	25 00	
McKinnon, A. C.....	do do .....	100 00	
McMaster, David.....	do do .....	200 00	
McMichael, John.....	do do .....	50 00	
McMullan, John.....	do do .....	200 00	
McQueen, T.....	do do .....	87 50	
Poole, Wm.....	do do .....	50 00	
Pollock, W. D.....	do do .....	30 00	
Price, Peter.....	do do .....	50 00	
Prosser, Wm.....	do do .....	100 00	
Purcell, H. R.....	do do .....	100 00	
Quenneville, A.....	do do .....	20 00	
Raymond, Chas. W.....	do do .....	50 00	
Redmond, Jos.....	do do .....	300 00	
Roper, E. C.....	do do .....	100 00	
Russell, M. L.....	do do .....	25 00	
Saunders, L. S.....	do do .....	150 00	
Sharp, David.....	do do .....	200 00	
Sills, A. D.....	do do .....	150 00	
Simmons, N.....	do do .....	100 00	
Smith, John.....	3 do .....	12 50	
Steele, G. R.....	12 do .....	100 00	
Telfer, Andrew.....	12 do .....	50 00	
Wallace, John.....	9 do .....	37 50	
Wallace, J. G.....	2 do .....	4 16	
Wilkins, Chas.....	12 do .....	400 00	
Wilson, Jos.....	12 do .....	200 00	
Candell, F.....	Wages as special Fishery Guardian.....	40 00	
Corbett, T.....	do .....	40 00	
Flanagan, N.....	do .....	50 00	
McCall, J. W.....	Wages as Fishery Guardian.....	30 00	
Nicholls, G.....	do .....	40 00	
Ritchie, J.....	do .....	40 00	
	Total.....		8,990 86

DISBURSEMENTS OF FISHERY OVERSEERS.

Acheson, Arch.....	For 12 months disbursements to 30th June 1885.....	36 25	
Boismier, Ed.....	do do .....	27 50	
Boucher, Wm.....	do do .....	275 00	
Brady, Angus.....	do do .....	20 25	
Cameron, D. A.....	do do .....	119 45	
Cameron, J. A.....	do do .....	132 32	
Cochrane, Geo.....	do do .....	171 30	
Oox, John.....	do do .....	48 46	
Croome, W. P.....	do do .....	53 57	
Cummins, Jas.....	do do .....	20 00	
Dalton, R. G.....	do do .....	113 44	
Danucey, Jno.....	do do .....	14 00	
Deason, Eph.....	do do .....	31 85	
	Carried forward.....	1,063 39	8,990 86

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con-*  
DISBURSEMENTS—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....	1,063 39	8,990 86
	ONTARIO— <i>Continued.</i>		
Dickson, Jas.....	For 12 months disbursements to 30th June, 1885.....	76 75	
Douglas, Geo.....	do do .....	43 25	
Foote, W. E.....	do do .....	118 20	
Frazer, Saml.....	do do .....	286 35	
Fraser, J. M. G.....	do do .....	369 25	
Gilchrist, Chas.....	do do .....	416 00	
Gilbert, Robt.....	do do .....	121 00	
Graham, J. R.....	do do .....	62 50	
Grant, John.....	do do .....	65 10	
Hastings, Wm.....	do do .....	90 25	
Helliwell, Wm.....	do do .....	143 80	
Hicks, Wm.....	do do .....	65 30	
Hunt, Henry.....	do do .....	10 00	
Hull, Wm.....	do do .....	48 00	
Hughson, A.....	do do .....	79 00	
James, Sol.....	do do .....	108 20	
Jeacle, Geo.....	do do .....	175 00	
Jelly, W. B.....	do do .....	30 90	
Johnston, W. H.....	do do .....	120 50	
Johnson, Wm.....	do do .....	40 75	
Kerr, J. W.....	do do .....	912 59	
Kiel, Peter.....	do do .....	44 00	
Merritt, T.....	do do .....	186 25	
Miller, Geo. S.....	do do .....	51 50	
Mills, A. E.....	do do .....	42 00	
Moody, J. B.....	do do .....	13 50	
Mooney, John.....	do do .....	282 00	
Murphy, John.....	do do .....	20 25	
McCann, Peter.....	do do .....	57 00	
McCarron, Pat.....	do do .....	24 00	
McCrace, W. A.....	do do .....	28 00	
McDermot, G. B.....	do do .....	318 60	
McDermot, Wm.....	do do .....	66 25	
McFadden, Jas.....	do do .....	7 00	
McGarity, T.....	do do .....	3 20	
McKibbin, Thos.....	do do .....	4 00	
McKinnon, A. C.....	do do .....	256 02	
McMaster, David.....	do do .....	16 00	
McMichael, Jno.....	do do .....	70 75	
McMullen, Jno.....	do do .....	91 35	
McQueen, T.....	do do .....	89 50	
Poole, Wm.....	do do .....	28 75	
Price, Peter.....	do do .....	21 50	
Purcell, H. R.....	do do .....	251 10	
Redmond, Jos.....	do do .....	61 68	
Roper, E. C.....	do do .....	76 00	
Saunders, L. S.....	do do .....	49 92	
Sharp, David.....	do do .....	47 29	
Sills, A. D.....	do do .....	57 25	
Simmons, N.....	do do .....	127 50	
Steele, G. R.....	do do .....	17 25	
Telfer, Andrew.....	do do .....	22 00	
Wilkins, Chas.....	do do .....	377 50	
Wilson, Jos.....	do do .....	464 18	
	Carried forward .....		7,716 27
			16,707 13



DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

DISBURSEMENTS—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts.	\$ cts.
		.....	16,707 13
	<i>ONTARIO—Concluded.</i>		
	<i>Miscellaneous.</i>		
Bauset, S. P. ....	Travelling expenses.....	187 00	
Minard, J. E. ....	Wages as Special Fishery Guardian.....	10 30	
National Manf. Co. ....	Tent for Overseer S. James. ....	24 85	
Patton, Jas. ....	Disbursements as late Fishery Overseer. ....	42 75	
Purvis, Wm. ....	Collecting fishery statistics, Lake Huron.....	125 00	
Webster, J. S. ....	Travelling expenses.....	38 95	
			428 85
	Total for Ontario.....		17,135 98

SALARIES OF FISHERY OVERSEERS AND GUARDIANS.

QUEBEC.			
Archibald, M. ....	For twelve months salary as Fishery Overseer.....	200 00	
Asch, Chas. ....	do do .....	50 00	
Austin, W. H. ....	do do .....	400 00	
Beach, N. A. ....	do do .....	100 00	
Beaton, Alex. ....	do do .....	30 00	
Belanger, J. O. ....	do do .....	150 00	
Bhéreur, U. ....	do do .....	50 00	
Bilodeau, Job. ....	do do .....	50 00	
Blais, Alfred. ....	do do .....	100 00	
Boily, Jos. ....	do do .....	50 00	
Boivin, Jos. ....	do do .....	50 00	
Bourk, P. O. ....	do do .....	75 00	
Caron, Clovis F. ....	do do .....	200 00	
Chevalier, J. B. ....	do do .....	150 00	
Chevrier, A. E. ....	do do .....	100 00	
Cloutier, T. ....	do do .....	100 00	
Côté, Henri. ....	do do .....	30 00	
Coghlan, J. T. ....	do do .....	50 00	
Cullen, John. ....	do do .....	200 00	
Desautniers, J. ....	do do .....	75 00	
Dubé, Phileas. ....	do do .....	75 00	
Duguay, G. L. ....	do do .....	150 00	
Filion, Ant. ....	do do .....	30 00	
Gagnon, Geo. ....	do do .....	30 00	
Gauvreau, J. ....	do do .....	100 00	
Gingras, Jos. ....	do do .....	25 00	
Grand, Jacques. ....	do do .....	100 00	
Grant, S. A. ....	do do .....	40 00	
Grondin, L. E. ....	do do .....	100 00	
Huot, L. P. ....	do do .....	100 00	
Hurteau, M. ....	do do .....	25 00	
Jones, K. W. ....	do do .....	40 00	
Joynt, Robt. ....	do do .....	50 00	
Kelly, John. ....	do do .....	75 00	
Laberge, Joachim. ....	do do .....	50 00	
Lacoursière, O. ....	d do .....	75 00	
	Carried forward.....		3,275 00

**DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.***  
**SALARIES—*Continued.***

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....	3,275 00	
	<b>QUEBEC—<i>Continued.</i></b>		
Lambert, Jos.....	For 8 months salary as Fishery Overseer .....	33 33	
Latraverse, P.....	12 do do .....	100 00	
Lauson, Jos .....	do do .....	100 00	
Legouvé, J .....	do do .....	100 00	
Letourneau, J. J .....	do do .....	100 00	
Luke, P. E.....	do do .....	50 00	
Maltais, R.....	do do .....	50 00	
Marion, Jos.....	do do .....	300 00	
Martel, J. L.....	do do .....	75 00	
Martin, H.....	do do .....	100 00	
Martin, Ed.....	do do .....	30 00	
Marchessault, T.....	do do .....	50 00	
Mathurin, G.....	do do .....	200 00	
Migneault, T.....	do do .....	200 00	
Mohr, James.....	do do .....	40 00	
Monpetit, J.....	3 do do .....	12 50	
Morris, John.....	12 do do .....	200 00	
McDonald, J. B.....	do do .....	100 00	
McLeod, W.....	do do .....	100 00	
Phelan, John.....	do do .....	50 00	
Picotin, J. F.....	do do .....	100 00	
Potvin, Chas.....	do do .....	50 00	
Radford, Jos.....	do do .....	200 00	
Ritchie, Wm.....	do do .....	75 00	
Sabourin, T.....	do do .....	100 00	
Saucier, J. B.....	do do .....	100 00	
Simard, Jos.....	do do .....	40 00	
Verge, J. A.....	do do .....	300 00	
Veilleux, Vital.....	do do .....	40 00	
Vibert, Philip.....	do do .....	200 00	
Whitely, W. H.....	do do .....	100 00	
Willis, W. C.....	do do .....	150 00	
			6,720 83
Adams, David.....	Wages as special Fishery Guardian.....	116 00	
Annett, Louis.....	do do .....	43 00	
Archibald, Wm.....	do do .....	137 00	
Archilas, T. R.....	do do .....	5 00	
Beach, N. A. jun.....	do do .....	40 00	
Barbeau, C.....	do do .....	25 00	
Bédard, D.....	do do .....	4 00	
Bullard, M. A.....	do do .....	46 00	
Cameron, D. R.....	do do .....	25 00	
Carbery, John.....	do do .....	27 00	
Obté, Arthur.....	do do .....	10 00	
Dawson, R. G.....	do do .....	118 00	
Dickson, Thos.....	do do .....	112 50	
Eden, Jos.....	do do .....	65 00	
Foley, W.....	do do .....	6 50	
Hutchins, O.....	do do .....	40 00	
King, C.....	do do .....	10 00	
Lachapelle, L.....	do do .....	59 00	
Miller, Peter.....	do do .....	35 00	
McGowan, W. W.....	do do .....	40 00	
McLaren, D.....	do do .....	42 30	
Potvin, E.....	do do .....	26 67	
	Carried forward.....	1,033 47	6,720 83

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*SALARIES—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward .....	\$ cts. 1,033 47	\$ cts. 6,720 83
	<b>QUEBEC—Continued.</b>		
Radford, Jos.....	To pay wages for Saguenay Fishery Guardian.....	150 00	
Ramsay, T.....	Wages as special Fishery Guardian.....	25 00	
Saumure, P.....	do do .....	25 00	
Simard, T.....	do do .....	12 00	
Simard, V.....	do do .....	18 33	
St. Cœur, N.....	do do .....	50 00	
Therrien, F.....	do do .....	27 13	
Young, R.....	do do .....	10 00	
	Total .....		1,350 93
			8,071 76

## DISBURSEMENTS OF FISHERY OVERSEERS.

Archibald M.....	For 12 months disbursements to 30th June, 1885.....	82 00	
Austin, W. H.....	do do .....	133 95	
Beach, N. A.....	do do .....	36 49	
Beaton, Alex.....	do do .....	65 50	
Bélanger, J. O.....	do do .....	111 62	
Bhéreur, U.....	do do .....	67 15	
Bilodeau, Job.....	do do .....	86 00	
Boily, Jos.....	do do .....	40 00	
Bourk, P. O.....	do do .....	46 50	
Caron, C. F.....	do do .....	81 40	
Chevalier, J. B.....	do do .....	283 32	
Chevrier, A. E.....	do do .....	70 99	
Cloutier, T.....	do do .....	14 00	
Coghlan, J. T.....	do do .....	9 75	
Cullen, John.....	do do .....	132 80	
Désaulniers, J.....	do do .....	120 00	
Dubé, Philéas.....	do do .....	89 05	
Duguay, G. L.....	do do .....	181 00	
Gagnon, Geo.....	do do .....	25 50	
Gauvreau, J.....	do do .....	51 00	
Grant, S. A.....	do do .....	7 00	
Groncin, L. E.....	do do .....	59 00	
Huot, L. P.....	do do .....	15 80	
Hurteau, M.....	do do .....	50 10	
Jones, R. W.....	do do .....	82 50	
Joynt, Robt.....	do do .....	105 75	
Kelly, John.....	do do .....	140 00	
Laberge, Joachim.....	do do .....	106 55	
Lacoursière, O.....	do do .....	60 00	
Lambert, Jos.....	do do .....	25 10	
Latraverse, Pierre.....	do do .....	24 05	
Lauzon, Jos.....	do do .....	68 24	
Legouvé, J.....	do do .....	182 00	
Létourneau, J. J.....	do do .....	65 75	
Luke, P. E.....	do do .....	93 85	
Maltais, R.....	do do .....	30 00	
Marion, Jos.....	do do .....	392 60	
Martel, J. L.....	do do .....	200 20	
Martin, H.....	do do .....	64 45	
Mathurin, G.....	do do .....	144 60	
Migneault, T.....	do do .....	190 90	
	Carried forward .....	3,816 46	8,071 76

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

DISBURSEMENTS—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward .....	\$ cts. 3,816 46	\$ cts. 8,071 76
<i>QUEBEC—Continued.</i>			
Mohr, James.....	For 12 months disbursements to 30th June, 1885.....	4 18	
Morris, John.....	do do .....	167 30	
McDonald, J. B.....	do do .....	24 50	
McLeod, W.....	do do .....	122 50	
Phelan, John.....	do do .....	29 50	
Picotin, J. F.....	do do .....	105 15	
Potvin, Chas.....	do do .....	30 00	
Radford, Jos.....	do do .....	229 62	
Ritchie, Wm.....	do do .....	54 35	
Sabourin, T.....	do do .....	22 00	
Saucier, J. B.....	do do .....	28 00	
Verge, J. A.....	do do .....	47 90	
Veilleux, Vital.....	do do .....	28 73	
Vibert, Philip.....	do do .....	150 82	
Willis, W. C.....	do do .....	245 00	
			5,126 01
<i>Miscellaneous.</i>			
Bowie, A.....	Storage of boats.....	30 00	
Castor, Pierre.....	Bark canoe and paddles.....	20 00	
Davis, J.....	Watching salmon nets.....	30 00	
Fraser, Alex.....	Board of Special Fishery Guardians.....	113 50	
Gaudin, Geo.....	Collecting statistics.....	6 00	
Gregory, J. U.....	General disbursements.....	52 50	
McCallum, Thos.....	Watching salmon nets.....	20 00	
Pitou, Ab.....	Watching lobster fishing.....	10 50	
Rattie, A.....	Hire of boat.....	9 50	
Richard, J. F.....	Surveying porpoise fishing grounds.....	50 00	
Saucier, Thos.....	Collecting statistics.....	7 00	
			349 00
	Total for Quebec .....		13,546 77

SALARIES OF FISHERY OVERSEERS AND WARDENS.

NOVA SCOTIA.			
<i>Annapolis County.</i>			
Bailey, W. M. ....	For 12 months salary to 30th June, 1885.....	25 00	
Barteaux, Albert.....	do do .....	25 00	
Carty, W. T.....	do do .....	120 00	
Croscup, Wm.....	do do .....	25 00	
Hsley, T. R.....	do do .....	25 00	
Morton, A. F.....	do do .....	25 00	
Rice, W. A.....	do do .....	25 00	
Riordan, M.....	do do .....	25 00	
Vroom, George.....	do do .....	25 00	
			320 00
	Carried forward .....		320 00

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....		320 00
<i>NOVA SCOTIA—Continued.</i>			
<i>Antigonish County.</i>			
Aymer, J. R.....	For 12 months salary to 30th June, 1885.....	25 00	
Cameron, Lanchlin.....	do do .....	30 00	
Chisholm, Colin.....	do do .....	25 00	
Chisholm, Donald.....	do do .....	25 00	
Chisholm, James.....	do do .....	25 00	
Cumming, Jno.....	do do .....	20 00	
Dexter, John.....	do do .....	30 00	
Fraser, Dunean.....	do do .....	20 00	
Macadam, Alex.....	do do .....	25 00	
McDonald, Angus.....	do do .....	25 00	
McDonald, John.....	do do .....	125 00	
McDonald, Donald.....	3 do do .....	8 25	
McDongall, Archd.....	12 do do .....	25 00	
Randall, Albert.....	do do .....	15 00	
			421 25
<i>Cape Breton County.</i>			
Barrington, York.....	For 12 months salary to 30th June, 1885.....	120 00	
Burke, Jas. P.....	do do .....	120 00	
Burke, Wm.....	do do .....	25 00	
Keefe, P.....	do do .....	25 00	
Morrison, Angus.....	do do .....	25 00	
McAdam, Allan.....	do do .....	25 00	
McCormack, Donald.....	do do .....	25 00	
McDonald, Alex.....	do do .....	120 00	
McDonald, Archd.....	do do .....	20 00	
McDonald, D.....	do do .....	45 00	
McEachern, Jno.....	do do .....	25 00	
McLean, Alex.....	do do .....	20 00	
McLellan, M.....	do do .....	25 00	
McNeil, D. J.....	do do .....	25 00	
Quinan, Francis.....	do do .....	120 00	
			765 00
<i>Colechester County.</i>			
Blair, Henry.....	For 12 months salary to 30th June, 1885.....	100 00	
Corbett, H.....	do do .....	25 00	
Davison, J. W.....	do do .....	100 00	
Frame, Samuel.....	do do .....	25 00	
Fulton, George.....	do do .....	25 00	
Fulton, Robt. K.....	do do .....	25 00	
Fulmore, Jessie.....	do do .....	25 00	
Gass, H.....	do do .....	50 00	
Johnson, T.....	do do .....	25 00	
Moore, George.....	do do .....	25 00	
Murray, Matt. G.....	do do .....	25 00	
McKay, Dan.....	do do .....	40 00	
Pollock, R. J.....	do do .....	75 00	
Rutherford, Ed.....	do do .....	25 00	
Urquhart, Hy.....	do do .....	25 00	
Winton, Wm.....	9 do do .....	18 75	
Wright, Alf.....	12 do do .....	25 00	
			658 75
	Carried forward.....		2,165 00

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES —*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....		2,165 00
	<i>NOVA SCOTIA—Continued.</i>		
	<i>Cumberland County.</i>		
Corbett, D.....	For 3 months salary to 30th June, 1885.....	6 25	
Fowler, Elijah .....	12 do do .....	130 00	
Filmore, O. (widow of) .....	6 do do .....	12 50	
Gilroy, G W.....	12 do do .....	100 00	
Harrison, Moses.....	do do .....	25 00	
Jenks, Frs. L. ....	do do .....	25 00	
Logan, Isaac.....	9 do do .....	18 75	
Moore, J. W.....	3 do do .....	6 25	
Murphy, Wm.....	12 do do .....	30 00	
McPherson, Saml.....	do do .....	25 00	
Porter, Jos.....	do do .....	25 00	
Smith, Sydney.....	do do .....	25 00	
Smith, Thos. R.....	do do .....	25 00	453 75
	<i>Digby County</i>		
Collins, Jas. A.....	For 12 months salary to 30th June, 1885.....	120 00	
Gavil, A. L.....	do do .....	25 00	
Hauly, Wm.....	do do .....	120 00	
Journey, Robt.....	do do .....	25 00	
McKay, Lochlin.....	do do .....	25 00	315 00
	<i>Guysboro' County.</i>		
Bruce, J. R.....	For 12 months salary to 30th June, 1885.....	10 00	
Cameron, Angus.....	do do .....	25 00	
Cameron, D. sen.....	do do .....	20 00	
Cook, Jas.....	do do .....	25 00	
Gunn, Donald.....	do do .....	30 00	
Harpell, Luke.....	9 do do .....	11 25	
Harrington, Jas., jun.....	12 do do .....	25 00	
Henderson, Jas.....	do do .....	25 00	
Hudson, Saml. sen.....	do do .....	25 00	
Jones, John.....	do do .....	25 00	
Kirk, Adam.....	do do .....	30 00	
Kenney, Chas.....	do do .....	15 00	
Mattie, Fred. K.....	do do .....	15 00	
McDonald, D. A.....	do do .....	40 00	
McDonald, Wm.....	do do .....	25 00	
McKay, Robt.....	do do .....	15 00	
McKeen, Thos.....	do do .....	30 00	
McEllum, Jas.....	do do .....	25 00	
McQuarrie, Allan.....	do do .....	100 00	
Pride, Wm.....	do do .....	30 00	
Sinclair, D. Mc.....	do do .....	20 00	
Smith, J. L.....	do do .....	25 00	
Tory, Jas. A.....	do do .....	150 00	741 25
	Carried forward.....		3,675 00

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
Brought forward .....			3,675 00
<i>NOVA SCOTIA—Continued.</i>			
<i>Halifax County.</i>			
Blakely, Jas.....	For 12 months salary to 30th June, 1885.....	30 00	
Burris, Wm.....	do do do .....	30 00	
Crooks, Jas.....	9 do do .....	18 75	
Fitzgerald, John.....	12 do do .....	150 00	
Fraser, John.....	do do .....	30 00	
Fraser, O. P.....	do do .....	25 00	
Gaetz, Isaac.....	do do .....	150 00	
Henry, Chas. G.....	do do .....	30 00	
Hughes, P.....	do do .....	25 00	
Kidston, Archd.....	do do .....	40 00	
Keizer, Geo.....	do do .....	30 00	
Mason, Nath.....	do do .....	75 00	
Mosher, Dan.....	do do .....	20 00	
McKiel, Nath.....	do do .....	40 00	
McLean, Donald.....	do do .....	30 00	
McLeod, George.....	do do .....	30 00	
Shatford, H. A.....	do do .....	40 00	
Stevens, Robt.....	do do .....	30 00	
Tolson, F. G.....	do do .....	40 00	
Walker, Wm. G.....	do do .....	20 00	
Whiteman, J. E.....	do do .....	30 00	
			913 75
<i>Hants County.</i>			
Burnham, P. S.....	For 12 months salary to 30th June, 1885.....	100 00	
Colter, Jno. B.....	do do do .....	30 00	
Mosher, Jas.....	do do do .....	20 00	
Mosher, Jos.....	do do do .....	25 00	
O'Brien, Jas.....	do do do .....	30 00	
O'Brien, T. B.....	do do do .....	100 00	
			315 00
<i>Inverness County.</i>			
Benzie, Peter.....	For 12 months salary to 30th June, 1885.....	25 00	
Cameron, Hugh.....	do do do .....	25 00	
Coady, James.....	do do do .....	100 00	
Crowdis, Mark.....	do do do .....	25 00	
Dowling, David.....	9 do do .....	18 75	
Graham, Stephen.....	do do do .....	25 00	
Hart, Wm. J.....	do do do .....	25 00	
Murphy, Moses.....	do do do .....	25 00	
McDonald, Donald.....	3 do do .....	6 25	
McDonald, M. B.....	12 do do .....	25 00	
McDaniel, Miles.....	do do do .....	25 00	
McDermid, Dan.....	do do do .....	25 00	
McEachern, P.....	do do do .....	100 00	
McFarlane, J. P.....	do do do .....	25 00	
McFarlane, Angus.....	do do do .....	25 00	
McKay, Malcolm.....	do do do .....	15 00	
McKay, Neil.....	do do do .....	25 00	
McKinnon, Angus.....	do do do .....	25 00	
McLean, D. F.....	do do do .....	150 00	
			715 00
Carried forward .....			4,903 75

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
SALARIES—*Continued.*

To whom paid.	Service.	Amount.	Total.
Brought forward .....		\$ cts. 715 00	\$ cts. 4,903 75
<i>NOVA SCOTIA—Continued.</i>			
<i>Inverness County—Concluded.</i>			
McLean, John.....	For 12 months salary to 30th June, 1885.....	25 00	
McLean, Norman.....	2 do do.....	5 00	
McLennon, A. (John's son).....	do do.....	25 00	
Ross, David.....	do do.....	100 00	870 00
<i>King's County.</i>			
Angus, Jos.....	For 12 months salary to 30th June, 1885.....	30 00	
Bishop, C. E.....	do do.....	30 00	
Brown, Philip.....	do do.....	30 00	
Miller, Jas, S.....	do do.....	125 00	
McIntyre, W.....	do do.....	50 00	
Reid, R. F.....	do do.....	125 00	
Thorpe, J. W.....	do do.....	30 00	420 00
<i>Lunenburg County.</i>			
Andrews, John.....	For 12 months salary to 30th June, 1885.....	25 00	
Besançon, Isaiah.....	do do.....	25 00	
Boylan, Edward.....	do do.....	25 00	
Burns, George.....	do do.....	25 00	
Cooney, Pat.....	10 do do.....	20 83	
Croft, Wm.....	12 do do.....	25 00	
Demon, David.....	do do.....	25 00	
Goddard, C. E.....	do do.....	62 50	
Hayes, Edward.....	6 do do.....	12 50	
Hebb, Eli.....	do do.....	25 00	
Hutt, John.....	do do.....	25 00	
Jost, Hy. S.....	do do.....	100 00	
Keddy, J. H.....	do do.....	25 00	
Langille, James.....	do do.....	25 00	
Mossman, James.....	do do.....	25 00	
Meisner, Jacob.....	10 do do.....	20 83	
Nesbitt, G. A.....	12 do do.....	25 00	
Pernette, Chas.....	do do.....	25 00	
Redden, George.....	do do.....	100 00	641 66
<i>Pictou County.</i>			
Cameron, Allan.....	For 12 months salary to 30th June, 1884.....	25 00	
Cameron, Thos.....	do do.....	25 00	
Campbell, Peter.....	do do.....	25 00	
Douglas, Alex.....	do do.....	25 00	
Foote, George.....	do do.....	25 00	
Fraser, Donald.....	do do.....	25 00	
Fraser, Thos.....	do do.....	25 00	
Fraser, Samuel.....	do do.....	25 00	
Murray, D. A.....	do do.....	25 00	
McDonald, G. D.....	do do.....	170 00	
McDonald, Donald.....	do do.....	25 00	
McDonald, Wm.....	do do.....	25 00	
Carried forward.....		445 00	6,835 41



DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward .....	\$ cts. 445 00	\$ cts. 6,835 41
<i>NOVA SCOTIA—Continued.</i>			
<i>Pictou County—Concluded.</i>			
McDougall, Chas.....	For 12 months salary.....	15 00	
McKay, John.....	do .....	25 00	
McKenzie, Geo. ....	do .....	25 00	
McKenzie, Wm. ....	3 do .....	5 00	
McLean, Donald.....	12 do .....	30 00	
Pritchard, A. C.....	do .....	150 00	
Sutherland, Robt.....	do .....	210 00	
Turner, Wm.....	do .....	25 00	
			930 00
<i>Queen's County.</i>			
Fitzgerald, John.....	For 12 months salary.....	70 00	
Ford, Theo.....	do .....	60 00	
Miles, Barnabas.....	do .....	30 00	
Sellon, S. T. N.....	do .....	225 00	
			385 00
<i>Richmond County.</i>			
Cameron, Duncan.....	For 12 months salary.....	125 00	
Grant, Chas.....	do .....	30 00	
Gerroir, Felix.....	do .....	25 00	
Grouchy, P. W.....	do .....	30 00	
Kehoe, Wm.....	do .....	25 00	
Kyte, Patrick.....	do .....	25 00	
Marmeau, Frs.....	do .....	125 00	
Murchison, John.....	do .....	30 00	
McPherson, Far.....	do .....	30 00	
McRae, Allan.....	do .....	30 00	
Proctor, John, sen.....	do .....	20 00	
Sampson, A.....	do .....	30 00	
Sampson, J.....	do .....	30 00	
			555 00
<i>Shelburne County.</i>			
Archer, Timothy.....	For 12 months salary.....	30 00	
Ackerman, Hy.....	do .....	20 00	
Crowell, P.....	do .....	20 00	
Goudy, E. S.....	do .....	75 00	
Greenwood, M.....	do .....	20 00	
Holden, C. A.....	do .....	50 00	
McGill, John W.....	do .....	125 00	
Nichol, F. G.....	do .....	20 00	
Ryer, George.....	do .....	50 00	
			410 00
<i>Victoria County.</i>			
Beaton, Roderick.....	For 12 months salary.....	30 00	
Bochaman, Donald.....	do .....	30 00	
Capstick, Thos.....	do .....	25 00	
Donovan, Thos.....	do .....	25 00	
	Carried forward.....	9,115 41	110 00

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con*SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
Brought forward .....		\$ cts. 110 00	\$ cts. 9,115 41
<i>NOVA SCOTIA—Continued.</i>			
<i>Victoria County—Concluded.</i>			
Finlayson, Donald.....	For 12 months salary.....	25 00	
Foyle, Wm.....	do .....	20 00	
Hellen, Jos.....	9 do .....	22 50	
Hellen, Robt.....	1 do .....	2 50	
Ingraham, G.....	do .....	2 08	
McAuley, Donald.....	12 do .....	25 00	
McDonald, Archd.....	For 1 month's salary as Fishery Overseer.....	2 08	
McDonald, Angus.....	12 do do .....	30 00	
McDonald, Archd.....	do do .....	25 00	
McGregor, Frs.....	do do .....	25 00	
McIntosh, Malcolm.....	do do .....	120 00	
Melver, Malcolm.....	do do .....	30 00	
McKenzie, Chris.....	do do .....	25 00	
McLeod, Donald.....	1 do do .....	2 50	
McLellan, John.....	12 do do .....	25 00	
McMillan, Donald.....	12 do do .....	25 00	
McNeil, John S.....	1 do do .....	2 08	
McPherson, John.....	12 do do .....	25 00	
McRae, Donald, jun.....	do do .....	25 00	
McRae, Murdock.....	6 do do .....	15 00	
McRae, John R, sen... ..	12 do do .....	25 00	
McRae, Donald.....	do do .....	25 00	
McRae, Kenneth.....	do do .....	30 00	
McRae, Donald, jun.....	do do .....	120 00	
McQuarrie, Donald.....	do do .....	25 00	
Watson, Andrew.....	do do .....	25 00	
<i>Yarmouth County.</i>			
Brand, J. I.....	For 12 months salary as Fishery Overseer.....	25 00	
Cann, Jacob E.....	do do .....	25 00	
Doucet, Jérôme.....	do do .....	30 00	
Gardner, Enos.....	do do .....	150 00	
Hatfield, J. A.....	do do .....	50 00	
Jeffrey, James.....	do do .....	25 00	
Kavanagh, Wm.....	do do .....	25 00	
Miuse, Vital.....	do do .....	25 00	
Nickerson, E.....	do do .....	25 00	
Perry, Edward.....	do do .....	25 00	
Robertson, G. H.....	do do .....	100 00	
Thurstn, Wm.....	do do .....	25 00	
White, Jos. M.....	do do .....	25 00	
Total.....			555 00
			10,514 16

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
DISBURSEMENTS OF FISHERY OVERSEERS.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....		10,514 15
	<i>NOVA SCOTIA—Continued.</i>		
	For 12 months disbursements, to 31st Dec, 1884 .....	38 00	
Barrington, York.....	do do	43 64	
Blair, Henry.....	do do	47 50	
Burnham, P. S.....	do do	110 20	
Carty, W. T.....	do do	24 75	
Collins, Jas A.....	do do	84 95	
Coady, Jas.....	do do	20 00	
Cameron, Duncan.....	do do	23 25	
Davison, J. W.....	do do	180 60	
Fitzgerald, John.....	do do	42 27	
Fowler, Elijah.....	do do	39 46	
Gouly, E. S.....	do do	64 50	
Goddard, C. E.....	do do	172 00	
Gaetz, Isaac.....	do do	160 00	
Gardner, Knos.....	do do	22 00	
Gilroy, G. W.....	do do	151 62	
Hanley, Wm.....	do do	15 00	
Jost, H. S.....	do do	47 00	
Miller, Jos. S.....	do do	36 30	
Marmeau, Frs.....	do do	109 85	
McDonald, John.....	do do	57 50	
McDonald, Alex.....	do do	52 50	
McDonald, D. G.....	do do	17 60	
McRachern, P.....	do do	97 37	
McGill, Wm.....	do do	84 52	
McLean, D. F.....	do do	54 00	
McIntosh, Malcolm.....	do do	95 10	
McQuarrie, Allan.....	do do	47 00	
McRae, Donald.....	do do	51 25	
O'Brien, T. B.....	do do	25 00	
Pollock, R. J.....	do do	76 28	
Pritchard, A. C.....	do do	66 50	
Quinan, Francis.....	do do	85 00	
Ross, David.....	do do	45 90	
Reid, R. F.....	do do	171 00	
Redden, George.....	do do	55 00	
Robertson, G. H.....	do do	136 05	
Sellon, S. T. N.....	do do	55 24	
Tory, Jas. A.....	do do		
	<i>Miscellaneous.</i>		2,706 10
	Wages as Fishery Guardian, Wallace R., Cumber-land Co.....	22 50	
Bland, Geo.....	do Middle R., Pictou Co.....	70 00	
Cummings, D. R.....	do Philip R., Cumberland Co.....	69 00	
Hunter, James.....	do do	63 00	
Hanington, Jno.....	do do	63 00	
Lowther, Chas.....	do do	61 50	
Lowther, Jos.....	do do	70 50	
Lowther, J. W.....	do do	42 50	
McKay, John.....	do East R., Pictou Co.....	25 00	
Preper, O.....	do Portauquique R., Colchester Co	18 00	
Seaman, J.....	do Wallace R., Cumberland Co.....	37 50	
Smith, Thos. M.....	do Philip R., Cumberland Co.....	25 50	
Wood, D.....	do do	60 20	
Barks, Jno. W.....	Travelling expenses & disbursements, Victoria Co.....	72 00	
Goodwin, R.....	do do Cumberland Co	30 24	
Ogden, Alfred.....	Collecting information re fishing by American vessels	1 764 00	
Rogers, W. H.....	Salary as Inspector of Fisheries .....	785 33	
do	Disbursements as Inspector of Fisheries .....	583 25	
Bertram, A. C.....	Salary as Fishery Officer, Cape Breton.....	350 00	
do	Disbursements as Fishery Officer, Cape Breton.....	36 00	
Receiver-General.....	Superannuation tax on salary of Inspector.....		
	<b>Total for Nova Scotia</b> .....		<b>4,258 02</b>
			<b>17,478 27</b>

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
SALARIES OF FISHERY OVERSEERS AND WARDENS.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<b>NEW BRUNSWICK.</b>			
<i>Albert County.</i>			
Kinne, J. E.....	For 12 months salary as Fishery Officer .....	40 00	
McLatchey, C.....	do do .....	40 00	
Oliver, Bartlet.....	do do .....	40 00	
Stewart, Suthd. ....	do do .....	100 00	
Taylor, Wallace .....	do do .....	40 00	260 00
<i>Carleton County.</i>			
Burt. Geo R.....	For 12 months salary as Fishery Officer .....	100 00	
Lindsay, Alex. G.....	do do .....	150 00	
Scott, J. W.....	do do .....	30 00	280 00
<i>Charlotte County.</i>			
Best, Leonard.....	For 12 months salary as Fishery Officer.....	100 00	
Brown, Barth .....	do do .....	100 00	
Carrol, Edward.....	do do .....	30 00	
Cunningham, B. L.....	do do .....	82 50	
Dick, Samuel.....	do do .....	30 00	
Dixon, Robt .....	do do .....	30 00	
Gilmour, Andrew.....	do do .....	30 00	
Holmes, Thos.....	do do .....	30 00	
Lord, J. M.....	do do .....	70 00	
McLauchlin, W. B.....	do do .....	240 00	
Todd, Frank.....	do do .....	125 00	862 50
<i>Gloucester County.</i>			
Boyd, Alex.....	For 12 months salary as Fishery Officer.....	30 00	
Calnan, John, jun.....	do do .....	25 00	
Comeau, Frédéric.....	do do .....	100 00	
Cormier, Gustave.....	do do .....	50 00	
Coughlan, Tim .....	do do .....	30 00	
Dempsey, Miles.....	do do .....	30 00	
Haché, Juste.....	do do .....	100 00	
Haché, Adolphe.....	do do .....	100 00	
Hickson, James.....	do do .....	350 00	
Mauzerolles, J.....	do do .....	30 00	
Poirier, Joseph.....	do do .....	100 00	
Rogers, W.....	do do .....	25 00	
Sewell, Jos.....	do do .....	50 00	
Walsh, James.....	do do .....	30 00	1,050 00
<i>Kent County.</i>			
Collet, A. L.....	For 12 months salary as Fishery Officer.....	80 00	
Cormier, Chas.....	do do .....	100 00	
Girouard, M. A. ....	do do .....	75 00	
Guimon, Lazare.....	do do .....	80 00	
Hannah, Wm. F.....	do do .....	75 00	
Harnett, James.....	do do .....	80 00	
Carried forward.....		490 00	2,452 50

DETAILED STATEMENT of Expenditure on account of Fisheries, etc — *Con.*  
SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.	
	Brought forward.....	\$ cts. 490 00	\$ cts. 2,452 00	
<b>NEW BRUNSWICK—Continued.</b>				
<i>Kent County—Concluded.</i>				
Leger, F. B.....	For 12 months salary as Fishery Officer.....	80 00	688 75	
Leblanc, A. T.....	do do .....	68 75		
Mauzerolles, Nicholas..	do do .....	50 00		
<i>King's County.</i>				
Belyea, Jas. A.....	For 12 months salary as Fishery Officer.....	50 00	290 00	
Gamblin, Samuel.....	do do .....	30 00		
Gosline, Samuel.....	do do .....	100 00		
Keith, Jonah.....	do do .....	30 00		
Ryan, Samuel F.....	do do .....	30 00		
Spragg, Z. S.....	do do .....	50 00		
<i>Northumberland County.</i>				
Bamford E. A.....	For 12 months salary as Fishery Officer.....	50 00	2,462 50	
Bergin, Patrick.....	do do .....	30 00		
Blackmore, Jared.....	do do .....	50 00		
Blake, John.....	do do .....	70 00		
Bryanton, Geo.....	do do .....	30 00		
Cameron, Kenneth.....	do do .....	100 00		
Donavan, M.....	do do .....	30 00		
Doyle, John.....	do do .....	30 00		
Fitzpatrick, James.....	do do .....	30 00		
Freeze, Samuel.....	do do .....	100 00		
Gillis, Pat.....	do do .....	30 00		
Hayes, M.....	do do .....	30 00		
Hogan, John.....	do do .....	400 00		
Hogan, Dennis.....	do do .....	30 00		
Holt, Samuel.....	do do .....	160 00		
Hovey, Aaron.....	9 do do .....	22 50		
Hovey, Percy.....	3 do do .....	7 50		
Hubbard, Geo.....	12 do do .....	50 00		
Irving, Wm.....	9 do do .....	37 50		
Kingston, Samuel.....	12 do do .....	50 00		
Mahon, J. E.....	9 do do .....	37 50		
Martin, Alex.....	do do .....	37 50		
Mathews, Daul.....	12 do do .....	30 00		
Morehouse, Nat.....	do do .....	30 00		
McDairmid, F.....	do do .....	30 00		
McIntosh, Angus.....	do do .....	30 00		
Noble, John.....	do do .....	100 00		
Parker, Thos.....	do do .....	160 00		
Robichaud, P.....	do do .....	100 00		
Ryan, M.....	do do .....	100 00		
Shaddick, John.....	do do .....	30 00		
Smith, Thomas.....	do do .....	50 00		
Stymast, John.....	do do .....	30 00		
Underhill, J.....	do do .....	100 00		
Watling, Tubal.....	do do .....	30 00		
Wyse, Wm.....	do do .....	30 00		
Williston, John G.....	do do .....	200 00		
		100 00		
Carried forward .....				5,893 75

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....		5,893 75
	<b>NEW BRUNSWICK—Continued.</b>		
	<i>Queen's County.</i>		
Hetherington, J. T.....	For 12 months salary as Fishery Officer.....	100 00	
Langan, Isaiah.....	do do .....	30 00	
Philips, Robt.....	do do .....	25 00	155 00
	<i>Ristigouche County.</i>		
McPherson, Alex.....	For 12 months salary as Fishery Officer .....	100 00	100 00
	<i>Sunbury County.</i>		
Hoben, G. W.....	For 12 months salary as Fishery Officer.....	100 00	
Taylor, W. E.....	do do .....	30 00	130 00
	<i>St. John County.</i>		
O'Brien, Jos.....	For 12 months salary as Fishery Officer.....	150 00	
Skillen, Wm. E.....	do do .....	100 00	250 00
	<i>Victoria County.</i>		
Caron, Magloire.....	For 12 months salary as Fishery Officer.....	30 00	
Cameron, J. McN.....	do do .....	30 00	
Edgar, Thos.....	do do .....	30 00	
Fraser, Donald.....	do do .....	30 00	
Long, Romain, sen.....	16 do do .....	47 50	
McCroskey, John C.....	12 do do .....	30 00	
McDougall, John.....	do do .....	30 00	
Ryan, Thos. D.....	do do .....	150 00	377 50
	<i>Westmoreland County.</i>		
Cormier, D. T.....	For 12 months salary as Fishery Officer.....	60 00	
Deacon, W. B.....	do do .....	125 00	
Goodwin, Robt.....	do do .....	100 00	285 00
	<i>York County.</i>		
Campbell, J. A.....	For 12 months salary as Fishery Officer .....	55 00	
Cronkhitte, A. B.....	do do .....	55 00	
Cunningham, A.....	do do .....	50 00	
Moir, A.....	do do .....	30 00	
Orr, Robert.....	do do .....	175 00	365 00
	<b>Total.....</b>		<b>7,556 25</b>

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con*  
DISBURSEMENTS OF FISHERY OVERSEERS.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....		7,556 25
	NEW BRUNSWICK.		
Bamford, E. A.....	For 12 months disbursements to 31st December, 1884.....	26 75	
Belyea, Jas. A.....	do do .....	69 00	
Best, Leonard.....	do do .....	33 00	
Blake, John.....	do do .....	30 00	
Brown, Barth.....	do do .....	33 51	
Brown, Wm.....	do do .....	68 00	
Burt, Goo. R.....	do do .....	38 00	
Cameron, Kenneth.....	do do .....	36 00	
Cormier, Chas.....	do do .....	111 70	
Cormier, D. T.....	do do .....	73 50	
Cunningham, B. L.....	do do .....	96 75	
Cunningham, A.....	do do .....	44 75	
Deacon, W. B.....	do do .....	202 00	
Fitzpatrick, Jas.....	do do .....	10 00	
Freeze, Saml.....	do do .....	38 50	
Girouard, M. A.....	do do .....	222 11	
Goodwin, Robt.....	do do .....	31 19	
Gosline, Samuel.....	do do .....	121 73	
Guimon, Lazare.....	do do .....	27 60	
Haché, Adolphe.....	do do .....	88 95	
Haché Joste.....	do do .....	12 75	
Hannah, Wm. F.....	do do .....	77 40	
Harnett, Jas.....	do do .....	48 30	
Hetherington, J. T.....	do do .....	62 16	
Hickson, James.....	do do .....	206 00	
Hogan, John.....	do do .....	149 21	
Holt, Saml.....	do do .....	34 50	
Hoben, G. W.....	do do .....	103 40	
Irving, Wm.....	do do .....	68 55	
Lindsay, Alex. G.....	do do .....	18 00	
Lord, J. M.....	do do .....	60 50	
Mauzerolles, J.....	do do .....	98 63	
McLaughlin, W. B.....	do do .....	128 00	
McDermid, F.....	do do .....	26 00	
McPherson, Alex.....	do do .....	32 76	
Noble, John.....	do do .....	39 00	
O'Brien, Jos.....	do do .....	76 00	
Orr, Robert.....	do do .....	132 10	
Parker, Thos.....	do do .....	63 50	
Philips, Robert.....	do do .....	52 00	
Robichaud, P.....	do do .....	73 00	
Russell, Jas. jun.....	do do .....	35 70	
Ryan, Thos. D.....	do do .....	107 60	
Sewell, Jos.....	do do .....	19 50	
Skillen, Wm. E.....	do do .....	53 00	
Stewart, Sutherland.....	do do .....	48 32	
Stymast John.....	do do .....	69 00	
Todd, Frank.....	do do .....	172 60	
Williston, Jno. G.....	do do .....	89 25	
Wyse, Wm.....	do do .....	175 08	
			3,742 85
	Miscellaneous.		
Allen, J.....	Wages as Fishery Guardian, Clarendon L., Charlotte Co	15 00	
Caie, E. L.....	do Gloucester Co.....	45 00	
Cameron, Jno.....	do Upper Tobique .....	88 00	
	Carried forward .....	148 00	11,299 10

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Cont.*  
DISBURSEMENTS—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward .....	\$ cts. 148 00	\$ cts. 11,299 10
	<i>NEW BRUNSWICK—Continued.</i>		
	<i>Miscellaneous—Concluded.</i>		
Christie, Wood, Working & Co.....	Putting in office windows, Fisheries Office, St. John.....	2 50	
Dalton, W.....	Wages as Fishery Guardian, Miramichi Bay.....	150 00	
Harding, J. H.....	Water rates, Fisheries Office, St. John.....	9 56	
Robicbaud, O.....	Wages as Fishery Guardian, Tracadie R.....	180 00	
Koy, H.....	do Gloucester Co.....	45 00	
Reardon, J. J.....	do do.....	30 00	
Ryan, Thos. D.....	To pay for assistance, Fishery Guardian.....	50 00	
Receiver-General.....	Superannuation tax on Inspector's salary.....	36 00	
Thériault, S.....	Wages as Fishery Guardian, Gloucester Co.....	45 00	
Violette, L.....	do Upper Ristigouche.....	101 00	
Venning, W. H.....	Salary as Inspector of Fisheries.....	1,764 00	
do.....	Disbursements as Inspector of Fisheries.....	776 89	
Wyse, Wm.....	In charge Overseer Russell's division.....	50 00	
Water Commissioners.	Water rates, Fisheries Office, St. John.....	15 00	
	Total for New Brunswick.....		3,402 95
			14,702 05

SALARIES OF FISHERY OVERSEERS AND WARDEN.

PRINCE EDWARD ISLAND.			
<i>Queen's County.</i>			
Beers, Geo. F.....	For 12 months salary as Fishery Officer .....	30 00	
Buotte, Dom.....	do do.....	30 00	
Delaney, Jonathan.....	do do.....	30 00	
Graum, Lionel.....	do do.....	40 00	
Howatt, James.....	do do.....	30 00	
Loughrin, John.....	do do.....	30 00	
Mackenzie, Finlay.....	do do.....	30 00	
Mathieson, John.....	do do.....	30 00	
Murphy, Thomas.....	do do.....	30 00	
Power, James.....	do do.....	30 00	
Ready, Michael.....	do do.....	30 00	
Stanley, Francis.....	do do.....	30 00	
Stephenson, George.....	do do.....	30 00	
Traynor, Peter.....	do do.....	30 00	
Van Iderstine, S.....	do do.....	30 00	
Whitehead, Wm.....	do do.....	30 00	
			490 00
	<i>Prince County.</i>		
Arsenault, J. A.....	For 12 months salary as Fishery Officer.....	30 00	
Aylward, Peter.....	do do.....	30 00	
Beaton, John.....	do do.....	30 00	
Bryant, D. L.....	do do.....	30 00	
Burns, Wm.....	do do.....	30 00	
Chaisson, John.....	do do.....	30 00	
Clark, Henry.....	do do.....	200 00	
Doyle, Lawrence.....	do do.....	30 00	
Drummond, Thos.....	do do.....	30 00	
	Carried forward.....	440 00	490 00



DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
SALARIES—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....	440 00	490 00
<b>PRINCE EDWARD ISLAND—Continued.</b>			
<i>Prince County—Concluded.</i>			
Gillis, V. S.....	For 12 months salary as Fishery Officer.....	30 00	
Holland, J. F. B.....	do do .....	30 00	
Howat, Calvin.....	do do .....	30 00	
McBride, Patrick.....	do do .....	30 00	
McDonald, Jas. A.....	do do .....	30 00	
McDonald, Alex.....	do do .....	30 00	
Nelligan, Jas. M.....	do do .....	30 00	
Ramsey, James.....	do do .....	30 00	
Ramsey, J. K.....	do do .....	30 00	
Rix, John.....	do do .....	30 00	
Sharpe, John A.....	do do .....	30 00	
Sharpe, Geo. A.....	do do .....	30 00	
Tucker, John.....	do do .....	30 00	
			830 00
<i>King's County.</i>			
Burke, James.....	For 9 months salary as Fishery Officer.....	22 50	
Conaghan, John.....	12 do do .....	30 00	
Dingwell, J. H.....	do do .....	30 00	
Duffy, Peter.....	do do .....	30 00	
Griffin, Hy.....	1 do do .....	2 50	
Lowe, John.....	12 do do .....	30 00	
Mathewson, M.....	do do .....	30 00	
Mitchell, James.....	do do .....	30 00	
Morrow, Henry.....	do do .....	30 00	
McCullough, Patrick.....	do do .....	30 00	
McDonald, Ronald.....	do do .....	30 00	
McDonald, Allan.....	do do .....	30 00	
O'Brien, John.....	do do .....	30 00	
Quinn, Robert.....	do do .....	30 00	
Reilly, Daniel.....	do do .....	30 00	
			415 00
<i>Miscellaneous.</i>			
Arsenault, J. A.....	Travelling expenses and disbursements.....	2 50	
Coffin, E. K.....	Enlarging and deepening run at Point de Roche.....	46 00	
Dingwell, J. H.....	Collecting fishery statistics.....	3 00	
Duvar Hunter, J.....	Disbursements as Inspector of Fisheries.....	401 58	
do	Salary do do .....	783 96	
Lowe, J.....	Travelling expenses and disbursements.....	2 50	
McKenzie, F.....	Collecting fishery statistics.....	11 00	
Nelligan, J. M.....	Travelling expenses and disbursements.....	2 50	
O'Brien, J.....	Collecting fishery statistics.....	3 00	
Ready, M.....	do do .....	4 00	
Receiver-General.....	Superannuation tax on Inspector's salary.....	15 99	
Reilly, D.....	Travelling expenses and disbursements.....	4 00	
Stanley, F.....	Collecting fishery statistics and surveying lobster boundary limits.....	10 00	
Traynor, P.....	Hire of man and boat.....	3 00	
			1,735 00
			1,293 03
	Total for Prince Edward Island.....		3,028 03

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

## SALARIES AND DISBURSEMENTS OF FISHERY OFFICERS.

To whom Paid.	Service.	Amount.	Total.
<b>British Columbia.</b>		\$ cts.	\$ cts.
Anderson, A. C. ....	Salary as Inspector for month of May, 1884.....	83 33	
Grant, C. D. ....	do Fishery Guardian, Fraser R.....	225 00	
Millard, C. T.....	Steamboat hire.....	20 00	
Morrison, C. F.....	Salaries as Fishery Guardian, Skeena R.....	250 00	
"The Colonist" .....	Printing cheque books.....	20 00	
Pittendrigh, Geo.....	For 12 months salary as Inspector of Fisheries .....	768 68	
Pittendrigh, Geo .....	Disbursements for 12 months, as Inspector.....	70 12	
			1,437 13
<b>Manitoba.</b>			
Gilchrist, F. C .....	For 3 months salary as Fishery Overseer, Qu'Appelle District.....	75 00	
Gilchrist, F. C. ....	Canoe and camping material.....	63 00	
McQueen, A.....	For 7 months salary as Inspector of Fisheries .....	525 00	
McQueen, A.....	Disbursements as Inspector .....	100 00	
			763 00

## LEGAL AND INCIDENTAL EXPENSES.

Graham, W.....	Professional services, Spurr vs. Venning.....	26 50	
Hale & Bros.....	Advertising, Orillia "Packet".....	6 15	
Harrison, L. R.....	Professional services, Steadman and Harrison vs. Venning.....	63 50	
do .....	Professional services, Spurr vs. Venning.....	40 00	
do .....	do St. John Harbour fisheries.....	22 50	
Maclaughlan, D. G.....	Services, Venning vs. Spurr .....	3 80	
O'Connor, D.....	Professional services, Spurr vs. Venning.....	60 60	
do .....	do do .....	40 80	
do .....	do do .....	60 60	
Steele, G. R.....	Disbursements in re suit vs. Parry Sound Lumber Co.	6 00	
Venning, W. H.....	Expenses to and at Ottawa in connection with revising of Fisheries Regulations.....	187 00	
Wade & Wade.....	Professional assistance to Overseer Wm. Hanley.....	10 00	
			527 45

## INTERNATIONAL FISHERIES EXHIBITION, AND CANADIAN FISHERIES EXHIBITS.

Black, & Co. John.....	Sterling Bill, £22 2s. 0d, in payment of their account	107 55	
Brown & Webb.....	Jars chemicals, etc.....	58 41	
Campbell, D.....	Window blinds .....	14 80	
Canada Atlantic Ry.....	Freight.....	3 66	
Canadian Express Co.....	Express charges on Photographs of salmon.....	5 45	
Charlebois, D. N.....	Ice.....	3 00	
Christie, & Co. A.....	Alcohol.....	30 95	
Clemow, F.....	Coal.....	14 07	
Colman, John T.....	Mounting specimens.....	12 50	
Derinzy, John.....	Sign painting .....	3 00	
Dimock, W. D.....	Freight on life-boat .....	5 46	
Dimock, W. D.....	Salary and disbursements in London.....	699 27	
Carried forward.....		958 15	

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

INTERNATIONAL FISHERIES EXHIBITION, ETC.—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....	938 15	
Esmonde, J. R.....	Tinware, etc .....	20 55	
Gordon, A. R.....	Specimens for Exhibition.....	66 00	
Gregory, J. U.....	Mounting specimens.....	48 00	
Hanrahan Bros.....	Food for fishes.....	21 50	
Howe, Wm.....	Glass, painting museum.....	112 41	
Kelley & Glassey.....	Alcohol.....	13 00	
Kerr, J. W.....	Travelling expenses and Disbursements.....	42 75	
Mills, A.....	Blinds, pulleys, &c.....	4 63	
McDonald, A. B.....	Stov.....	7 25	
Ottawa Gas Co.....	Coal.....	42 15	
Rogers, W. H.....	Balance of account.....	22 00	
Tripp, Jos.....	Specimens for Exhibition.....	12 00	
Veale, P.....	On account of salary and disbursements.....	200 00	
Wigmore, J.....	Cartage, &c.....	21 00	
Wilson & Co.....	Re-gilding frames.....	7 00	
Withrow & Hillock.....	Refrigerator.....	200 00	
			1,798 39

STATEMENT OF EXPENDITURE IN CONNECTION WITH THE DISTRIBUTION OF THE FISHING BOUNTY, ETC.

Amount paid to Fishery Overseers and Collector of Customs.....	For services performed in connection with the distribution of Fishing Bounty.....	1,883 95	
Aird, Geo. B.....	Services as Extra Clerk.....	70 50	
Arsenault, J. A.....	Collecting Statistics.....	3 00	
Black, Albert J.....	Advertising in Amherst "Gazette".....	5 61	
Brophy, John P.....	Advertising in Antigonish "Aurora".....	3 38	
Buchanan, W. H.....	Services as Extra Clerk.....	730 00	
Cunningham, F. H.....	Collecting Statistics.....	5 00	
Dingwell, J. H.....	Services as Extra Clerk.....	220 50	
Grant, J.....	do.....	547 50	
Gilbert, E. W.....	do.....	138 00	
Hardie, C. J.....	do.....	171 00	
Harrison, R. S.....	do.....	81 00	
Loux, C. S.....	do.....	3 90	
Milner, W. C.....	Advertising in Sackville "Post".....	6 00	
McLaine, J. A.....	Travelling expenses.....		
Makinson, John.....	For services performed in connection with the distribution of Fishing Bounty.....	175 00	
Makinson, W. A.....	Services as Extra Clerk.....	118 50	
Ogden, Alfred.....	Salary and disbursements in connection with distribution of Fishing Bounty.....	1,193 16	
Watson, James W.....	Services as Extra Clerk.....	718 00	
Winter, Chas. F.....	do.....	411 00	
Woodworth, Percy E..	do.....	181 50	
	Total.....		7,016 00

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

## FISHERIES PROTECTION STEAMER "LA CANADIENNE."

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
Acadia Coal Co.....	Coal.....	250 80	
Andrews Bros.....	Rubber hose.....	84 10	
Audette & Robitaille...	Sounding lines, wire rope, etc.....	111 49	
Beaudet & Chinic.....	Hardware.....	946 60	
Bédard, S.....	Stovepipes, lamp, etc.....	56 40	
Bégin, F.....	Milk.....	32 04	
Bélanger J. B.....	Steamboat fares.....	3 00	
Bélanger, S.....	do.....	5 20	
Blakiston, R.....	Sails, flag, etc.....	257 12	
Brouard, F. & D.....	Knees.....	3 60	
Carrière, Lainé & Co...	Propeller screws, repairs, etc.....	841 51	
Chanteloup, E.....	Buttons.....	18 00	
Corporation of Pilots..	Pilotage.....	35 70	
Côté, C.....	Carpentering.....	5 00	
Côté, J. B.....	Meat, ham, etc.....	179 14	
Davie, G. T.....	Painting, caulking and wintering in dock.....	1,290 73	
Dawson & Co.....	Charts.....	20 75	
Dery, J. P.....	Stationery.....	5 30	
DeVarenes, E.....	Carpentering.....	12 00	
Dewnin, F.....	Blocks.....	20 00	
Dickey, M.....	Petty expenses.....	17 95	
Dobbin, J. F.....	Repairing clock.....	6 00	
Dunn, M.....	Soap and lime.....	38 00	
Dunn, M.....	Soap.....	9 00	
Durand, P.....	Plating.....	2 50	
Dutil, J. B.....	Oars.....	22 00	
Giroux et frères.....	Medicines, etc.....	85 54	
Gourdeau, O.....	Carpentering.....	18 50	
Gregory, J. U.....	To pay wages of crew.....	7,234 39	
do.....	To pay for outfit and repairs.....	1,676 09	
Guerard, L.....	Bedding.....	114 00	
Gunn, F.....	Coal.....	449 22	
Gunn, F.....	Coal.....	827 64	
Hamel et Frères J.....	Bedding, linen, etc.....	432 17	
Hetherington, T.....	Biscuits.....	60 33	
Holiwell, C. E.....	Stationery.....	35 35	
Hudson, K.....	Coal.....	130 62	
Intercolonial Railway.	Freight.....	5 25	
Joncas, C.....	Harbour dues.....	7 95	
Joseph, J.....	Paint brushes.....	15 50	
Lafamme, F.....	Bread.....	54 00	
Lamontagne, G.....	Clock, and repairs.....	8 50	
Langlois, D.....	Milk.....	20 04	
Lecours, D.....	Wages and freight.....	6 66	
Lee, Wm.....	Uniforms and clothing.....	694 00	
Labrèque, J.....	Carpentering.....	6 50	
McCallum, A.....	Repairing chronometers.....	8 59	
McCallum, A.....	Wintering chronometers.....	18 05	
McCorkill, J. J.....	Biscuit.....	99 79	
McKenzie, P.....	Use of steam pot.....	6 00	
Marmen, J.....	Cartage.....	2 20	
Marois, Ls.....	Vegetables.....	345 25	
Matte, T.....	Oil clothing.....	40 00	
Noonan & Davies.....	Coal.....	303 60	
O'Neill & Judd.....	Towels.....	6 00	
Parent, T.....	Lime.....	1 75	
Patterson & Co.....	Use of jack screws.....	120 00	
Peters, S.....	Lumber.....	60 76	
	Carried forward.....	17,166 17	

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISHERIES PROTECTION STEAMER "LA CANADIENNE"—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....	17,166 17	
Phillips, G. T.....	Brasses, repairs, etc.....	190 10	
Plamondon et Frères P.	Fish.....	101 76	
Quebec Harbour Com-	Wintering ship.....	41 58	
missioners.....	Freight.....	16 78	
Quebec Steamship Co.	Flour, fish, etc.....	129 70	
Renaud & Co., J. B.....	Crockery.....	77 28	
Renaud & Co.....	Caps.....	80 10	
Renfrew & Co., G. R.....	Leather.....	10 88	
Richardson & Sons.....	Washing linen, etc.....	25 00	
Rouillard, S.....	Hardware, etc.....	253 09	
Shaw & Co., S. J.....	Provisions.....	1,144 10	
Shea & Bro., J.....	Kitchen utensils.....	87 10	
Simard, O.....	Provisions.....	51 00	
Smith, James.....	Meat.....	413 10	
Smith, James.....	Lamp and marine glass.....	24 00	
Sullivan, J.....	Flour, fish, etc.....	16 00	
Tanguay, Geo.....	General groceries, oil, etc.....	2,010 29	
Turcotte, A. J.....	Rockets.....	24 00	
Turcotte, N.....	Carpentering.....	10 80	
Turgeon, F.....	Passage to Gaspé.....	8 50	
Vachon, O.....	Lamps, etc.....	50 13	
Vallerand, A. E.....	12 months salary as Officer in charge of Fisheries Protection Steamer "La Canadienne".....	1,200 00	
Wakeham, Wm.....	Travelling expenses and disbursements.....	224 50	
do.....	Bricks and coal.....	350 62	
Webster, G. M.....	Tube brushes.....	5 00	
Whitehead & Turner...			
	Total.....		23,711 58

## EXPENDITURE CONSEQUENT UPON COLLISION WITH THE BRIG "ALLIANCE."

Bernier, L.....	Carpentering.....	64 50	
Bissett Bros.....	Repairs to "Alliance".....	24 94	
Boiron, A.....	do.....	103 95	
Brochu, U.....	do.....	22 60	
Eden, Jos.....	Freight and expenses re "Alliance".....	198 05	
Frédette & Co., P.....	Raising "Alliance".....	733 20	
Fruing & Co., Wm.....	Damages to "Alliance".....	5,200 00	
Gregory, J. U.....	Paid for survey of "Alliance".....	22 50	
Jobin, A.....	Diving, "Alliance".....	57 40	
Jobin, P.....	Repairs to Alliance.....	68 90	
Lowndes, J. J.....	Lumber.....	240 35	
Routier, T.....	Carpentering, repairs to "Alliance," and watching.	311 80	
Simard, M.....	Repairing "Alliance".....	88 00	
Veit, H. & S.....	do.....	666 40	
	Total.....		\$7,802 49

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
FISH BREEDING.

To whom Paid.	Service.	Amount,	Total.
<b>FISH BREEDING.</b>			
NEWCASTLE ESTABLISHMENT (ONTARIO).			
Allen, D.....	Stationery, etc .....	6 76	
Barfett, J.....	Hardware, etc .....	16 06	
Clark, G. M.....	Rent of water privilege.....	100 00	
Douglas, Thos.....	Horse and waggon hire .....	30 65	
Douglas, Thos.....	Express charges.....	24 85	
Fothergill, R.....	Stationery, etc.....	30 58	
Fothergill, R.....	Telegrams .....	33 27	
Kenefick, Jno.....	Labor at hatchery.....	417 50	
do	Disbursements distributing fry.....	69 37	
do	Labor at hatchery.....	20 00	
Kenefick, Wm.....	do .....	101 25	
do	do .....	46 25	
Manager Bank of Montreal.....	To pay draft in favor of New York Coal Tar and Chemical Co.....	14 25	
New York Coal Tar and Chemical Co.....	Varnish .....	8 50	
Otton, John.....	Labor at hatchery .....	10 30	
Otton, J.....	Teaming .....	10 50	
Quick, Lewis.....	Fish cans, etc., stovepipes, etc.....	175 15	
Richard, Wm.....	Coal .....	72 13	
Rolfe, J. H.....	Painting, varnishing, etc.....	72 44	
Simmonds & Pool.....	Lumber, and carpenter's work.....	713 96	
Stillwell, F.....	Blacksmiths work .....	26 65	
Toronto Gutta Percha Co.....	Rubber hose .....	22 00	
Walker, Jno.....	Salary as caretaker .....	540 00	
Wilkins, Chas.....	Distributing fry .....	82 05	
Wilmot, Chas.....	Salary as officer in charge to 30th June, 1885.....	750 00	
Wilmot, Chas.....	Disbursements collecting ova and distributing fry...	9 5 69	
Wilmot, Samuel.....	Procuring fish eggs, freight etc.....	299 31	
Wilmot, Samuel.....	Rent of ground .....	200 00	
Wright, J.....	Tinsmith's work.....	11 46	
			4,890 93
SANDWICH ESTABLISHMENT (ONTARIO).			
Adams, Wm.....	Painting, etc .....	25 45	
Bank of Montreal.....	Draft on New York to pay for glass incubators.....	331 83	
Benetow, U.....	Blacksmith's work.....	6 50	
Brown, A. S.....	Building ice house.....	13 12	
Gauthier, C. W.....	Driving piles and use of tug .....	35 00	
Hill, Wm.....	Wages as Assistant.....	349 36	
Lacharity, A.....	Collecting ova .....	42 00	
Laframboise, J. H.....	do .....	22 50	
Laxens, Jos.....	do .....	30 00	
Lemonde Chas.....	Wages as Engineer .....	127 50	
Lemonde, C.....	Collecting ova .....	9 00	
Louis, C. F.....	do .....	25 00	
McComb, Alex.....	Wages as Engineer.....	366 00	
McKee, A.....	Lumber .....	21 40	
McKee, U.....	Collecting ova .....	33 25	
McKee, James.....	Supplying whitefish eggs .....	150 00	
do	Board of men and rent of ground .....	45 00	
Meloche, Jos.....	Board of men collecting ova .....	16 00	
Nutson, W. G.....	Lumber.....	10 20	
Carried forward.....			1,753 11
			4,890 93

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward .....	\$ cts. 1,753 11	\$ cts. 4,890 93
SANDWICH ESTABLISHMENT— <i>Concluded.</i>			
O'Brien, Wm.....	Sawing wood .....	40 05	
Odette & Wherry.....	Coal .....	62 99	
Overton, Wm.....	Board of men, etc .....	35 00	
Park & Borrowman.....	Lumber .....	14 56	
Parker, Wm.....	12 months salary as officer in charge, to 30th June, '85.	750 00	
Parker, Wm.....	Disbursements collecting ova and distributing fry, etc.	631 25	
Parré, Joseph.....	Collecting ova.....	24 00	
Parré, Joseph.....	Cordwood .....	241 50	
Pequenot & Co. ....	Hardware .....	109 26	
Smith, Jas. ....	Carrying fish to St. Clair River.....	10 00	
Smith, Jas. ....	Tug hire .....	52 00	
Stuart, F. J. ....	Collecting ova.....	13 50	
Wigle, H. J. ....	Carriage of fish.....	35 00	
Woods, John C. ....	Collecting ova.....	24 00	
			3,799 22
MAGOG ESTABLISHMENT. (QUEBEC).			
Denault, E.....	Packing nets.....	2 75	
Farman, F.....	Survey of land.....	25 00	
Moore, A. H.....	For 12 months salary as officer in charge, to 30th June, 1885.....	600 00	
do .....	Disbursements in connection with hatchery.....	261 44	
Sanborn, S. B.....	Professional services.....	63 53	
Thomas, D.....	Registering deeds.....	18 70	
			971 42
TADOUSSAC HATCHERY. (QUEBEC).			
Boivin, F.....	Labor at hatchery.....	10 00	
Boulliane, F.....	do .....	31 00	
Boulliane, J.....	do .....	15 00	
Gagnon, Jos.....	Labor at hatchery.....	5 00	
Girard, O.....	do .....	6 00	
Gaudreault, A.....	Labor and boat hire.....	91 90	
Gauthier, P.....	Labor at hatchery .....	6 00	
Gravel, A.....	Distributing fry.....	3 00	
Hovington, J.....	Boat hire.....	2 50	
Jourdain, R.....	Carrying fry .....	1 50	
McLaren, D.....	Shipping eggs to Newcastle .....	4 75	
Manning, R.....	Wages as night watchman.....	39 10	
Manning, G.....	Repairing dams .....	4 00	
Potvin, Alfred.....	do .....	30 60	
Plourde, Pierre.....	Wages as caretaker .....	252 00	
Plourde, Pierre.....	Board, distributing fry.....	12 60	
Radford, Jos.....	For 12 months salary as officer in charge, to 30th June, 1885.....	600 00	
Radford, Jos.....	To pay labor at hatchery, etc .....	447 24	
Ray, W. J.....	Towage of fry .....	145 00	
do .....	Hardware and rent of house.....	78 65	
Savoie, E.....	Repairing dams .....	4 50	
Boulean, N.....	Sundry iron work .....	1 48	
Scott & Co., H. S.....	Hardware, etc .....	12 60	
Simard, Damase.....	Setting salmon nets.....	4 80	
	Carried forward.....	1,809 22	9,661 57

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward .....	\$ cts. 1,809 22	\$ cts. 9,661 57
<b>TADOUSSAC HATCHERY (QUEBEC.)—<i>Concluded.</i></b>			
Terrien, Chas.....	Repairing dams.....	7 20	
Terrien, F.....	Labor.....	14 40	
Terrien, R.....	Repairing dams .....	16 87	
Terrien, R. jun.....	do .....	5 40	
Tremblay, C.....	Wages as watchman .....	1 60	
Tremblay, Isidore.....	Labor mending nets.....	0 75	
			1,855 44
<b>GASPÉ ESTABLISHMENT. (QUEBEC.)</b>			
Adams, A.....	Labor.....	15 00	
Annette, F. J.....	Distributing fry.....	41 55	
Annette, F. J.....	Hauling coal.....	12 00	
Beaudet & Chinic.....	Stove.....	13 12	
Cass, J.....	Distributing fry.....	71 25	
Coffin, A.....	Lumber.....	3 56	
Coffin, James.....	Distributing fry.....	24 50	
Coffin, James B.....	do .....	68 87	
Coffin, R. B.....	do .....	49 10	
Collas, J. & E.....	Hardware.....	71 15	
Davis, Alfred.....	Distributing fry.....	49 50	
Davis, A.....	Cutting and hauling pickets .....	9 00	
Davis, Felix.....	Labor.....	25 80	
Davis, Henry.....	Salary as Assistant officer in charge, to 30th June, 1885	300 00	
Davis, John.....	Distributing fry.....	17 60	
Davis, John.....	Lumber.....	44 00	
Davis, John S.....	Catching and watching parent salmon.....	227 40	
Davis, J. S.....	Cutting pickets .....	8 75	
Davis, M.....	Repairing nets.....	4 50	
Davis, W. C.....	Distributing fry.....	52 40	
Davis, W. C.....	Labor.....	87 50	
Eden, Joseph.....	Coal .....	5 00	
Lavoie, J.....	Registering deed of sale of land.....	3 80	
LeBoutillier, John.....	Hardware.....	7 64	
LeMesurier, A.....	Tinware.....	20 48	
Le Touzel, A.....	Distributing fry.....	36 80	
McCallum, John.....	Catching and watching parent salmon.....	56 00	
McCallum, Thos.....	Spawning fish, etc.....	16 25	
Miller, L.....	Distributing fry.....	39 80	
Miller, Peter.....	do .....	14 30	
Miller, R.....	Labor.....	6 50	
Olsen, Henry.....	Catching and watching parent salmon .....	66 80	
Patterson, Jos.....	Distributing fry.....	70 95	
Patterson, J.....	Hauling coal.....	2 00	
Rabey, D.....	Labor.....	88 50	
Read, W. H.....	Lumber.....	33 64	
Rose, E.....	Labor.....	2 00	
Stanley, Alfred.....	Distributing fry.....	41 30	
Stanley, A.....	Labor.....	21 25	
Suddard, Samuel.....	Distributing fry.....	43 30	
Suddard, S.....	Labor.....	8 45	
Vibert, Philip.....	Salary as officer in charge, to 30th June, 1885.....	300 00	
Vibert, Philip.....	Disbursements .....	106 87	
			2,188 18
	Carried forward.....		13,705 19



DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*

FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....		13,705 19
	<b>RISTIGOUCHE ESTABLISHMENT (QUEBEC AND N.B.)</b>		
Asker, G. E.....	Tinware and repairs.....	6 00	
Assistant Commis'ner of Crown Lands.....	Ground rent .....	48 00	
Babcock, B.....	Labor for hatchery .....	13 50	
Bechennise, J. J.....	Hardware .....	5 77	
Bell, T.....	Hauling freight, etc.....	2 00	
Bolton, Edward.....	Catching and guarding parent salmon.....	125 00	
Campbell, T.....	Labor for hatchery .....	36 75	
Cleveland, N.....	do .....	84 00	
Doiron, G.....	do .....	30 00	
Doucet, G.....	do .....	80 00	
Downs, Thomas.....	Distributing fry, and freight.....	24 25	
Englert, Henry.....	Conveying fish, and labor planting.....	55 00	
Gallant, J.....	Labor for hatchery .....	40 00	
Gallant, S.....	do .....	25 50	
Gerrard, R. D.....	Repairing nets, etc.....	10 00	
Gillis, James.....	Paid for parent salmon.....	64 00	
Gregory, J. U.....	To pay for breeding troughs.....	811 94	
Horan, Wm.....	Labor for hatchery.....	13 60	
McGrath, M.....	do .....	64 00	
Mann, R.....	Labor and towing lumber.....	49 75	
Mann, E.....	Labor for hatchery.....	29 00	
Mann, W. A.....	do .....	75 40	
Mann, M.....	do .....	60 90	
Miles, James.....	Canoe hire, lumber, etc.....	110 87	
Moore, N.....	Hauling freight, etc.....	5 00	
Mowat, Alex.....	Salary as Officer in charge, to 30th June, 1885.....	600 00	
do	Disbursements .....	596 89	
Mowat, Wm.....	Distributing fry, and freight .....	66 00	
Mowat, John.....	Canoe .....	20 00	
Mowat, J.....	Teaming lumber .....	102 00	
Mowat, J. P.....	Hardware and lumber.....	578 47	
Murray, Thos.....	Compensation for loss of fishery.....	140 00	
Nelson, Robert.....	Canoe hire, towage of lumber, etc.....	67 00	
Parker, James.....	Distributing fry.....	6 00	
Pratt, Wm.....	Labor for hatchery .....	30 00	
Quinn, John.....	Repairs at pond.....	28 00	
Reed & Son, Thos.....	Window sash.....	9 30	
Robertson, Wm.....	Salary as Assistant, to 30th June, 1885 .....	360 00	
Robertson, Wm.....	distributing fry.....	7 95	
Roy, P.....	Labor and lumber.....	182 00	
Verge, J.....	Copy deed of property.....	4 14	
Walker, D.....	Labor for hatchery .....	45 00	
Wilbur, Percy.....	Hire of waggons and teams.....	74 50	
Williamson, Samuel.....	Express charges, and labor.....	70 00	
Wilmot, Samuel.....	Building fish troughs.....	200 00	
			5,057 48
	<b>MIRAMICHI ESTABLISHMENT (N.B.)</b>		
Call, R. R.....	Coal.....	54 59	
Ciancy, M.....	Carpenter's work.....	26 60	
Ferguson, Jno.....	Paint and hardware.....	135 58	
Fitzgerald, A.....	Carpenter's work .....	98 00	
Gillis, P.....	Catching parent salmon.....	70 40	
	Carried forward .....	285 17	18,762 61

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con-*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 385 17	\$ cts. 18,762 61
<b>MIRAMICHI ESTABLISHMENT—<i>Conclude</i>z.</b>			
Henessy, P.....	Lime.....	6 00	
Hogan, John.....	Horse hire distributing fry.....	48 00	
Hogan, P.....	Catching parent salmon.....	119 60	
Jardine, M.....	Carpenter's work.....	19 60	
Murphy, R.....	Catching parent salmon.....	63 00	
Phinney, J. H.....	Tinsmith's work, stovefitting, etc.....	12 00	
Russell, Jno.....	Hardware.....	6 30	
Ryan, Michael.....	Catching parent salmon.....	62 80	
Sheasgreen, Isaac.....	12 months salary as officer in charge, to 30th June, '85.	499 92	
Sheasgreen, Isaac.....	Carpenter's work and horse hire.....	38 21	
Sheasgreen, J.....	Carpenter's work.....	29 60	
Sheasgreen, W. F.....	Labor at hatchery.....	115 20	
Sinclair, E.....	Lumber.....	268 83	
Tozer, W. W.....	Scantling and cedar.....	49 28	
			1,723 51
<b>ST. JOHN RIVER ESTABLISHMENT (N.B.)</b>			
McCluskey, Chas. ....	12 months salary as Officer in charge, to 30th June, '85.	600 00	
do .....	Disbursements.....	508 32	
do .....	Cutting ice, freight on coal, etc.....	37 15	
McCormick, Jno.....	Repairs to dam.....	25 00	
Pickett, Margaret.....	Rent of land for 1884.....	50 00	
			1,220 47
<b>BEDFORD ESTABLISHMENT (N.S.)</b>			
Archibald, A.....	Horse hire.....	1 00	
Beach, T.....	Horse hire.....	16 00	
Beck, Wm.....	Hire of nets, etc.....	21 00	
Bell, A. M.....	Hemp, twine, etc.....	21 41	
Boutillier, E.....	Capturing fish.....	15 00	
Boutillier, E.....	Knitting salmon nets.....	30 00	
Cunard & Co., S.....	Coal.....	72 00	
Davison, J.....	Lumber.....	10 91	
Dunsmore, W.....	Stovepiping, etc.....	8 50	
Ford, J.....	Lumber.....	9 66	
Fraser, Daniel.....	Distributing fry.....	3 00	
Geldert, D. M.....	Horse hire.....	18 00	
Gilroy, G. W.....	Hardware.....	7 58	
Harris, George J.....	do.....	18 28	
Harris, G. J.....	Plumbing, tinware, etc.....	16 53	
Harvey, Jacob.....	Distributing fry.....	4 00	
Hatfield, Jno. A.....	do.....	39 00	
Hogan & Sons, J.....	Freight.....	12 00	
Holesworth, R. M.....	Distributing fry.....	12 00	
Lowther, J. W.....	Labor.....	41 36	
McKenzie, W.....	Telegrams.....	3 24	
McIntyre, Wm.....	Distributing fry.....	19 50	
Mackey, Daniel.....	Horse hire, distributing fry.....	9 00	
Mackinlay, A. W.....	Stationery.....	6 58	
Matheson, W.....	Canoe.....	10 00	
Moir, Sons & Co.....	Hardware.....	46 72	
Morning Herald Printing and Publishing Co.....	Printing weekly statements.....	5 00	
	Carried forward.....	477 27	21,706 65

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 477 27	\$ cts. 21,706 65
<i>BEDFORD ESTABLISHMENT—Concluded.</i>			
Muirhead, A.....	Capturing fish.....	110 85	
Murray, M. G.....	Horse hire, distributing fry.....	6 00	
Oxford Furniture Co...	Door and window frames.....	6 75	
Porter, H.....	Distributing fry.....	2 75	
Rood, O. L.....	Board of men.....	22 50	
Rowlings, G.....	Lumber.....	19 69	
Smith, N. & M.....	Coopering fish tubs.....	8 00	
Stairs, Sons & Morrow.	Wire, twine, etc.....	10 35	
Stone, J.....	Labor.....	40 00	
Theakston & Angwin..	Hardware, etc.....	30 37	
Tolson, F. G.....	Wages as Assistant.....	252 00	
Twining, R.....	Canoe.....	15 00	
Warner, W.....	Lumber.....	8 75	
Western Union Tele- graph Co.....	Telegrams.....	1 64	
Wilmot, A. B.....	12 months salary as Officer in charge ..	799 92	
do	Disbursements collecting ova ..	680 45	
Wilson, J. E.....	Stove grate.....	3 50	
Wood, R. & A.....	Stone and lumber.....	49 89	
Wood, Wm.....	Rent of land at Oxford.....	12 00	
			2,557 68
<i>SYDNEY ESTABLISHMENT, C.B.</i>			
Campbell, A.....	Teaming.....	12 85	
Clements, Wm.....	Scowing salmon.....	22 50	
Dobson, J.....	Coal.....	8 25	
Dunlop, W. J.....	Salary as Assistant, to 30th June, 1885 ..	360 00	
Dunlop, W. J.....	Horse hire distributing fry, etc.....	83 25	
Dunlop, J. G.....	do do.....	32 50	
Farquharson, C. A.....	Salary as Officer in charge, to 30th June, 1885 ..	499 92	
do	Disbursements, distributing fry, etc.....	174 45	
Gillis, L.....	Catching salmon.....	16 00	
Gillis, R.....	Office furniture.....	14 50	
Harrington, C. H.....	Lumber.....	33 80	
Ingraham, C. L.....	Hardware.....	64 38	
McDonald, John.....	Horse hire distributing fry, etc.....	49 50	
MacKenzie, J. A.....	Stationery.....	10 96	
McLellan, N. & J.....	Pipes, and tinsmith work, etc.....	17 75	
McRae, Alex.....	Watching salmon.....	78 00	
McRae, Alex.....	Horse hire distributing fry, etc.....	53 00	
Morrison & McIntyre..	Catching salmon.....	154 00	
Morrison, J.....	Making and repairing nets.....	20 00	
Ross, D.....	Watching salmon.....	60 00	
do	Labor, and catching salmon.....	212 00	
Ross, J. J.....	Labor.....	34 00	
Ross, J. A.....	Lumber.....	7 54	
Sydney Coal Co.....	Coal.....	24 00	
Watson, E.....	Building.....	10 00	
			2,953 13
	Carried forward.....		26,317 46

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*FISH BREEDING—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward .....	\$ cts.	\$ cts.
			26,317 46
	DUNK RIVER ESTABLISHMENT, P.E.I.		
Bearisto, R.....	Tinware.....	5 51	
Clark, Henry.....	For 12 months salary as Officer in charge, to 30th June, 1885.....	399 96	
do	Disbursements in connection with hatchery.....	106 50	
Clark, Bertram	Distributing fry, etc.....	63 00	
do	Hauling coal .....	17 75	
Clark, T. J.....	Lumber.....	2 88	
Pentz, A. F.....	Rungs.....	5 62	
Rogers, D.....	Coal oil, paint, etc.....	130 09	
Taylor, J.....	Hauling coal .....	9 75	
	741 06		
	BRITISH COLUMBIA HATCHERY.		
Ah Sing (Chinaman)...	Labor collecting salmon ova .....	40 00	
Atore, James .....	do do .....	134 50	
Alfred (Indian).....	do do .....	23 25	
Blackie, W.....	Blacksmith's work.....	13 29	
Browne, J. L.....	Photographing hatchery.....	6 00	
Butler, John.....	Labor collecting salmon ova .....	32 50	
Canadian Pacific Rail- way Co.....	Freight.....	116 10	
Cassidy, Wm.....	Salary as Assistant.....	623 08	
Charlie (Indian).....	Services as canoeman .....	39 00	
Collector of Customs...	Duty on material for hatchery.....	181 25	
Orichten, David.....	Carpentering.....	14 00	
Cunningham & Co., J.	Supplies.....	101 69	
Dominion Sawmill Co.	Lumber.....	16 45	
Dick (Indian).....	Services as canoeman.....	33 25	
Ewen & Co.....	Twine.....	3 30	
Findlay, T. F.....	Labor collecting salmon ova .....	78 12	
Frank (Indian).....	do do .....	61 25	
Glasgow, David .....	do do .....	132 00	
Haigh, B. G.....	do do .....	52 50	
Haigh & Sons, B.....	Supplies.....	278 97	
Hall, Zeb. S.....	Stationery.....	19 15	
Harry (Indian).....	Labor collecting salmon ova .....	49 25	
High Ole (Chinaman).	do do .....	7 50	
Hughes, J. C.....	Professional services.....	36 00	
Hume, John.....	Labor collecting salmon ova .....	151 24	
Jimmy (Indian).....	do do .....	48 00	
Johnson, M.....	do do .....	34 50	
Law, Robert.....	Castings.....	20 00	
Lewis, Frank.....	Labor collecting salmon ova .....	112 50	
McDonald, F. B.....	Cotton oil, etc.....	28 72	
Mace, Thos.....	Labor collecting salmon ova .....	98 12	
Maloney, Henry.....	Skiffs and rowlocks.....	75 00	
"Mainland Guardian"	Printing.....	5 00	
Marsh, M.....	Labor collecting salmon ova .....	80 62	
Millard, C. T.....	Hire of steamer "Gem".....	80 00	
Moore, J. J.....	Amount of contract building hatchery.....	4,172 62	
Moore, J. J.....	Lumber.....	18 02	
Mowat, Thos.....	Salary as Officer in charge, to 30th June, 1885 .....	1,580 00	
do	Travelling expenses and disbursements.....	427 72	
Mowat, Max. M.....	Salary as Assistant .....	975 50	
Nelson, Gus.....	Labor collecting salmon ova .....	172 12	
	Carried forward.....	10,172 08	27,058 52

DETAILED STATEMENT of Expenditure on account of Fisheries, etc.—*Con.*  
FISH BREEDING—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward .....	10,172 08	27,058 52
	<b>BRITISH COLUMBIA HATCHERY—<i>Concluded.</i></b>		
Nelson, R. P. ....	Labor collecting salmon ova .....	50 87	
O'Connor, Arthur .....	do do .....	315 00	
Pearson, T. R. ....	Stationery .....	6 75	
Philip (Indian) .....	Services as canoe-man .....	65 50	
Royal City Planing Mills .....	Lumber .....	112 62	
Scoullar & Co., E. S. ...	Hardware .....	1,136 15	
Telegraph and Signal Service .....	Telegrams .....	1 75	
Trapp Bros. ....	Hardware .....	68 45	
Windsor, Caleb .....	Labor collecting salmon ova .....	100 00	
Wise, James .....	Coal oil .....	4 50	
Woods & Turner .....	Registering deed .....	14 50	
	LESS—Refund .....		12,048 17 175 00
	<b>GENERAL ACCOUNT.</b>		11,873 17
Anderson, W. P. ....	Disbursements inspecting falls at Loch Lomond, N.S.	65 15	
Benjamin, S. P. ....	Half cost of building fish-dam on Gaspereaux River, King's Co., N.S. ....	174 44	
Cluff, W. H. ....	Horse hire conveying fish exhibits .....	11 75	
Cummis'ner of Crown Lands .....	Purchase of land at Tadoussac .....	19 00	
Gaetz, Isaac .....	Repairs to fish-way on Moser's River, N.S. ....	44 40	
Gordon, G. ....	Cost of building fish-way on Denay's mill dam, Saugeen River, Ont. ....	438 72	
"Gazette" Printing Co	Printing notices of close seasons .....	8 50	
Howard, E. ....	Half-cost of building fish-way, Wallace River, N.S. ...	69 49	
Kinney, J. B. ....	Wages and disbursements building fish-ways .....	394 49	
do .....	To pay half cost of building fish-ladder at Kemptville, N.S. ....	100 75	
do .....	Travelling expenses and labor in connection therewith	52 00	
do .....	Building fish-way, East River .....	126 78	
do .....	Repairs to Lower Sackville fish-way .....	42 18	
do .....	Improvements to fish-way on Davidson's lower mill dam, Lahave River, County Lunenburg .....	65 00	
do .....	Models of fish-passes .....	38 97	
Mackinley, A. K. ....	Removing obstructions to ascent of fish on East River, N.S. ....	40 00	
Receiver-General .....	Superannuation tax on S. Wilmot's salary .....	40 04	
Redden, Geo. ....	Removing obstructions to ascent of fish on Larder's River, N.S. ....	156 50	
Rhodes, Curry & Co. ...	Models of fish-ladders .....	54 00	
Saucier, J. B. ....	Repairs to fish-way on Matane River, Que. ....	68 08	
St. Laurent, J. B. ....	Models of fish-ways .....	9 00	
Wilmot, Samuel .....	For 12 months salary as Superintendent of Fish Culture, to 30th June, 1885 .....	1,959 96	
Wilmot, Charles .....	Allowance as Clerk to Superintendent .....	249 96	
Wilmot, Samuel .....	Disbursements as Superintendent .....	482 87	
Wood, Windress & Co.	Half cost of building fish-way on Wallace River, Cumberland Co., N.S. ....	78 57	
Yeadon, Y. ....	Removing obstacles to ascent of fish at Terrance Bay River, Halifax Co. ....	34 68	
Young, B. ....	Half cost of building fish-way on River Hebert, Cum- berland Co., N.S. ....	100 42	
	Stationery .....	22 41	
			4,948 13
	Total for Fish Breeding .....		\$43,879 82

STATEMENT of Expenditure on account of Fisheries, etc.—*Concluded.*

## RECAPITULATION.

FISHERIES, ETC.	\$ cts.	\$ cts.
Ontario.....	17,135 98	
Quebec .....	13,531 77	
Nova Scotia .....	17,503 45	
New Brunswick .....	14,892 87	
Prince Edward Island.....	3,028 03	
British Columbia.....	1,437 13	
Manitoba .....	763 00	
Legal and incidental expenses .....	527 45	68,292 23
International Fisheries Exhibition, etc.....	1,798 39	
Expenditure in connection with distribution of Fishing Bounty.....	7,303 60	
Fisheries Protection Steamer "La Canadienne" .....	23,711 58	
Expenditure <i>re</i> collision with brig "Alliance" .....	7,802 49	
		41,043 51
FISH BREEDING.		
Newcastle Establishment.....	4,890 93	
Sandwich do .....	3,799 22	
Magog do .....	971 42	
Tadoussac do .....	1,855 44	
Gaspé do .....	2,188 18	
Ristigouche do .....	5,057 48	
Miramichi do .....	1,723 51	
St. John River do .....	1,220 47	
Bedford do .....	2,557 68	
Sydney do .....	2,053 13	
Dunk River do .....	741 06	
British Columbia do .....	11,873 17	
General disbursements .....	4,948 13	
		43,879 82
<b>Total.....</b>		<b>153,215 66</b>

NOTE.—Page 28—From the total of Quebec should be deducted a refund of..... \$ 15 00  
do 35—In the total of Nova Scotia include for stationery..... 25 18  
do 40—In the total of New Brunswick include for stationery.... \$ 23 72  
do 40— do do credit to Agent for July, '84. 167 10  
do 43—In the total of \$7,016 include for printing..... 190 82  
187 60

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FISHING BOUNTIES,

1884

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## APPENDIX No. 2.

## FISHING BOUNTIES.

GENERAL STATEMENT of Fishing Bounty Claims received for the Year 1884.

Province.	County.	No. of Claims Received.	No. of Claims Réjected.	No. of Claims Paid.
Nova Scotia.....	Annapolis.....	247	4	243
	Antigonish.....	117	.....	117
	Cape Breton.....	532	5	527
	Colchester.....	1	.....	1
	Cumberland.....	1	.....	1
	Digby.....	395	2	393
	Guysboro'.....	886	10	876
	Halifax.....	1,239	14	1,225
	Inverness.....	563	4	559
	King's.....	19	6	13
	Lunenburg.....	536	4	532
	Pictou.....	18	.....	18
	Queen's.....	168	9	159
	Richmond.....	915	10	905
	Shelburne.....	485	4	481
	Victoria.....	566	2	564
	Yarmouth.....	319	3	316
		7,007	77	6,930
New Brunswick.....	Charlotte.....	463	2	461
	Gloucester.....	583	12	571
	Kent.....	125	8	117
	Northumberland.....	10	1	9
	Restigouche.....	1	1	.....
	St. John.....	60	4	56
	Westmoreland.....	10	.....	10
		1,252	28	1,224
Prince Edward Island ...	King's.....	418	5	413
	Prince.....	372	22	350
	Queen's.....	133	11	122
		923	38	885
Quebec.....	Bonaventure.....	809	18	791
	Gaspé.....	1,996	19	1,977
	Saguenay.....	665	4	661
		3,470	41	3,429

## RECAPITULATION.

Nova Scotia.....	7,007	77	6,930
New Brunswick.....	1,252	28	1,224
Prince Edward Island.....	923	38	885
Quebec.....	3,470	41	3,429
Totals.....	12,652	184	12,468



GENERAL STATEMENT of Payments made on account of Fishing Bounty Claims, for the Year 1884.

Province.	County.	Amount Paid.		Total.
		\$	cts.	
Nova Scotia .....	Annapolis.....	2,151	50	104,934 09
	Antigonish.....	799	50	
	Cape Breton .....	4,292	00	
	Colchester .....	64	00	
	Cumberland .....	7	50	
	Digby.....	5,557	34	
	Guysboro' .....	9,857	40	
	Halifax .....	13,732	00	
	Inverness .....	5,730	00	
	King's .....	266	50	
	Lunenburg.....	22,810	24	
	Pictou.....	285	26	
	Queen's.....	3,214	50	
	Richmond.....	9,591	58	
	Shelburne.....	11,709	77	
	Victoria .....	4,105	50	
Yarmouth.....	10,729	50		
New Brunswick.....	Charlotte .....	5,827	00	13,576 00
	Gloucester .....	5,307	00	
	Kent.....	1,010	50	
	Northumberland .....	134	00	
	St. John .....	1,216	00	
	Westmoreland.....	81	50	
Prince Edward Island....	King's .....	3,503	44	9,203 96
	Prince .....	4,162	00	
	Queen's.....	1,538	52	
Quebec.....	Bonaventure .....	5,508	00	28,004 93
	Gaspé .....	15,785	50	
	Saguenay .....	6,711	43	

RECAPITULATION.

Nova Scotia.....		104,934 09
New Brunswick.....		13,576 00
Prince Edward Island .....		9,203 96
Quebec.....		28,004 93
Totals .....		155,718 98

STATEMENT showing Fishing Bounties paid to VESSELS in each County, for the Year 1884.

Province.	County.	No. of Vessels.	Tonnage.	Average Tonnage.	No. of Men.	Amount Paid.
						\$ cts
Nova Scotia.....	Annapolis.....	17	324	19	75	648 00
	Cape Breton.....	12	194	16	45	383 00
	Cochester.....	1	32	32	3	64 00
	Digby.....	83	1,721	21	455	3,322 84
	Guysboro'.....	42	1,763	42	269	3,371 90
	Halifax.....	110	2,917	27	651	5,834 00
	Inverness.....	21	604	29	123	1,208 00
	King's.....	4	98	24	10	196 00
	Lunenburg.....	152	9,854	65	1,806	19,648 24
	Pictou.....	3	96	32	11	177 76
	Queen's.....	25	1,204	48	268	2,408 00
	Richmond.....	58	1,637	28	397	3,266 58
	Shelburne.....	80	4,475	56	991	8,928 27
	Victoria.....	2	30	15	8	60 00
Yarmouth.....	90	4,879	54	1,215	9,758 00	
		700	29,828	43	6,327	59,274 59
New Brunswick.....	Charlotte.....	81	1,401	17	352	2,792 00
	Gloucester.....	21	254	12	66	508 00
	Kent.....	7	123	18	20	246 00
	Northumberland.....	2	33	16	12	66 00
	St. John.....	28	478	17	110	956 00
		139	2,289	16	560	4,568 00
Prince Edward Island....	King's.....	8	270	34	45	475 44
	Prince.....	7	260	37	44	520 00
	Queen's.....	1	52	52	3	65 02
		16	582	36	92	1,060 46
Quebec.....	Gaspé.....	25	953	38	184	1,906 00
	Saguenay.....	31	1,012	33	198	2,023 93
		56	1,965	35	382	3,929 93

RECAPITULATION.

Nova Scotia.....	700	29,828	43	6,327	59,274 59
New Brunswick.....	139	2,289	16	560	4,568 00
Prince Edward Island.....	16	582	36	92	1,060 46
Quebec.....	56	1,965	35	382	3,929 93
Totals.....	911	34,664	38	7,361	68,832 98

## STATEMENT of Fishing Bounties paid to BOATS, for the Year 1884.

Province.	County.	No. of Boats.	No. of Men.	Amount Paid.
				\$ cts.
Nova Scotia .....	Annapolis.....	226	424	1,503 50
	Antigonish.....	117	225	799 50
	Cape Breton.....	515	1,082	3,909 00
	Cumberland.....	1	2	7 50
	Digby.....	310	631	2,234 50
	Guysboro'.....	834	1,791	6,485 50
	Halifax.....	1,115	2,162	7,898 00
	Inverness.....	538	1,292	4,522 00
	King's.....	9	20	70 50
	Lunenburg.....	480	852	3,162 00
	Pictou.....	15	30	107 50
	Queen's.....	134	224	836 50
	Richmond.....	847	1,749	6,325 00
	Shelburne.....	401	772	2,781 50
	Victoria.....	562	1,153	4,045 50
Yarmouth.....	153	267	971 50	
		6,257	12,669	45,659 50
New Brunswick.....	Charlotte.....	380	859	3,035 00
	Gloucester.....	550	1,321	4,799 00
	Kent.....	110	213	764 50
	Northumberland.....	8	18	68 00
	St. John.....	28	71	260 00
	Westmoreland.....	10	23	81 50
		1,086	2,505	9,008 00
Prince Edward Island....	King's.....	405	856	3,028 00
	Prince.....	343	1,057	3,642 00
	Queen's.....	121	433	1,473 50
		869	2,346	8,143 50
Quebec.....	Bonaventure.....	785	1,490	5,508 00
	Gaspé.....	1,929	3,669	13,879 50
	Saguenay.....	630	1,257	4,687 50
		3,344	6,416	24,075 00

## RECAPITULATION.

Nova Scotia.....	6,257	12,669	45,659 50
New Brunswick.....	1,086	2,505	9,008 00
Prince Edward Island.....	869	2,346	8,143 50
Quebec.....	3,344	6,416	24,075 00
Totals.....	11,556	23,936	86,886 00

## DETAILED STATEMENT of Fishing Bounties paid to VESSELS, for the Year 1884.

## NOVA SCOTIA.

## ANNAPOLIS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner. or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
83,258	Alfred .....	Annapolis .....	22	Alfred Longmire, <i>et al</i>	Granville .....	5	44 00
83,255	Floyd .....	do .....	20	J. W. Sproule, M.O.	Litchfield .....	5	40 00
83,260	Gazelle .....	do .....	20	Joseph Hall, Agent, Caribeau Co. ....	Granville .....	5	40 00
54,324	Hero .....	Digby .....	26	Daniel Riordan .....	Lower Granville	3	52 00
51,738	Ita .....	St. Andrews, N.B.	15	J. A. Woodworth .....	Delap's Cove .....	2	31 00
46,664	Lilla Dale .....	Digby .....	14	Stephen Taylor .....	Victoria Beach .....	5	28 00
77,776	Laconic .....	Shelburne .....	15	Thomas Magarvy .....	Granville .....	3	30 00
77,958	Maggie M .....	Annapolis .....	16	Parker Zwicker, M.O.	Clements .....	5	32 00
83,266	Marquis of Lorne.	do .....	27	Joseph Hall, M.O. ....	Granville .....	6	54 00
83,257	Princess Louise .....	do .....	21	do .....	do .....	4	42 00
83,253	Rescue .....	do .....	17	Josiah Burrell .....	Clements .....	6	34 00
59,347	Sea Gull .....	do .....	20	Stephen Anderson .....	Hillsburn .....	4	40 00
83,254	Sea Foam .....	do .....	28	Jas. E. Shafner .....	Granville .....	5	56 00
77,731	Sparmaker .....	Digby .....	24	John Magranahan .....	Margaretville .....	7	48 00
77,956	Speed .....	Annapolis .....	13	Charles W. Burrell .....	Clements .....	2	26 00
57,130	Water Lily .....	Yarmouth .....	13	Edward John .....	Lower Granville	5	26 00
38,161	We are here .....	do .....	13	D. H. Conley .....	do .....	3	26 00
		Total .....	324		Total .....	75	648 00

## CAPE BRETON COUNTY.

88,507	Belle of Rome .....	Sydney .....	14	Alex. Leblanc .....	Little Bras d'Or .....	4	28 00
88,506	Bonnié Kate .....	do .....	14	P. H. Stubbart .....	do .....	4	28 00
88,505	Ella Maud .....	do .....	29	Malcolm McPherson .....	Sydney .....	6	58 00
80,977	J. W. Ingraham .....	do .....	14	Chas. Ainsly .....	North Sydney .....	3	28 00
80,969	May Flower .....	do .....	10	Thos. Kelly .....	Lingan .....	3	20 00
80,973	Ocean Wave .....	do .....	20	Samuel Moore .....	Little Bras d'Or .....	5	40 00
80,963	Princess .....	do .....	10	James W. Grant .....	Gabarous .....	(a) 2	15 00
88,504	Quick Step .....	do .....	12	Matthew Marsh <i>et al.</i>	Lingan .....	4	24 00
74,038	River Queen .....	do .....	32	Peter Desveaux .....	Little Bras d'Or .....	4	64 00
77,857	Sailors' Bride .....	do .....	10	Edward O'Brien .....	do .....	4	20 00
75,703	Stella Maria .....	do .....	10	Michael McDonald .....	North Sydney .....	3	20 00
80,961	Water Lilly .....	do .....	19	Theodore Martell .....	Little Glace Bay	3	38 00
		Total .....	194		Total .....	45	383 00

(a) Two of the crew did not fish 3 months.

## COLCHESTER COUNTY.

42,987	Daniel .....	Charlottetown, P.E.I. ....	32	John Roberts .....	Tatamagouche .....	3	64 00
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DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

## DIGBY COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
75,612	Alice .....	Yarmouth .....	17	M. Finigan <i>et al</i> .....	Freeport... ..	6	34 00
71,032	Arthur .....	do .....	21	Handford Outhouse..	Tiverton .....	5	42 00
72,978	Annie Coggins .....	Digby .....	22	Livingston Coggins..	Westport .....	8	44 00
80,795	Bnda .....	do .....	20	E. P. Ruggles, M.O..	do .....	6	40 00
49,441	Benj. Killam .....	Yarmouth .....	55	Jno. H. Harvey <i>et al</i> ..	do .....	a 4	70 72
74,331	Condor .....	do .....	10	Howard Titus, M.O..	Westport .....	4	20 00
85,684	Constitution .....	Digby .....	28	F. W. Thorne <i>et al</i> ...	Digby .....	9	56 00
75,711	Dove .....	Yarmouth .....	20	Joseph Osinger .....	Tiverton .....	7	40 00
74,326	Dreadnaught .....	do .....	19	Wallace Gower, M.O.	Westport .....	6	38 00
80,797	Eta .....	do .....	17	Maurice Haycock "	do .....	5	34 00
75,757	Ella H. .....	Digby .....	13	Milton Haines .....	Freeport .....	b 1	14 86
85,683	Edith L. .....	do .....	16	Isaac Peters, M.O. ...	Westport .....	c 2	24 00
77,740	Elmer .....	do .....	15	Walter Coggins, M.O.	do .....	6	30 00
83,261	Economist .....	Annapolis .....	13	Adelbert Ryder, sen.	Granville .....	4	26 00
80,380	Enterprise .....	Parrsboro' .....	15	Caleb Ogilvie .....	Harborville .....	2	30 00
80,001	Florence .....	St. John, N.B. ....	15	E. C. Bowers, M.O. ...	Westport .....	4	30 00
74,329	Fairy Queen .....	Yarmouth .....	12	Wallace Coggins .....	do .....	6	24 00
80,798	Freddie G. ....	Digby .....	17	Geo. Gower, M.O. ....	do .....	6	34 00
77,733	Freddie Stevens...	do .....	24	Wm. Howard .....	do .....	7	48 00
75,614	Fawn .....	do .....	17	Isaac Peters, M.O. ...	do .....	6	34 00
75,601	Flash .....	do .....	10	Jas. A. Peters .....	do .....	d 3	17 50
85,550	Fair Play .....	Yarmouth .....	11	Jno. Sollows .....	Port Maitland ...	3	22 00
75,728	Geo. Killam .....	Digby .....	30	Jno. S. Hayden .....	Granville .....	10	60 00
85,686	Gladstone .....	do .....	16	Augustus Haycock...	Westport .....	6	32 00
68,690	Golden Light .....	Yarmouth .....	27	Samuel Teed .....	Freeport .....	8	54 00
83,259	Hettie May .....	Annapolis .....	16	J. O. Winchester .....	Digby .....	4	32 00
80,800	Helen Maud .....	Digby .....	20	E. & C. A. McDormand	Westport .....	6	40 00
80,650	Happy Home .....	Yarmouth .....	14	Jno. Pugh, M.O. ....	do .....	5	28 00
75,587	Happy Return .....	Weymouth .....	13	Fred. A. Haines <i>et al</i>	Freeport .....	5	26 00
80,799	Hattie T. ....	Digby .....	16	Frank P. Titus, M.O.	Westport .....	6	32 00
75,751	Helen Gertrude Nickerson	Yarmouth .....	16	Milton Haines .....	Freeport .....	7	32 00
75,867	Ida Peters .....	St. John, N.B. ....	32	G. W. Ellis <i>et al</i> .....	Cape St. Mary's..	8	64 00
80,604	Jennie C. ....	Yarmouth .....	16	Chas. Hicks, M.O. ....	Westport .....	6	32 00
74,328	J. D. Payson .....	do .....	42	Jno H. Crosby <i>et al</i> ..	Port Maitland ...	8	84 00
77,957	Kedron .....	Annapolis .....	23	Hd. Anderson, M.O. ...	Digby .....	3	44 00
85,685	K. M. Ellis .....	Digby .....	35	W. E. Ellis, M.O. ....	do .....	4	70 00
75,594	Lizzie G. ....	do .....	17	Dexter W. Morrison ..	do .....	e 3	27 20
75,798	Lizzie Jane .....	do .....	18	Jno W. Snow .....	do .....	f 2	27 00
75,597	Little Furry .....	do .....	13	A. Ellis, M.O. ....	Granville .....	4	26 00
51,961	Lilly Dale .....	Yarmouth .....	12	W. W. Hayden .....	Digby .....	g 1	16 00
75,741	Lottie .....	do .....	12	Wm McGrath .....	Granville .....	4	24 00
88,404	Live Yankee .....	Digby .....	57	Jno. W. Snow .....	Digby .....	6	114 00
88,407	Linnet .....	do .....	15	Jno. M. Haines .....	Freeport .....	3	30 00
77,783	Lost Heir .....	Port Medway .....	14	Amos H Outhouse...	Tiverton .....	7	28 00
85,690	Lora T. ....	Digby .....	15	Joseph Thurber <i>et al</i> ..	Freeport .....	6	30 00
80,786	Lizzie P. ....	do .....	12	H. E. Wiman .....	do .....	4	24 00
85,534	Lloyd .....	Yarmouth .....	23	Theo. Corning, M.O. ...	do .....	7	46 00
59,356	M. P. Reed .....	Annapolis .....	30	David Sproul .....	Digby .....	5	60 00
80,794	Minnie C. ....	Digby .....	18	Chas. H. Bailey, M.O.	Westport .....	7	36 00
	Carried forward ...		978			255	1,891 28

a. 10 of crew did not fish 3 months. b. 6 of crew did not fish 3 months. c. 2 of crew did not fish 3 months. d. 1 of crew did not fish 3 months. e. One of crew claimed in another vessel, and one did not fish 3 months. f. 2 of the crew did not fish 3 months. g. 2 of the crew did not fish 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

DIGBY COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward.....		978			255	1,891 28
55,828	Minnie Ha Ha.....	Shelburne .....	20	E. N. Lutz.....	Digby.....	3	40 00
85,687	Mabel .....	Digby .....	38	Geo. T. Wright.....	do .....	5	76 00
85,682	Malapert .....	do .....	22	Henry Glaven.....	Westport.....	8	44 00
77,618	May Queen.....	Barrington .....	34	Jas W. Smith.....	do .....	10	68 00
88,402	Mizpah.....	Digby .....	53	Crocker & Brooks.....	do .....	10	106 00
77,610	Monitor.....	Lunenburg .....	35	Jno. McKay.....	Tiverton.....	6	70 00
85,533	Minnie C.....	Yarmouth .....	12	Chas. Cann & Son.....	Port Maitland....	3	24 00
74,322	Morning Star.....	do .....	25	J. W. Cousins.....	Digby .....	10	50 00
72,977	Nellie H. Ham.....	Digby .....	26	Isaac Peters, M.O.....	Westport .....	8	52 00
75,602	Ocean Lily.....	do .....	17	M. D. Peters, M.O.....	do .....	6	34 00
75,714	Prince.....	Yarmouth .....	10	Geo. H. Stevens.....	Freeport.....	5	20 00
76,547	River Rose.....	Barrington .....	13	Geo. Cann, M.O.....	Westport .....	3	26 00
42,081	Randolph P.....	Digby .....	14	Chas. A. & E. Mc-Dormand.....	do .....	5	28 00
83,132	Restless .....	Lunenburg.....	25	Thos. Pack, M.O.....	do .....	3	50 00
75,864	Roving Lizzie.....	Weymouth.....	10	Holmes Saunders.....	Sandy Cove.....	3	20 00
85,558	S. A. Crowell.....	Yarmouth .....	23	Luke Leblanc, M.O.....	Salmon River.....	8	46 00
80,784	Silver Cloud.....	Digby .....	41	James A. Peters.....	Westport .....	h 9	74 56
75,725	Stella.....	Yarmouth .....	25	Manning Trask.....	Little River.....	7	50 00
54,080	T. W. L. Greeser.....	Digby.....	30	James A. Peters.....	Westport .....	i 3	39 00
75,726	Thrush.....	Yarmouth .....	13	Thos. Pack <i>et al.</i> .....	do .....	5	26 00
38,036	Twilight.....	Digby.....	14	James Ellis.....	Digby.....	4	28 00
42,072	Ulrica.....	do .....	20	Jacob Davis.....	Westport .....	3	40 00
37,282	Victoria.....	do .....	29	Turnbull & Welsh.....	do .....	9	58 00
61,501	Vesta.....	Shelburne .....	22	Clarence Peters.....	Westport.....	8	44 00
80,630	Vanity.....	Yarmouth .....	11	S. F. Perry.....	Port Maitland....	2	22 00
74,317	Willie.....	do .....	21	Henry Glaven.....	Westport.....	8	42 00
85,559	Willie F.....	do .....	12	Leon H. Deveau.....	Cape St. Mary's..	4	24 00
85,541	Willie M.....	do .....	24	Josiah Ellis.....	Green Cove.....	8	48 00
72,980	Wave.....	Digby.....	11	Samuel Thurber.....	Freeport.....	5	22 00
71,364	Watchman.....	Barrington.....	15	Moise Thibodeau.....	Church Point....	j 3	24 00
75,595	West Wind.....	Digby.....	25	J. W. Cousins.....	Digby .....	10	50 00
75,722	Yuba.....	Yarmouth .....	15	Jno. C. Collins, M.O.....	Cape Cove.....	5	30 00
74,336	Zouave.....	do .....	20	Joseph Snow.....	Digby .....	4	40 00
77,953	Zulu.....	Annapolis.....	18	Theodore Raymond..	Sandy Cove.....	7	36 00
	Total.....		1721		Total.....	455	3,322 84

A. Two of crew did not fish 3 months. i. Seven of crew did not fish 3 months. j. Two of crew did not fish 3 months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

GUYSBORO' COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
80,985	Annie Roy .....	Guysboro'	90'80	G. E. Jost, M.O.....	Guysboro'.....	14	160 00
41,771	Atalia .....	do .....	34	G. W. Peeples, <i>et al</i>	Pirate Harbour..	5	68 00
80,991	Atalanta .....	do .....	96'80	Jno. McMillan, M.O.	Isaac's Harbour..	15	160 00
80,992	Anne W. ....	do .....	10	Elijah Walters.....	Wine Harbour... 2	20 00	
69,132	Belle of the Bay.	do .....	20	Robt. H. Morrison ...	Guysboro'..... 6	40 00	
80,990	Bonnie Doon.....	do .....	13	do .....	do .....	5	26 00
59,470	Dart .....	do .....	44	F. A. Mahoney .....	do .....	a	44 00
72,052	Dayspring.....	do .....	52	Redm'd Keating, M.O	Port Mulgrave... 4	104 00	
80,988	Dido .....	do .....	59	Hugh McMillan, M. O	Isaac's Harbour.. 8	118 00	
88,432	Drucilla .....	Halifax .....	33	John Dickson .....	St. Mary's River 4	66 00	
37,565	Defiance.....	do .....	24	Seth McKenzie.....	Canso.....	5	48 00
80,994	Espérance.....	Guysboro'	10	Joseph Fongère, jun.	Larry's River... 4	20 00	
80,984	Estella .....	do .....	75	G. E. Jost, M.O.....	Guysboro'..... 14	150 00	
61,948	Ellen Eliza .....	Halifax .....	21	James Rudolph .....	Liscombe .....	6	42 00
80,981	Georgia.....	Guysboro'	95'80	J. McG. Cunningham	Guysboro'..... 16	160 00	
35,632	Glide .....	Halifax .....	30	George McKinlay....	Liscombe .....	6	60 00
80,987	Geraldine .....	Guysboro'	139'80	A. N. Whitman.....	Canso .....	16	160 00
83,400	Hope .....	Halifax .....	14	Wm. Cook .....	Country Harbour 3	28 00	
83,091	Jennie .....	Pt Hawkesbury.	11	John Jameson .....	Steep Creek .....	2	22 00
46,105	Jane Otis .....	Halifax .....	50	Michael Keating.....	Port Mulgrave . 6	100 00	
54,137	John Williams .	do .....	42	James Purcell & Co.	do .....	8	84 00
36,273	Jennie Lind .....	do .....	14	Wm. O'Hara.....	Coddell's Harbr'. 5	28 00	
74,039	James Henry ....	Sydney, C.B.....	18	Wm. Archibald .....	Sherbrooke .....	2	36 00
80,989	Laura .....	Guysboro'	93'80	J. McG. Cunningham, M.O.....	Guysboro'..... b	4	96 00
69,964	Lizzie A .....	Pt. Hawkesbury.	20	John F. Reeves.....	Port Mulgrave... 3	40 00	
74,117	Lizzie M.....	Halifax .....	37	John Myers .....	Liscombe .....	5	74 60
77,781	Lina May .....	Guysboro'	82 80	A. N. Whitman .....	Canso.....	13	160 00
74,355	La Mode.....	Pictou .....	26	John Forrestall .....	Auld's Cove..... 6	52 00	
69,141	Mary Elizabeth..	Halifax .....	16	Wm. G. Webber.....	Tor Bay .....	5	32 00
83,092	Maude K.....	Pt. Hawkesbury.	11	Wm. Critchett .....	Steep Creek .....	2	22 00
83,302	Minnie Mack.....	Halifax .....	76	James McConnell ...	Port Hillford... c	5	130 30
88,443	North Star.....	do .....	25	John Cooper, sen .....	Wine Harbour... 4	50 00	
75,627	N. W. White....	Shelburne .....	99'80	A. N. Whitman, M.O.	Canso.....	14	160 00
80,970	Orion .....	Halifax .....	24	Edward B. Pelrine...	Larry's River ... 6	48 00	
37,616	Petipaw.....	Guysboro'	22	Wm. Whitman .....	Guysboro'..... d	3	35 20
75,892	Peter Mitchell..	Pt. Hawkesbury.	26	William Power .....	Pirate Harbour.. e	2	36 40
75,763	Ripple .....	Lunenburg .....	17	Robert Jameson.....	Canso.....	3	34 00
74,129	Telephone.....	Port Medway ...	70	William McConnell.	Port Hillford.... 7	140 00	
37,057	Union.....	Halifax .....	37	James Purcell & Co.	Port Mulgrave... 6	74 00	
80,852	Victory .....	do .....	88'80	do .....	do .....	8	160 00
64,912	William Boak ...	do .....	62	Peter McConnell....	Port Hillford .... 5	124 00	
72,064	Wm. R. Page....	Guysboro'	81'89	A. N. Whitman.....	Canso.....	12	160 00
	Total .....		1763		Total .....	269	3,371 90

a. Crew of 19, but did not fish 3 months. b. 16 of crew, did not fish 3 months. c. 2 of crew, did not fish 3 months. d. 2 of crew, did not fish 3 months. e. 3 of crew, did not fish 3 months.

**DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.**

**HALIFAX COUNTY.**

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
83,106	Annie Isabelle...	Halifax.....	23	Martin Julien.....	W. Chezzetcook	7	46 00
61,625	Alpha.....	do .....	18	Jos Whitikar.....	French Village...	7	36 00
36,474	Alex. Fraser.....	Lunenburg.....	32	Richd. Keizer.....	Halifax.....	4	64 00
85,660	Agnes.....	Halifax.....	11	Amos Lapierre.....	W. Chezzetcook.	5	22 00
73,964	Aubrey, S.....	do .....	21	Jeffrey Gilbert.....	Petpiswick Hbr.	7	42 00
57,727	Agnes.....	do .....	21	John Hayes.....	Herring Cove....	5	42 00
74,020	Addie.....	do .....	17	Dennis Fagan.....	Ketch Harbour...	5	34 00
74,095	Brill.....	do .....	28	John Fagan.....	do .....	5	56 00
37,619	British Queen...	do .....	28	Wm. Hubley.....	Spry Harbour....	4	56 00
61,517	Bessie.....	do .....	33	Henry A. Shatford...	Hubbard's Cove.	7	66 00
73,969	Bertha E.....	do .....	20	do .....	do .....	3	40 00
85,381	Champion.....	do .....	17	Jno. H. Slaunwhite,			
				M.O.....	Terence Bay....	4	34 00
74,100	Candid.....	do .....	22	Daniel Lapierre.....	Chezzetcook.....	6	44 00
74,071	Condor.....	do .....	16	Jno. Julien.....	W. Chezzetcook	3	32 00
64,872	Catherine.....	do .....	20	Daniel Lapierre.....	do .....	4	40 00
61,629	Carrie R.....	Guysboro'.....	17	Peter Jollimore.....	Terence Bay....	5	34 00
85,655	Daisy.....	Halifax.....	16	Cyrus Johnson.....	Indian Harbour.	3	32 00
57,674	Dreadnought....	do .....	17	Jas F. Slaunwhite...	Terence Bay....	3	34 00
57,672	Daisy.....	do .....	35	Geo. Smith, sen.....	Ferguson's Cove	6	70 00
85,667	Dart.....	do .....	10	Geo. Julien, jun.....	W. Chezzetcook	2	20 00
80,986	Diamond.....	do .....	101 80	Chebucto Fishing Co.			
				(Limited).....	Halifax.....	15	160 00
42,503	Delight.....	Lunenburg.....	48	James E. Conrod....	Spry Bay.....	7	96 00
61,965	Ellen.....	Halifax.....	32	Jos Reyno.....	Herring Cove....	7	64 00
85,661	Eley Elvy.....	do .....	18	Simon Hubly.....	Indiaa Harbour.	6	36 00
80,832	Ella May.....	Lunenburg.....	16	Geo. Adams.....	do .....	4	32 00
77,751	Flora Dell.....	Halifax.....	63	Geo. W. Smith.....	do .....	14	126 00
88,227	Fleetwing.....	do .....	31	Thos. Lapierre, sen.	Chezzetcook.....	9	62 00
55,836	Frank Newton..	Sydney.....	40	Theodore Conrod....	Spry Bay.....	7	80 00
61,972	Fanny.....	Halifax.....	17	Edward Gorman.....	Herring Cove....	2	34 00
61,903	Flying Cloud....	Liverpool.....	20	Moses Brooks.....	Ketch Harbour.	4	40 00
85,644	Flora.....	Lunenburg.....	41	Patrick Scallion....	Herring Cove....	8	82 00
37,488	Gypsy Lass.....	Halifax.....	26	Jno. P. Slaunwhite..	Terence Bay....	5	52 00
57,760	Guardian Angel	do .....	36	Jno. Reyno.....	Herring Cove....	7	72 00
85,392	G. H. Marryatt..	do .....	24	G. H. Marryatt.....	Pennant.....	7	48 00
88,220	Grandee.....	do .....	14	Wm. Hart.....	Sambro.....	4	28 00
88,213	H H Bell.....	do .....	13	John Longard, M.O..	French Village..	3	26 00
77,782	Hester A. R.						
	Vogler.....	do .....	71	Geo. A. Pyke, M.O...	Dartmouth.....	14	142 00
69,097	Highland Jane...	do .....	32	Geo. Hartling.....	Jeddore.....	8	64 00
73,116	Hattie Lewis....	do .....	53	J. E. Conrad.....	Spry Bay.....	8	106 00
83,133	Infant.....	Lunenburg.....	15	Chs. Slaunwhite.....	Terence Bay....	3	30 00
83,135	J. B. M.....	Halifax.....	20	John Brown, sen.....	Herring Cove....	6	40 00
83,306	I. O. N. A.....	do .....	26	Andrew Sullivan....	do .....	8	52 00
54,132	John Franklin...	do .....	18	James Dempsey.....	do .....	6	36 00
57,715	John Lawrence..	do .....	23	Wm. Higgins.....	Ketch Harbour...	5	46 00
88,441	Julia Ann W....	do .....	22	Henry Wambolt.....	Jeddore.....	6	44 00
85,669	Kitty Clyde....	do .....	13	J. F. Slaunwhite, M.O	Terence Bay....	3	26 00
83,402	Louisa Maud....	do .....	21	Alfred Boutilier, M.O	Indian Harbour.	7	42 00
69,105	Lady of the Lake	do .....	20	Edward Walsh, sen..	Prospect.....	5	40 00
85,658	Lillian.....	do .....	14	James Riley, M.O....	Lower Prospect..	5	28 00
83,408	M. A. Franklyn.	do .....	23	James Morash, sen...	West Dover.....	4	48 00
	Carried forward.		1,312			292	2,624 00.



DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

HALIFAX COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner. or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		1,312			292	2,624 00
85,653	Mary O'Dell.....	Halifax.....	10	Jas. L. Richardson...	Indian Harbour.	2	20 00
85,385	Minnie M.....	do .....	27	Isaac Lapierre, M.O....	Chezsetcook.....	7	54 00
88,230	Morning Light...	do .....	28	Andrew Lapierre.....	W. Chezsetcook	8	58 00
83,409	Minnie B.....	do .....	18	Jas. W. Cornelius....	Boutillier's Cove	4	36 00
81,939	Margaret.....	do .....	23	Francis G. Henrion....	Ferguson's Cove	5	44 00
83,108	Maud.....	do .....	15	Joseph Reyno.....	Herring Cove....	4	30 00
46,498	Mariner.....	do .....	56	Wm. O. Henly.....	Spry Bay.....	8	112 00
36,277	Mathew Mooney	do .....	25	James H. Beaver.....	Shoal Bay.....	2	59 00
85,388	Mary Alice.....	do .....	21	James Scott.....	East Dover.....	4	42 00
88,431	May Flower.....	do .....	20	John Lapierre.....	W. Chezsetcook	6	40 00
85,380	Nimble.....	do .....	14	Jas. F. Slaunwhite....	Terence Bay.....	3	28 00
83,107	North Star.....	do .....	26	Simon Lapierre, M.O....	Chezsetcook.....	7	52 00
69,162	Norns.....	do .....	22	George Schmir.....	do .....	5	44 00
85,665	Nellie D.....	do .....	12	Daniel Smith, jun....	Sambro.....	3	24 00
80,841	Nina.....	do .....	13	Wm. E. Murphy.....	Owl's Head.....	2	26 00
80,843	Nettie B H.....	do .....	23	Jno. Hearn.....	do .....	5	46 00
85,652	Our Hope.....	do .....	36	Chas. Wolf, M.O.....	Chezsetcook.....	10	72 00
85,340	Ocean Ranger.....	Lunenburg.....	13	Edward Corney.....	West Dover.....	4	28 00
83,398	Ocean Child.....	Halifax.....	19	Robert Wolfe.....	W. Chezsetcook	5	38 00
64,0-8	Ocean Bride.....	do .....	23	J. McLean & Sons....	Hubbard's Cove.	4	46 00
85,670	Oceola.....	do .....	83.80	S. D. Oakes.....	Halifax.....	16	160 00
88,215	Peep o' Day.....	do .....	13	Abraham Publicover..	West Dover.....	3	26 00
67,681	Quickstep.....	do .....	22	Edward Gallagher....	Ketch Harbour...	5	44 00
75,675	Rising Dawn.....	Lunenburg.....	18	Jno. Wambolt <i>et al.</i> ..	Indian Harbour.	5	36 00
74,098	Rival.....	Halifax.....	30	Henry Lapierre.....	W. Chezsetcook	8	60 00
88,223	River Belle.....	do .....	11	Richard Christian....	Prospect.....	3	22 00
73,119	Royal.....	do .....	12	James Scott.....	East Dover.....	3	24 00
42,281	Rentrew.....	do .....	42	Simon Poirier.....	D'Escousse.....	8	84 00
53,551	Roving Bird.....	do .....	24	John Brown.....	Herring Cove....	6	48 00
59,462	Rival.....	do .....	19	Wm. Fleming, 2nd....	Ketch Harbour...	5	38 00
88,439	Ripple.....	do .....	20	Wm. H. Naufts.....	Jeddore.....	5	40 00
83,114	Sailors Fancy.....	do .....	16	J. A. Wambolt <i>et al.</i> ..	Indian Harbour.	4	32 00
61,985	Squirrel.....	do .....	15	Geo. J. Longard.....	Upper Prospect..	4	30 00
85,396	Susan C.....	do .....	21	Daniel Croucher.....	Hackett's Cove...	6	42 00
36,152	Sarah Ann.....	do .....	20	Archibald Darrach....	Herring Cove....	5	40 00
64,869	Sarah L. Oxner..	do .....	33	Edward Hayes.....	do .....	8	66 00
53,600	Star Light.....	do .....	29	Mark Power.....	do .....	8	58 00
74,087	Sea Gem.....	do .....	30	Wm. Jennex.....	Jeddore.....	7	60 00
88,216	Sir Rupert.....	do .....	20	Henry Faulkner.....	do .....	5	40 00
69,134	Sophia Catherine	do .....	20	C. H. Shelnuitt.....	Shoal Bay.....	3	40 00
41,787	Silver Dart.....	do .....	30	John Hutt.....	Tangier.....	3	60 00
88,226	Sapphire.....	do .....	123.80	Chebucto Fishing Co. (Limited).....	Halifax.....	18	160 00
36,335	Trial.....	do .....	23	Elijah J. Covey.....	Indian Harbour.	7	46 00
35,886	Trial.....	do .....	43	Jas. H. Henley, sen..	Spry Bay.....	7	86 00
77,836	T. W. Smith.....	do .....	34	Wm. Hayes.....	Herring Cove....	10	68 00
75,833	Twilight.....	do .....	14	Eli Baker.....	Jeddore.....	6	28 00
85,337	Topaz.....	do .....	104.80	Chebucto Fishing Co. (Limited).....	Halifax.....	16	160 00
88,224	Tormentor.....	do .....	15	Michael Rice.....	Lower Prospect..	5	30 00
57,661	Village Bride....	do .....	24	Emmanuel Pagan....	Ketch Harbour...	5	48 00
61,683	Warrior.....	do .....	102.80	Geoffrey Morrow....	Halifax.....	16	160 00
	Carried forward.....		2,673			600	5,348 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

HALIFAX COUNTY—Concluded.

Official Number	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence	No. of Crew.	Amount of Bounty Paid.
	Brought forward .....		2,373			600	\$ 5,346 00
61,947	Widgeon .....	Halifax .....	22	Frederick Harrigan..	Herring Cove.....	5	44 00
83,042	Western Belle ...	Shelburne .....	23	John Thomas.....	do .....	4	46 00
75,578	Wily .....	Lunenburg .....	13	Horatio Zink.....	West Dover .....	5	26 00
88,228	Welcome .....	Halifax .....	33	Daniel Bonin.....	W. Chezzetcook..	7	66 00
83,403	Walter Alton ...	do .....	59	Wm. C. Henley.....	Spry Bay.....	9	118 00
61,904	Water Lily.....	Liverpool .....	14	Issac Morash.....	West Dover .....	3	28 00
66,727	Willow .....	Halifax .....	18	Jeffrey Gorman....	Herring Cove.....	4	36 00
71,368	Zelu .....	Port Medway....	21	Richard Boutillier..	Boutillier's Cove	6	42 00
73,966	Zephyr .....	Halifax .....	27	Caleb Dorie .....	Hubbard's Cove..	5	54 00
85,378	Zephyr .....	do .....	14	Lorenzo O'Brien ..	Lower Prospect..	3	28 00
	Total .....		2,917		Total .....	651	5,834 00

INVERNESS COUNTY.

77,763	Fanny Young ...	Pt. Hawkesbury.	85	W.H. & F.L.M. Paint	Pt. Hawkesbury.	15	160 00
83,088	Good Intent ....	do .....	23	Geo. Walker.....	Basin River Inhabitants.....	2	46 00
38,468	Hector .....	Arichat .....	34	W.H. & F.L.M. Paint	Pt. Hawkesbury.	9	68 00
59,457	Highland Lass...	Lunenburg .....	15	Placide Leblanc....	Cheticamp .....	3	30 00
64,715	Helen .....	Pt. Hawkesbury.	19	Moses Chiasson....	Margaree Forks.	7	38 00
83,122	King Fisher .....	Halifax .....	18	John McNeil .....	Mabou .....	6	36 00
36,340	Lord Lyons .....	do .....	51	Robert Proctor .....	Lower River Inhabitants.....	9	102 00
69,969	Morning Light..	Pt. Hawkesbury	39	David Walker .....	Basin River Inhabitants.....	4	78 00
73,108	May Queen.....	Halifax .....	46	Edward McKenzie..	Pt. Hawkesbury.	5	92 00
38,417	Messenger.....	Arichat .....	29	P. Robin & Co.....	Cheticamp .....	6	58 00
69,125	May Flower .....	Halifax .....	11	Polycarpe Cormier..	do .....	5	22 00
46,909	Opal .....	Pt. Hawkesbury.	49	Joseph Steele.....	Pt. Hawkesbury.	3	98 00
61,630	Olive J.....	Halifax .....	57	Peter Malcolm <i>et al.</i>	Cariboo Cove....	12	114 00
83,089	Saint Peter.....	Pt. Hawkesbury.	15	Jno. McDonald .....	Mabou Harbour ..	3	30 00
	Sisters .....	Chatham .....	13	John Walker .....	Basin River Inhabitants.....	2	26 00
83,090	Susan.....	Pt. Hawkesbury.	15	Murdoch Hureau....	Lower River Inhabitants.....	4	30 00
53,603	Sea Flower.....	do .....	25	P. Robin & Co.....	Cheticamp .....	6	50 00
83,096	Saint Patrick....	do .....	11	Dougald McFarlane.	Margaree .....	4	22 00
83,093	Swallow .....	do .....	12	Alfred A. Taylor....	Margaree Harbor	5	24 00
66,844	Sissie Lake .....	Halifax.....	27	Mederic Aucoin....	do .....	7	54 00
83,094	Saint Mary .....	Pt. Hawkesbury.	15	Désiré Chiasson .....	do .....	6	30 00
	Total .....		604		Total .....	123	1,208 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

KING'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
75,425	A. Elliott .....	Annapolis .....	30	Zyard Ogilvie .....	Harborville.....	2	\$ 60 00
36,126	Adelaide .....	Yarmouth .....	27	Henry E. Ogilvie....	do .....	3	54 00
49,411	Ellen .....	do .....	29	Lewis Morris .....	Hall's Harbour .	3	58 00
78,989	Petrel .....	Windsor .....	12	E. L. Morris .....	Harborville.....	2	24 00
		Total .....	98		Total .....	10	196 00

LUNENBURG COUNTY.

83,175	A. K. Walter.....	Lunenburg .....	82·80	Elias Walter, M.O...	Lunenburg .....	13	160 00
88,345	Avlona .....	do .....	98·80	Chs. Anderson, M.O.	do .....	14	160 00
85,739	Aubrey A.....	do .....	107·80	C.W. Anderson, M.O.	do .....	15	160 00
83,176	Amazon .....	do .....	73	Chs. Silver, M.O....	do .....	12	146 00
25,562	Acme .....	do .....	74	J. Henry Wilson, M.O	do .....	13	148 00
46,476	Amiel Corkum...	do .....	53	Wm. A. Zwicker, M.O.	do .....	10	106 00
77,601	Atlas .....	do .....	52	Emml. Zeller, M.O...	South .....	12	104 00
83,140	Araunah .....	do .....	71	James E. Hunt, M.O.	Lunenburg .....	11	142 00
69,143	Ariquippa .....	Halifax.....	36	James S. Bell, M.O.	Dublin Shore....	9	72 00
88,602	Algeria .....	Lunenburg .....	110·80	Ephrim Lohnes, M.O	La Have.....	14	160 00
57,248	Adonis .....	do .....	48	Danl. Schrader, M.O.	do .....	12	93 00
83,307	Arizona .....	do .....	115·80	Amiel Corkum, M.O.	La Have Ferry East .....	17	160 00
88,359	Bridewell .....	do .....	76	Chs. Mason, M. O....	Eastern Point ..	15	162 00
88,604	Blauche .....	do .....	98·80	Chs. Smeltzer, .....	Lunenburg .....	14	160 00
85,347	Brilliant.....	do .....	84·80	Jno. B. Young, M.O..	do .....	14	160 00
85,345	Beatrice .....	do .....	79	Wm. A. Zwicker, M.O	do .....	12	158 00
85,730	Beulah .....	do .....	103·80	Ephr. Lohnes, M.O...	La Have.....	14	160 00
71,362	Beulah Benton...	do .....	36	Jeff. Publicover, M.O.	do .....	6	72 00
75,561	Boreas .....	do .....	41	Edward Hiltz, M.O...	Mahone Bay .....	8	82 00
89,825	Bridgewater .....	do .....	60	Enoch Mason .....	do .....	11	120 00
85,732	Conductor .....	do .....	114·80	S. Watson Oxner, M.O	Lunenburg .....	12	160 00
77,615	Candour .....	do .....	71	Wm. L. Romkey, M.O.	do .....	13	142 00
88,343	Ceylon .....	do .....	96·80	Chas. Smith, M.O....	do .....	14	160 00
74,014	Corsica .....	do .....	79	Henry Greser, M.O...	La Have.....	14	158 00
71,367	Cordelia Vogler.	Port Medway .....	66	Eli Ritcey, M.O....	do .....	12	132 00
85,649	Cyrene .....	Lunenburg .....	107·80	Henry Shankle, M.O.	do .....	15	160 00
74,131	City Queen .....	do .....	53	Jno. Bruhm, M.O....	Mahone Bay .....	10	106 00
85,642	Charlotte E. C...	do .....	80	W. E. Colp, M.O....	do .....	15	160 00
85,332	Carrie McK.....	do .....	56	Albert McKean.....	Pleasantville ...	10	112 00
88,348	Cymbeline .....	do .....	103·80	Norman Oxner, M.O.	Conquerall Bank	14	160 00
88,355	D. A. Mader .....	do .....	85·80	J. A. Mader .....	Mahone Bay .....	16	160 00
88,358	Dolphin .....	do .....	91·80	Thos. Hamm, M.O...	Lunenburg .....	17	160 00
80,836	Dictator .....	do .....	79	S. Watson Oxner, M.O	do .....	14	158 00
69,176	Dial .....	do .....	44	G. Himmelman, M.O.	do .....	8	88 00
85,736	Dominion .....	do .....	96·80	Wm. Smith, M.O....	do .....	14	160 00
77,607	Dianthus .....	do .....	45	Josiah Parks, M.O...	La Have.....	8	90 00
69,242	Dalhia .....	do .....	95·80	John Shankle, M.O...	do .....	15	160 00
42,289	Debel .....	do .....	52	Jacob Smeltzer, M.O.	Mahone Bay .....	10	104 00
83,136	Eva Stewart.....	do .....	103·86	Rufus Mossman .....	Kingsburg.....	12	160 00
88,606	Egeria .....	do .....	108·80	J. D. Sperry .....	Petite Rivière ..	15	160 00
69,173	Ellen May .....	do .....	60	D. Westhaver, M.O...	Lunenburg .....	12	120 00
	Carried forward.		2,824			519	5,648 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

LUNENBURG COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		2,824			519	5,648 00
75,569	Empress .....	Lunenburg .....	47	Simon Pentz, M.O. ....	La Have .....	8	94 00
85,637	Energetic .....	do .....	53	W. N. Reinhardt, M.O ..	do .....	9	106 00
88,366	Energy .....	do .....	97 80	John Mader .....	Mahone Bay .....	15	160 00
85,333	Emperor .....	do .....	51	Reuben Venot .....	do .....	10	102 00
85,731	Eva L. H. ....	do .....	62	James Wentzel .....	do .....	13	124 00
88,367	Floresta .....	do .....	56	Stephen Mosher, M.O ..	South .....	13	112 00
80,853	Fearnot .....	do .....	91 80	J. D. Sperry, M.O. ....	Petite Rivière ..	15	160 00
85,631	Forrest Belle ..	do .....	83 80	Leonard Young, M.O ..	Lunenburg .....	14	160 00
80,829	Florence B. ....	do .....	32	Elias Richard .....	La Have .....	7	64 00
83,180	Friend .....	do .....	17	G. Albert Hubley .....	Mahone Bay .....	3	34 00
71,338	Fish Hawk .....	Barrington .....	49	T. A. Wilson .....	Bridgewater .....	10	98 00
85,734	Glenola .....	Lunenburg .....	114 80	Geo. A. Ross, M.O. ....	Lunenburg .....	14	160 00
77,621	Gazelle .....	do .....	46	J. D. Sperry, M.O. ....	Petite Rivière ..	8	92 00
88,347	Geneva .....	do .....	107 80	C. W. H. Kaulbach .....	Lunenburg .....	16	160 00
80,831	Glide .....	do .....	16	James W Sperry .....	West Dublin .....	5	32 00
85,348	Hiram .....	do .....	67	Henry Adams, M.O. ....	do .....	13	134 00
85,335	Hope .....	do .....	105 80	L Anderson & Co., M.O.'s .....	Lunenburg .....	14	160 00
83,171	Henrietta .....	do .....	115 80	Leonard Young, M.O. ....	do .....	10	160 00
77,756	Hiawatha .....	Shelburne .....	66	Cornelius Hardey .....	Mahone Bay .....	13	132 00
69,174	Ida May .....	Lunenburg .....	41	David Gates .....	Blandford .....	7	82 00
69,140	J. Croft .....	Halifax .....	44	Jacob Croft .....	West Dublin .....	8	88 00
57,269	J. H. Hiltz .....	Lunenburg .....	56	Jeffrey Publicover .....	do .....	10	112 00
83,485	John M. Inglis ..	Liverpool .....	79	Sam'l Wolfe, M.O. ....	West Dublin .....	15	158 00
85,723	Jessie A. Loye ..	Lunenburg .....	99 80	Leonard Young, M.O ..	Lunenburg .....	14	160 00
74,019	Jewel .....	do .....	52	do .....	do .....	10	104 00
85,727	Jessie .....	do .....	40	Henry Pernette, M.O. ....	La Have .....	9	80 00
75,566	Julia A. ....	do .....	15	Martin J. Sperry, M.O ..	do .....	5	30 00
59,475	Jessen .....	do .....	69	Aaron Hyson, M.O. ....	Mahone Bay .....	12	138 00
80,833	Josephine W. ...	do .....	59	benj Mason, M.O. ....	Mahone Bay .....	12	118 00
74,150	J. P. Corkum ..	do .....	16	John Pearl .....	Tancook .....	4	32 00
74,015	Kohinoor .....	do .....	77	Jos. Rudolph, jun. ....	Lunenburg .....	14	154 00
80,822	Leone .....	do .....	79	Benj. Berringer .....	do .....	14	118 00
88,352	Linaria .....	do .....	107 80	Uriah Falt, M.O. ....	Petite Rivière ..	14	160 00
74,011	Lavinia .....	do .....	71	Geo. Hall, M.O. ....	Lunenburg .....	12	142 00
80,828	Larkspur .....	do .....	44	J. D. Sperry .....	Petite Rivière ..	8	88 00
74,144	Lily A. W. ....	do .....	53	Hy. Westhaver, M.O. ....	Martin's Brook ..	10	106 00
36,495	Lady Speedwell ..	do .....	56	Jeffrey Heckman .....	Heckman's Isl'd ..	10	112 00
88,361	Louisa J. Selig ..	do .....	99 80	James Hirtle, M.O. ....	Lunenburg .....	14	160 00
69,184	Laura May .....	do .....	45	Philip Shenkel .....	Middle La Have ..	8	90 00
80,840	Lettie May .....	do .....	41	Wm. Cleveray, M.O. ....	La Have .....	9	82 00
83,484	Lillian M. ....	do .....	132 80	James Conrad, M.O. ....	do .....	17	160 00
88,360	Lettie M. Hardy ..	do .....	98 80	Cornelius Hardey .....	Mahone Bay .....	17	160 00
83,177	Maggie Belle .....	do .....	72	Benj Berringer, M.O ..	Lunenburg .....	13	144 00
69,183	Mary Jane .....	do .....	47	James Mosher, M.O. ....	South .....	10	94 00
59,488	Mary Young .....	do .....	77	Wm. Young .....	Lunenburg .....	11	154 00
80,839	Magnific .....	do .....	69	Jno. Zinck, M.O. ....	do .....	12	138 00
75,576	Minnie A. ....	do .....	41	Geo. Kreser, M.O. ....	Ritcey's Cove .....	10	82 00
69,213	Mayfly .....	do .....	12	Solomon Smith, M.O. ....	La Have .....	4	24 00
74,142	Mary A. ....	do .....	45	Albert Smith, M.O. ....	do .....	10	90 00
83,173	Maggie Smith .....	do .....	83 80	Lemuel Smith, M.O. ....	do .....	14	160 00
77,619	Milford Grey .....	do .....	60	David Smeltzer, M.O ..	Mahone Bay .....	12	120 00
85,646	Maude .....	do .....	15	Joshua Cleaveland .....	Chester .....	4	30 00
	Carried forward ..		5,801			1082	11602 00

**DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued**

**LUNENBURG COUNTY—Continued.**

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		5,801			1082	11602 00
88,613	N. P. Christian	Lunenburg	88 80	Alfred Heisler	Mahone Bay	a 4	104 64
88,342	Nova Zembla	do	84 80	Adam Knickle, M.O.	Lunenburg	12	160 00
85,343	Narcissus	do	127 80	S. Watson Oxner, M.O	do	13	160 00
85,733	Novara	do	118 80	Wm. L. Romkey, M.O	do	14	160 00
85,721	Notice	do	47	James Bell, sen.	Dublin Shore	8	94 00
88,603	Nokomis	do	94 80	David Mader	Mahone Bay	14	160 00
85,722	Ottawa	do	115 80	L. Anderson & Co., M.O's	Lunenburg	15	160 00
88,344	Onward	do	87 80	Chas. Hewitt, M.O.	do	14	160 00
88,350	Orion	do	78	Geo. A. Naas, M.O.	do	13	156 00
85,632	Ocean Belle	do	83 80	Leonard Young, M.O	do	14	160 00
88,346	Olive	do	102 80	Daniel Getson, M.O.	La Have	14	160 00
88,354	Orleans	do	61	Edmund Hirtle	do	12	122 00
80,827	Ocean Gem	do	78	Jno. M. Ritcey, M.O.	do	15	156 00
83,139	Ocean Friend	do	78	Martin Westhaver	Mahone Bay	12	156 00
75,570	Olive Branch	do	14	Jno. Church	Aspotagan	4	28 00
80,837	Pet	do	69	Chas. Anderson, M.O	Lunenburg	12	138 00
85,647	Pembina	do	94 80	L. Anderson & Co., M.O's	do	14	160 00
85,331	Parisian	do	107 80	Allan R. Morash	do	14	160 00
85,337	Parthenia	do	111 80	S. Watson Oxner, M.O	do	14	160 00
85,64	Pleroma	do	103 80	W. C. Smith, M.O.	do	14	160 00
75,563	Petrel	do	77	Geo. Nass	do	14	154 00
85,636	Prize	do	91 80	Abraham Smith, M.O	do	15	160 00
77,622	Pleasantville	do	103 80	Albert McKean	Pleasantville	17	160 00
69,187	Queen of the Fleet	do	46	N. W. Reddy	Chester Basin	9	92 00
69,203	R. W. Smith	do	73	A. Heisler, M.O.	Lunenburg	12	146 00
85,349	Rise Over	do	81 80	Jno. Smeltzer, M.O	do	14	160 00
69,194	River Queen	do	51	Nicolas Oxner, M.O.	New Dublin	13	102 00
83,133	Regina B.	do	83 80	Reuben Ritcey, M.O.	La Have	14	160 00
84,605	S. A. Morash	do	99 80	Henry Greser, M.O.	do	14	160 00
74,018	Sunbeam	do	68	L. Anderson & Co., M.O's	Lunenburg	14	136 00
85,645	Sissie Belle	do	40	Henry Gerhardt, M.O	South	9	80 00
85,737	Scylla	do	101 80	C. W. H. Kaulbach, M.O.	Lunenburg	16	160 00
77,614	Senator	do	75	J. Moyle Rudolf, M.O	do	13	150 00
85,350	Saxon	do	79	Geo. A. Ross, M.O.	do	12	158 00
69,218	Standard	do	77	John Anderson, M.O	do	12	154 00
74,132	Springfield	do	43	Benj. Conrad, M.O.	Rose Bay	10	86 00
74,139	Sadie	do	44	Thos. Greaser, M.O.	La Have	10	88 00
69,179	Snow Queen	Halifax	54	Jno. Shankle, M.O.	do	10	108 00
88,349	Seovar	Lunenburg	89 80	Nathan Hiltz	Mahone Bay	15	160 00
74,086	Silver Stream	Halifax	35	Geo. E. DeWitt, M.O	Chester	4	70 00
69,202	Treasure	Lunenburg	76	Chas. Anderson, M.O	Lunenburg	14	152 00
85,729	Tyrone	do	107 80	Chas. Kaulbach, M.O	do	14	160 00
74,118	True Love	Halifax	30	Chas. Bell, M.O.	La Have	8	60 00
88,607	Undaunted	Lunenburg	47	W. N. Reinhardt, M.O	do	10	94 00
85,640	Virgin Belle	do	57	Francis Conrad	South	12	114 00
83,163	Victor	do	76	Steph. Himmelman	do	12	152 00
	Carried forward .....		8,954			1645	17852 64

a Nine of the crew fished in other vessels, and claimed bounty elsewhere.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

LUNENBURG COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
	Brought forward .....		3,954			1645	\$ 17852 64
88,353	Violet .....	Lunenburg .....	88-80	Simeon Hebb .....	Lunenburg .....	15	160 00
85,334	Valorous .....	do .....	57	James Lohnes, M.O.	South .....	12	114 00
88,601	Virgilia .....	do .....	94-80	S. Watson Oxner, M.O.	Lunenburg .....	16	160 00
85,338	Viola .....	do .....	109-80	Wm L. Ronkey, M.O.	do .....	14	160 00
85,735	Victory .....	do .....	97 80	Edward Maxner .....	do .....	14	160 00
83,164	Valiant .....	do .....	88-80	Ephraim Lohnes, M.O.	La Have .....	14	160 00
85,635	Vanilla .....	do .....	102-80	James Ronkey, M.O.	do .....	14	160 00
88,609	Virgesco .....	do .....	57	Albert McKean, M.O.	Pleasantville .....	9	114 00
69,200	Vesta .....	do .....	64	Martin Evans .....	Chester .....	6	128 00
69,201	W. E. Young .....	do .....	92-80	J. H. Wilson, M.O.	Lunenburg .....	15	160 00
83,174	W. Rodger .....	do .....	84-80	Chas. Hewitt, M.O.	do .....	15	160 00
57,257	W. L. Lohnes .....	do .....	38	Wm. Lohnes .....	La Have .....	8	76 00
74,147	Welcome .....	do .....	44	Benj. Himmelman, M.O.	do .....	b 9	83 60
	Total .....		9,834		Total .....	1806	19648 24

b. One (1) of crew deceased.

PICTOU COUNTY.

75,888	Annie .....	Pictou .....	22	C. Dwyer .....	Pictou .....	4	44 00
69,446	Champion .....	do .....	55	George McPherson .....	do .....	5	110 00
38,510	Lily .....	do .....	19	Thomas Tanner .....	do .....	a 2	23 76
	Total .....		96		Total .....	11	177 76

a. Six of crew did not fish 3 months.

QUEEN'S COUNTY.

83,487	Avance .....	Liverpool .....	64	R. H. Gardner, et al.	Brooklyn .....	18	128 00
85,483	Angola .....	do .....	94-80	Joseph Innes, M.O.	Liverpool .....	14	160 00
61,838	Amazone .....	Port Medway .....	41	John Hutt .....	Port Medway .....	13	82 00
66,722	C. Averett .....	Liverpool .....	19	James H. Smith, M.O.	Brooklyn .....	3	38 00
75,778	Coronila .....	do .....	64	do .....	do .....	11	128 00
83,492	Dessle .....	do .....	11	Alex. Shankle .....	Port Mouton .....	4	22 00
85,344	Donzella .....	Lunenburg .....	118-80	Adam Selig .....	Vogler's Cove .....	14	160 00
83,308	Ella .....	Port Medway .....	10	Sylvanus Morton .....	Milton .....	3	20 00
61,544	Emma Jane .....	Shelburne .....	15	John H. Smith, M.O.	Port Mouton .....	3	30 00
75,782	Hattie E. .....	Port Medway .....	35	Henry Selig .....	Vogler's Cove .....	10	70 00
75,767	J. C. Dakin .....	Liverpool .....	30	Anderson & Bill .....	Liverpool .....	7	60 00
77,617	J. W. Russell .....	Port Medway .....	53	John Hutt .....	Port Medway .....	14	106 00
83,311	Jessie M. Vogler .....	do .....	77	James P. Vogler, M.O.	Vogler's Cove .....	13	154 00
75 764	Kestrel .....	Liverpool .....	70	Enos McLeod, M.O.	Liverpool .....	14	140 00
83,494	Lizzie Wharton .....	do .....	120-80	Colin McLeod, M.O.	Brooklyn .....	20	160 00
64,917	Magenta .....	do .....	20	Samuel Dexter, M.O.	do .....	5	40 00
83,493	Mary C .....	do .....	84-80	Hendry & McMillan .....	Liverpool .....	17	160 00
83,310	Myosotis .....	Port Medway .....	92-80	Asa Morin & Sons .....	do .....	19	160 00
	Carried forward .....		909			202	1818 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

QUEEN'S COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		909			202	1,818 00
75,762	May Queen .....	Liverpool .....	17	E. E. Leston .....	Port Medway....	4	34 00
80,838	Ocean Bride.. ...	Lunenburg . ....	20	Edg. Clattenburg, M.O. ....	East Pt. Medway	6	40 00
77,790	Percy Roy .....	Port Medway ...	48	Wm. R. Cohoon .....	Port Medway....	12	96 00
77,787	Rescue .....	do .....	20	James Mann .....	East Pt. Medway	6	40 00
83,495	Utopia .....	Liverpool .....	98	Rupert H. Gardner, M.O. ....	Brooklyn .....	15	160 00
75,785	Village Belle ....	Port Medway ...	55	S. E. Teel .....	Vogler's Cove ...	13	110 00
51,777	Zaidee .....	Liverpool .....	55	James C. Innes, M.O	Liverpool .....	10	110 00
	Total .....		1,204		Total .....	268	2,408 00

RICHMOND COUNTY.

38,685	Adelle.....	Sydney .....	18	Albert Poste .....	Arichat .....	4	36 00
77,544	Alpha .....	Arichat .....	42	Wm. LeVesconte ...	D'Escousse .....	9	84 00
38,498	Apolline .....	do .....	40	do .....	do .....	8	80 00
64,713	Amelia M .....	Pt. Hawkesbury	13	Andrew Boudrot.....	Gros Nez .....	3	28 00
38,485	Ajax .....	Arichat .....	40	John Boudrot .....	Poulamond .....	10	80 00
83,086	Ada M .....	Pt. Hawkesbury	20	Ph. James Manger ...	D'Escousse .....	5	40 00
38,521	Annie Laurie....	Arichat .....	44	John Morrison .....	St Peter's.....	9	88 00
28,986	Blue Bell .....	do .....	25	D. Gruchy & Sons ...	D'Escousse .....	9	50 00
38,386	Bright Star .....	do .....	18	J. S. R. Leblanc .....	West Arichat....	3	36 00
38,501	R. Weir & Co ..	do .....	19	Abram Fougère, jun.	River Bourgeois.	7	38 00
72,061	C. P. M. ....	do .....	22	Désiré Burke .....	do .....	7	44 00
43,109	Chatham Head.	Chatham, N.B....	24	Dominique Fougère.	Poulamond .....	8	48 00
75,879	Cetewayo .....	Pictou .....	20	Pacien Bouchie .....	River Bourgeois.	6	40 00
38,439	Catherine .....	Arichat .....	20	Désiré Burke.....	do .....	7	40 00
75,783	Crescent .....	Port Medway....	27	Abram Fougère, jun	do .....	7	54 00
72,058	Daisy .....	Arichat .....	34	Simon Richard .....	Arichat .....	4	68 00
77,822	Eliza Smith .....	do .....	44	Pacien Poirier .....	Goulet .....	9	88 00
75,816	Eliza Jane .....	Shelburne .....	21	Alex. Vigneau .....	Arichat .....	2	42 00
68,190	Emma .....	Arichat .....	47	Joseph Matheson .....	L'Ardoise .....	9	94 00
38,335	Elizabeth .....	do .....	17	Damien Bouchie ....	River Bourgeois.	7	34 00
38,477	Elizabeth .....	do .....	18	Abram Burke, et al .	do .....	7	36 00
77,843	Elizabeth .....	Halifax .....	30	Rev. C. P. Martell ...	do .....	8	60 00
41,925	Euxine .....	Arichat .....	38	Alex. Bacardox.....	D'Escousse .....	4	76 00
83,399	Fannie R. C .....	Halifax .....	22	Peter Boudrot.....	River Bourgeois.	5	44 00
58,484	Good Templar...	Lunenburg.....	22	Henry Cook.....	Halifax .....	6	44 00
38,481	G. H. B. ....	Arichat.....	36	F. W. Bissett .....	River Bourgeois.	6	72 00
38,326	Harriett .....	do .....	26	Chas. Boudrot .....	West Arichat....	4	52 00
38,486	Julia .....	do .....	20	Louis Burke.....	River Bourgeois	6	40 00
80,972	John Vincent...	Sydney .....	17	David Sampson.....	do .....	7	34 00
75,878	Lida and Lizzie.	Arichat .....	56	Wm LeVesconte.....	D'Escousse .....	11	112 00
72,070	Leon .....	do .....	46	D. Gruchy & Sons...	do .....	11	92 00
38,516	Lady of the Lake	do .....	26	Aime Dugas et al .....	River Bourgeois.	6	52 00
72,072	Lady Fougère...	do .....	11	Docité Fougère.....	do .....	4	22 00
72,071	Lumen Dei.....	do .....	17	Urban Sampson.....	do .....	6	34 00
38,400	Mary .....	do .....	24	Henry Boudrot.....	Poulamond .....	8	48 00
46,082	Mary .....	Hawkesbury ...	43	D. Gruchy & Sons...	D'Escousse .....	9	86 00
38,522	Mary .....	Arichat .....	23	Isaiah Boudrot.....	River Bourgeois	7	46 00
38,459	Mary Ann.....	do .....	29	Désiré Poirier.....	D'Escousse .....	6	58 00
	Carried forward .....		1,059			254	2118 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

RICHBOND COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		1,059			254	2,118 00
36,435	Mary Stevens.....	Arichat .....	31	Pacien Poirier.....	Goulet .....	8	62 00
72,047	Mary Moulton.....	do .....	26	Celestin Curdeau.....	River Bourgeois.	7	52 00
72,063	May Flower.....	do .....	12	Peter LeLacheur.....	D'Escousse .....	4	24 00
69,109	Marcella Butler.	Halifax.....	38	Fabien Fougère.....	River Bourgeois.	8	76 00
54,134	Morning Star.....	do .....	21	John Landry.....	Petit de Grat.....	3	42 00
61,902	Morning Star.....	do .....	35	John Mauger.....	Arichat Island...	7	70 00
38,413	Morning Star.....	Arichat .....	25	Aimable Potty.....	River Bourgeois.	8	50 00
42,388	Nimble.....	Halifax.....	45	D. Druchy & Sons...	D'Escousse .....	9	90 00
72,648	Neptune.....	Arichat.....	26	Chas. Boudrot.....	River Bourgeois.	a 5	44 58
54,139	Ocean Belle.....	Halifax.....	20	Michael Boudrot.....	do .....	6	40 00
72,067	Philomen D.....	Arichat .....	22	Tranquil De Gout...	do .....	7	44 00
38,414	Philomel.....	do .....	26	Mathew Dugas et al.	do .....	8	52 00
38,462	Partners.....	do .....	26	Thos Ariei.....	do .....	7	52 00
72,059	Richmond Queen	Halifax.....	37	D. Gruchy & Sons...	D'Escousse.....	9	74 00
36,521	Shooting Star.....	Arichat .....	33	Wm. LeVesconte.....	do .....	7	66 00
37,612	Sea Slipper.....	Lunenburg.....	41	Chas. Mauger.....	Cap LaRonde....	11	82 00
38,480	Two Brothers.....	Arichat.....	32	Simon Landry.....	River Bourgeois.	8	64 00
61,990	Union.....	Halifax.....	20	Felix Burke.....	do .....	6	40 00
37,056	Victory.....	Arichat.....	38	Wm LeVesconte.....	D'Escousse.....	9	76 00
38,523	Victoria.....	do .....	24	Peter Burke.....	French Cove.....	6	48 00
		Total.....	1,637		Total .....	397	3,266 58

a. Two of crew did not fish 3 months

SHELBURNE COUNTY.

88,544	Annie May.....	Shelburne .....	33	Rufus Acker, M.O....	Shelburne .....	8	66 00
85,479	Alina.....	do .....	91-80	Churchill Locke.....	Lockeport .....	20	160 00
83,054	Ardella.....	do .....	93-80	Jonathan Locke.....	do .....	16	160 00
38,167	Azoff.....	Yarmouth.....	38	Henry Atwood, M.O.	do .....	8	76 00
85,565	Alice Louise.....	Barrington.....	93-80	N. McGray.....	Barrington.....	20	160 00
61,983	Anna Bella.....	Halifax.....	22	Obadiah W. Hopkins, M.O.....	do .....	6	44 00
85,567	Annie Robertson	Barrington.....	95-80	R. B. Stoddart, M.O.	do .....	14	160 00
77,758	Bride.....	Shelburne .....	78	Jno. Purney.....	Shelburne .....	16	156 00
85,481	Beulah.....	do .....	107-80	Stewart, Freeman & Co.....	Jordan River....	14	160 00
74,366	Bel Brandon.....	do .....	99-80	Johnson & Churchill	Lockeport .....	17	160 00
85,490	Billv Browne.....	do .....	88-80	Jacob Locke, M.O....	do .....	18	160 00
83,448	Clifford.....	do .....	88-80	J.A. McGowan, jun., M.O.....	Shelburne .....	14	160 00
61,589	Creolian.....	do .....	94-80	Johnson & Churchill	Lockeport .....	16	160 00
61,586	Cepola.....	do .....	100-80	Austen Locke.....	do .....	16	160 00
75,620	Cordelia.....	do .....	14	Jacob Locke & Sons.	do .....	2	28 00
80,905	Champion.....	Liverpool.....	15	Jos. W. Hopkins, M.O	Barrington.....	5	30 00
85,561	Cape Sable.....	Barrington.....	90-80	N. McGray.....	do .....	20	160 00
61,516	Dunkeith.....	Shelburne .....	59	Sutcliffe Decker, M.O	Jordan.....	14	118 00
65,624	Divina.....	do .....	52	Austen Locke.....	Lockeport .....	12	104 90
88,542	Edward T. Rus- sel.....	do .....	77	David Hardy, M.O...	do .....	16	154 00
83,043	Ella A. Downie.	do .....	73	Johnson & Churchill	do .....	14	146 00
	Carried forward .....		1,341			286	2,682 00



DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

SHELBURNE COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		1,341			286	2,682 00
75,558	Emma B.....	Barrington .....	93-80	P. C. Swim, M.O....	Barrington.....	20	160 00
86,476	Fleetwing.....	Shelburne .....	11	Edward Hammond, M.O.....	Jordan Bay.....	5	22 00
88,549	Frank .....	do .....	11	A. H. Fiske.....	do .....	3	22 00
83,047	Festina Lente...	do .....	80	Auden Locke.....	Lockeport.....	17	160 00
71,333	Freddie M. Reynolds.....	Barrington .....	34	Cornelius Snow.....	Port La Tour....	10	68 00
75,623	Grace Greenwood.....	Shelburne .....	88-80	Johnson & Churchill	Lockeport.....	18	160 00
85,478	Glenora.....	do .....	75	S Locke & Sons.....	do .....	16	150 00
85,668	Georgie Harold.....	Barrington .....	93-80	W. W. Kenny, M.O....	do .....	15	160 00
85,663	Helena Maud.....	do .....	111-80	Jno. H. Lyons, M.O....	Barrington.....	14	160 00
76,552	Hannah Eldridge	do .....	57	N. McGray.....	do .....	14	114 00
38,438	Highlander.....	Shelburne .....	32	A. M. Wrayton.....	Shag Harbour....	4	64 00
61,666	John Purney.....	do .....	66	John Purney.....	Shelburne .....	15	132 00
61,592	J. C. Williams....	do .....	29	S. Locke & Sons....	Lockeport.....	9	58 00
71,339	Joe Howe.....	Barrington .....	12	Daniel Purdy.....	Barrington.....	3	24 00
61,572	John Halifax.....	Shelburne .....	63	Orlando Taylor.....	Port La Tour....	14	126 00
85,669	Jessie B.....	Barrington .....	35	S. W. Kendrick, M.O.	Barrington.....	14	70 00
85,689	J. W. Kenny.....	Yarmouth.....	52	J. W. Kenny, M.O....	Cape Island.....	13	104 00
85,666	J. Lyons.....	Barrington .....	15	Jno. Lyons.....	Barrington.....	a 1	17 15
71,33	Jessie Newell....	do .....	63	W. B. Smith, M.O....	do .....	10	126 00
83,051	Keetsea.....	Shelburne.....	31	Jno. B. Harding....	Lockeport.....	7	82 00
77,761	Knight Templar.	do .....	90-80	Johnson & Churchill	do .....	15	160 00
61,594	Kewatin.....	do .....	96-80	Austen Locke.....	do .....	16	160 00
73,967	Katie.....	Liverpool.....	14	Marshall Swain, M O	do .....	4	28 00
74,051	Katie McKinnon	Barrington.....	73	Randall McKinnon, M.O.....	Cape Island.....	18	146 00
54,114	Lone Star.....	Halifax.....	29	Stronach Decker.....	Ragged Islands.	8	58 00
74,054	Laura E. Douglas	Barrington .....	39	James D. Joffin.....	Clyde.....	10	78 00
61,528	Lilian.....	Shelburne.....	40	Edward Crowell....	Port La Tour....	b 7	71 12
42,082	Leading Star.....	Digby.....	10	Jno. C. McGray....	Cape Sables'nd	4	20 00
71,336	Light Foot.....	Barrington .....	16	Seth Nickerson, M O	Cape Island.....	6	32 00
67,258	Lion.....	Lunenburg.....	39	Wm. A. Swaine, M.O.	Barrington.....	10	78 00
85,484	Mellacoree.....	Shelburne.....	109-80	Geo. Thorburn, M.O....	Shelburne .....	15	160 00
85,488	Mabel Somers...	do .....	98-80	Johnson & Churchill	Lockeport.....	18	160 00
74,368	Maggie Roach....	do .....	43	do .....	do .....	11	86 00
88,543	Max O'Rell.....	do .....	92-80	Churchill Locke....	do .....	16	160 00
83,046	Millie B.....	do .....	88-80	Clifford Locke.....	do .....	18	160 00
85,480	M & A. Morrison	do .....	80	D. Morrison, M.O....	Jordan Bay.....	16	160 00
77,746	Magellan Cloud.	do .....	80	J. H. Thorburn, M.O.	do .....	18	160 00
61,593	Mina Belle.....	do .....	42	James Snow.....	Upper Port La Tour.....	8	84 00
77,831	Minnie Currie... Barrington .....		60	Job A. Crowell, M O.	Cape Island.....	14	120 00
85,477	Myrtle.....	do .....	91-80	Dan V. Kenny, M O.	CapeSablesIsland	19	160 00
85,060	Nellie Morrow... Shelburne .....		88-80	Jacob Locke.....	Lockeport.....	16	160 00
83,052	Nautilus.....	do .....	11	Jacob Locke & Sons.	do .....	5	22 00
74,365	Nova Stella.....	do .....	53	Wm. Loyd, jun.....	do .....	14	106 00
77,749	Orange Grove... do .....		82	80 Churchill Locke....	do .....	17	160 00
55,830	Oregon.....	do .....	20	Thos L. Banks.....	Barrington.....	3	40 00
85,562	Onesa.....	Barrington .....	13	Alex. Smith.....	Blanch.....	5	26 00
	Carried forward .....		3,709			819	7,396 27

a. Six of crew did net fish 3 months. b. Two of crew did not fish 3 months.

**DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.**

**SHELBURNE COUNTY—Concluded.**

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
	Brought forward .....		3,709 .....			819	\$ 7,396 27
74,133	Pioneer.....	Yarmouth .....	92·80	Cyrus Nickerson, M.O .....		19	160 00
75,628	Rover .....	Shelburne .....	101·80	Jonathan Locke .....	Lockeport .....	19	160 00
49,473	Rhuama.....	Digby .....	46	J. B. Brannen .....	Barrington .....	12	92 00
75,626	Sylph.....	Shelburne .....	76	R. H. Bohnan .....	Shelburne .....	14	152 00
85,483	Sarah H. Seaton .....	do .....	95·80	Clifford Locke .....	Lockeport .....	13	160 00
75,569	Surprise.....	Barrington .....	13	Nat C. Hopkins.....	Barrington .....	5	26 00
37,523	Snowdrop.....	Liverpool .....	29	James Snow.....	Upper Port La Tour .....	8	58 00
88,542	Three Bells.....	Shelburne .....	92·80	Austen Locke .....	Lockeport .....	19	160 00
77,759	Thomas Robertson .....	do .....	66	do .....	do .....	12	132 00
59,496	Thetis.....	Lunenburg .....	41	do .....	do .....	12	82 00
85,487	Willie McGowan .....	Shelburne .....	115·80	J. A. McGowan, jun., M.O .....	Shelburne .....	16	160 00
77,744	Whip-poor-will..	do .....	15	Jos. Harding .....	Rockland .....	5	30 00
77,748	Winifred .....	do .....	84·80	Sam. Lock & Sons... ..	Lockeport .....	18	160 00
	Total.....		4,475		Total.....	991	\$ 8,928 27

**VICTORIA COUNTY.**

77,844	May Flower .....	Halifax .....	16	Wm. Carey .....	New Campbellton .....	5	32 00
77,868	Sambo.....	Sydney.....	14	Jno. G. Morrison.....		3	28 00
	Total .....		30		Total.....	8	60 00

**YARMOUTH COUNTY.**

88,586	Alma.....	Yarmouth .....	18	Mande Leblanc.....	Bel Brook.....	7	36 00
75,721	Angeline.....	do .....	67	Parker, Eakins & Co .....	Yarmouth .....	10	134 00
76,733	Alfred.....	do .....	46	do .....	do .....	10	92 00
80,647	Annie M. Bell.....	do .....	64	Leon V. Amiro, M.O .....	Pubnico .....	16	128 00
36,990	A La Mode.....	Lunenburg.....	32	Peter Belliveau, M.O .....	do .....	5	64 00
80,627	Annie D.....	Yarmouth.....	71	Geo D. D'Entremont .....	do .....	12	142 00
75,748	Anna McGee.....	do .....	58	do .....	do .....	16	116 00
71,007	Alfarata.....	do .....	48	Chs. F. D'Entremont .....	do .....	18	96 00
71,030	Arizona.....	do .....	85·80	Sylvain D. D'Entremont, M.O .....	do .....	16	160 00
61,595	Annie Louise.....	Shelburne .....	40	Harvey Goodwin, M.O .....	do .....	17	80 00
85,549	Byron .....	Yarmouth .....	124·80	Byron Hines, M.O.....	do .....	16	160 00
74,320	Brenton.....	do .....	70	Parker, Eakins & Co .....	Yarmouth .....	14	140 00
66,682	Brisk.....	do .....	66	Leon D'Eon, M.O.....	Pubnico.....	14	132 00
71,028	Barbarone.....	do .....	93·80	Peter D'Eon, M.O.....	do .....	16	160 00
75,625	Banneret.....	Shelburne .....	54	Ruben Goodwin, M.O .....	do .....	13	108 00
	Carried forward.....		884			200	\$ 1,768 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Continued.

YARMOUTH COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		884			200	1,768 00
66,681	B. K. Kelly.....	Yarmouth .....	28	Uzziel Goodwin, <i>et al</i>	Lower Argyle....	7	56 00
66,683	Ballarose.....	do .....	40	And. D'Entremont, M.O.....	West Pubnico....	16	80 00
80,644	Beatrice.....	do .....	109 80	A. F. Stoneman & Co	Yarmouth.....	16	160 00
85,536	Cirassian.....	do .....	115 80	Wm. Ryder .....	Argyle.....	16	160 00
80,605	Coral Leaf.....	do .....	71	Geo. B. Goodwin, M.O.....	Pubnico.....	18	142 00
69,217	Ohlorus.....	do .....	57	A. F. Stoneman & Co	Yarmouth.....	11	114 00
66,679	Diploma.....	do .....	64	Louis D'Eon, M.O....	West Pubnico....	18	148 00
88,552	Edith A.....	do .....	81 80	Geo. D. D'Entremont M.O.....	Pubnico.....	14	160 00
53,811	Electric Flash..	Halifax.....	53	David D'Entremont, M.O.....	do .....	18	106 00
85,551	Ethel.....	Yarmouth .....	117 80	J. H. Porter & Co....	Tusket Wedge... 16	160 00	
80,646	Emma S.....	do .....	102 80	Benj. Leblanc, M.O..	do .....	21	160 00
75,754	E. L. Perkins....	do .....	45	A. F. Stoneman & Co	Yarmouth.....	9	90 00
75,720	Florence B. Parr	do .....	91 80	Parker, Eakins & Co	do .....	16	160 00
57,131	Forest Flower... 26	do .....	26	S. L. Oliver, M.O....	Pubnico.....	7	52 00
80,642	Harry Lewis.....	do .....	111 80	H. & N. B. Lewis....	Yarmouth.....	16	160 00
80,643	Hazel Dell.....	do .....	87 80	S. L. Oliver, M.O....	Pubnico.....	16	160 00
85,554	Hazel Glen.....	do .....	85 80	do .....	do .....	20	160 00
88,584	Index.....	do .....	16	Thos. Guest .....	Yarmouth.....	3	32 00
74,334	J. M. Manning... 57	do .....	57	Hatfield, Kinney & Co	do .....	11	114 00
85,560	Jacques.....	do .....	58	do .....	do .....	18	116 00
80,641	Jonathan.....	do .....	68	David L. Amiro, M.O.	West Pubnico.... 18	136 00	
88,587	Jessie May.....	do .....	14	Arthur E. Allen.....	Yarmouth.....	2	28 00
71,006	Kelso.....	do .....	111 80	J. H. Porter & Co....	Tusket Wedge... 16	160 00	
88,053	Kathleen.....	Shelburne .....	117 80	Geo. E. Cann.....	Yarmouth.....	16	160 00
88,581	Kingfisher.....	Yarmouth .....	47	A. F. Stoneman & Co	do .....	15	90 00
61,788	Lynx.....	do .....	59	Hatfield, Kinney & Co	do .....	16	118 00
61,587	Lucretia Jane... 87	do .....	87	do .....	do .....	14	160 00
80,624	Lima.....	do .....	12	H. & N. B. Lewis....	do .....	3	24 00
51,972	Lydia Ryder.....	do .....	57	And. L. D'Entremont M.O.....	Pubnico.....	17	114 00
80,632	Lumen.....	do .....	30	J. H. Porter & Co....	Tusket Wedge... 7	60 00	
80,614	Louise.....	do .....	85 80	do .....	do .....	19	160 00
74,323	Laura Gertrude.. 47	do .....	47	A. F. Stoneman & Co	Yarmouth.....	8	94 00
74,301	Minnehaha.....	do .....	13	M. Carroll.....	do .....	4	26 00
80,789	Meteor.....	Digby.....	37	Lyman J. Durkee....	do .....	9	74 00
71,010	Mariner's Guide.	Yarmouth .....	35	Hatfield, Kinney & Co	do .....	13	70 00
74,339	Maitland.....	do .....	44	H. & N. B. Lewis....	do .....	16	88 00
85,539	Maggie Jane.....	do .....	12	Abram Thurston....	Sandford.....	6	24 00
74,319	Marino.....	do .....	46	Raymond Amiro, M.O.	Pubnico.....	11	92 00
61,510	Mansimalo.....	Shelburne .....	50	Isaac D'Entremont, M.O.....	do .....	14	100 00
80,648	Maria.....	Yarmouth .....	109 80	Hatfield, Kinney & Co	Yarmouth.....	17	160 00
88,583	Mary O'Dell.....	do .....	13	L. Surette <i>et al</i> ....	Surette's Island. 6	26 00	
74,330	Nokomis.....	do .....	68	Hatfield, Kinney & Co	Yarmouth.....	13	136 00
37,010	Nancy Anna.....	do .....	35	P. D. Surette, M.O..	do .....	12	70 00
85,553	Onyx.....	do .....	138 80	Parker, Eakins & Co	Yarmouth.....	16	160 00
80,645	Opal.....	do .....	97 80	do .....	do .....	16	160 00
66,676	Olika.....	do .....	53	J. H. Porter & Co....	Tusket Wedge... 16	106 00	
	Carried forward .....		3,409			806	6,818 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Nova Scotia—Concluded.

YARMOUTH COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		3,409			806	6,818 00
61,840	Pigeon.....	Yarmouth .....	34	Hatfield, Kinney & Co.....	Yarmouth.....	11	68 00
74,332	Prodotor .....	do .....	54	Zacharie D'Eon, M.O.....	Pubnico.....	16	108 00
51,978	Pandora.....	do .....	57	A. F. Stoneman & Co.....	Yarmouth.....	17	114 00
74,323	Regina.....	do .....	57	Archange C. D'Entremont, M.O.....	West Pubnico...	17	114 00
80,628	Roseneath.....	do .....	110-80	Byron Hines.....	Pubnico.....	16	160 00
71,037	River Rose.....	do .....	54	Chas. M. Boudreau, M.O.....	Tusket Wedge...	17	108 00
85,537	Sisters .....	do .....	15	Robt. Crowell.....	Deerfield.....	7	30 00
74,335	Safe.....	do .....	35	Hatfield, Kinney & Co.....	Yarmouth .....	11	70 00
88,589	Sandford.....	do .....	20	Abram Thurston.....	Sandford.....	7	40 00
57,132	Serene.....	do .....	54	James Amiro, M.O.....	Pubnico .....	16	108 00
71,033	Sabra Killam....	do .....	55	Geo. D. D'Entremont, M.O.....	do .....	15	110 00
57,150	Salvador.....	do .....	52	Ambroise D'Eon, M.O.....	do .....	17	104 00
85,538	Sigefroi.....	do .....	40	J. H. Porter & Co.....	Tusket Wedge...	15	80 00
75,724	Sea Foam.....	do .....	75	do .....	do .....	11	150 00
71,031	Sarah J. Killam..	do .....	51	A. F. Stoneman & Co.....	Yarmouth .....	15	102 00
80,782	Titania.....	Digby.....	52	Hatfield, Kinney & Co.....	do .....	18	104 00
74,122	Temple Bar.....	Port Medway....	44	Ambroise D'Eon, M.O.....	Pubnico .....	16	88 00
61,790	Twilight.....	Yarmouth .....	58	A. F. Stoneman & Co.....	Yarmouth .....	12	116 00
75,749	Vivid.....	do .....	43	Parker, Eakins & Co.....	do .....	10	86 00
71,034	Vanguard.....	do .....	47	Chas. V. Amiro, M.O.....	Pubnico.....	12	94 00
61,553	Vidette.....	Shelburne.....	58	P. T. D'Eon, M.O.....	do .....	17	116 00
74,570	Village Belle....	do .....	40	James Lennox, M.O.....	do .....	17	80 00
50,591	Water Lily.....	Yarmouth .....	71	Hatfield, Kinney & Co.....	Yarmouth .....	15	142 00
80,629	Winnie L.....	do .....	100-80	Hatfield, Kinney & Co.....	do .....	16	160 00
57,103	West Point.....	do .....	38	H. & N. B. Lewis.....	do .....	12	76 00
61,579	Will o' the Wisp	do .....	41	Julien D'Entremont, M.O.....	West Pubnico...	16	82 00
66,685	Wide Awake....	do .....	77	A. F. Stoneman & Co.....	Yarmouth .....	14	154 00
61,921	W. E. Weir.....	do .....	41	do .....	do .....	14	82 00
57,101	Young Scotland..	do .....	47	J. H. Porter & Co.....	Tusket Wedge...	12	94 00
	Total.....		4,879		Total.....	1215	9,758 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Continued

PROVINCE OF NEW BRUNSWICK.

CHARLOTTE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.	
							\$	cts.
59,346	A. J. Malloch	St. Andrews	21	Isaac Malloch	Campo Bello	5	42	00
59,364	Alice	do	10	Harrington Guptill	Grand Manan	4	20	00
42,066	Ada	Digby, N.S.	29	W. B. Guptill	do	4	58	00
83,478	Argyle	St. Andrews	10	Robt. Ross	St. Andrews	4	20	00
88,275	Annawan	do	16	R. T. Cross	Beaver Harbour	2	32	00
52,065	Adelia	Windsor, N.S.	17	W. D. Wright	do	5	34	00
83,469	Austin P.	St. Andrews	12	Lincoln Richardson	Deer Island	4	24	00
80,888	B. R. Stevenson	do	17	John W. Appleby	do	5	34	00
83,462	Beauty	do	25	Robert Ross	St. Andrews	2	35	00
59,319	Brisk	do	20	Alfred Wadlin	Beaver Harbour	4	40	00
59,311	Blooming Rose	do	19	Aaron Cook	Deer Island	5	38	00
64,011	Bee	Digby, N.S.	12	Robt. Shaw, sen.	Lepreaux	6	24	00
59,375	Cadet	St. Andrews	13	Chas. Savage	Campo Bello	4	26	00
35,385	Charity	do	38	Robert Ross	St. Andrews	4	76	00
35,338	Caroline	do	18	J. M. Lord	Deer Island	5	36	00
54,341	Dawn	Digby, N.S.	25	E. Gaskill	do	5	50	00
59,373	E. M. Oliver	St. Andrews	14	James Oliver, jun.	Back Bay	5	28	00
80,892	Ella Mabel	do	14	Robt. Ross	St. Andrews	4	28	00
80,803	Exenia	Windsor, N.S.	18	Wm. F. Parker et al.	Beaver Harbour	6	36	00
59,391	Eliza Ann	St. Andrews	12	Gradis Johnson	do	4	24	00
77,968	Empress	do	14	Geo. Caffary	Mace's Bay	2	28	00
88,276	Falcon	do	12	Wm. Brown	Campo Bello	4	24	00
83,480	Fred Taylor	do	13	Joseph Boyd	do	3	26	00
51,966	Friendly	Digby, N.S.	18	Henry Burnham	Grand Manan	3	36	00
83,466	Fannie May	St. Andrews	19	Wm. G. Thompson	St. Patrick	5	38	00
77,983	Freeman Colgate	do	26	Aretas English	Deer Island	8	52	00
51,748	Frank L. Dixon	do	18	Emery A. Gearson	St. George	5	36	00
59,393	Fannie	do	12	George Leonard	Deer Island	4	24	00
57,315	Genetta	Yarmouth, N.S.	13	Daniel Johnson	Grand Manan	5	26	00
59,396	Gertie Westbro'k	St. Andrews	10	James Cline	Deer Island	4	20	00
35,348	Helen	do	18	Wm. Akers	Campo Bello	5	36	00
83,463	Havelock	do	33	Wm. James	do	4	66	00
59,394	Hattie	do	10	Charles Harkins	Dipper Harbour	3	20	00
83,463	Josie L. Day	do	16	Geo. Scofield	Grand Manan	5	32	00
83,475	Jennie	do	11	Lincoln Richardson	Deer Island	4	22	00
51,727	Leader	do	22	Geo. R. Batson	do	3	44	00
77,965	Lydia B.	do	12	Jno. M. Calder	Campo Bello	3	24	00
59,321	Little Nell	do	21	Wm. McLellan	do	5	42	00
38,441	Liberal	Yarmouth, N.S.	26	Jno. A. Mitchell	do	5	52	00
59,395	Little Minnie	St. Andrews	11	Geo. Douglass	Latete	4	22	00
59,118	Linnet	St. John	29	Chas. R. Trynor	Beaver Harbour	4	58	00
83,474	Letter B.	St. Andrews	12	David Kelly	Latete	3	24	00
51,734	Lavinia	do	13	Luther Mathews	Latete	6	26	00
59,388	Letitia	do	10	Alfred Johnson	Deer Island	4	20	00
83,472	Linden	do	12	Benjamin Parker	do	2	24	00
83,273	Lillian E.	do	13	Andrew McGee	Back Bay	5	26	00
59,342	Lizzie S. McGee	do	14	do	do	6	28	00
80,881	Lena May	do	18	Edward Mathews	Latete	7	36	00
64,043	Lily	Digby, N.S.	19	Wm. Cassidy	Lepreaux	4	38	00
83,464	Little Annie	St. Andrews	19	Jacob Cook	St. George	6	38	00
88,271	Magellan Cloud	do	20	Simon Brown, jun.	Wilson's Beach	5	40	00
	Carried forward		874			223	1,738	00

a. Two of crew entered in another claim, and one did not fish three months.

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—New Brunswick—Continued.

CHARLOTTE COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		874			223	1,738 00
77,961	Medora.....	St. Andrews.....	24	Robt. Ross .....	St. Andrews.....	5	48 00
83,476	Mabel .....	do .....	11	do .....	do .....	2	22 00
80,034	Mabel .....	do .....	12	J. Watson .....	do .....	4	24 00
35,314	Matilda .....	do .....	28	Marshall Stinson.....	do .....	5	56 00
59,326	Maud Holmes .....	do .....	21	Jacob Cook .....	St. George.....	6	42 00
88,277	Maggie Jane.....	do .....	18	Seward B. Cross.....	Beaver Harbour..	4	36 00
85,442	Mystery .....	Windsor, N.S. ....	14	John F. Paul .....	do .....	4	28 00
38,109	Mary .....	Yarmouth, N.S. ....	16	James Thompson.....	Black Harbour ..	5	32 00
59,125	Mount Whatley..	St. John .....	28	Hugh Belmore .....	Dipper Harbour..	4	56 00
77,967	Naomi .....	St. Andrews .....	14	Wm. James .....	Campo Bello.....	4	28 00
64,029	Norman B .....	Digby, N.S. ....	20	Howard Jackson.....	do .....	4	40 00
59,367	Nymph .....	St. Andrews.....	11	James Savage .....	do .....	3	22 00
59,385	Onward .....	do .....	19	Alex'r Calder .....	do .....	3	38 00
75,716	Onward .....	Yarmouth, N.S. ....	10	H. W. Foster .....	Grand Manan....	4	20 00
80,883	Ocean Queen .....	St. Andrews.....	21	Robert Ross .....	St. Andrews.....	7	42 00
59,383	Pilgrim Progress	do .....	10	Joseph Holmes .....	Latete .....	3	20 00
52,174	Pilot .....	St. John .....	12	Wm. Oline .....	Deer Island .....	2	24 00
83,473	Porpoise .....	St. Andrews.....	18	Dan Ellison .....	do .....	4	36 00
75,691	Rise-and-Go .....	Digby, N.S. ....	16	Wm. Sirls .....	Campo Bello.....	4	32 00
59,334	Rival .....	St. Andrews.....	27	G. L. Stevens .....	Grand Manan....	4	54 00
88,272	Simeon H. Bell ..	do .....	14	Geo Kirkpatrick.....	Campo Bello.....	4	28 00
59,357	Silver Bell .....	do .....	13	Alex'r Malloch .....	do .....	3	26 00
59,332	Sea Flower .....	do .....	11	Geo. Mulholland.....	do .....	4	22 00
59,392	Sarah .....	do .....	15	Daniel Hillyard.....	Lubec, Me .....	4	30 00
59,387	Telephone .....	do .....	19	Joseph McGee .....	Back Bay .....	9	38 00
88,414	Trumpet .....	St. John .....	20	Andrew W Holmes..	Beaver Harbour..	4	40 00
75,544	Viola .....	St. Andrews.....	36	James Brayley .....	do .....	5	72 00
83,468	Village Belle .....	do .....	15	Allen P. Dixon.....	Grand Manan....	3	30 00
77,969	Wave Queen .....	do .....	11	Wm. McMahon .....	Latete .....	5	22 00
59,377	Xantho .....	do .....	23	Leander B. Mitchell..	Bocabec .....	6	51 00
	Total .....		1,401		Total .....	352	2,792 00

GLOUCESTER COUNTY.

72,099	Adelina ..	Chatham .....	12	Auguste Poulin.....	Lameque .....	2	24 00
85,694	Arrow .....	do .....	14	Timothy Daly .....	Bathurst.....	3	28 00
61,432	Alice .....	do .....	11	Moses Digniard.....	Tracadie .....	3	22 00
72,079	Betsy .....	do .....	13	Cyrenus Gionet.....	Shippegan .....	3	26 00
61,431	Bee .....	do .....	11	Paul Noël .....	Lameque .....	3	22 00
61,409	Belmont .....	do .....	13	Angus McLean .....	Bathurst.....	3	26 00
61,446	Esperance .....	do .....	10	Wm. Fruing & Co. ....	Shippegan .....	3	20 00
85,695	Epopt .....	do .....	14	J. H. Mann .....	do .....	3	28 00
61,445	Flavie .....	do .....	13	Théophile Dugué.....	Lameque .....	3	26 00
61,437	Flying Cloud....	do .....	11	Lévi Chiasson .....	do .....	3	22 00
61,425	Hope .....	do .....	13	Chas. Robin & Co. ....	Caraque .....	3	26 00
85,692	Mary.....	do .....	11	Joseph Gionet .....	do .....	4	22 00
72,077	Mary .....	do .....	12	Moses Dugué.....	Shippegan .....	3	24 00
61,447	Merida .....	do .....	13	André Aagné.....	Lameque .....	4	26 00
61,442	Marie Cécile.....	do .....	15	Oliver Dugué .....	do .....	3	30 00
85,693	Mary Ellen .....	do .....	12	A. E. Curo.....	Jacquet River...	3	24 00
	Carried forward .....		198			49	396 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc—New Brunswick—Continued.

GLOUCESTER COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		198			49	396 00
72,100	Marie.....	Chatham.....	11	Onésime Chiasson ...	Lameque. ....	4	22 00
72,076	Providence.....	do .....	12	Eutrope Dugué ....	Shippegan.....	3	24 00
61,406	Reward.....	do .....	11	Joseph LeBoutillier..	Caraquet.....	4	22 00
85,696	Rose.....	do .....	11	Mara Basse.....	Tracadie.....	3	22 00
74,401	Sara.....	do .....	11	Nazaire Noël. ....	Lameque.....	3	22 00
	Total.....		254		Total.....	66	508 00

KENT COUNTY.

71,303	Finn.....	Richibucto. ....	11	Jude Finagia .....	Richibucto. ....	3	22 00
61,412	Favorite.....	Chatham.....	20	Thomas McNeil, sen.	do .....	2	40 00
43,124	Industry.....	do .....	17	John Curwin.....	do .....	2	34 00
61,428	Mab.....	do .....	13	Judé Robichaud ....	do .....	3	26 00
75,899	Maria.....	do .....	16	Octave Degrace.....	St. Louis.....	3	32 00
36,511	P. Martin.....	Halifax, N.S.....	36	Frank Hayes.....	Kingston.....	3	72 00
71,308	Sea Mouse.....	Richibucto.....	10	John Doucette.....	do .....	4	20 00
	Total.....		123		Total.....	20	246 00

NORTHUMBERLAND COUNTY.

68,724	Nettie Cole.....	Liverpool, N.S....	13	A. & J. Adams. ....	Neguac.....	2	26 00
72,091	White Wing.....	Chatham.....	20	T. B Williston.....	Baie du Vin.....	10	40 00
	Total.....		33		Total.....	12	66 00

ST. JOHN COUNTY.

72,246	Alpha.....	St. John.....	21	James Cobham.....	Carleton.....	3	42 00
72,192	Ada.....	do .....	19	Robt McLaren <i>et al.</i>	do .....	4	38 00
57,171	Anna Belle.....	St. Andrews.....	19	Henry Alston <i>et al.</i> ...	Pisarinco.....	4	38 00
80,093	Anna K.....	St. John.....	14	Wm. Spence.....	Portland.....	3	28 00
88,270	Alice May.....	do .....	10	James E. Tiner.....	Chance Harbor...	3	20 00
88,267	Bessie May.....	do .....	23	Geo. Abrams.....	Carleton.....	5	46 00
74,308	Bald Eagle.....	Yarmouth, N.S.	14	James Wilson.....	Portland.....	3	28 00
80,072	Buena Vista.....	St. John.....	14	Jno. McAnulty.....	Musquash.....	1	28 00
59,353	Civilian.....	St. Andrews.....	24	Isaac R. Noble.....	St. John.....	4	48 00
85,972	Dove.....	St. John.....	11	Saml. McGuire.....	Irishtown.....	2	22 00
88,253	E. B. Colwell....	do .....	19	Alward Harnard....	Carleton.....	4	38 00
85,961	Ella.....	do .....	13	Geo. Silliphant.....	do .....	3	26 00
66,926	Emma.....	do .....	13	David Thompson....	Chance Harbor...	7	26 00
85,503	G. P. Taylor.....	do .....	13	Elijah S. Toole <i>et al.</i>	Carleton.....	5	26 00
57,181	Hattie.....	Windsor, N.S....	13	Saml. Galbraith <i>et al.</i>	do .....	3	26 00
79,993	Humming Bird....	St. John.....	18	Isaac R. Noble.....	St. John.....	4	36 00
88,261	Little Joe.....	do .....	18	Joseph O'Brien....	Carleton.....	4	36 00
88,266	Lizzie Young....	do .....	12	Nath. Young.....	Irishtown.....	5	24 00
52,159	Mary E.....	do .....	21	Fred. Buchanan.....	Carleton.....	3	42 00
	Carried forw d .....		309			73	618 00

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—New Brunswick—Continued.

ST. JOHN COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
	Brought forward .....		309			73	618 00
69,148	Minnie .....	St. John .....	24	Isaac E. Noble .....	St. John .....	3	48 00
59,370	Sparkling Billow .....	St. Andrews .....	25	James W. Belyea .....	Carleton .....	5	50 00
72,973	Sea Breeze .....	Digby, N.S. ....	13	Thomas Evans .....	St. John .....	4	26 00
42,087	Two Sisters .....	do .....	14	Thomas Wilson, sen. <i>et al.</i> .....	Pisarinco .....	4	28 00
59,156	Tom .....	St. John .....	14	Peter Boyle .....	Chance Harbor..	5	28 00
59,313	U. S. Grant .....	Yarmouth, N.S.	32	Robt. Hutton .....	do .....	5	64 00
35,331	Victory .....	St. Andrews .....	16	Frank Campbell .....	Dipper Harbor...	4	32 00
72,321	Widgeon .....	St. John .....	11	Wm. Hood .....	Portland .....	2	22 00
88,264	Walter J. Clark.	do .....	20	Jno. M. Christopher <i>et al.</i> .....	Carleton .....	5	40 00
	Total .....		478		Total .....	110	956 00

PROVINCE OF PRINCE EDWARD ISLAND.

KING'S COUNTY.

68,342	Amorette .....	Charlottetown...	18	Peter Roberts .....	Murray Harbour.	6	36 00
88,660	Annie Lewis .....	do .....	52	John McLean .....	Souris .....	a 5	70 00
88,659	Isabella .....	do .....	45	Jno. A. McDonald, M.O. ....	do .....	b 4	59 84
75,481	Julia Ward .....	do .....	39	Wm. Herring .....	Murray Harbour.	4	78 00
80,915	Lily Bank .....	do .....	15	Amos Landry .....	Montague .....	4	30 00
68,200	Lorraine .....	Lunenburg, N.S.	69	Mathew McLean & Co	Souris .....	15	138 00
80,937	Montagne .....	Charlottetown...	16	Geo. Dunn .....	Murray Harbour	3	32 00
83,095	Mary Margaret...	Pt. Hawkesbury, N.S. ....	16	Alex. Jackson .....	Murray River....	4	32 00
	Total .....		270		Total .....	45	475 44

a. Balance of crew (9) did not fish 3 months.

b. Balance of crew (9) did not fish 3 months.

PRINCE COUNTY.

71,302	Alice .....	Charlottetown...	10	Isaac B. Lewis .....	Alberton .....	4	20 00
88,642	Express .....	do .....	46	Jno. Champion, M.O.	do .....	13	92 00
55,829	Emma McMillan.	Pictou, N.S. ....	20	Jno. Coughlan .....	Campbellton ...	4	40 00
69,948	Lois .....	Charlottetown...	66	Jno. A. Matheson .....	Alberton .....	13	132 00
59,663	Lettie .....	do .....	57	D. H. MacGowan .....	Tignish .....	4	114 00
83,226	Mary Queen .....	do .....	22	Samuel White .....	Abram's Village	2	44 00
75,489	Reality .....	do .....	39	A. J. McFadyen .....	Tignish .....	3	78 00
	Total .....		260		Total .....	44	520 00

QUEEN'S COUNTY.

61,967	Onward .....	Charlottetown..	52	A. C. McLeod .....	Park Corner.....	a 3	65 02
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a. Balance of crew (9) did not fish 3 months.



## DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—Continued.

## PROVINCE OF QUEBEC.

## GASPE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.
							\$ cts.
33,622	Admiration .....	Gaspé .....	60	Joseph Tripp, Sr. ....	Gaspé Basin ...	16	120 00
42,800	Cutter .....	Magdalen Isl'd's.	27	Lucien Cormier .....	Amherst Harbor	3	54 00
85,392	Colibre .....	do .....	15	A. D. Thériault .....	House Harbor ...	5	30 00
73,495	Canadienne .....	do .....	53	Nect. Arseneau <i>et al.</i>	do .....	8	106 00
64,856	Cora May .....	do .....	42	Jno. N. Arseneau ...	do .....	8	84 00
74,177	Dauntless .....	Charlottetown, P. E. I. ....	12	Gilbert Cormier .....	Amherst Harbor	4	24 00
55,642	Delaney .....	Magdalen Isl'd's.	44	Camille Delaney .....	House Harbor ...	5	88 00
71,357	Emma Gidney ...	Halifax, N.S. ....	47	Damien Devaux .....	do .....	9	94 00
85,391	Esperance .....	Magdalen Isl'd's.	30	Célestin Boudreau ...	Aubert .....	7	60 00
75,814	East Lynn .....	Halifax, N.S. ....	36	Isaac E. Arseneau ...	House Harbor ...	7	72 00
77,604	E. D. Myra .....	Lunenburg, N.S.	43	P. P. & F. H. Delaney	do .....	10	86 00
73,029	F. P. T. ....	Magdalen Isl'd's.	41	Philippe Turbide .....	do .....	7	82 00
77,612	Gold Hunter ...	do .....	41	Jno. N. Arseneau .....	do .....	8	82 00
76,815	Herbert .....	Halifax, N.S. ....	29	Saml. Boudreau .....	Amherst Harbor	7	58 00
73,022	Lédée Adèle .....	Magdalen Isl'd's.	50	Nazaire Jomphe, M <sup>o</sup>	House Harbor ...	10	100 00
55,644	Lion .....	do .....	42	l'héoph. Richard <i>et al.</i>	do .....	8	84 00
73,494	Marie Dolorosa ..	do .....	44	André Devaux .....	Cabin Cove .....	7	88 00
73,021	Marie Anne .....	do .....	46	Wm. Terrieau <i>et al.</i> ...	House Harbor ...	5	92 00
73,493	Marie Joseph .....	do .....	56	Philip Gaudin .....	do .....	11	112 00
73,024	Marie Euseph. ...	do .....	47	Wm. G. Leslie .....	Grindstone .....	10	94 00
73,025	Marie Euphrosyn	do .....	39	Nect. Arseneau, .....	House Harbour ...	6	78 00
73,491	Mary Jane .....	do .....	47	do M <sup>o</sup> .....	do .....	6	94 00
38,351	Nancy .....	Arichat, N.S. ....	16	Thadée Cormier .....	Aubert .....	4	32 00
54,082	Pheasant .....	Magdalen Isl'd's.	32	Jno. N. Arseneau .....	House Harbour ...	7	64 00
73,492	Thirza .....	do .....	14	Timothé Larade .....	Bassin .....	6	28 00
	Total .....		953		Total .....	184	1906 00

## SAGUENAY COUNTY.

42,436	Amelia .....	Gaspé .....	50	Paul Cormier <i>et al.</i> ...	Point Esquima'x	9	100 00
57,742	Acara .....	Halifax, N.S. ....	30	Frédéric Jomphe .....	do .....	7	59 93
59,468	Busy .....	Quebec .....	39	André Vigneau .....	do .....	9	78 00
83,370	C. M. G. P. ....	do .....	46	Ceo. Picard .....	do .....	7	92 00
61,968	D. Cronan .....	Halifax, N.S. ....	40	P. Lemarquand .....	do .....	6	80 00
80,754	Eugenie .....	Quebec .....	48	Andrew Vigneau. ...	do .....	9	96 00
59,909	Elizabeth .....	do .....	27	Luc Cormier .....	do .....	9	54 00
66,028	Emerillon .....	do .....	14	Auguste Michaud .....	Isle Verte .....	3	28 00
85,754	Florida .....	do .....	26	Hyppolite Bourque ...	Natashquan .....	5	52 00
85,459	Florida .....	do .....	13	Wm. Michaud .....	Isle Verte .....	3	26 00
75,679	Gleaner .....	do .....	40	Benjamin Landry ...	Point Esquima'x	10	80 00
85,750	H. B. ....	do .....	57	Hyppolite Boudreau.	do .....	9	114 00
85,753	Java .....	do .....	46	Dominique Cormier ..	do .....	11	92 00
74,092	J. M. G. Campbell	Halifax, N.S. ....	15	Xavier Arseneau .....	do .....	5	30 00
42,436	Labrador .....	Gaspé .....	43	Placide & Wm. Doyle	do .....	8	86 00
77,868	Léodore .....	Quebec .....	38	Édouard Boudreau ...	Westawoka .....	4	76 00
85,757	Marie Joséphine.	do .....	11	Narcisse Levesque ...	Isle Verte .....	2	22 00
55,863	Marie Adelmira.	do .....	13	Cyrille Levesque .....	do .....	4	26 00
64,990	Marie Ste. Croix.	do .....	17	Joseph Fortin .....	do .....	3	34 00
77,886	Marie Laura At- tala .....	do .....	26	Philodime Michaud.	do .....	2	52 00
	Carried forward		639			125	1,277 93

DETAILED STATEMENT of Fishing Bounties paid to VESSELS, etc.—  
Quebec—Continued.

SAGUENAY COUNTY—Concluded.

Official Number.	Name. or Vessels.	Port of Registry.	Tonnage.	Name of Owner. or Managing Owner.	Residence.	No. of Crew.	Amount of Bounty Paid.	
							\$	cts.
	Brought forward .....		639			125	1,277	93
42,434	Marguerite .....	Gaspé. ....	27	Isaie Cormier. ....	Sept Isles. ....	3	54	00
60,380	Marie Anne. ....	do .....	36	Etienne Landry. ....	Point Esquima'x	7	72	00
69,382	Marie du S.-C ...	do .....	46	Wm Bryant <i>et al.</i> ...	do ...	3	92	00
42,437	Progress. ....	do .....	52	Natael Boudreau M.O	do ...	9	104	00
77,866	Pioneer .....	Quebec .....	39	Napoléon Picard M.O	do ...	8	78	00
75,445	Phoenix .....	Gaspé... ..	28	Placide Vigneau M.O	do ...	8	56	00
80,753	Stella Maris .....	Quebec .....	50	Fran. & Ls. Commins	do ...	8	100	00
69,591	Ste. Marie .....	do ...	37	Alex. Sherrer .....	do ...	5	74	00
83,352	Ste. Anne .....	do ...	18	Pierre Brochu .....	Sept Isles. ....	4	36	00
69,659	St. Joseph .....	do ...	18	Ferdinand Buteau. ....	Berthier. ....	5	36	00
37,591	Triumph .....	Lunenburg, N.S.	22	Nazaire Cormier .....	do .....	8	44	00
	Total. ....		1012		Total. ....	198	2023	93

RECAPITULATION.

	Tonnage.	Crew No.	Bounty Paid.
			\$ cts.
Nova Scotia.....	29,828	6,327	59,274 59
New Brunswick.....	2,289	560	4,568 00
Prince Edward Island.....	582	92	1,060 46
Quebec.....	1,965	382	3,929 93
Totals.....	34,664	7,361	68,832 98

## APPENDIX No. 3.

## NOVA SCOTIA.

## ANNUAL REPORT OF THE FISHERIES OF NOVA SCOTIA FOR THE YEAR 1885, BY W. H. ROGERS, ESQ., INSPECTOR.

AMHERST, N.S., 31st December, 1885.

Hon. GEORGE E. FOSTER, B.A.,  
Minister of Marine and Fisheries,

SIR,—I have the honor to submit a report on the fisheries of Nova Scotia, for the year 1885, with synopses of the reports of the overseers for the different counties. Accompanying these, you will find returns giving the number and value of the vessels, boats, nets and weirs engaged in this industry, and the yield for the different localities in each county; a general return similar to these but covering the whole Province; a table comparing the yield by counties with that of 1884, and another showing the value of the fisheries since 1870. I also send a statement showing the location of fishways built in this Province since 1879, and a table giving the approximate value of all materials used in the prosecution of the fisheries; comprising, in addition to the vessels, boats, nets and weirs, estimates of the value of other items not heretofore noticed in our returns. In regard to the latter, I must state that the information supplied by the overseers has, in many cases, been very incomplete and unsatisfactory, and that, in consequence, the statements supplied are not so accurate as may hereafter be furnished, when the subordinate officers better understand what is wanted.

From the information the different returns forwarded supply, it will be seen that, although there is this year a decrease in the total value of the yield, as compared with that of 1884, evidences of permanent decline in any item of the fisheries are wanting. The total value of the fisheries, as made up according to the prices adopted as a standard, amounts to \$8,272,544.97; a falling off as compared with last year of about \$490,000. In view of the unusual dullness of the markets, and the very low prices of fish of almost all kinds commanded, an increased catch could hardly be expected. Many of the fishermen suspended operations early in the season, and put their vessels into other and more remunerative employments. Others abandoned deep-sea fisheries and gave their attention to lobster fishing, causing an increase in the yield of the latter, and a decline in the branches thus neglected. It is also noticeable that the principal falling off is confined to two or three counties. Had the prices remained at all good, I have no doubt, the value would have reached between \$9,000,000 and \$10,000,000.

The boat line fishing along the coasts was generally very good; but mackerel and herring were scarce. They seemed to keep so far off the coast that both seining and trapping were almost failures, and the total yield of the former shows a decrease of about 48,000 and the latter of about 50,000 barrels, which amount according to our valuation, to \$680,000, a sum largely in excess of the whole decline, but which would have been more than made up in the item of cod alone had prices been good.

## SALMON

still maintain a healthy, and, I hope, a permanent increase, and are thus sustaining the view I have repeatedly expressed since the yield began to decline in 1875, and subsequently until 1882, namely, that these fish, like all others, are subject to periodical fluctuations, caused by influences of wind, rain, drought and frosts, over which man has no control. In view of the fact that this general decline during the above period was experienced all along the Atlantic coast, such an opinion was perfectly natural. And so now, natural causes are at work producing an increase. Nor will all the salmon that can be caught up to the 15th of August prevent this increase or turn it to a decline, but of course our mill dams must be kept open, and artificial culture has its part to play. I do not mean by this to say that a decline may not come again, but when it does come, the cause will be found in influences so widespread and powerful that all we can do by art, either in the cultivation or in the protection of these fish, will not have much effect in staying it. Still, over and outside of these ebbs and flows, we ought to and shall have a general increase in the yield as the result of Departmental work, which will continue to show itself more and more as the dams in the country are made passable, and the present numbers of fry planted are multiplied four or five times, so as to amount to a reasonable percentage on what nature is doing by her own extensive and effective methods. The salmon catch in this Province, was in the year 1881, 279,943 lbs.; in 1882, 580,061; in 1883, 575,940; in 1884, 647,959, and in 1885, 789,293. Overseer George Redden made an over-estimate of the amount caught in his district last year to the extent of some 80,000 lbs, which is deducted in this statement. I have also deducted from the returns 400,000 lbs. in each of the last two years for fish caught on the Labrador coast, which, up to the years 1873-74, were counted as the product of this Province. Including those caught at Labrador, our catch, in 1884, deducting the Redden error, was 1,047,950 lbs., and for the year 1885, 1,189,293 lbs., so that we are rapidly coming back to the yield of 1873 and 1874, when it was 1,630,299 and 1,758,813 respectively. In 1875 the amount suddenly fell to 837,162 lbs., because the Labrador fishery was not pursued, and those taken in that year were from Nova Scotia waters, so that our crop is about as large as at any time since Confederation. Much of the theorising on the decline of the Nova Scotian salmon fishery has therefore been based upon a non-acquaintance with our fishery statistics and the facts just stated. Mr. A. B. Wilmot was "instructing the facts" when he asserted in his report of last year that I claimed much of the increase in the salmon crop for my new fish-way. Such an absurd claim I never thought, wrote or spoke of, for I knew better. After my fish-ways have been in the dams of Nova Scotia 10 to 15 years, I hope to be able to point to grand results. On rivers where these ladders have been in use for 5 or 6 years past, good results are already showing themselves, but there is a great difference between a claim of this kind and an increase in the salmon yield of the Province, as my ladders have only been in three or four dams for that length of time.

## ALEWIVES.

The quantity of these fish taken is somewhat less than what it was last year, though the overseers report that they were as plentiful as usual, and ascended the streams early when the water was high. The following table will show the annual catch during the past ten years, and the general increase of the past few years must be chiefly credited to the old, not the new fishways, as well as to natural causes, and is decidedly confirmatory of views expressed by me, since, I may say, 1870 :—

	Barrels.		Barrels.
1876 .....	7,616	1881 .....	22,474
1877 .....	5,443	1882 .....	21,656
1878 .....	5,733	1883 .....	18,346
1879 .....	9,409	1884 .....	20,688
1880 .....	16,145	1885 .....	17,153

This gives an average of 8,869 barrels per annum for the five years from 1876 to 1880, and 20,063 barrels for the five last years, or an increase of 150 per cent. These fish are much more prolific in their production than salmon, and mature in three years, while salmon are not full grown until they are five or six years of age, and the alewives show the best results of good fish-ways and careful protection in the fewest number of years. I would, however, attribute a very large part of this very remarkable increase, as in the case of salmon, to natural causes, and we must not be disappointed should another decline take place in the annual yield; but, I do not again look for so small as those of 1877 and 1878. The catch of

## SHAD

shows an increase of 1,491 barrels; a fair, though not so large an increase as I anticipated, and I shall be disappointed if we do not have a much larger increase the next and succeeding years. The fish this year were unusually large and fat. My advice to the fishermen is to prepare for a large catch next year, and I feel the more confidence in thus expressing my anticipations, because these fish to us are a coast and not a river fish. They have spawned further south, in March and April, and have come north after descending their native rivers to feed, keeping in water of a temperature most natural to them, of 60° to 65° Fah. A few shad spawn in all our larger rivers, but they ascend then with the alewives early in May and come down during the latter part of June—poor, spent fish, unfit for food, and in this condition they are sometimes caught in the weirs. They become quite fat, however, during September, and when thus caught they are known from their general appearance to be Shubenacadie shad, but before this time, the principal part of the shad fishing is over. The shad caught in the St. John Harbor weirs, in May are full of spawn, and belong to and are on their way up that river to deposit their ova. In June they descend—poor and unfit for use—and after fattening up are caught in September, while the great body of the Bay shad are fat when they first come in, about the 20th of June, without spawn. These must have spawned two or three months previously. The weekly close time now in existence should be enforced on the rivers in May, while the few shad are ascending, but they have so little part in producing our bay shad fishery that it is not of very much importance.

## HERRING

have been scarce on some parts of the coast, and their price being low, in common with most of the other items, there has been a decline in the quantity taken of some 50,000 barrels. The total catch reaches, however, 260,000 barrels, and this is considerably above the average of former years.

## DIGBY HERRINGS

have not been so plentiful as during the past few years, and local abuses are pointed to as the cause. I have no doubt, however, that they will return again as before. Our returns give the quantity of smoked herring at 116,000 boxes, but only a part of these can be called "Digby chickens," as many are ordinary herring caught in other counties.

## COD.

The returns show an increase in this branch of the fisheries of about 40,000 quintals, the result of increased enterprise, stimulated chiefly by the bounty, and had the prices been more remunerative the improvement in the catch would have been much more marked. The supply of cod is inexhaustible, and if proper pains were taken in the matter of curing them, the markets could be extended almost indefinitely. The boat or coast line fishing was more than usually good in many parts of the Province, and the deficiency in the catch of mackerel and herring is

thus, to a great extent, made up. As we have about 12,000 boats engaged in the shore fisheries, manned by some 20,000 fishermen, along a coast line of a thousand miles or more, a very large proportion of cod, and nearly all the other branches of the same family, is taken within the three-mile limit, according to our interpretation of that limit, in addition to nearly all the rest of our fish crop. The principal part of the Nova Scotia fishermen devote their whole time to the business; the lands of the principal fishing counties being largely unfit for farming. They fish all times of the year, as far as the weather will permit, and I am therefore inclined to think the shore fishermen catch fully as much per man as those who fish in vessels, which, according to our valuations, amounts to about \$280 or \$290 per man.

#### LOBSTERS.

This fishery has been pursued with increased industry and enterprise. The fish have been very plentiful, and their size on much of the coast has been larger than last year. There were put up, during the year, 6,805,280 cans, but, in addition to these, there was shipped alive to the United States, and consumed fresh by the people, an amount valued at about \$60,000, and the whole year's crop reached the handsome sum of \$1,077,412, an increase of \$264,775 over last year's catch, and of \$315,624 over that of 1883. The present close time gives pretty general satisfaction, and is well observed. It is not so easy to enforce the clauses prohibiting the catching of lobsters under nine inches in length, and of female fish; still, our officers have kept a close watch on the factories and fishermen. When it is shown that the present regulations are insufficient, more stringent methods will have to be adopted, for, however unwelcome they may be to those now concerned, it will be to their advantage in the end.

#### SMELTS.

This fishery is now beginning to develop quite rapidly in this Province. In 1883 the catch was 362,700 lbs., in 1884, 265,500 lbs., in 1885, 413,160 lbs., and the present winter will produce a much larger crop than was ever taken before, so that in a few years there can be little doubt that it will reach the New Brunswick yield. Our harbors and estuaries are alive with smelts, and the people are beginning to appreciate the fact and turn their attention to the business. I would recommend that the same regulations in force in New Brunswick be extended to this Province, as the officers have, in many instances, found the necessity of having proper methods to control the fishery.

#### BASS.

These fish which ran into the Tidnish River, so abundantly in 1884, have not since returned nor have their winter resorts been discovered in any other locality as yet. That there are plenty of them along the coast there can be little doubt and their place of retreat will likely soon be sought out.

#### OYSTERS

are found to some extent in many parts of Nova Scotia proper, and in Cape Breton and might be cultivated to almost any extent. Many persons have commenced to form beds on a small scale and if reasonable success follows their efforts many others will engage in the business, and in time, there is a probability of the creation of a large industry. I would recommend that leases be granted where proper efforts are made in this direction for the purpose of encouragement and to prevent encroachments.

## FISH-WAYS.

During the year seventeen new fish-ways have been constructed in this Province, and six in Charlotte County, New Brunswick, making, in all, forty-three now in use in the Maritime Provinces. Some are also being constructed in the United States, where engineers and others unacquainted with the work have sunk thousands of dollars without getting the fish up, and where success by the use of the patent ladders will be assured without going above the hundreds. From all points I am receiving evidence of their complete success, but the experienced eye would not need these proofs to be assured that these fish-ways would meet all the requirements. I do not claim to be an "inventor," as that word is often used. Theoretical inventors are apt to create difficulties which do not really exist, and then set about producing a device to overcome their creations. There are consequently scores of fish-ways in existence, the products of inventive genius, which only partially meet the difficulties. Nor is this fish-way the result of hints given by others, but an outcome of the necessities of the case, a combination of improvements made year by year, the result of personal experiments in building structures of almost all descriptions, and in watching the effect of different forms upon the current of water produced, and upon the progress of the fish through them. This fish-way, is therefore essentially different from any other in depth, width, position of the flanges, as well as in its position in the dam, and its every feature is of importance in catering for the wants of the different anadromous fishes. The subject has been one of anxious study to me for many years, under circumstances and conditions the most favorable for such study. All the obstacles to be overcome in any country exist in Nova Scotia. We have numerous small rivers subject to rapid fluctuations in the height of the water, heavy ice floes, many river dams, and a large variety of river fishes, and all these are met, in a practical way, by this "common-sense" fish-way, as many persons term it.

Their proper construction, in order both to effectiveness and to cheapness, is a matter of the greatest importance. It is a mistake to suppose that a working model can be put into the hands of a good mechanic, and that he can build one so as to produce the best results. On the contrary, without the aid of some one well acquainted with their construction, in nine cases out of ten, the structure will be seriously impaired, entirely spoiled or greatly enhanced in cost, while, after one or two years' experience, as in the case of Messrs. J. B. & W. H. Kinney, of Yarmouth, and J. B. Wyman, of Milton, Queen's County, the work will be fully mastered. I think these explanations necessary here in order to a more intelligent handling of this part of our work.

There is, as is well known to all parties who have given attention to the subject of improving the river fisheries, nothing so important as to keep the dams open so the fish can ascend to their spawning beds. Up to six years ago, for instance, all efforts successfully to pass fish over the dams at Milton, in Queen's, and those on the Clyde in Shelburne, because of peculiar difficulties, were almost entire failures; but, now as these fish-ways have been built, and a sufficient period has elapsed, results are showing themselves most plainly as predicted. These undeniable successes are the best possible reason for pushing the construction of others, until every dam and natural fall in the country is made passable. The cost being so small and the results so satisfactory, that money invested in this direction will yield surely, readily and abundantly. I am sorry five or six years have been allowed to pass with only forty-three constructed. Every old dam in the Dominion requiring one ought to have been supplied before this, and as they can be built more cheaply and located much better, no new dam should be built without a fish-way. The La Have River should be supplied with these ladders at once, as the fish can never properly be got up that river without their use. This I urged five years ago, when Messrs. Whiteher and Wilnot visited the dam in company with Mr. Kaulback, M.P., and myself, and had it then been done, much time and considerable expense would have been avoided, and the river would have improved very much in its fisheries. Wing dams and natural passes may sound well in theory, but it is only under peculiar circumstances they

succeed. I venture to predict if attempted on the La Have a waste of funds, injury to the water-power and failures in the end, while with this fish-way the three lower dams can be made amply free for the ascent of fish, at an outlay of \$1,000 to \$1,500. I consider it my duty in the public interests to make these remarks, as made in self defence, for I am blamed by many people for the present condition of that river. Experience is usually the best of teachers, and it is safe to bow to the lessons it teaches. In concluding this important subject of fish-ways, I beg strongly to recommend that they be built only under the direct supervision of those who have acquired the experience which is so necessary in the interests of the best results, as already pointed out.

List of Fishways built in Nova Scotia since 1879, with their location.

Name of Dam.	River.	County.
Haley's Dam.....	Roundhill .....	Annapolis.
Brown's Dam .....	Annapolis.....	do
Steven's Dam .....	Salmon .....	Colchester.
*Fulton's Dam.....	Little Bass .....	do
Young's Dam .....	Hebert .....	Cumberland.
Wood's Dam .....	Black .....	do
Thompson's Dam .....	Philip .....	do
Ripley's Dam .....	do .....	do
Rhuedress' Dam .....	Wallace .....	do
Howard's Dam .....	do .....	do
McPherson's Dam .....	Shinimicas .....	do
Somers' Dam .....	do .....	do
Doyle's Dam .....	Tidnish .....	do
Costin's Dam.....	do .....	do
Rhino's Dam .....	Indian .....	Halifax.
Shankle's Dam .....	Hubbard's .....	do
Chisholm's Dam.....	Sheet Harbor.....	do
Black's Dam .....	Moses .....	do
American Wood Company's Dam.....	Tangier .....	do
Peveril's Dam.....	Bedford .....	do
Thomas' Falls.....	do .....	do
Hesler's Dam.....	do .....	do
McCallum's Dam .....	Avon .....	Hants.
Benjamin's Dam .....	Gaspereau.....	King's.
Benjamin's Dam .....	do .....	do
*Kerr's Dam .....	Middle .....	Pictou.
Grant's Dam .....	East .....	do
Cameron's Dam .....	St. Mary's.....	do
McLeod's Dam.....	John .....	do
Allen's Dam .....	do .....	do
First Dam .....	Liverpool .....	Queen's.
Second Dam.....	do .....	do
*Freeman's First Dam.....	Jordan .....	Shelburne.
Freeman's Second Dam.....	do .....	do
Sutherland's Dam.....	Clyde .....	do
Carleton Dam.....	Tusket .....	Yarmouth.
Hurlbert's Dam.....	do .....	do
Raymond's First Dam.....	Salmon.....	Digby.
Raymond's Second Dam.....	do .....	do

\* These are not now in use, being either damaged or destroyed.

NOTE.—In addition to these, six have been built on the Magaguadavic River, Charlotte County, New Brunswick.



## GENERAL REMARKS.

The various county returns herewith are accurate reproductions of the originals filed at this office, with errors in calculation corrected, and may be relied upon as giving as nearly as possible the quantities of fish taken in each district including those consumed fresh by the people. In some of the counties only have the officers attempted to give a separate account of the amount used for "home consumption," the practice having formerly been to estimate the whole in the regular columns, so that the quantities and values set opposite this term in the general recapitulation will be misleading. I think the plan before followed should be continued as it is almost impossible to make a separate estimate.

The most of the overseers have an intelligent knowledge of fishing and of the fisheries of their respective districts, as they have been in office many years and have mastered the details. I find that the employment of men as river police during the close season for salmon secures a much better enforcement of the law than the permanent warden system, but much care is necessary in the employment of men who can be relied upon.

The gradual general increase in the whole fisheries' crop during the past fifteen years has been about what should be expected from the amount of capital and enterprise employed in the business. At market prices each man employed has earned the average amount of from \$200 to \$220. In looking over the entire list of items which go to make up the yield for the year, I can see no evidences of permanent decline which can fairly be attributed to over-fishing, with the possible exception of lobsters. The decrease in the size of this fish on much of the coast during the past few years seems to forbode exhaustion, and if continued more stringent legislation must be sought. I am persuaded that the cod, mackerel and herring fisheries may be pursued to almost any extent without over-taxing the supply. There can be little doubt that what man can take of these fish, would be but a very small percentage of those annually destroyed by their natural enemies in the sea and by the birds upon its surface.

More care in curing and a better knowledge of the requirements of the various markets of the world on the part of the fishermen would not only secure an almost unlimited sale, but better prices and therefore larger profits. In this way the loss of the United States market could in a very few years be more than made up, and this important industry placed on a more secure and independent basis and become far more inviting to capital and general enterprise.

I have the honor to be, Sir,

Your obedient servant,

W. H. ROGERS,

*Inspector of Fisheries for Nova Scotia.*

## SYNOPSIS OF OVERSEERS' REPORTS.

## ANNAPOLIS COUNTY.

*Overseer W. T. Carty*, of Tupperville, reports a great falling off in the catch in this county. Last year, the coast of the Bay of Fundy seemed to be swarming with herring, and so many were taken, that the fishermen hardly knew what to do with them; while this season, although every lawful method has been followed, comparatively nothing has been taken, very few of the fishermen having caught sufficient to entitle them to the bounty. The Annapolis Basin has not yielded fish in the quantity or of the quality it did last year, but the vessel fishing down the bay has been fairly remunerative. The Annapolis, Lequille and Round Hill streams have abounded with salmon and bass, but as far as the Annapolis River is concerned

little effort has been made to take them. In the other streams named, although the amount given in the returns is small, he believes a great many have been illegally caught. The greater part of the salmon and bass were used fresh in the county, and about one-fourth of all fish caught is used for home consumption.

ANTIGONISH COUNTY.

*Overseer John McDonald*, of Doctor's Brook, reports a small increase in the total catch of this year as compared with that of last. The catch of salmon is about the same as it was last season. They were very plentiful in deep water, but it is said, on account of the calmness of the season they kept well outside of the nets. Only fourteen parties took out salmon licenses. Mackerel were very plentiful this year, but owing to poor prices, the duty, and inferiority in the quality, the fishery was not prosecuted zealously, and the catch is consequently small. Herring were very scarce, but of excellent quality. Cod were also very scarce. Alewives were abundant, and largely used by lobster fishermen as bait. Hake and haddock were also plentiful, but, unfortunately, at the harvest season, when but few of the people could fish. Lobster fishermen and cannerymen did well during the season. Mr. McDonald visited all the factories in the county, in July, and reports that the Order in Council of 22nd March, 1879, was well observed. At the request of the Superior monk, at the Monastery at Tracadie, he also visited his mill dam, respecting a fish-way. He found, however, that half a mile above the dam there was an impassable natural fall, and that the opening of the dam only would not be of much use. Although I have not seen the locality, I have no doubt the fall Mr. McDonald refers to could be effectually overcome by the erection of a ladder there also. The fishermen of the county have requested him to ask the Department to deposit salmon fry in the larger streams of Antigonish during the coming spring. They believe every county in the Province should have its share of the fry.

COLCHESTER COUNTY.

*Overseer J. W. Davison*, of Little Bass River, reports an increase of 700 barrels of shad, but regrets that this fishery is not more successful. The fishermen, he says, are getting discouraged, and some of them think the shad will never be so plentiful as they have been in times past. They have many different theories: some believe sawdust from the rivers covers their feeding grounds, but the greater number are of the opinion that as there is no close season for shad they are not properly protected, and are caught on their way to the spawning grounds. Mr. Davison has no sympathy with the sawdust theory, but thinks there is something in the other, and that shad should be protected as other river fish. The absence of small shad has been very noticeable during the past season, and the fishermen take this to be a bad sign. Codfish were quite plentiful this season, and had efforts been put forth, as in some former years, the quantity taken would have been as large as in times past. Salmon has been very scarce. Poaching has not been attempted in the rivers to the extent it was formerly.

*Overseer Henry Blair*, of North River, reports a decrease in the catch in his district. In the early part of the season salmon were very scarce, but since the fall rains there has been quite a run of spawning fish in the rivers. A long-felt want has been supplied in the new fish-way built at Stephens' dam, Salmon River, and more are needed. Mr. Blair says: "Give us fish-ways and I think we can give you fish. We have splendid spawning grounds, and when the fish have free passes, we will have plenty." He has no violation of the law to report.

*Overseer H. Gass*, of Tatamagouche, reports a continued decrease in salmon. Only one man was fitted out for deep-water fishing, and he did not put his nets out at all, on account of shortness of the season. Mackerel were plentiful in the bay this year, but the people only seem to catch what is sufficient for their own use. Herring were also very plentiful. Poaching is carried on still, to some extent, but it is not

nearly so common as heretofore. A number of the people are now trying the smelt fishery, and are shipping large quantities fresh for the Boston market.

## DIGBY COUNTY.

*Overseer William Hanley*, of Digby, reports that the catch in his district during the past season was less than that of 1884 by some \$125,000. This decrease is owing chiefly to the falling off in the catch of mackerel and herring. The former were plentiful in St. Mary's Bay, but kept off shore and would not take bait. Owing to the very low prices of fish this season, and the heavy duties imposed by the American Government, the fishing business has not been prosecuted so vigorously as it otherwise would have been. There have been thirty less boats engaged this year than last, and the fishermen generally seem to be discouraged. There has been an increase of over 600 barrels of shad taken in the weirs at the head of St. Mary's Bay, and they were of very fine quality. The herring fishery has been, for some reason or other, nearly a failure in the Basin this year, and there will be less than one-third the number of boxes smoked this year that were last. There has been a good deal of "torch driving" for herring to be used as bait, and complaints have been made by the owners of weirs that it is injuring them, and will eventually destroy the herring fishery. The other parties, however, are of the opinion that torching is not so destructive as weir fishing, as by the former method only such fish are taken as are required for immediate use, while by the latter, large quantities are often taken, killed and left or carted on the land. Sea-fish, with the exception of mackerel and herring, have been more plentiful this season than last. Haddock have been very abundant off Digby Gut and the fine weather enabled the vessels engaged to make large catches, but owing to the very low prices the business was not remunerative. Mr. Hanley estimates that the quantity of fish used for home consumption in his district is between \$25,000 and \$30,000 worth. In September he travelled up the river and found on it three mills. The first, owned by Raymond, is the principal one, and seems to be the cause of most of the complaints. The old fish-way there is not in a very good state, and as all the sawing which the mill now does can be finished by the 10th of May, the people think the gates should be left open after that date.

*Overseer James A. Collins*, of Westport, reports a slight falling off in the catch of some kinds of fish. Mackerel were particularly scarce. Increased attention has been given to the export of fresh haddock and in the future the export of fresh fish in general is likely to be largely increased. There is an increase in the catch of lobsters, and the close season was strictly observed. Mr. Collins again directs attention to the urgent necessity for the protection of the spawning grounds of St. Mary's Bay, especially during the months of April, May and June. The season's catch on the whole has been a very fair one, but owing to the low prices and the duty imposed by the United States it has been a hard year for the fishermen.

## GUYSBOROUGH COUNTY.

*Overseer James A. Tory*, of Guysborough, reports an increase in the catch, as compared with that of last year, of \$62,387, which he says may be credited to salmon, mackerel, squid, codfish, lobster and guano. There has been a falling off in herring and alewives, but all others are about the same as last year. The run of salmon and spring mackerel in Chedabucto Bay was unprecedented, and had the fishermen expected the like they would no doubt have made greater preparations, and the catch would have been much larger. The abundance of mackerel may be attributed, Mr. Tory thinks, to the lateness of the ice in the Gulf of St. Lawrence and on the shores of Cape Breton, causing the water to remain colder than is natural for these fish. But where all these salmon came from he cannot understand. The temperament of the water north may, however, have had something to do with it. The increase in the catch of cod is chiefly owing to the bankers; and

that of lobster to the close season, as all concerned in that fishery agree. The wardens report that larger quantities of salmon have ascended the several rivers this season—so that larger returns may be looked for in the future. The erection of the new fish-way on three or four mill dams in his district is much needed. He has no violations of the law to report, except the placing of weirs for alewives across some of the rivers in the spring. After destroying the weirs, and promising not to repeat the offence and taking the circumstances of the parties into account, he allowed the transgression to pass. The prices of all kinds of fish ruled very low, and the fishermen will find it difficult to supply their wants.

*Overseer Allan McQuarrie*, of Sherbrooke, reports an increase in the catch of salmon, trout, mackerel and lobsters. There is a small decrease in the catch of herring, alewives and cod, but this he thinks is owing to the lowness of the prices and the consequent relaxation of effort on the part of fishermen, rather than to a scarcity of fish. Cod were never more plentiful, and, particularly late in the season were of an unusually large size. Lobster fishing was very good, and was prosecuted with energy, the factories putting up over a 100,000 more cans than last year. The close season was well observed, and seems to give general satisfaction. The fishermen are a unit in the opinion that the lobster traps, with their unavoidable filth, and the offal from the factories, are a great injury to the inshore fisheries. They also complain of the yearly deposits of sawdust which is injuring both navigation and the fisheries. Mr. McQuarrie believes the sawdust should all be burned, and thus converted from a nuisance into a valuable fertilizer. The obstructions in Country Harbor River still remain, to the manifest injury of the trout, alewife and salmon fisheries. By the expenditure of \$150, the best of spawning grounds could be opened for these fish. The continued existence of the obstruction at Indian Harbor beach is another matter of serious regret to all concerned. The channel was so blocked up during the summer that the lake above rose from 5 to 6 feet, and a great rush of water, resulting in the loss of a valuable life, was the consequence. An offer has been made to keep this channel open for \$30 a year. Alewives and trout are abandoning what has been a favorite haunt, on account of the obstructions they meet at the mouth of the brook. The old fish-ways in Mr. McQuarrie's district are in a rather delapidated state, and should be replaced by others of the new model. There is an urgent necessity for a ladder of the very best model at Fisher's dam, and it should be built as soon as possible. A fish-way should also be built at Jordan's dam, at the head of Indian Harbor. Mr. McQuarrie refers to the matter of curing barreled fish, especially herring, as a matter worthy of serious consideration by those engaged in the business. It is almost impossible, he says, to find a barrel of herring properly saved, and there are hundreds of barrels now in Guysboro' not fit for any market. All the salmon given in the returns are caught in his district, except 120 barrels taken on the Labrador coast. The spirit of resistance at first manifested toward the fishery laws is gradually disappearing, and approval of and compliance with their terms are becoming yearly more discernable. Of the wardens in Mr. McQuarrie's district, some are active and energetic in the discharge of their duties, while others are inattentive, and generally incompetent, and should be dispensed with.

#### HALIFAX COUNTY.

*Overseer Isaac Gaetz*, of Musquodoboit Harbour, reports a decrease in the catch of herring and mackerel, which is partly accounted for by the fact that just at the time of the fall runs of these fish the weather was very stormy, and a great many nets and large quantities of fish were lost. The run of summer herring, so called, has been small for some years past, and this year amounted to almost nothing. These are the fattest fish, and bring far the best prices, so that their scarcity is much regretted. A great many persons are of the opinion that the operations of the lobster fishermen tend to keep both mackerel and herring from the shores. The prices of Nos. 2 and 3 mackerel and herring have been so small this season that the ordinary

effort to catch them was not made. Mr. Gaetz also reports a decrease in alewives, which, he thinks, is accounted for by the unusually early spring giving them an opportunity to ascend the rivers before they are expected by the fishermen. He is glad to report a large increase in the catch of salmon. They have been more plentiful than for years past, and large numbers went up the rivers to the spawning grounds. Mr. Wilmot, of the Bedford breeding house, caught about 400 in Musquodoboit River this fall, but lost mostly all of them. They either died in the tank in which they were kept, or were put out in a sick condition. Mr. Wilmot attributes their loss to poisoning by some unknown miscreants. Codfish were very scarce on the coast during the earlier part of the season, but they were fairly plentiful in the fall, and when the weather would allow the boats to go out there were good catches. A good many of the codfish reported are caught at North Bay or on the Cape Breton coast. Mr. Gaetz says there has been a great boom in the lobster business this season, and reports an increase of 135,000 cans. The increase, he thinks, is not owing to the greater abundance of the fish, but other fish were low-priced and scarce, and fishermen made a combined raid on lobsters. He believes it hardly possible that they can stand many years longer the great drain to which they are subjected. He has endeavoured to have the regulation regarding small lobsters carried strictly into effect, but finds it very difficult. Several fines imposed upon some of the canneries had a good effect. He trusts no change will be made in the close season. There is talk of the formation of a company to work up the oyster business at Oyster Pond, at the mouth of the Musquodoboit Harbour. Some years ago oysters were quite plentiful there, but owing, it is said, to the deposit of gurry by vessels, they became almost extinct. As this has not been allowed of late years, the oysters seem to be gradually increasing, and this year he has been able to report ten barrels. An expenditure of \$40 was made in October in clearing out the Cow Bay Run, and as the season was dry, a good job was done. It is reported that quite a number of salmon went up this fall. The principal fish-ways in the district are at Musquodoboit Harbour, Ship Harbour, Tangier, Sheet Harbour and Moses' River. The natural fish-pass at Musquodoboit seems well adapted for the ascent of salmon and sea-trout, but as the water is generally high about the time the shad and alewives take the rivers, they do not succeed so well. That at Ship Harbour passes large numbers of alewives every year, and sea-trout also go up; but of late years there are very few salmon there. Some parties fishing for trout away up in the lake last spring caught grise, the first that had been noticed for several years. Thirty-three dollars in fines and \$80 trap-license fees have been collected and forwarded to the Department. Trap-net fishing has been a failure, the owners having realized scarcely sufficient to pay for the license.

*Overseer John Fitzgerald*, of Portuguese Cove, reports that all the fisheries in his district have been more successful during the past season than for some years. Had the prices been more favourable the fishermen would have been placed in good circumstances; but as it was, the markets were so depressed that fish hardly paid the handling, and often when they were plentiful on the shores, nets were not set. The decrease in the salmon catch is owing to the fact that the people let their nets run out, and only three or four set them at all. They found it more profitable to fish for lobsters, as the price of salmon was so low. As an evidence of the increasing supply of the latter, Mr. Fitzgerald says that over 100 were caught by sportsmen on Indian River alone. He refers to the new fish-ways in his district, and says "they are efficient in every respect, and give general satisfaction to the public."

#### HANTS COUNTY.

*Overseer P. S. Burnham*, of Windsor, reports a catch in excess of that of 1884. The catch of shad was good, and they were perhaps, of the best quality of any ever taken. The catch of salmon was larger than that of last year, and the fish were of better size. Alewives, herring and other small fish were much more plentiful. Mr. Burnham is pleased to report that one of the new fishways has been built at

McCallum's Mill at the head of the Avon River. It is probably one of the largest and best ladders in the Dominion. He trusts one will be built over the falls some four miles above this one, and thus give the salmon a range of two branches of the river for upwards of forty miles. The St. Croix and Herbert—rivers of importance—should also be supplied with them.

*Overseer J. B. Colter*, of Milford, reports a small run of salmon, but alewives were plentiful, though the catch was small. Owing to the height of the water, they were not caught extensively, and a large number found their way to Grand Lake. Bass and shad were scarce, but Mr. Colter thinks the fish have not abandoned the river and will in a few years return.

#### KING'S COUNTY.

*Overseer Reuben F. Reid*, of Wolfville, reports a large increase in the catch in his district. "It is gratifying" he adds "to be able to report the very satisfactory manner in which the new fish-ladders at the White Rock mills perform their functions. They seem to fully meet all the requirements that could be expected or desired in a fish-ladder, and I would again strongly recommend that a similar one be placed in the dam at the Dodge's mill, which would give the fish a free passage to and from the lake—their natural spawning ground. As anticipated, the alewives have again returned in quite large quantities to our river, and the large number of young fish that have returned this autumn to the sea proves conclusively that many of the parent fish have been able to reach the lake; and should still greater facilities be afforded the fish, by placing a ladder in the Dodge's dam, and due diligence observed to prevent illegal fishing and obstruction in the river, I doubt not that in a few years we would have a return of fish to our rivers equal to former years."

*Overseer James S. Miller*, of Canning, reports a large falling off in the catch of herring on the bay shore, but the decrease is more than made up by the increase in the catch of shad, which is about double that of 1884. There is much need of a good fish-way at Dodge's mills, such as the ones built at White Rock mills, which Mr. Miller says "are giving general satisfaction, and are certainly all that a fish-way can be." A great deal of complaint will be put an end to if one of these ladders can be constructed at Dodge's mill. Of the salmon caught, a large number were of about fifteen pounds weight, and it is supposed by many that they are those put out by the hatcheries, and Mr. Miller is inclined to agree with them.

#### LUNENBURG COUNTY.

*Overseer David Evans*, of Chester, reports a large decrease in mackerel. These fish, he says, did not seem to enter the bays and harbours, but to pass beyond the headlands. The apparent decrease in the catch of salmon and alewives is owing to errors in last year's returns, and there really has been an increase. Many small salmon, of about five or six pounds weight, are found, which he attributes to the artificial culture of these fish. The obstructions at the Big Falls, on Gold River, should be removed, as the fish have great difficulty in ascending at that point.

*Overseer H. S. Jost*, of Lunenburg, has a small decrease to report, but had prices been better there would doubtless have been a large increase. The bankers, as a general thing, gave up fishing very early, and sought other employment for their vessels; but the boat or shore fishery has been quite satisfactory, as far as the amount taken is concerned, judging for the applications for bounty.

*Overseer C. E. Goddard*, of Bridgewater, reports that the catch of salmon has not been so large as that of last year, and that they have been of smaller size. Very few alewives were in La Have River, but strange to say shad were taken in dip nets below Davison's lower dam more than have been taken the last few years put together. During the freshet in the river the water covered the fish-way on the western shore, in the lower dam, over a foot, and salmon went up without any difficulty. When Mr. Hegan, the engineer, was there, Mr. Goddard, on two occasions, had the water

cut off from Davison's upper mill, and he found at one time five alewives in shallow water under the mill, and at another time several sea-trout; and he heard that on several occasions sea-trout had been taken when the mill was shut down at meal times; but no alewives, except those referred to, were seen. These sea-trout and alewives, Mr. Goddard says, "must have made their way up through the pass next the western shore, altered by Mr. Kenney, but it is singular greater numbers were not seen." He also "had the water cut off from Cook's mill on two occasions. At one time he saw three salmon, and at the other two, under the mill, in the shallow water, but although he visited the mill several times when closed at meal time, he never could find a sea-trout or alewife; nor did he hear of any having been seen near the mill, nor find any in the deep holes, although he tried with a dip net, showing clearly that none got over Davison's dam; but he saw several salmon pass over Cook's dam." Mr. Goddard says further: "We have yet to deplore the want of adequate means whereby fish can get over these dams to seek their spawning ground. Many salmon, no doubt, get over the dams; yet numbers remain below, fruitful prey to the poacher, in particular during the fall run of salmon, when there is not sufficient water either in fish-pass or running through the log sluice to enable them to get up. Thus, in August, September, and even in October, numbers are seen in the holes below the dams unable to proceed any further, and must return to sea or wait until the fall freshet to get up."

NOTE.—What Mr. Goddard says as to salmon, alewives and trout being seen above Mr. Davison's dam, is confirmative of what I have always said, and what has long ago been proved by thirty solemn declarations, copies of which are now in the departmental office, and the originals in mine; but these fish, or any of them, never passed over the log slip, nor would any person suppose so who has a practical knowledge of the place or of the nature of water power under a head of 12 to 14 feet, whether the water falls perpendicularly or over a slope of 1 to 6 or 7, as is the case with these dams. Mr. Goddard says he saw several salmon passing over Cook's dam; but this I never saw. However, be that as it may, Cook's dam has been the principal obstruction to the ascent of fish up La Have river.

#### PICTOU COUNTY.

*Overseer A. C. Pritchard*, of New Glasgow, reports that the run of salmon on the East River, in this county, was about the same as last year, which exceeded by far that of any during the last eighteen years, while on the Middle and West Rivers it was about the average. Both salmon and sea-trout passed up the new fishway at Grant's dam, East River, and made their way to the head of the stream. Mr. Pritchard reports that through the assistance of the two extra men allowed him by the Department, poaching on this river has been, to a great extent, suppressed. A few nets were captured on the West and Middle Rivers, and one man arrested while spearing, and duly fined.

*Overseer Robert Sutherland*, of River John, reports that herring and mackerel were plentiful. Lobsters were abundant, but he regrets to report that they are rapidly diminishing in size, and have now fallen below the standard of 9 inches in length. The canners say if they are closely restricted to that size they will have to close down their factories, and as the law stands it is almost impossible to prevent illegal fishing. Salmon have almost forsaken the river since the building of dams across it, unprovided with proper fish-ways. He reports that there have been built two good fish ladders of the new patent, but it is important that others be built next season. Owing to the lateness of fall freshets and the obstructions, salmon have been very scarce this season.

*Overseer D. G. McDonald*, of Lismore, reports that the increased catch in his district is chiefly owing to the abundance of lobsters. The other fisheries do not show very much increase, yet there is no reason to believe they are being exhausted. He regrets to report that a disposition to poach in parts of his district still exists, notably at French River. He spent several nights there, and was able to capture two

nets, but not their owners. If a young, fearless, warden was appointed at this locality, he believes this violation of the Act would entirely cease. The vigilance of Wardens Murray, of Barney's River, and McDonald, of Sutherland's River, have made poaching a thing almost of the past on those rivers. In view of the peculiar advantages persons have to poach, Mr. McDonald believes the close season was, on the whole, well observed. On the coast ground there was no trouble in making the fishermen comply with the Act, and there were no disputes as to salmon berths.

#### QUEENS COUNTY.

*Overseer S. T. N. Sellon*, of Liverpool, reports that the continued strong easterly gales, abundance of ice and the heavy freshets interfered seriously with fishing operations at the beginning of the season, but "they gave the salmon a good chance to go up the river, and that they did go up is proved by the number of salmon and grilse seen and taken up the river—say from five to twenty-five miles above the dams or to Indian Garden. Sportsmen, loggers, hunters and others say that salmon were seen in the lakes many miles from salt water. That many salmon went up to their spawning grounds is also proved by mill-owners and workmen who have seen them go up under the bridge and above the dams, but not one below the dams, as in the olden times. This is attributed to the efficiency of the ladders, which are always open, and a safe, unobstructed passage, and salmon are frequently seen going into and up the ladders, and these remarks apply also to alewives." Of codfish, Mr. Sellon says they were abundant on the banks, and the fishermen got full fares. They were also plentiful on the shores and inshore banks, but the boat fishery was a failure for want of bait, and the many persons who fitted out for it have suffered a serious loss. Herring were, as usual, abundant on the inshore banks and in deep water a few miles off, but they did not come into the bays and harbors, and the catch has consequently been a failure. The mackerel fishery also proved a failure; but lobsters have been plentiful and of good quality. No extension of time is wanted on the southern shore.

*Overseer John Fitzgerald*, of Mill Village, reports that the catch of salmon in the Medway River and harbor was over 50 per cent. larger than that of last year. The quantity of codfish landed by the bankers was much larger; of mackerel three times as large, and of herrings twice as large. The slight falling off in lobsters is owing to the fishermen being otherwise engaged, not to a scarcity of the fish. The dams on the Medway are all in a satisfactory condition, and a large number of sportsmen resorted there for fly-fishing, and many of them spoke in complimentary terms of the state of things. There are many evidences that the sea-trout are rapidly increasing. The very long distance of forty miles to which salmon and alewives ascend the Medway, and the large number of places in that distance at which fish are caught, make the duty of protecting the fisheries very difficult, and Mr. Fitzgerald again strongly urges the appointment of at least two new wardens—one at Port Medway and the other at some point on the river.

#### SHELBOURNE COUNTY.

*Overseer W. J. McGill*, of Shelbourne, reports that there were four vessels less engaged in the fisheries in his district this year than last, but that the ones now in use are larger and better adapted for the work, and that the returns show an increase in tonnage of 219, and in value of \$20,000. The vessels returned from the banks earlier than usual with fares, showing an increase of 8,818 quintals over last year's. Had fish been selling at a fair price, the returns would have been handsome; but a majority of the vessels will not more than meet their expenses, and some will be even worse off. Cod and haddock have been abundant along the coast this season, and the boats have done much better than usual. The herring fishery has been a failure this season, the fishermen not having taken enough for home consumption. Their scarcity has been felt to be a great loss to the fishermen, as they are chiefly



dependent upon them for a living. Why these fish have not entered the harbors when they were plentiful off shore is a question to which no satisfactory answer can be given. Shore mackerel have also been scarce, the increase in the returns being due to the catches of vessels engaged in seining. The salmon fishery has been about the same in quantity as heretofore, but the prospects for an increase in the future are good. The fish-ways are in a better condition, and when the fish have an easy ascent to the rivers an increase is naturally looked for. Mr. McGill says the fine rivers and lakes in his district are well adapted for river fish, and should be stocked with salmon fry. Lobsters have been unusually plentiful this season, and the two factories in his district put up 31,600 cans in excess of last year. This fishery has had his careful attention, and the regulations regarding it have been well observed. Mr. McGill recommends the removal of obstructions to the ascent of fish in Green Harbor Brook. He says there is a large and valuable lake, about eight miles from the sea, admirably adapted for fish. In autumn the brook is almost dry and the young alewives cannot return, and quite a number of salmon have been seen about the mouth of the stream awaiting the fall freshet.

*Overseer E. S. Goudey*, of Barrington, reports that about the same number of vessels are engaged in the fisheries in his district as last year. The bankers all returned with full fares, but the increase in the total catch of cod is owing to the larger catch in boats on the shore. Notwithstanding the large catches, on account of the low prices the fishermen are somewhat discouraged, and unless the markets improve the outlook for next year is gloomy. There has been a decrease of over 5,000 bbls. in the mackerel catch; some of the traps taking but a very few. They were seen in large schools three or four miles from shore, but did not seem to approach the traps to any great extent. The catch of alewives is not so large as that of last year, but during the close days they were seen going up in large numbers, and young fish have come down in abundance, so that an increase may be looked for next year. Shipping live lobsters to the United States has become quite an extensive business, amounting this year to about \$21,426 and large preparations are being made for the same business next season. The packers and fishermen are well satisfied with the present law, and the regulations have been well observed. The only fish-way in Mr. Goudey's district, that at Clyde River, has been kept well opened, and has given good satisfaction. Salmon have been seen above the dam, and as the river is now comparatively free from any obstructions, he cannot see why the fish should not increase.

#### YARMOUTH COUNTY.

*Overseer Enos Gardner*, of Tusket, gives a very exhaustive and interesting report on the fisheries of his district. He says he has made as careful enquiries as to the catch in the several stations as has been possible, and the returns are as nearly correct as they can be obtained. The amount used for home consumption and included in the returns is about the same as last year, some \$50,000. The total catch is not quite so large as last year, the decrease being chiefly at East and West Pubnico, and in the mackerel and herring fisheries. The failure of the catch of these fish by the traps and nets made fresh bait scarce, and, as a consequence, the vessels did not get so large fares. The decrease in the fish oil return is general, and amounts to one-half the amount of last year's, but no satisfactory explanation has been given. Prices of all kinds of fish have ruled low, and most of the fishermen are in debt after the results of their voyage are made up, and the prospect is there will be much suffering among them this winter. As to the river fisheries, Mr. Gardner says there was a high freshet during the first run of alewives, which enabled them to ascend to the head waters. More fish were taken in the upper falls and lakes than last year, and the net fishermen in tidal waters did well, but less were taken by dip-nets at the Lower Hatfield and Gavil's Falls. The total catch is very much the same as that of last year, but it must increase in the future. The freshets of the past four years have been favorable both to the ascent of the parent fish and the descent of the young. The obstructions in the main river are well looked after, and the eel weirs that in former years destroyed immense quantities of young fish are sharply watched, and there seems to be no reason why the fish should not be as plentiful as

in times past. Alewives are an important fish to the settlers on the Tusket River, and should be given all the protection possible.

The salmon catch is about double that of last year. A good quantity was taken in the early part of the season, when the prices were high, and the price kept up at a fair rate during the whole season. Mr. Wilmot forwarded to Warden Hatfield, from the Bedford hatchery, in April last, about 25,000 salmon ova, which were successfully hatched at the temporary hatchery at Tusket Falls. In June they were distributed in the lakes, and he has no doubt in a few years the benefits will be reaped. Yarmouth County salmon are generally earliest in the American market, and always command the highest prices.

The improved ladder put in at the Carleton mill dam in 1883 gave promise of satisfactory results, as the fish ascended readily last year. This year, however, just as the fish came there, an accident happened to the sluice-way for running logs and timber through the dam, and the wings were taken out of the fish ladder and the passage for fish completely destroyed. The ladder is now in good repair, and, if not interfered with, will in the future give the fish a pass at that place that has long been required and necessary. Mr. Gardner has inspected the new ladder put in at Kemptville, and found it in good repair. The manager of the mill informed him that the fish ascended readily, and that the mill owners were careful not to allow any poaching in or about the ladder. Two of the mills at Carleton pay no attention to the sawdust law, and in a very few years the lake below will be filled up; but until the law is enforced against them they will do nothing.

Lobsters were plentiful, and of good size. The Arcadia Company shipped to the United States 150,000 live lobsters, weighing 325,000 lbs., and sold the canning factories 220,000 lbs., which enabled them, with the aid of their own fishermen, to put up nearly double the quantity they did last year. Mr. Gardner notified all parties that no extension of time would be allowed, and the close time was strictly observed. He also took pains to examine large quantities of lobsters at the factories, and found none under the size allowed by law. As regards the close time, intelligent fishermen are still of the opinion that during July and August no lobsters should be taken for any purpose, for the reason that they are then soft and unfit for food. It is the opinion of many that if a regulation was made requiring the lobster traps to have a space of  $1\frac{1}{2}$  inches between the laths, instead of 1 inch, as they are now used, all lobsters under 9 inches in length would escape. It is said they are a very sensitive fish, and make an effort to escape the moment a trap is disturbed, and will get through a very small space. As the traps are made anew every year, a regulation of this kind would be of no injury to fishermen or canners, if made known to them early in the season.

The trap net fishery at Pubnico Point and Murder Island was a complete failure, and caused fresh bait to be scarce; but what fish they did get were sold at good prices.

Mr. Gardner regrets to have to report the death of Capt. Edward S. Perry, fishery warden at Little River, the latter part of November. Capt. Perry was a very efficient officer, and looked sharply after the lobster fishermen connected with the Portland Packing Company's establishment. He was a gentleman highly respected and his demise is very much regretted by the whole neighbourhood.

*Overseer George H. Robertson*, of Yarmouth, reports that the catch of mackerel in the trap nets has been much smaller than that of the preceding year, but the quality of the fish taken has been exceedingly good. The mackerel seemed to avoid entering the bays and coves, and large schools shaped their course from headland to headland. This is almost unprecedented, and it is impossible to determine the cause. The catch of cod compares favorably with that of other years, and the bank fisheries were prosecuted vigorously; but owing to the low prices it has been a poor season for the fishermen. The catch of herring and halibut shows an increase, but shad has been scarce. The lobster fishery has been prosecuted with energy, and the close season has been well observed. Shipments to the United States have been large, and the business has been fairly profitable. Disputes as to the location of lobster traps have frequently arisen. If the fishery officer had the right to control the location of such traps, all difficulties could be easily and peaceably settled.

# CAPE BRETON.

## REPORT OF A. C. BERTRAM, ESQ., FISHERY OFFICER, ON THE FISHERIES OF CAPE BRETON ISLAND.

NORTH SYDNEY, C. B., 21st December, 1885.

Hon. GEORGE E. FOSTER, B. A.,  
Minister of Marine and Fisheries.

SIR,—I have the honor to submit herewith the second annual report of the fisheries of the Island of Cape Breton, as forming a distinct district from that of Nova Scotia proper, for the calendar year ending this date.

It will be observed from the tabulated statement accompanying this report, that the aggregate quantity and value of the fish caught on the coast and inland waters of the Island, for the year 1885, exceed those for the year 1884. The total increase in the value of the catch of all kinds of fish being \$79,710.70.

### GENERAL REMARKS ON FISHING IN CAPE BRETON WATERS BY FOREIGNERS—MARKET PRICES OF FISH FOR THE YEAR—NECESSITY FOR INCREASED MARKETS, &C.

United States fishing vessels prosecuted their fishing mainly within the three-mile fishing limits during this year, as in previous years, and notwithstanding the denial of this by some who assume to be authorities on the subject, the fact remains as can be attested by thousands that the greater portion of the fish taken by these foreign vessels, on or near the coast of Cape Breton, is taken within the three mile limit. This fact does not require autimetrical proof of its correctness, for it is demonstrated by the observations of all the dwellers by shore. In my report for 1884, reference is made to this subject, and the additional fact that the crews of United States fishing vessels are instructed, before leaving their ports of outfit, to maintain, under all circumstances, that they catch but a very small portion of their cargoes in Canadian waters within the three-mile limit, and consequently that the privilege of these fisheries is but of small value to them. This proves the utter unreliability and absolute worthlessness of the statistics prepared by the United States fishermen and outfitters aided in the manipulations of the figures by officials, whose cleverness in the act of manipulation is very much more remarkable than either their honesty of purpose or the correctness of their deductions, as prepared for the information of Congressional Committees and published in the press.

The privilege to United States fishing vessels of procuring bait in in-shore waters and ports of Canada, is of much greater value to them than is generally supposed—than they publicly admit. These vessels do a very large proportion of their summer "bank fishing" on the banks contiguous to this coast; and were it not that they are permitted to come to the shore and inland waters to procure bait, as needed, this line of bank fishing—their most profitable one of the banking—would be very largely lost to them.

And yet, another circumstance which is yearly adding to the value of Cape Breton shore fisheries, to the fishermen of the United States, is the numerous coast improvements in the way of increase of lighthouses, buoys, signals and telegraph stations, fog-alarms, harbor improvements and breakwaters. When it is borne in mind, that on the coast of this island the chief portion of the fish caught by resident fishermen, is in open boats, which return to the shore, and are, for the most part, beached every evening, and that the fishing, as now prosecuted by United States fishermen, is carried on in large schooners, which, keeping near to and within the headlands, are extremely dependent for their safety on the coast improvements above-named the advantage accruing to the latter will be at once apparent. In so far as the fishermen are concerned, the large expenditures upon coast improvements

annually made by the Government of Canada, is very much more to the benefit of the fishermen of the United States than to the advantage of Cape Breton fishermen.

Another circumstance which has vastly enhanced the use of our shore fisheries to the fishermen of the United States is the greatly enlarged facilities of transit of freight from the western ports of this Island to ports of the United States, added in the last few years. These facilities are: first, the Eastern Extension Railway terminating eastward in Port Mulgrave, on the Strait of Canso, and connecting by the Intercolonial Railway with United States railways; second, the Boston, Halifax and Prince Edward Island Steamship Line, calling weekly at Port Hawkesbury, on the Cape Breton side of the Strait of Canso. Before the existence of these facilities for freighting from Cape Breton Island to the west and south, fishing vessels fitted out from a United States port, after having obtained a cargo on these shores, had to return home to deliver it, thus causing a loss of time to vessel and crew of from three to four weeks. During good fishing time this was a serious drawback on the aggregate of the season's catch of fish; then in the case of the fall mackerel fishing, United States vessels engaging in it could not, as a rule, make more than one return fare in the season to their ports of outfit. Cases in which a vessel was able to return to the fishing grounds and secure a second cargo in the autumn season were but very few, and regarded as extraordinary good luck. This disadvantage of having to return home with cargo has now disappeared by new channels of freight transit above referred to. Now, a United States vessel fishing on Cape Breton shores whenever she secures a cargo, and a portion of the fishing season is yet to elapse, instead of making the long voyage home as formerly, runs either to Port Mulgrave and transfers her cargo to the railway, or enters Port Hawkesbury and freights her cargo home by the steamship line above-named. By this method these vessels remain continuously on the fishing grounds for the whole season through, and double or triple, according to the abundance of fish on the shores, the yearly aggregate catch of seasons previous to the existence of the facilities for transshipment. Of course this transfer to steamship or railway takes place only in the case of barrelled fish. Fish salted on board ship in bulk has to be carried home without transfer.

In the fishing season of 1885 there were transhipped from United States fishing vessels by steamers from Port Hawkesbury, 10,340 barrels of mackerel and 40 barrels of herring.

The following was carried to United States ports during the fishing season of 1885, over the Intercolonial Railway, being such as was transferred from United States fishing vessels to the railway at Port Mulgrave Station:—

To Boston.....	4,900 bbls.
Gloucester.....	5,553 do
Portland .....	725 do

11,178 bbls. = 2,235,600 lbs.

Equal to 140 car loads.

#### CHARACTERISTICS OF THE YEAR'S FISHING.

The leading features of the operations for the year vary in many particulars with the locality. Some localities have experienced an important increase over the previous year in the catch of the leading productions of cod, halibut, herring, alewives and mackerel; whilst others experienced more than a corresponding decrease in these.

A uniform and large increase has been realized in the quantity of salmon and lobsters taken.

A hopeful feature of the year in relation to the future fishing industry of this Island is the introduction of the manufacture of medicinal oil from cod liver. This new branch of industry from the initiatory trials of it, gives most hopeful assurance of a largely increased and profitable business in the near future to both manufacturers and fishermen.

## MARKETS.

The leading characteristic of the fish markets throughout the year has been one of extreme depression; the only exception to this being the ready sale obtained for lobsters through the demand created by numerous established canning factories. For what have been heretofore regarded as the staple fisheries, the markets were depressed to so unprecedented a degree, that in many cases local traders refused to buy from the fishermen at any price. Owing to the depressed markets and local failures in catch, were it not for (1) the unusual demand for lobsters for which the fishermen were paid in cash at the factories, (2) the stimulus to exertion in prospect of the bounty, and (3) that the price of breadstuffs were also low; the record of the year would have been one of misfortune and distress, to the fishermen and their dependents.

There is no commercial problem in the industries of this Island, at the present moment, so pressing of a solution as that of sufficient markets for the fishery products. Were this difficulty satisfactorily solved, in such a manner as would secure markets that would absorb the production at fair average prices, the fishing industry would, in a very few years, increase its productions threefold.

At present, Cape Breton fishermen have no control in even the limited consumption of the home, Canadian, market. In the east the home market is glutted with Newfoundland fish, whilst the west is supplied by fish imported from United States traders. The fisherman, as the markets now are, has to sell his fish to local traders at whatever price is offered him, and has to take his pay in goods at such rates as the trader chooses to demand, and, as in this year, is even refused this barter on any terms. Except in the case of a few wealthy corporations or foreign capitalists who can afford to retain stocks for an indefinite period, the traders in fish are themselves exposed to all the inconveniences, risk and loss arising from the absence of ready markets. Traders possessed of but moderate capital, who require to realize promptly on returns, are thus too heavily weighted for the exercise of enterprise. The same causes prevent the investment of a large amount of native capital in the form of joint stock Companies, which, under more favored conditions of the market, would add immensely to the fishery productions of this Island.

The opposite condition of these effects of a depressed and very limited market, is readily manifested from the stimulated condition of the lobster fishery, simply because, in this instance the fishermen obtains a ready cash in the home market for the products of his toil, and makes his purchases on correspondingly advantageous terms.

Great possibilities lie in the vast fishery resources of this Island, the realization of which, however, depends upon, (a) better control than now of the home market; (b) more extended foreign markets; and (c) the extent to which the fishermen of foreign nations are permitted to share in the privileges of the shore and inland fisheries, to the detriment of the resident fishermen.

It is pleasing to have to report that violations of the fishery laws have been very marked in their decrease, for the year, as compared with previous years. This is especially observable in the decrease of poaching in spawning streams and headwaters. The like decrease of violations by the setting of nets in the estuaries and mouths of rivers, by which the parent fish were intercepted on their way to the spawning pools, and on their return downward to the sea, is also a pleasing characteristic of the year.

Following is a synopsis of the general results of the year in the leading branches of the fisheries prosecuted.

## COD.

This most important fishery was considerably in excess of last year, in some localities, but in others the decrease was very marked. The greatest increases were experienced along the Gulf coast, in Inverness County and the eastern shore of Victoria. The most serious decreases occurred on the coast of Richmond and southern shore of Cape Breton County.

#### HERRING.

This fishery shows an increase over the previous year in about nearly one-half the localities where prosecuted, but in the case of the remainder there was large decreases; the weather during the months of July and August, in which the most valuable run of herring occurs, proved unusually hot, and a heavy proportion of that taken was spoiled before it could be landed and cured. The aggregate secured in a marketable condition, falls about 50 per cent. short of the average.

#### MACKEREL.

This fishery also falls below a fair average catch. This shortage was less due to the quantity visiting the coast, than to a phenomenal condition designated by fishermen, as that in which mackerel will neither "bait nor net," the cause of which is not understood.

#### HADDOCK.

The catch of this fish shows much variation in production, in different localities, but the aggregate result shows a slight decrease compared with last year's.

#### TROUT.

Like the preceding, trout have also yielded an increase on previous years.

#### SALMON.

It is pleasing to be able to report an almost uniform large increase in the catch of this valuable fish, during the last season. Everywhere, in its usual haunts, the salmon was found abundant, in numbers unprecedented for many years past. The season gave also most hopeful indications of an increasing prosperity in this fishery, for coming years. On the arrival of the spawning season of 1885, salmon were observed to ascend to their favorite streams in vastly increased numbers over those of many past years. On arrival of the return season—in the fall—there was observed a most remarkable increase in the number of young salmon descending to the sea. The greatly increased numbers observed ascending is doubtless largely due to the increased vigilance exercised for their protection during the past two summers, and the descent of swarms of young salmon, must, doubtless, be largely attributed to the successful operations of the fish hatcheries, the invaluable results of which are now about being realized—to a degree so beneficial as, at this early date, can scarcely be estimated.

#### LOBSTERS.

This fishery has proved more remunerative and vigorously prosecuted than any of the other branches of the fishing industry during the last season. This happy circumstance is owing to the active operations of canning factories previously established, and to the great energy displayed by a number of new factories put into operation for the first time in the spring of 1885. The fishermen were stimulated to exertion by finding lobsters fairly plentiful, for which they received "cash in hand" on delivery at the factories, and at remunerative prices. The operators in this business continue to complain that the fishing season, prescribed by law, is too short, and that it should be extended two weeks in August, owing to lateness of the season before the fishery can commence on the shores of Cape Breton. The precise dates for opening and closing do not appear to fairly apply to this coast, as are suited to the southern and western coasts of Nova Scotia proper, and the coasts of New Brunswick. I would recommend an exception in the present Act, applicable to the climatic circumstances of this Island. The most destructive influences to which the lobster crop is exposed on this coast are the violent storms of wind which sometimes occur when this fish is on its annual visit to the shoal waters. They are often then thrown up and strewn along the coast in heaps like seaweed.

A large number of additional new factories are being erected in Cape Breton and Richmond Counties for the operations of 1886. The fishermen are also preparing to

give more undivided attention to lobster fishing, hence the prospects now are that an unprecedented amount of business will be done in this branch during the approaching season. An inspection of the appended tables will show the large increase of 1885 over 1884, in this industry. Probably the time has arrived when moderate fees might be demanded for licenses of lobster fishing areas.

#### MEDICINAL OIL.

The manufacture of this valuable product was fairly started in two localities last summer, with most satisfactory results. The aggregate quantity, as reported, amounted to 3,600 gallons. Formerly, fishermen extracted from the cod livers the oil in a crude condition and sent it thus to market as common oil, by which they lost very largely in comparison of prices obtained for it when refined for medicinal use. The initiatory manufacture of this year gave results most encouraging for the future.

#### COMPLAINTS

continue from various localities as to the injurious effects of net fishing—from leaving nets set in the bays over Sunday. The injuries arising from this practice are not merely imaginary, they are substantial in the production of most undesirable results, and I beg, respectfully, to urge the prompt enactment of a law prohibiting the practice, allowing but one net of a definite length to be left set over Sunday, for the use of each boat engaged in cod fishing, so that each boat may secure bait for the Monday's fishing, without being compelled to lose the day for want of bait. Beyond this necessary permission, it is alike desirable, in the best interests of the fisheries, and in the interests of morality, that the practice of putting out nets on Saturday afternoon that they may remain set on the Sabbath be prohibited by enactment.

Appended hereto, are synopses of the reports of the several district overseers under my jurisdiction.

I have the honor to be, Sir,

Your most obedient servant,

A. C. BERTRAM,

*Fishery Officer for Cape Breton Island.*

### SYNOPSIS OF FISHERY OVERSEERS' REPORTS.

#### COUNTY OF CAPE BRETON.

*Overseer Francis Quinan*, of Sydney, reports that he is unable to note any improvement in the catch of fish this year over that of last, the balance being against 1885. Codfish and herring especially show a great falling off. The former fish was abundant enough, but when in shoal water the shore fishermen had no bait. Again, a considerable number of men formerly interested in the cod fishery, engaged this season in the lobster fishery. The success of the latter fishery has been so considerable that two additional lobster canning establishments are to be started in his district. Salmon fishing was very good in the month of July, and the fishermen made great hauls, for which they obtained a fair price. He has no violations of the fishery laws to report this year.

*Overseer Alexander McDonald*, of East Bay, reports a decrease in the catch of herring, mackerel and haddock, mainly owing to their scarcity on the coast. He also reports a slight decrease in the catch of codfish in his district, owing to the scarcity of bait. Caplin, which is used exclusively for bait, did not approach the shores in his district, causing considerable loss to resident fishermen. The shad, alewife and salmon fisheries show a marked increase over last year. The latter fish appeared on the shores in very large numbers, but the weather proved unfavorable for the fishermen—many of them losing their nets. Owing to the dryness of the season, very few salmon and sea trout visited the rivers during July and August. In his district there were three lobster factories engaged during the lobster

fishing season, all of which did exceptionally well, the lobsters being large and very plentiful. There are two new factories in course of erection in his district.

*Overseer James P. Burke*, of Main-a-Dieu, reports a decrease in the catch of codfish and mackerel; this decrease being confined to the district of Main-a-Dieu, where bait was scarce, caplin not making their appearance as formerly. At Mira Bay the July run of herring, both in quantity and quality, was inferior to that of last year, but in September the herring made their appearance at Scattarie, where good hauls were made. There are no fishing vessels owned and fitted out in this district, still it is a great rendezvous for foreign fishing vessels in the months of July and August, which come for cargoes of herring. Mr. Burke also reports the lobster fishery good, one factory packing alone 2,500 cases, against 1,100 last season. At the medicinal oil factory of Scattarie, 1,800 gallons of refined oil and 700 gallons of raw oil were manufactured. This being the first season the factory was in operation, he thinks this branch of the fishing industry will grow to large proportions wherever the codfishery is carried on.

*Overseer Y. A. W. Barrington*, of Sydney Mines, reports an increase in the catch of cod and all other fish taken in this district, excepting salmon and herring, the scarcity of which he cannot assign any reason for as the weather during the season was exceptionally fine.

#### INVERNESS COUNTY.

*Overseer D. F. McLean*, of Port Hood, in a comparison with the report of 1884, reports an increase in the following branches of the fisheries in his district, viz., salmon, mackerel, herring, alewives, codfish, haddock, halibut, bass, trout, oysters and lobsters, and a decrease in smelts and eels, making a total increase in value amounting to \$92,454.55. The total of the fish and fish products for the year just ended is estimated at \$310,400; of this sum the quantity entered for home consumption is in round numbers about \$36,000. The increase in the catch of fish he attributes to three causes:--1st. Fish being more abundant on the coast and in the rivers. 2nd. Weather being more favorable than during the preceding year for successfully pursuing their avocation. 3rd. A more vigorous prosecution of the fisheries in consequence of the impetus given to this industry by the Government fishing bounties, and owing to moderate weather before referred to. The increase noticeable in the salmon fishery in recent years is largely due to the vigilance exercised by the Government fishery officers in protecting rivers and preventing poaching during the spawning season. The law enacted in reference to the close season for oyster fishing is in his opinion a step in the right direction. The lobster fishery which now proves so important a branch of the fisheries is still successfully carried on here. A new lobster canning establishment is in course of construction at Judique, which will be in operation next season.

Mr. McLean thinks some legislation is necessary to prevent the destructive and ruinous system of fishing mackerel and herring with seines.

*Overseer James Coady*, of South West Margaree, reports that his statistics show an increase compared with those of last year, which is chiefly due to a very large catch of salmon, cod and haddock. The catch of salmon was much above the average. These fish were known to come in the Margaree Harbor in large schools, yet very few ascended the river the first part of the season. This was owing to the season being unusually dry, the water being so low that the fish did not ascend, much to the disappointment of anglers, who visited this river from different parts of the United States and Canada. Late in September and October, however, salmon ascended to the river in unusual large numbers to their several spawning grounds. The fishing of alewives shows a small decrease, the high freshets prevented many from putting out their weirs, thus enabling the fish to ascend to headwaters. Trout fishing was about the same as last year. Mackerel and herring were scarce. The greater part this season was used for home consumption, the amount for home consumption included in his return is about \$19,200. The fishing laws have been reasonably respected.



*Overseer D. Ross*, of North East Margaree, reports a marked increase in the catch of codfish over that of last year, but a falling off in the catch of mackerel and herring. Salmon visited the coast in large schools, the fishermen doing well along the sea-board, but in the Margaree the catches were small compared with other years. It was a poor year for surface fly-fishing, owing to the season being dry. The North East Margaree was visited by a larger number of anglers during the season than ever before. Many of those who visited the river were from the United States and the Upper Provinces, but killed few fish. After September rains, however, salmon ascended the river in large numbers and were allowed to go to the spawning grounds unmolested.

## RICHMOND COUNTY.

*Overseer Francis Marmeau*, of Arichat, reports in his district a slight decrease in the shore catches of codfish and haddock. The vessels, however, engaged in the same fishery, did well in the North Bay. In the early part of the season mackerel were abundant in Chebueto Bay, but they would neither "bait" nor "mesh," consequently very few were taken. The fall mackerel fishery, however, was good, and the catch exceeded that of 1884. The spring herring fishery was a failure, and the July and August run was not so good as in the previous year, although immense numbers were taken, but hundreds of barrels were lost to the fishermen owing to the intense heat that prevailed during those months. The fish which would "net" in the early part of the night would be spoiled before being taken from the nets in the morning. Many hundreds of barrels in consequence were used by fishermen for compost purposes. The lobster fishery was good, some fishermen clearing \$50 per month during the season. Mr. Marmeau says there are three lobster factories in his district, and two new ones in course of erection.

*Overseer D. Cameron*, of St. Peters, reports a decrease in the catch of herring and haddock over that of last year. He reports a large increase in the catch of lobsters. Two new factories have been operated this season for the first time, one at Fourchu and another at L'Archevêque. He thinks a large number of fishermen will be engaged in this fishery next season.

## VICTORIA COUNTY.

*Overseer D. McRae*, of Baddeck, reports an increase in the catch of all kinds of fish during the year, excepting mackerel. He attributes the small catch of the latter fish to low prices, in consequence of which the fishermen directed their attention to other branches of the fishing industry. The salmon fishery was better during the season than for many years previous. The appearance of so many young salmon in the rivers is a gratifying proof that a further improvement in the salmon fishery may be looked for in future years.

*Overseer M. McIntosh*, of Aspy Bay, reports a large increase in the catch of codfish in his district. The catch of salmon also exceeded that of last year, and would have been greater were it not that boisterous weather prevailed when the salmon were most numerous in the northern district. Mackerel were plentiful on the coast, but would not "mesh" or "bait." Herring were fairly plentiful, and considering the amount taken for home consumption, the catch will equal that of last year. Owing to the failure of net fishing during the past five years, the fishermen of his district gave more attention this season to the prosecution of the cod fishery.

Oysters are again beginning to multiply in South Harbor, Aspy Bay. Small ones can be seen in myriads, but the fishermen do not molest them. At one time quite a business was done in the exportation of oysters from the above place. Mr. McIntosh is happy to report that there were no disputes during the year among fishermen. One light fine was imposed for the violation of the fishery laws.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in and the Total Number of Men Employed, &c., in the

DISTRICTS.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				KINDS					
	Vessels.			Boats.			Nets.		Weirs.		Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Herring, barrels.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.					Value.	
<i>Annapolis.</i>																
Margaretville and Port George.....	2	25	700	6	52	3600	104	6223	1375	2	600	4880	.....	10	1500	
Port Lorne and Chute's Cove.....	.....	.....	.....	.....	52	1040	104	9000	4500	.....	.....	.....	.....	.....	300	
Phiney and Parker's Coves.....	5	100	2500	30	95	1540	181	12270	3635	.....	.....	.....	.....	.....	1002	
Gut and North Side of Basin.....	7	70	3000	35	43	860	86	1000	500	6	600	.....	.....	.....	140	
Annapolis Basin, South Side.....	5	58	2020	25	50	1000	100	2500	1250	15	1500	.....	.....	60	30	
Lequill River.....	.....	.....	.....	.....	.....	.....	.....	10	5	.....	.....	530	.....	.....	.....	
Round Hill and Annapolis River.....	.....	.....	.....	.....	.....	.....	.....	200	100	.....	.....	1200	.....	.....	.....	
<b>Totals.....</b>	<b>19</b>	<b>253</b>	<b>8220</b>	<b>96</b>	<b>292</b>	<b>8040</b>	<b>575</b>	<b>31203</b>	<b>11365</b>	<b>23</b>	<b>2700</b>	<b>6610</b>	<b>.....</b>	<b>70</b>	<b>2972</b>	
<i>Antigonish.</i>																
Arisaig.....	.....	.....	.....	.....	68	900	160	4900	7200	.....	.....	12000	.....	105	150	
Morristown.....	.....	.....	.....	.....	63	1000	152	4500	7600	.....	.....	20000	600	220	140	
Antigonish.....	.....	.....	.....	.....	34	500	62	3200	5000	.....	.....	19000	.....	90	60	
Tracadie.....	.....	.....	.....	.....	60	1000	135	4000	7000	.....	.....	9000	.....	580	250	
<b>Totals.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>225</b>	<b>3400</b>	<b>509</b>	<b>16700</b>	<b>27700</b>	<b>.....</b>	<b>.....</b>	<b>60000</b>	<b>600</b>	<b>975</b>	<b>600</b>	

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, Province of Nova Scotia, for the Year 1885.

OF FISH:													FISH PRODUCTS.			VALU.			
Herring, smoked, in boxes.	Alewives, barrels.	Cod cwt.	Pollock, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.		Fish used as manure, barrels.	\$	cts.
8000	300	80	100	560	4000	.....	.....	.....	.....	.....	.....	.....	.....	330	150	200	13,395		
.....	100	100	.....	100	4000	.....	.....	.....	.....	.....	.....	.....	.....	200	40	10	2,740	00	
.....	285	60	2030	1340	.....	.....	.....	.....	.....	.....	.....	.....	.....	2015	145	110	13,659	00	
3000	300	200	1500	800	1200	.....	.....	.....	.....	.....	.....	.....	.....	2000	200	100	9,207	00	
6000	2800	1000	3000	1200	2000	.....	.....	.....	.....	.....	.....	.....	.....	700	500	800	26,295	00	
.....	5	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	132	00	
.....	.....	.....	.....	.....	.....	.....	.....	2	1100	500	.....	.....	.....	.....	.....	.....	.....	352	00
Hake taken in above Districts, 6,630 cwt., at \$3.50																	23,205	00	
Lobsters do 60 tons, at \$35.00																	2,100	00	
17000	5	3785	1440	6630	4000	11200	2	1100	600	.....	.....	.....	.....	5245	1035	1220	91,085	50	
.....	80	58	.....	1400	900	.....	.....	900	400	5000	.....	.....	150000	320	370	.....	32,622	50	
.....	360	180	.....	2000	1200	.....	.....	1700	300	4000	.....	.....	68000	400	320	.....	26,425	00	
.....	50	40	.....	400	200	.....	.....	4000	6000	7000	250	30	.....	200	20	.....	9,920	00	
.....	300	260	.....	300	400	.....	.....	.....	3000	4500	200	200	100000	300	340	.....	30,790	00	
.....	790	538	.....	4100	2700	.....	.....	6600	9700	20500	450	230	318000	1220	1050	.....	*17,200	00	
\$17,200																			

\* Home Consumption—

Salmon, fresh,	40,000 lbs.,	at 15c.....	\$ 6,000
Cod do	40,000 do	4c.....	1,600
Hake do	80,000 do	4c.....	3,200
Alewives do	70,000 do	4c.....	2,800
Herring	60,000 do	4c.....	2,400
Mackerel	20,000 do	6c.....	1,200

\$17,200

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	
	Vessels.			Boats.			Nets.		Weirs.						
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.					Value.
<i>Cape Breton.</i>			¢		¢			¢	¢						
From Marion Bridge, North Side of Mira to False Bay Beach.....				40	1200	72	3960	1532				21	2750	300	
From False Bay Beach to Long Beach.....				48	1100	85	4100	1500				19	1200		
From Long Beach to Little and Big Glace Bays and Bridgeport.....				46	546	70	4000	1400				3	200		
From Lingan to Sydney Coxheath North-West Arm Point Edward and North Shore of Sydney River.....				95	1270	178	6140	2476					2000		
North of East Bay.....				6	120	12	300	84					100		
Long Island.....													275		
George's River.....															
Little Bras D'Or.....	7	140	1960	49	10	200	20	500	140						
Point Aconi.....				6	120	12	300	84					550		
Mill Pond.....				4	80	8	200	56					550		
Fife's Mill.....															
From Little Pond, Round Shore to Ball's Bridge.....				38	760	76	1900	532					2250		
Horn's Mill and Black Brook.....															
Boisdale and Escasoni..				56	1120	112	2800	784							
Mira River and Lewis Bay.....				20	80	48	800	450					970	400	
Mira Bay and Catalong				57	1710	161	6800	3400				50			
Main-a-Dieu & Scatterie				700	2100	210	8400	2200	2000	1500	10				
Bauline.....				13	260	39	800	400				4			
Little Loraine.....				16	540	48	2800	1400				6			
Big Loraine.....				47	410	131	5330	1815							
Louisburg.....				50	2000	150	6120	3060	1400	1050			400		10200
Gabarus.....				86	6440	258	8700	4350	1600	1130					
Kennington Cove.....				9	270	27	948	474							
Belfry.....				12	630	36	450	222							
East Bay and Big Pond.				15	450	45	300	150					100		
<b>Totals.....</b>	<b>7</b>	<b>140</b>	<b>1960</b>	<b>49</b>	<b>794</b>	<b>23436</b>	<b>1897</b>	<b>68948</b>	<b>27709</b>	<b>5000</b>	<b>3680</b>	<b>104</b>	<b>11345</b>	<b>740</b>	<b>10200</b>

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.			VALUE.		
Mackerel, barrels.	Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, brls.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Smelt, lbs.	Mels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.		\$	cts.
24	450	.....	120	1280	.....	110	3750	11	2550	4100	36	70	.....	650	14	180	*11,391	50	
71	627	.....	.....	2380	.....	225	20200	5	400	400	.....	.....	.....	1150	11	415	16,913	00	
20	350	.....	11	630	.....	50	7500	.....	2000	3000	32	.....	.....	315	6	75	5,998	25	
38	750	.....	6	780	.....	30	5700	.....	400	3400	25	.....	.....	390	12	92	8,544	50	
10	253	130	118	100	.....	.....	.....	.....	2300	2600	24	.....	.....	50	.....	12	2,616	00	
.....	50	.....	.....	100	.....	.....	.....	.....	800	.....	8	17	.....	25	.....	3	815	25	
.....	.....	.....	.....	150	.....	.....	.....	.....	200	.....	.....	10	.....	35	.....	4	761	25	
10	.....	.....	.....	200	.....	.....	.....	.....	150	.....	5	.....	.....	50	.....	6	942	50	
20	150	.....	.....	1900	.....	600	1000	.....	.....	.....	4	.....	86320	475	.....	57	24,284	75	
20	50	.....	.....	500	.....	50	500	.....	.....	.....	.....	.....	.....	125	.....	75	2,936	25	
20	100	.....	20	500	.....	30	500	.....	150	.....	.....	.....	.....	125	.....	15	3,155	25	
.....	.....	.....	20	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	86	00
73	900	.....	5	1050	.....	115	900	2	200	1000	25	.....	.....	270	.....	32	10,239	50	
20	300	.....	6	1800	.....	.....	.....	.....	400	1000	.....	.....	.....	.....	.....	.....	84	00	
.....	.....	.....	.....	.....	.....	.....	.....	.....	825	2400	15	.....	.....	450	.....	54	9,745	00	
200	140	.....	40	600	.....	19	.....	11	400	5000	6	.....	.....	200	.....	.....	4,183	00	
400	800	.....	8	2100	.....	350	8000	.....	.....	.....	.....	.....	.....	100	.....	.....	16,827	00	
40	1200	.....	.....	4200	.....	200	200	.....	.....	.....	.....	115200	.....	920	.....	.....	46,320	00	
40	200	.....	.....	750	.....	40	200	.....	.....	.....	.....	.....	.....	300	.....	.....	5,046	50	
40	320	.....	.....	1500	.....	100	200	.....	.....	.....	.....	.....	.....	650	.....	.....	8,947	50	
350	840	.....	.....	3100	.....	90	.....	.....	.....	.....	.....	.....	.....	1500	.....	.....	20,325	00	
500	1000	.....	.....	3900	.....	100	700	.....	.....	.....	.....	.....	.....	51340	.....	.....	37,410	50	
550	1000	.....	.....	6020	5	100	.....	.....	.....	.....	.....	.....	98000	3000	.....	.....	51,476	00	
20	80	.....	.....	270	.....	40	.....	.....	.....	.....	.....	.....	.....	160	.....	.....	1,711	50	
20	100	.....	.....	350	.....	.....	.....	.....	.....	1000	.....	.....	.....	100	.....	.....	2,212	50	
100	100	.....	12	200	.....	.....	.....	.....	150	400	7	15	.....	100	.....	.....	1,524	00	
Home consumption, \$2,500; 1,800 gallons cod liver oil, at \$1														.....	.....	1400	5,700	00	
2300	9820	130	365	34390	52140	49450	29	11225	24300	187	112	348860	13020	43	2360	300,196	50		

\*Marketed at Home, Halifax and Montreal.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.			
	Vessels.			Boats.			Nets.		Weirs.							
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.				Value.		
<i>Colchester.</i>			¢		\$			¢	¢							
Mass Town .....					8 300	16		2400	480				200			
Little Dyke .....					10 325	20		3000	550				250			
Great Village .....					2 80	4		600	115				60			
Great Village Point .....					6 180	12		1800	275				150			
Highland Village .....					7 220	14		2200	315				200			
Portapique .....					2 75	5		650	100	1	200		60			
Five Houses .....					5 260	11		1600	250	1	200		150			
Birch Hill .....					3 120	8		900	150	2	600		75			
Bass River .....					6 240	14		2400	300	1	250		150			
Little Bass River .....					6 240	14		2200	350	1	200		100			
Upper Economy .....					16 640	36		5600	800	3	1200		400			
Economy Point .....						8					4 2000					20
Central Economy .....					4 130	13		1200	200	5	2000					25
Lower Economy .....						3				3	3 300					15
Five Islands .....					5 150	12			150	5	1000					30
Stirling .....					4 84			350	150					20		40
Lower Stewiacke .....					12 72	12		72	70				1700			
Forrest Glen .....					4 20	4		40	36				600			
Middle Stewiacke .....					2 10	2		13	12				40			
Clifton .....					3 100	6		400	150				200			
Black Rock .....					3 140	6		1000	400				251			
Princeport .....					3 125	6		750	300				100			
Totals .....					111 3451	226		26675	5153	26	7950		4686	20		130
<i>Cumberland.</i>																
Tidnish .....					10 100	24		500	200					85		300
Pugwash and River Philip .....	1	32	1200	4	5 80	15		225	280				4000	45		20
Wallace .....					42 1000	70		400	200					20		300
La Planche River .....								412	206							
Nappan River .....								32	16							
Minudie .....								400	200							
Apple River .....					1 30	3		50	30							20
Advocate Harbor & Eastville .....					11 330	33		330	200							800
Spencer's Island and Port Greville .....					6 180	18		240	150	2	60					300
Parrsboro' .....					5 100	10		80	50	2	70					150
Two Islands .....										4	100					160
Totals .....	1	32	1200	4	80 1820	173		2629	1532	8	230		4000	150		1990

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.											FISH PRODUCTS.		VALU.
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	Fish used as manure, barrels.	
.....	.....	.....	54	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 472 00
.....	.....	.....	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	626 00
.....	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	252 00
.....	.....	.....	72	.....	.....	.....	.....	.....	.....	.....	.....	.....	606 00
.....	.....	.....	90	.....	.....	.....	.....	.....	.....	.....	.....	.....	760 00
.....	.....	.....	50	.....	.....	2000	.....	.....	.....	.....	.....	.....	532 00
.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	830 00
.....	.....	.....	56	.....	.....	.....	.....	.....	.....	.....	.....	.....	463 00
.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	830 00
.....	.....	.....	149	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,212 00
.....	.....	.....	380	.....	1000	.....	.....	.....	.....	.....	.....	.....	3,180 00
.....	.....	.....	101	.....	.....	.....	.....	.....	.....	.....	.....	.....	888 00
100	.....	40	200	.....	200	.....	.....	.....	.....	15	.....	.....	1,916 75
2160	.....	10	31	.....	.....	.....	.....	.....	.....	10	.....	.....	897 00
.....	.....	120	151	.....	800	.....	.....	.....	.....	50	.....	.....	1,918 50
60	20	5	.....	.....	.....	12000	.....	20	.....	.....	.....	.....	1,256 25
.....	.....	.....	5	.....	400	5000	.....	.....	.....	.....	.....	.....	704 00
.....	.....	.....	8	.....	200	.....	.....	.....	.....	.....	.....	.....	196 00
.....	.....	.....	1	.....	560	.....	.....	.....	.....	.....	.....	.....	46 00
Home consumption of above districts :—Shad, fresh, 91,000 lbs., at 4c. ; Salmon, fresh, 1,500 lbs., at 15c .....													3,865 00
.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	136 00
.....	.....	.....	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	178 20
.....	.....	.....	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	156 00
2320	24	175	1693	.....	3100	19000	.....	29	.....	75	.....	.....	21,920 70
.....	300	.....	10	2000	.....	3000	.....	38000	.....	40	.....	.....	9,370 00
.....	400	.....	10	3220	1500	2000	125	200	2500	5	.....	.....	5,518 20
.....	300	.....	3	.....	.....	70000	5	100	251600	.....	475	.....	45,384 00
.....	.....	.....	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	440 00
.....	.....	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	72 00
.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	800 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,200 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,200 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	600 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	400 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*674 00
10000	.....	.....	187	5220	1500	75000	130	300	292100	.....	520	.....	67,738 20

\*Home consumption :—Alewives, 11,000 lbs., at 4c.....\$440  
 Shad, 2,100 do 4c..... 84  
 Salmon, 1,000 do 15c..... 150

\$874

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herrings, barrels.	
	Vessels.			Boats.			Nets.		Weirs.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.				Value.
<i>Digby.</i>			\$		\$			\$	\$					
Digby.....	23	460	14000	184	10	400	20	1700	500	12	800	.....	40	300
Broad Cove.....	.....	.....	.....	.....	17	600	34	540	350	.....	.....	.....	100	700
Gulliver's Cove.....	.....	.....	.....	.....	10	450	20	410	250	.....	.....	250	50	200
Shelving Cove.....	.....	.....	.....	.....	10	460	20	420	255	.....	.....	.....	50	400
Centreville.....	.....	.....	.....	.....	32	1280	64	920	640	.....	.....	.....	200	250
Sandy Cove.....	.....	.....	.....	.....	14	500	28	468	372	1	100	4500	200	800
Little River.....	1	20	300	7	40	1440	80	1130	740	.....	.....	.....	250	1500
Weymouth.....	.....	.....	.....	.....	28	980	56	900	550	.....	.....	.....	800	950
Church Point.....	.....	.....	.....	.....	13	480	26	460	370	.....	.....	.....	500	600
Meteghan.....	.....	.....	.....	.....	8	300	16	200	190	.....	.....	.....	250	500
Salmon River and Cape St. Marys.....	2	46	860	16	16	750	38	560	400	.....	.....	.....	250	560
St. Mary's Bay.....	.....	.....	.....	.....	5	175	10	200	200	5	600	.....	400	100
West Port.....	26	520	23000	200	40	1600	120	10000	7500	.....	.....	.....	150	500
Freeport.....	20	360	16500	145	80	3000	240	9000	6750	1	500	800	100	700
Tiverton.....	5	100	4500	40	50	2000	150	6000	4500	.....	.....	.....	50	150
Home consumption.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*Lobsters, haddock and finnan haddies, shipped fresh.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fish taken in county line trap.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Totals.....</b>	<b>77</b>	<b>1506</b>	<b>59160</b>	<b>592</b>	<b>373</b>	<b>14415</b>	<b>922</b>	<b>32908</b>	<b>23567</b>	<b>19</b>	<b>2000</b>	<b>5550</b>	<b>3390</b>	<b>8210</b>



the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

	KINDS OF FISH.										FISH PRODUCTS.			VALUE.	
	Herring, smoked, in boxes.	Cod, cwt.	Cod Tongues and Sounds, bris.	Pollock, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Fish Oil, gallons.	Fish used as Bait, barrels.	Fish used as Manure, barrels.	\$
8000	6000	350	3500	9500	350000	1500	2000	6	8000	2500	2000	97,039	00		
.....	575	100	800	2500	6500	.....	.....	.....	1150	650	800	18,331	25		
.....	400	140	400	1800	4000	.....	.....	.....	500	400	450	11,430	00		
.....	420	155	650	1900	3000	.....	.....	.....	780	420	50	12,859	50		
.....	2500	650	1100	6500	3000	.....	.....	.....	3000	1250	750	43,505	00		
.....	1000	550	1200	4000	3000	.....	.....	.....	1200	800	750	29,610	00		
.....	3500	350	1500	5000	1000	.....	.....	.....	4000	1300	1000	48,060	00		
.....	575	500	400	1800	700	.....	.....	.....	1600	1150	600	25,235	75		
.....	400	500	540	2020	700	.....	.....	.....	1900	1440	650	21,503	00		
.....	500	200	200	800	3000	.....	.....	.....	1500	1100	700	12,930	00		
.....	3380	1800	400	1600	13500	.....	.....	.....	2000	1200	600	35,015	00		
.....	.....	.....	.....	100	.....	850	.....	.....	200	400	600	12,380	00		
.....	16000	8000	600	10000	30000	.....	.....	.....	25000	3000	300	156,300	00		
.....	11000	50	6500	800	8000	22000	.....	.....	18000	2000	400	117,830	00		
.....	2000	1200	300	1600	400	.....	.....	.....	4000	500	.....	22,824	00		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,220	00		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*41,855	00		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,790	00		
8000	48250	50	20995	12390	57120	440800	850	1500	2000	6	72830	18110	9650	718,706	50

\*Lobsters, 509 tons, at \$35..... \$17,815 00  
 Haddock, 19000 lbs., at 4c..... 7,800 00  
 Finnan haddies, 1200 cases, at \$5..... 6,000 00  
 do 231000 lbs., at 4c..... 9,240 00  
 Fish fertilizer, 30 tons, at \$40..... 1,200 00  
 \$41,855 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.								
	Vessels.			Boats.			Nets		Weirs.						
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	
<i>Guysborough.</i>			\$		\$		\$	\$							
Isaac's Harbour and Country Harbour .....	2	155	11400	30	156	6120	232	15200	7600	4	650	30		4080	
Coddell's Harbour and New Harbour .....	1	28	400	6	80	3400	110	16000	8000			5			
Tor Bay to Charlo's Cove.....	5	84	1600	23	131	2780	229	23800	11900						
Cole and Molasses Harbours.....					150	3150	180	36000	18000	1	100	5			
White Head .....	1	20	1000	6	105	2475	120	24000	12000			25			
South Shore .....					140	2100	281	28000	14000	30	4100	57			
Canoe to Dover.....	3	308	15000	51	167	6680	334	33400	16700	30	6000	102			
Guysborough .....	7	494	33800	85	50	1250	100	12000	6000	10	1000	85			
North Shore .....					151	2265	226	30200	15100	3	150	20			
Strait of Oanseo .....	9	419	14300	76	109	2930	180	30000	15000	5	1100				
St. Mary's Bay.....	1	32	1000	4	20	400	40	2000	700			800	300	200	
Gegogan Harbour.....					12	200	24	1500	600			1200	5250		
Bickerton Harbour...	1	38	1200	4	32	1050	90	3000	1000			500			
Holland's Harbour...					10	400	16	500	200			200			
Indian Harbour.....	3	225	6000	20	42	750	60	2000	800	*2	300				
Wine Harbour.....	2	34	1400	7	33	500	50	2500	900	*2	200	1600	1600		
Liscombe & Spanish Bays .....	3	89	2200	16	85	1700	170	3500	1600	*2	50	500			
Ecum Secum .....					38	1000	90	2800	1200	*2	75	580	1500		
Marie Joseph .....					60	1200	130	6500	1800	*1	60	200	2000		
St. Mary's River.....	2	91	2600	8	20	390	30	2800	1300	†2	800	120	20000	4000	
Head of Country Harbour River.....					5	60	5	200	80			1000			
Total.....	40	2017	91900	336	1596	40800	2697	275900	134480	94	14585	449	33780	14650	4280

\*Seines.

†Traps.

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.			VALUE.		
Mackerel, barrels.	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, Gallons.	Fish Guano, tons.		Fish used as bait, barrels.	\$
1471	2339	83	6780	...	...	...	...	...	2000	...	1500	...	139000	3390	...	...	77,682	50
640	1600	40	2400	5	...	160	3200	...	2000	...	1500	3	...	1200	...	...	25,054	00
1665	1745	92	3080	14	...	923	1260	...	2200	...	1000	12	133440	1490	...	...	61,776	60
1125	1350	225	1125	10	...	1125	...	...	2000	...	...	10	...	562	...	...	27,004	05
1500	1800	300	1200	10	...	1800	...	...	...	...	...	...	149184	600	...	...	58,087	60
2800	700	10	1400	...	...	1400	...	...	...	550	...	...	45600	700	...	...	52,211	00
3640	2500	150	15760	10	200	1110	66860	...	2000	1000	1500	10	274598	7860	198	...	178,051	30
1250	1000	150	13668	...	...	200	...	...	800	500	1200	12	...	6833	...	...	84,079	95
3775	4530	604	753	...	...	753	...	...	600	...	...	15	...	378	...	...	64,897	15
3225	2280	200	1510	...	...	300	...	...	...	...	...	...	...	750	...	...	50,125	00
5	160	10	180	1	5	15	800	...	...	3	4000	6	64368	125	10	5	13,517	45
3	100	3	125	...	2	12	500	...	200	4	1000	...	...	80	...	4	2,486	25
150	300	...	300	...	...	10	400	...	...	10	...	10	96624	200	...	...	18,887	60
10	110	...	170	...	...	...	400	...	500	10	...	5	...	60	...	5	1,485	50
60	2410	15	280	...	...	10	1000	...	100	...	1200	...	...	180	...	20	11,800	00
50	300	5	200	...	...	...	500	...	100	...	1200	...	...	130	...	10	3,412	50
50	1500	60	2000	...	...	60	3000	...	3000	30	4000	...	83500	1030	...	30	29,494	50
300	300	10	900	...	...	100	500	...	6000	20	4000	20	14400	500	...	15	12,221	00
200	450	12	1200	...	...	150	2000	...	...	20	2000	20	117716	650	...	25	28,517	90
20	600	20	120	...	...	...	1000	6	8000	10	5000	4	...	600	20	...	11,804	00
.....	.....	10	.....	.....	.....	.....	.....	.....	800	.....	.....	.....	.....	.....	.....	.....	288	00
21939	26074	1999	53149	50	207	8128	81420	6	30300	2157	29100	127	1117490	27316	228	114	822,383	85

\*Home consumption, \$9,500.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, barrels.	Salmon, fresh, in ice, lbs.*	Salmon, smoked, lbs	Mackerel, barrels.	
	Vessels.			Boats.			Nets.		Weirs.						
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.					Value.
<i>Halifax.</i>			\$		\$			\$	\$						
Recum Secum to Beaver Harbor .....					50	1053	78	2000	750				2562	2500	120
Sober Island to Sheat Harbor .....	1	35	1000	7	28	1659	50	3080	924				7670	1000	60
Mushaboon to Pope's Harbor .....	7	273	5950	43	72	2500	106	18040	4500				1000		650
Tangler to Ship Harb'r .....	3	76	1750	12	40	1500	67	5000	1500				1800		145
West Ship Harbor to Olam Harbor .....					80	1907	112	8208	2500	{ *1	300		700	1400	250
East and West Jeddore .....	4	100	2900	26	84	1800	95	6350	1902	{ +1	400		990	1190	120
Musquodoboit Harbor .....										{ +1	2200				
to East Chezzetcook .....	2	42	800	9	140	3200	140	7000	2100				1500	3000	230
W. side W. Chezzetcook .....	17	479	15300	119	203	2862	160	22000	6600				2150		518
to Lawrencetown .....															
Cole Harbor to Devil's .....					90	1850	103	6500	1950				3040		304
Island .....	3	75	2400	18	204	6120	186	10100	3030	50	10000		3500		2700
North Shore .....	4	80	3200	24	150	4500	165	10500	3150	65	13100				1100
East Margaret's Bay .....	4	100	3200	24	135	4050	101	4000	1200	32	6400		5000		1200
Indian Harbor .....					91	2730	94	16000	4800	60	12000		4500		800
Peggy's Cove .....	6	120	4800	36	97	2910	114	13000	3900	41	8200		3000		3000
Dover .....	3	75	2400	18	365	10950	315	53500	16050	85	17000		5000		3500
Prospect .....	7	140	5600	42	138	4140	124	12000	3600	31	6200		2000		1500
Terrence Bay .....	2	35	1200		90	3600	96	6080	1824	10	2000		500		600
Pennent .....					146	5840	140	5090	1500	4	800				650
Sambro .....	5	100	3800	30	140	2800	126	6800	2040	12	2400		300		260
Ketch Harbor .....					91	1820	104	3340	10020	16	3200		12500		675
Portuguese Cove .....	16	400	12800	96	130	2600	100	11200	3360	38	7600		400		200
Herring Cove .....	2	50	1200	24	67	1940	80	4500	1350	34	6800				1220
Ferguson's Cove .....					12	240	34	1800	540	3	600		1500		480
Bedford Basin .....	3	270	10500	43								2000			
Halifax City .....															
Totals .....	89	2450	78800	570	2643	72571	2680	266058	79090	485	99500	2000	57812	9090	20202

\* Seines. † Traps.

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALUE.		
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, bris.	Pollock, cwt.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish oil, gallons.	Fish used as bait, barrels.	\$	cts.
180	80	710	.....	6	.....	80	500	.....	2000	.....	.....	.....	491680	350	75	80,695	40
300	15	600	.....	.....	.....	50	400	.....	1500	.....	6	.....	228096	300	60	40,956	40
1800	10	1937	.....	100	.....	150	600	.....	600	.....	.....	.....	168000	650	120	48,861	75
656	200	1317	.....	10	.....	136	800	.....	400	.....	.....	.....	.....	500	90	11,380	25
1061	190	631	.....	.....	.....	82	1000	.....	3000	.....	8	.....	239040	300	50	47,518	25
650	30	1841	.....	175	.....	220	1800	.....	.....	1500	25	.....	.....	1200	125	14,890	75
350	180	2100	.....	25	25	278	3500	.....	4500	26000	60	10	110400	1100	90	35,225	50
1600	350	5361	.....	30	.....	200	2500	.....	750	80000	.....	.....	.....	2800	250	42,861	25
1100	70	1779	.....	.....	.....	150	1720	360	1800	1600	8	.....	.....	900	70	17,469	55
100	50	50	1	.....	.....	.....	.....	.....	.....	.....	50	.....	.....	35	8	29,000	25
800	.....	2220	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1350	228	23,055	50
1000	.....	3500	70	500	1000	200	.....	.....	.....	.....	.....	.....	85000	2400	420	50,545	00
250	.....	1050	21	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	630	115	15,384	00
1000	7	1700	34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1020	175	42,929	00
1000	25	800	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	62400	480	90	53,374	00
200	20	1425	29	1000	2000	.....	.....	.....	.....	.....	.....	.....	.....	1470	245	28,879	75
100	50	2050	41	150	300	.....	.....	.....	.....	.....	.....	.....	.....	1320	250	17,632	50
150	.....	4630	93	.....	.....	60	.....	.....	.....	.....	.....	.....	126250	2760	520	48,890	00
1200	10	2540	51	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	1530	260	20,256	50
2845	.....	365	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	240	55	21,648	25
2000	.....	6400	124	400	800	.....	256000	.....	.....	.....	.....	.....	.....	3840	680	58,884	00
300	.....	400	8	.....	.....	.....	24000	.....	.....	.....	.....	.....	5000	240	50	17,552	00
100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,700	00
20000	.....	16000	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28800	.....	203,560	00
38016	1267	59356	681	2396	4125	1806	292820	360	14550	89100	157	10	1515866	54215	4026	1,028,752	85

\* Value of amount sold in Halifax Fresh Fish Markets.....\$37,000 00  
 † 700 barrels clams, at \$5, \$3,500; 140,000 lbs. herring, sold fresh for bait, at 4c., \$5,600;  
 consumed by inhabitants of East Halifax, \$6,500..... 15,600 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.			FISHING MATERIAL.			
	Boats.			Nets.		Weirs.	
	No.	Value.	Men.	Fathoms.	Value.	No.	Value.
<i>Hants.</i>		\$			\$		\$
Maitland. ....	34	780	39	2,200	675		
Selma. ....	4	175	8	1,100	250		
Noël. ....	3	120	6	1,000	170	3	500
Burn Coat. ....	2	75	4	520	120		
Tennicape. ....	7	280	14	2,400	420	1	60
Walton. ....	10	360	20	3,000	600	1	50
St ubenacadie. ....	64	385	64	936	385		
West Hants. ....	20	500	32	4,050	1,500	9	850
<b>Totals. ....</b>	<b>144</b>	<b>2,675</b>	<b>187</b>	<b>15,206</b>	<b>4,120</b>	<b>14</b>	<b>1,460</b>

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

Salmon, fresh, in ice, lbs.	KINDS OF FISH.								FISH PRODUCTS.			VALUE.	
	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Fish Oil, gallons.	Fish Roscs, barrels.	Fish Guano, tons.	\$	cts.
990		55			45				6				763 90
225					55				4				487 60
165					75				8				636 20
85					12								109 00
310					70								622 00
260					95								812 00
140		310			8	340							1,352 40
809	500		25	500	210		800	750					4,069 25
													*3,351 75
2,685	500	365	25	500	570	340	800	750	18				12,204 10

Home Consumption (Maitland District)—

Salmon, 2,085 lbs., at 15c.....	\$ 312 75
Herring, 3,040 lbs., at 4c.....	121 60
Alewives, 19,000 lbs., at 4c.....	760 00
Shad, 53,040 lbs., at 4c.....	2,121 60
Bass, 895 lbs., at 4c.....	35 80
	<u>\$3,351 75</u>

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	
	Vessels.			Boats.			Nets.		Weirs.						
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.					Value.
<i>Inverness.</i>			\$		\$			\$	\$						
Western Division—															
Port Hawkesbury..	9	398	18000	108	20	360	70	15000	4000		200			8000	
Port Hastings .....					25	640	80	14000	3600		50			50	
Low Point .....					12	110	24	740	295					20	
Creignish .....					19	160	38	1200	550		6			50	
Long Point .....					20	200	45	1780	864					80	
Judique .....					21	200	48	2320	864					20	
Little Judique .....					48	570	150	4680	2350					110	
Port Hood .....	1	12	300	4	160	6000	500	30000	8000					1000	
Mabou .....	1	15	1000	6	60	1000	180	3000	1500		24	1000	1000	120	
Whycocomagh .....					12	140	25	800	200						
Boom .....					17	250	40	900	500						
Malagawatch .....	1	15	200	3	35	360	69	3100	1650						
Basin, River Dennis .....					13	140	26	640	380						
River Dennis .....					1	2	6								
North Mountain .....					32	300	60	2260	1300						
West Bay .....					10	140	20	450	400						
Cheticamp Point .....					45	4500	130	1800	1200		50	100		50	
Eastern Harbor .....	1	29	350	6	60	6300	180	2000	1600		40	50		15	
Eastern Harbor .....	1	11	150	4	22	2200	66	900	800		20	100		25	
Black Rock .....					25	1800	65	900	850		10			12	
Eastern Harbor .....					10	900	30	500	400		25	50		18	
Pleasant Bay .....					17	1200	50	900	600			40		50	
Mill Brook .....					3	150	9	180	100					10	
Cormier Cove .....					3	160	9	200	100					6	
Big Pond .....					25	1200	75	1200	900					70	
Shumpt Cove .....					3	150	9	180	90					6	
Friar Head .....					11	600	33	500	300					12	
Doucetts Cove .....					6	240	18	300	140					18	
Delaney's Cove .....					8	340	22	790	400					80	
Doucette's Cove .....					10	460	28	800	1000		12			160	
East Margaree .....					24	1800	68	3800	3900		16			200	
West Margaree .....	3	40	1800	18	6	280	18	1600	1800		56	24600	14400	120	
Margaree Forks .....											5			14	
Margaree River .....								640	250	75	750				
Margaree Island .....					22	300	60	400	280					240	
Broad Cove Marsh .....					16	340	47	440	300					208	
Port Bain .....					10	180	32	300	240					84	
Broad Cove Shore .....					11	140	23	450	200					100	
Coal Mines .....					2	80	60	180	150					20	
Lake Outlet and Loch Bain .....					5	40	10	140	60						
Trout Brook .....															
Totals .....	17	520	21800	249	849	33982	2369	99850	42113	75	750	514	25940	15400	10858



the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

	KINDS OF FISH.													FISH PRODUCTS.		VALU. \$ cts.
	Mackerel, in cans.	Herring, barrels.	Alewives, lbs.	Cod, cwt.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Bass, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	
.....	5000	500	4000	500	1000	.....	.....	1000	50	500	20	.....	.....	8000	100	132,370 00
.....	500	.....	400	300	180	.....	.....	1000	.....	1000	20	.....	.....	2000	20	7,580 00
.....	200	.....	80	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	28	10	1,403 20
.....	180	.....	80	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	60	10	1,672 00
.....	400	.....	120	.....	12	.....	.....	500	10	4000	2	.....	.....	100	20	2,865 00
.....	400	.....	100	.....	10	.....	.....	1000	10	6000	20	.....	.....	100	20	2,995 00
.....	5200	.....	480	400	300	60	120	500	20	3000	20	.....	.....	400	30	26,160 80
.....	4000	.....	6000	10000	1000	.....	100	1000	100	2000	10	.....	177600	4000	100	95,016 00
.....	200	.....	1200	1000	200	200	200	200	10	2000	10	10	25100	800	50	15,183 00
.....	150	.....	600	.....	.....	.....	.....	5000	.....	5000	50	200	.....	100	10	4,875 00
.....	400	.....	400	.....	.....	.....	.....	800	.....	3000	90	140	.....	120	10	4,846 00
.....	800	.....	800	.....	.....	.....	.....	1000	.....	800	100	60	.....	200	.....	7,918 00
.....	150	.....	360	.....	.....	.....	.....	1000	.....	3000	100	150	.....	120	.....	3,798 00
.....	.....	.....	.....	.....	.....	.....	.....	2000	.....	2000	.....	.....	.....	.....	.....	240 00
.....	600	.....	600	.....	.....	.....	.....	300	.....	500	50	.....	.....	140	10	5,549 00
.....	300	.....	280	.....	.....	.....	.....	400	.....	.....	30	.....	.....	100	10	2,759 00
.....	250	.....	8500	4000	1500	.....	.....	.....	.....	.....	.....	.....	.....	5000	.....	51,045 00
.....	160	.....	4500	.....	80	.....	.....	.....	.....	.....	.....	.....	.....	2200	.....	22,115 00
.....	50	.....	2500	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	1000	.....	12,245 00
.....	60	.....	710	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	900	.....	4,230 00
.....	130	.....	2800	.....	50	.....	.....	.....	.....	.....	.....	.....	175148	1500	.....	40,482 20
.....	75	.....	1700	.....	48	.....	.....	.....	.....	.....	.....	.....	.....	900	.....	8,786 00
.....	12	.....	400	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	150	.....	1,977 00
.....	12	.....	430	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	160	.....	2,074 50
.....	100	.....	3000	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	500	.....	14,875 00
.....	10	.....	40	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	160	.....	1,948 00
.....	40	.....	1650	.....	97	.....	.....	.....	.....	.....	.....	.....	.....	400	.....	7,867 50
.....	30	.....	900	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	300	.....	4,390 00
.....	90	.....	840	.....	58	800	.....	.....	.....	.....	.....	.....	.....	300	12	5,188 00
.....	120	.....	940	.....	90	500	.....	.....	.....	.....	.....	.....	.....	400	15	6,311 00
.....	400	30	2500	.....	450	1000	.....	1000	.....	.....	15	.....	.....	1200	56	17,299 00
.....	240	150	3400	.....	480	180	.....	800	.....	.....	6	.....	9600	2050	30	30,613 30
.....	14	100	60	.....	.....	.....	.....	2000	.....	.....	.....	.....	.....	280	.....	1,410 00
.....	.....	460	.....	.....	.....	.....	.....	2940	.....	.....	22	.....	.....	.....	.....	2,214 40
.....	200	.....	840	.....	94	201	.....	.....	.....	.....	.....	.....	.....	400	40	7,411 00
.....	120	.....	600	.....	60	480	.....	.....	.....	.....	.....	.....	.....	340	21	5,590 80
.....	90	.....	450	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	280	15	3,449 50
.....	98	12	600	.....	50	600	.....	.....	.....	.....	.....	.....	.....	420	13	4,487 00
.....	30	.....	140	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	40	5	1,016 00
.....	.....	140	.....	.....	.....	.....	.....	840	.....	.....	50	.....	.....	.....	.....	1,060 40
.....	.....	.....	.....	.....	.....	.....	.....	12000	.....	.....	.....	.....	.....	.....	.....	720 00
6000	20757	1392	53360	16200	5128	4020	420	35280	200	32800	622	560	387448	35148	607	574,023 60

Marketed at Montreal, Halifax, Great Britain, Europe, Brazil, United States and home consumption.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				
	Vessels.			Boats.			Nets.		Weirs.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.
<i>King's.</i>			\$			\$		\$			\$
Baxter's Harbor and Black Hole .....					12	240	16	350	210		
Hall's Harbor .....	3	33	750	10	20	400	17	750	500	3	600
Black Rock .....					9	220	18	450	300	2	300
Harborville .....	3	40	800	11	4	120	12	360	240	3	720
Morden Bay .....	1	4	100	3	5	100	10	300	100	2	300
Medford .....										4	500
Blomidon and Pereaux .....										6	600
Kingsport .....										1	150
Scot's Bay .....								2008	1000	5	1500
Long Spell .....								660	100	1	200
Long Island .....								880	300	1	400
Little Island .....								860	300	1	400
Bout Island .....								800	240	1	350
Starr's Point .....								2250	675	4	1000
Porter's Point .....								220	100	1	150
Gaspereaux .....					11	160	14	1600	250		
Aylesford .....					7	140	7		200		
Kentville .....											
Totals .....	7	77	1650	24	68	1380	94	11508	4515	38	7170

the Fisheries, Quantity and Value of Fishing Material, &c —Nova Scotia—Continued.

	KINDS OF FISH.											FISH PRODUCTS.		VALUE.	
	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Smelt, lbs.	Fish Oil, gallons.		
20000	10	300	.....	.....	.....	100	75	120	.....	.....	.....	.....	100	200	2,472 50
15000	10	750	.....	.....	.....	275	180	115	800	.....	.....	.....	400	550	9,884 25
20000	5	400	6000	.....	.....	50	60	40	300	.....	.....	.....	70	100	4,076 00
2000	10	2000	10000	.....	.....	120	20	30	400	.....	.....	.....	100	800	13,624 00
2000	10	1500	2800	.....	.....	130	.....	40	300	.....	.....	.....	75	50	7,984 25
.....	.....	30	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	2,627 50
.....	.....	56	53000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	13,499 00
.....	.....	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	174 50
.....	.....	357	640	.....	.....	25	.....	.....	239	.....	.....	.....	.....	184	3,698 25
.....	.....	125	80	.....	.....	20	.....	.....	20	.....	.....	.....	.....	12	771 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	10	245 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	67	.....	.....	.....	.....	10	541 00
.....	.....	90	.....	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	100	1,610 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	240	.....	.....	.....	.....	.....	1,920 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	13	.....	.....	.....	.....	.....	104 00
2000	.....	.....	.....	.....	.....	.....	.....	.....	20	1000	6000	.....	.....	.....	2,380 00
2650	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	.....	.....	.....	.....	580 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	.....	.....	.....	120 00
30150	25	5635	88520	350	720	335	345	1800	787	1500	8000	745	2086	.....	66,291 25

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh in ice, lbs.	Salmon, smoked, lbs.	Mackerel, barrels.	
	Vessels.			Boats.			Nets.		Weirs.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.				Value.
<i>Lunenburg.</i>			\$		\$			\$	\$					
Chester .....	3	192	5100	34	62	875	100	2660	590	9	2900	11000	300	1322
Martin's River .....	1	89	4000	16	25	250	50	1000	600	3	1850	600	100	100
Fox Point .....					50	740	75	4000	2000	9	1475	1000		1756
Mill Cove .....					43	492	63	6000	3000	10	2100	800		950
Lodge .....					24	405	57	2630	1800	9	2300	150		750
North-West Cove .....	1	20	800	5	46	1100	76	1850	1100	7	1950	1600	150	537
Aspotogen .....					31	620	58	1840	1435	7	2500	200		327
Sandy Beach .....	1	10	400	4	40	765	62	800	400	10	2500	300		185
Blandford .....	2	101	2800	22	79	1900	100	8000	4500	10	3000	500		160
Little Tancook .....					30	600	40	2100	1400	9	2600	75		110
Big Tancook .....					130	2500	210	10000	7000	12	3800	550	50	800
Deep Cove .....					16	190	29	1050	590	8	5400	100		140
Lunenburg to Cross Island .....	83	4120	291000	950	256	3000	500	10000	8000	...	...	500	300	4500
Mahone Bay to Martin's River Island...	32	1835	78930	350	200	2000	350	2600	1750	...	...	250	200	1000
East LaHave River to Ironbound Island...	32	1943	95288	290	400	8000	1000	7000	6125	...	...	600	300	1500
West LaHave River to Cape LaHave and Islands .....	42	2180	96905	394	375	7500	950	10000	9000	...	...	400	200	2000
Totals .....	197	10490	575123	2085	1801	30937	2720	71540	49290	103	28375	18625	1600	16137

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.				VALUE.
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, bris.	Pollock, cwt.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.	Fish used as manure, barrels.	\$	
250	150	2700	.....	150	.....	.....	.....	1500	50	500	10	150000	1400	.....	50	.....	52,950	00
150	75	2500	20	.....	.....	.....	400	500	.....	400	8	.....	1500	.....	75	.....	14,005	00
65	10	192	.....	.....	.....	270	.....	.....	2	.....	.....	.....	40	.....	40	.....	19,895	00
50	.....	730	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	56	.....	.....	.....	13,008	90
177	.....	310	.....	.....	50	.....	.....	.....	.....	.....	.....	.....	33	.....	9	.....	9,760	95
208	.....	209	.....	.....	26	.....	.....	.....	.....	.....	.....	.....	160	.....	22	.....	7,657	25
144	.....	81	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32	.....	10	.....	4,261	05
205	.....	96	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	.....	10	.....	3,177	25
220	.....	2000	.....	.....	.....	.....	2920	35	33	.....	.....	.....	845	.....	39	.....	11,977	55
300	.....	657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	252	.....	34	.....	5,305	05
1600	.....	4250	.....	.....	.....	.....	200	.....	.....	.....	.....	.....	800	.....	100	.....	33,639	50
65	.....	10	.....	.....	.....	.....	.....	.....	4	.....	2	.....	5	.....	1	.....	1,760	75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*3,152	10
9000	.....	95600	80	7000	250	21875	80000	1400	200	2500	80	14400	74300	50	1200	1000	646,241	50
6060	20	16000	20	2200	20	5500	25000	2000	.....	2000	30	.....	16000	40	400	300	142,840	00
10000	20	30000	25	3500	20	7500	30000	1400	100	1500	70	.....	20000	40	600	400	238,859	00
14000	30	43700	35	4375	35	8800	40000	1800	100	4000	80	10000	41000	70	1000	800	342,825	50
42434	305	198535	180	17225	325	44021	178520	8635	491	10900	280	174400	156468	200	3590	2500	1,551,314	25

\* Home consumption of above districts—

Salmon, fresh, 1,000 lbs., at 15c.....	\$ 150 00
Cod do 4,000 do 4c.....	160 00
Herring do 50,000 do 4c.....	2,000 00
Alewives do 10,900 do 4c.....	400 00
Lobsters do 7,000 do 4c.....	280 00
Trout do 2,035 do 6c.....	122 10
Hake do 1,000 do 4c.....	40 00

\$3,152 10

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Mackerel, barrels.	
	Vessels.			Boats.			Nets.		Weirs.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.				Value.
<i>Pictou.</i>			\$		\$			\$	\$					
Pictou Island .....					40	800	100	550	240					75
Chance Harbor .....					15	300	32	1600	1800			13000		50
Little Harbor .....					14	280	30	1400	1600			14000		40
Big Island .....					30	600	60	2000	2000			22000		40
North Beach .....					4	80	8	600	540			8000		
Ponds .....					13	200	22	1300	1200			12000		30
Lismore .....					10	200	25	1000	1000			10000		8
West Pictou .....	3	120	1460	15	125	2250	250	600	450					125
Totals .....	3	120	1460	15	251	4710	527	9050	8830			79000		368
<i>Queen's.</i>														
Mill Village .....					60	414	64	1440	670			7220	780	
Port Medway .....	9	807	44080	149	68	1100	95	2580	1175			18730	300	4235
Ponhook .....					10	100	25	180	128			2895	305	
Liverpool .....	4	198	10900	46	27	444	36	1152	558			4380		27
Port Mouton .....	2	55	500	5	48	2380	85	3960	2200					80
Brooklyn .....	3	281	18000	51	22	264	38	450	175			950		5
Port Joli .....					31	880	47	90	50					
Port Lebert .....	2	36	590	10	11	100	16	90	30					
Sommerville .....					25	550	40	540	300					50
Hunt's Point .....					18	360	30	900	500					12
White Point .....					7	105	14	630	245					50
Beach Meadows .....					14	144	18	468	156			370		8
Coffin Islands .....					15	135	20	900	300					6
Eagle Head .....					13	247	25	600	240			130		1
Blueberry .....					21	252	19	1314	584					1
Pudding Pan .....					16	192	25	864	336			900		1
West Head .....					29	428	35	2790	750					13
Moose Harbor .....					13	175	13	360	160			120		4
Black Point .....					12	179	21	540	240			150		4
Milton .....					20	240	20	216	96			2400		4
Gull Island .....					6	85	15	220	66					4
Totals .....	20	1377	73980	261	486	8774	702	20284	8959			38245	1385	4508

\* Home consumption, West Pictou :—

Salmon, 1,600 lbs., at 15c .....	\$ 240
Mackerel, 25,500 do .....	1,275
Herring, 75,000 do .....	3,000
Cod, 175,000 do .....	7,000
Hake, 7,500 do .....	300
Smelt, 2,000 do .....	120
Alewives, 5,500 do .....	220

\$12,155

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

	KINDS OF FISH.												FISH PRODUCTS.			VALOR.		
	Mackerel, in cans.	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, gallons.		Fish used as bait, barrels.	Fish used as manure, barrels.
.....	600	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	420000	60	200	.....	66,814 00
.....	150	.....	.....	75	.....	60	60	.....	.....	.....	.....	.....	.....	10	50	.....	.....	4,411 25
.....	400	.....	.....	60	.....	80	80	10	.....	.....	.....	.....	.....	12	60	.....	.....	5,597 00
.....	20	.....	.....	10	.....	70	70	13	.....	.....	.....	.....	.....	10	40	70	.....	23,469 00
.....	25	.....	.....	15	.....	40	40	.....	.....	.....	1600	15	.....	80000	10	60	.....	1,600 00
.....	.....	.....	.....	.....	.....	60	60	.....	.....	.....	1400	3	.....	.....	.....	.....	.....	15,341 25
.....	2240	.....	.....	300	.....	.....	.....	.....	.....	.....	20000	.....	.....	520000	350	1400	3600	2,461 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	94,112 50
.....	3435	.....	.....	560	.....	310	310	23	.....	.....	23000	50	1140000	570	1730	3600	.....	12,155 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	1800	.....	.....	.....	.....	.....	.....	.....	950	.....	16000	17	.....	.....	.....	.....	.....	9,970 00
.....	805	800	10200	59	.....	.....	.....	4000	.....	.....	.....	13	46000	4600	.....	.....	.....	106,586 00
.....	.....	405	.....	.....	.....	.....	.....	.....	1100	.....	.....	12	.....	.....	.....	.....	.....	2,434 00
.....	168	28	5661	.....	.....	.....	.....	37	.....	.....	.....	.....	.....	1250	.....	.....	.....	26,923 25
.....	600	5	15000	.....	10	10	100	5000	500	60	.....	6	77760	800	160	80	.....	23,998 00
.....	56	5	6200	10	.....	.....	.....	30	.....	.....	.....	4	.....	1575	6	50	.....	28,099 75
.....	.....	25	320	.....	.....	.....	.....	20	.....	600	10000	100	.....	150	.....	.....	.....	3,163 50
.....	100	50	40	.....	.....	.....	.....	10	.....	500	.....	100	10	20	.....	.....	.....	344 00
.....	20	.....	300	50	.....	.....	.....	25	300	500	10	200	.....	150	100	25	.....	2,947 50
.....	10	.....	360	10	.....	.....	.....	50	.....	.....	.....	6	.....	160	5	25	.....	2,155 50
.....	95	.....	20	.....	.....	.....	.....	15	.....	600	.....	.....	.....	30	10	5	.....	765 50
.....	175	.....	55	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	20	5	22	.....	778 75
.....	50	.....	150	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	75	10	12	.....	1,541 25
.....	138	.....	45	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	30	5	10	.....	527 75
.....	42	.....	10	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	611 50
.....	77	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	400 50
.....	24	.....	313	1	.....	.....	.....	190	.....	.....	.....	.....	.....	216	55	175	.....	2,935 15
.....	30	.....	16	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	25	2	8	.....	293 25
.....	.....	100	40	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	24000	13	2	12	4,058 45
.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	880 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	297 80
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2400	3216	25260	70	70	10	554	9380	4750	157	26300	168	147760	9154	363	439	.....	† 13,715 06
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	† 2,180 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	231,606 40

† Value of home consumption.

‡ 436 barrels clams, at \$5.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Mackerel, barrels.			
	Vessels.			Boats.			Nets.		Weirs.					
	No.	Tonnage.	Value.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon in cans, lbs.
<i>Richmond.</i>			\$		\$			\$	\$					
Arichat .....	2	80	1200	20	60	800	120	40000	5000					2000
Arichat West.....	2	80	1200	20	80	1000	140	30000	4000					100
Petit de Grat.....					90	950	180	70000	8000		10	490		300
Cape Au Guet.....					50	700	100	40000	6000					100
Port Royal .....	1	20	600	6	12	300	24	20000	3000					50
D'Escousse.....	17	700	17000	200	30	400	60	50000	7000					60
Polimand.....	3	120	3730	30	10	150	20	1000	5000					
Port Richmond.....	4	160	3800	40	5	100	10	900	400					10
Cape Le Rond.....					20	300	40	4000	2000					200
Rocky Bay.....					40	600	80	8000	4000					200
Little Anse.....					50	800	100	8000	4000					200
Gros Nez.....					60	900	100	8000	4000					200
River Inhabitants.....	3	120	1900	18	10	200	20	9000	5000		10			100
Black River.....					10	200	20	900	400		10			
Lower d'Escousse.....	3	120	1900	18	40	200	80	1000	500					50
Martinique and Lennox Passage.....					12	400	24	1000	500					50
Fourchu.....	1	14	200	3	40	1920	108	4000	800					200
Framboise.....					8	240	18	1600	320					80
St. Esprit.....					8	320	18	2240	560					128
Larchevêque.....					10	450	21	2800	700					100
Grand River.....					30	900	65	9600	2400					480
Point Michaud.....					20	400	27	3000	1140					200
L'Ardoise.....	2	93	2200	18	210	4200	420	8800	11000		20	5000		2800
St. Peter's Island.....	3	60	400	20	53	3000	106	5000	1250		3			353
St. Peter's.....	2	90	2000	20	50	700	100	8600	2200		3			400
River Bourgeois.....	25	450	9500	140	10	150	20	2000	700					150
<b>Totals.....</b>	<b>63</b>	<b>2107</b>	<b>45630</b>	<b>553</b>	<b>1018</b>	<b>20280</b>	<b>2021</b>	<b>339440</b>	<b>75370</b>		<b>56</b>	<b>5400</b>		<b>8511</b>



he Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALUR.		
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, brls.	Hake and Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Bass, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.		Fish used as bait, barrels.	\$
2000	40	700	10	...	2500	...	...	...	...	...	...	...	200000	1000	...	70,605	00
1000	50	800	10	...	1500	...	...	...	...	400	10	...	...	190	...	14,373	50
2000	40	700	10	...	2000	...	...	...	...	...	...	...	2400	190	...	21,948	50
1000	...	100	...	...	1500	...	...	...	...	...	...	...	...	90	...	10,733	50
100	...	100	...	...	2000	...	...	...	...	1000	10	...	...	100	...	8,540	00
300	...	100000	20	...	100	...	...	...	...	...	...	...	...	1000	...	45,440	00
100	100	2000	...	...	100	...	...	...	...	...	...	...	...	50	...	9,682	50
100	20	100	...	...	100	...	...	...	...	...	10	...	...	10	...	1,451	50
1500	...	200	...	...	200	...	...	...	...	...	...	...	...	80	...	9,602	00
1000	...	150	...	...	200	...	...	...	...	...	...	...	...	40	...	7,363	50
1000	...	300	...	...	300	...	...	...	...	...	...	...	...	100000	100	23,390	00
1000	...	300	...	...	200	...	...	...	...	...	...	...	...	100	...	8,040	00
100	100	200	...	...	100	...	...	...	...	...	...	...	...	80	...	3,232	00
100	...	100	...	...	100	...	...	...	...	...	...	...	...	20	...	1,818	00
100	...	200	...	...	200	...	...	...	...	...	50	...	...	20	...	2,913	00
100	100	...	...	...	...	...	...	...	...	...	50	...	...	20	...	2,963	00
600	...	2200	...	...	100	...	...	...	...	...	...	...	...	133200	1200	34,510	00
320	...	48	...	...	...	...	...	...	...	...	...	...	...	24	...	2,299	60
200	...	64	...	...	...	...	...	...	...	...	...	...	...	32	...	2,372	80
250	...	60	...	...	...	...	...	...	...	...	...	...	...	30	...	8,466	50
900	...	150	...	...	...	...	...	...	...	...	...	...	41280	60	...	9,076	50
200	10	600	10	...	40	...	...	...	...	...	...	...	...	200	...	5,730	00
900	180	5300	...	...	2800	...	...	...	...	...	...	...	...	1850	...	67,207	50
150	15	425	...	...	160	...	...	...	...	...	4	...	75000	210	...	18,032	75
50	20	700	...	...	...	...	...	...	...	...	...	...	...	330	...	7,443	50
150	...	6000	...	...	300	...	...	...	...	...	10	...	...	2000	...	30,120	00
15220	675	31697	60	...	14500	...	...	...	...	5000	194	...	551880	9026	...	437,355	15.

\* Amount for home consumption.  
Marketed at Quebec, Montreal, United States, West and East Indies.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				
	Vessels.			Boats.			Nets.		Weirs.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.
<i>Shelburne.</i>			\$			\$					
Barrington .....	7	334	14175	76	44	583	46	2742	810	...	.....
Wood's Harbor .....	...	...	...	...	80	1200	125	4000	1000	3	5500
Shag Harbor .....	3	195	7800	38	17	340	49	4550	1100	2	3500
Bear Point .....	...	...	...	...	22	668	30	3666	816	...	.....
Cape Island .....	3	619	27400	134	214	4080	326	20140	4278	9	19200
Port Latour and Boccara .....	1	65	2000	16	130	1950	150	16840	3600	1	1200
Upper Port Latour .....	3	115	2000	27	16	200	40	3200	480	...	.....
Cape Negro and Blanche .....	...	...	...	...	40	1300	70	3000	900	...	.....
Cape Negro Island .....	...	...	...	...	35	675	40	3000	900	1	1000
Port Clyde .....	...	...	...	...	7	700	15	800	225	...	.....
North-West Harbor & East Clyde .....	...	...	...	...	20	900	38	2000	700	...	.....
Black Point and Red Head .....	...	...	...	...	5	135	6	520	230	...	.....
Roseway and McNutt Island .....	...	...	...	...	38	2675	100	6500	1425	...	.....
West Shelburne .....	...	...	...	...	45	2600	132	5500	1600	...	.....
East Shelburne .....	9	776	35000	150	33	1400	66	1700	500	...	.....
Jordan Ferry .....	3	254	11000	46	40	750	52	6000	2000	...	.....
Jordan Bay .....	2	186	8000	36	25	700	45	2000	500	...	.....
Lockeport .....	31	2450	120000	460	16	800	25	2500	700	...	.....
Totals .....	67	4988	227375	983	24	1750	57	2500	1000	...	.....

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

	KINDS OF FISH.									FISH PRODUCTS.		VALUE.
	Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Pollock, cwt.	Haddock, cwt.	Halibut, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, gallons.	
.....	81	210	350	7302	74	210	8050	50	.....	1988	1888	39,221 70
.....	1000	2000	.....	670	60	200	.....	.....	192100	200	2500	53,202 50
.....	765	764	.....	4216	69	347	3000	.....	.....	1510	750	31,991 50
.....	65	205	.....	375	20	95	.....	.....	94500	100	800	18,506 25
.....	2837	2485	.....	19000	200	1691	13500	.....	49000	6000	4710	142,448 50
.....	600	2750	12	5250	1000	1500	2300	.....	24500	4500	1100	55,948 50
.....	.....	128	.....	3600	120	300	300	40	.....	920	358	18,611 00
.....	200	1100	.....	2800	50	600	3000	30	28000	1000	400	25,975 00
.....	150	1000	.....	2450	40	400	2000	.....	.....	1200	400	18,752 50
.....	300	8	50	75	12	25	.....	.....	.....	20	9	950 25
.....	.....	10	10	1150	.....	200	.....	.....	.....	500	.....	6,192 50
.....	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	21 25
.....	40	152	.....	970	.....	750	.....	.....	.....	1500	.....	8,730 50
.....	200	25	150	20	1800	1000	.....	.....	.....	1250	.....	12,891 50
.....	400	.....	200	25	600	350	.....	.....	.....	300	.....	4,910 00
.....	150	40	300	18	22400	75	.....	.....	81000	6300	100	113,559 50
.....	.....	58	.....	5300	.....	90	.....	.....	.....	1150	.....	23,424 50
.....	175	.....	160	5298	.....	390	.....	.....	.....	1800	.....	25,691 50
.....	.....	3100	1500	58000	15	400	130000	.....	96000	28000	.....	325,467 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*25,060 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	†21,426 00
1225	8924	13232	505	141161	1660	8623	162150	120	563100	58238	13011	972,983 70

\* Home consumption. † Lobsters sold to smacks for American markets.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.									
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.					Value.	
<i>Victoria.</i>			\$		\$			\$	\$							
New Campbellton .....	1	20	400	4	20	375	40	1000	500				12			
Great Bras d'Or .....					20	350	40	1000	500				14			
Boularderie .....					1	20	2	24	20		11					
French River .....					20	350	40	1600	700				25			
English Town .....	2	233	350	8	40	600	80	3000	1600		63		55			
Grand Narrows .....					50	750	100	1200	800				50			
Wreck Cove .....					10	200	20	600	300				10			
St. Ann's Bay .....					12	200	24	500	250		4					
Smokey Head .....					12	240	24	600	300		15		12			
Washabuck .....					6	90	12	200	100							
Baddeck .....					1	25	2	50	25		4					
Britton Cove and Black Rock .....					13	260	26	1000	450				16			
Home consumption .....					60	1200	120	2640	840		2		10			
Bay St. Lawrence .....					13	160	26	572	182		23		10			
North Harbour .....					37	740	74	1628	518		22		12			
White Point .....					23	460	46	1518	483		6		45			
New Haven .....					45	1080	90	2970	945				30			
Neil's Harbor .....					10	160	20	660	210		26		40			
Green Cove .....					10	240	20	660	210		9		70			
Ingonish Island .....					1	25	1000	8	50	1000	100	2200	700	45	9	12
North Ingonish .....					75	2400	160	3300	1050		75		48	540		
South Ingonish .....																
Totals .....	4	68	1750	20	528	10800	1066	26922	10473		305		1011			

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALUE.		
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, bris.	Hake, lbs.	Haddock, cwt.	Halibut, lbs.	Bass, lbs.	Trout, lbs.	Squid, barrels	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish used as bait, barrels.	\$	cts.
150		700	10											200	50	3,910	00
114		350	60											300	150	2,638	50
300		650			100				15					300	32	4,849	50
120		972	65		96				100					400	50	7,568	50
200		700			100			100						200	50	4,811	00
135		180			20				6					100	12	1,576	00
200		140			10						5			70	40	1,652	50
70		105			15				3					50	16	1,229	25
		60						100							5	491	00
		4														89	00
208		240			15				10					50	15	2,132	00
1900		750			100									230		11,432	00
30		3200												1600	360	15,634	00
8		600												300	78	3,371	00
40		2290												1145	222	11,416	75
35		3200												1600	230	15,310	00
100		4200												2100	450	20,465	00
40		1150			45									575	100	6,846	75
5		1005			35									502	100	5,122	05
20		3278			195									1638	400	17,440	20
300		6195												3047	600	36,859	30
																*420	00
																†14,460	00
3975		29967	136		731			200	134		5	78		14407	2960	189,922	30

\*420 gallons cod liver oil, at \$1.

†Fish consumed in districts.

Marketed at Halifax, Sydney, Newfoundland and North Sydney.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				Salmon, fresh, in ice, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	
	Vessels.			Boats.			Nets.		Weirs.						
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.					Value.
<i>Yarmouth.</i>															
Acadia and Little River.....			\$		60	1500	90	3000	950				86	340	
Tusket Wedge.....	12	789	26000	192	25	1400	75	10000	5800	2	4000		150	260	
Salmon River.....					55	400	75	8000	3000				1700		
Tusket.....					160	3000	200	20000	6500				3100		
East River, Forks, &c.....					80	650	90	6000	2000				1400		
Eel Lake and Brook.....	1	18	600	6	45	400	80	800	650					350	
Argyle.....	2	142	8000	26	30	350	90	2500	1000				20	60	
Argyle Sound.....					50	1000	100	6000	3500				400	150	
East and West Pubnico.....	36	2049	130000	590	20	1500	40	6000	3000	2	4000		1025	850	
Yarmouth.....	29	1810	54800	426	10	200	20	340	70	6	18000	2150	3550	4350	
Maitland.....	15	262	11000	85	20	400	36	4000	1600	1	1200	50	500	3000	
Sandford and Yarmouth Bar.....	5	70	7900	28	28	900	63	3200	1450	4	11400	2200	2560	2400	
Totals.....	100	5140	238300	1353	583	11700	958	69840	29520	15	38600	10750	8411	4656	11760

the Fisheries, Quantity and Value of Fishing Material, &c.—Nova Scotia—Concluded.

KINDS OF FISH.														FISH PRODUCTS.				VALU.
Herring, smoked, in boxes.	Alewives, barrels.	Ood, cwt.	Ood Tongues and Sounds, bris.	Pollock, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.	Fish used as manure, barrels.	\$	
8	238	4	15	.....	80	9500	.....	400	8	132000	120	.....	2100	.....	.....	.....	25,218	00
20	17875	24	285	.....	880	3500	.....	.....	.....	.....	2810	.....	.....	.....	.....	.....	85,970	75
1360	.....	.....	.....	.....	.....	.....	.....	400	20600	20	.....	.....	.....	.....	.....	.....	7,184	00
1280	.....	.....	.....	.....	.....	.....	.....	1300	30000	50	.....	.....	.....	.....	.....	.....	8,068	00
420	.....	.....	.....	.....	.....	.....	.....	900	.....	15	.....	.....	.....	.....	.....	.....	2,149	00
400	500	2	.....	.....	.....	.....	.....	.....	.....	350	.....	60	.....	.....	.....	.....	8,328	00
360	3950	4	.....	.....	.....	.....	45000	.....	.....	20	96000	900	.....	.....	1500	.....	37,310	50
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,760	00
80	45990	72	1100	.....	2850	30000	.....	.....	.....	20	.....	16825	20	.....	.....	.....	236,972	75
10	90	46184	23	2360	14000	1440	54927	65	.....	.....	20496	10790	.....	1250	150	.....	293,362	42
100	.....	4500	10	700	.....	200	57000	.....	.....	.....	.....	4000	200	500	.....	.....	48,900	00
.....	.....	4200	.....	.....	.....	60000	.....	.....	.....	.....	.....	100	400	450	.....	.....	63,605	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,691	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,000	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,000	00
110	4068	123437	139	4460	14000	5450	259927	65	2600	50400	483	248496	35405	620	2200	3750	851,519	42

\*Home consumption (Tusket District)—  
 2500 lbs. fresh salmon, at 15c ..... \$ 375  
 50000 lobsters, at 4c ..... 2000  
 100000 smoked alewives, at 80c. per 100 ..... 800  
 12000 lbs. fresh alewives, at 4c. per 100 ..... 480  
 600 lbs. white fish at 6c ..... 36  
 \$ 3691

†325000 live lobsters shipped to United States..... \$ 13000

‡ Home consumption (Yarmouth District)..... \$ 2000  
 Shipped fresh to United States..... 11000  
 \$ 13000

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, and the Total Number of Men employed, &c.—Nova Scotia, for the Year 1885.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				KINDS OF FISH.									
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, ed, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.										
Annapolis .....	19	253	\$ 8220	96	292	\$ 8040	575	31203	11365	23	2100	6610	...	70	...	2972	17000	5	3785	
Antigonish .....	...	...	...	...	225	3400	509	16706	27700	...	...	6000	...	975	...	600	...	796	538	
Colchester .....	...	...	...	...	111	3451	226	26675	5153	26	7950	4686	...	20	...	130	2320	24	175	
Cumberland .....	1	32	1200	4	80	1820	173	2628	1632	8	230	4000	...	150	...	1990	...	1000	...	
Digby .....	77	1506	59160	592	373	14416	922	32908	23567	19	2000	5550	...	3390	...	8210	8000	...	48250	
Guysborough .....	40	2017	91900	336	1596	40800	2637	275900	131480	94	14585	449	33780	14850	21939	26074	...	1999	63149	
Halifax .....	89	2450	78800	570	2643	72571	2680	266058	79090	485	99500	2000	57812	3090	20202	38016	...	1237	59356	
Hants .....	...	...	...	...	144	2675	187	15206	4120	14	1460	2835	...	...	...	500	...	365	25	
King's .....	7	77	1650	24	68	1380	94	11508	4515	38	7170	30150	...	25	...	5635	88320	350	720	
Lunenburg .....	197	10190	575123	4065	1801	30937	3720	71540	49290	103	28375	186225	1600	16137	...	42334	...	305	195533	
Pictou .....	3	120	1460	15	251	4710	527	9050	8830	...	...	78000	...	368	...	3435	...	...	560	
Queen's .....	20	1377	73930	261	486	8774	703	20281	8959	...	...	38245	1385	4892	...	2400	...	3216	25260	
Shelburne .....	67	4988	27375	983	851	23406	1412	91252	22764	16	30400	1225	...	8924	...	13332	...	605	141161	
Yarmouth .....	100	5140	238300	1353	583	11700	958	69840	29520	15	28600	10760	...	8411	4656	11760	110	4058	123437	
Cape Breton .....	7	140	1960	49	794	23436	1897	68948	27709	...	...	104	11345	740	10290	9820	130	365	34390	
Inverness .....	17	520	21800	249	849	33982	2369	99850	42113	75	750	514	28940	15400	10856	6000	20757	1392	53360	
Richmond .....	63	2107	45630	553	1018	20280	2021	339440	75370	...	...	56	5400	...	8511	15220	...	675	31697	
Victoria .....	4	68	1760	20	528	10900	1066	26922	10473	...	...	305	...	...	1011	3976	...	...	29967	
Totals .....	711	31286	1428308	7170	12693	316677	22735	1475913	566550	916	233720	3428	395973	27465	30570	107889	10656	207160	116080	804365



Return showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, and the Total Number of Men employed, &c.—Nova Scotia—Concluded.

DISTRICT.	KINDS OF FISH.										FISH PRODUCTS.					VALUE. \$ cts.			
	God Tongues and Sounders, barrels.	Pollock, cwt.	Hake Sounders lbs.	Haddock, cwt.	Hallbut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Squid, barrels.	Smelt, lbs.	Bels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Fish Roes, barrels.		Fish Guano, tons.	Fish used as bait, barrels.	Fish used as manure, barrels.
Annapolis.....		1410	6630	4000	11200	2	1100	600						5245			1035	1220	91,095 50
Antigonish.....			4100	2700			6600	9700		20500	450	230	318000	1220			1050		116,957 50
Colchester.....						1693				19000		20		75					21,970 70
Cumberland.....						187	5220	1500		75000	130	300	292100				520		67,738 20
Digby.....	50	20995	12390	57120	440600	850	1500	1500		2000	6			72830		18110	9650	718,706 50	
Guyaborough.....	50	207		8128	81420	6		30300	2157	29100	127		1117430	27316		114		822,383 85	
Halifax.....	661	2396	4125	1806	292820		360	14550	157	89100	187	10	1515866	54215		4026		1,028,762 85	
Hants.....					500	570	340	800		750				18					12,204 10
King's.....		335		345	1800	787		1800		8000				745			2086		66,291 25
Lunenburg.....	180	17225	325	44031	178520			8635	491	10900	280		1744000	156468	200	3590	2600	1,851,314 35	
Pictou.....		310		23						23000	50		1140000	570		1730	3600	226,961 00	
Queen's.....	70		10	554	9380			4750	157	26300	168		147760	9154		363	439	234,605 40	
Shelburne.....		1660		8623	162150						120		563100	58238				972,983 72	
Yarmouth.....	139	4460	14000	5450	259927	65		260		50400	483		249496	35405	620	2200	3750	851,519 42	
Cape Breton.....	5			2140	49450	29		11025		24300	187		349860	13020	43	3360		300,196 50	
Inverness.....			16200	6128	4020		420	35280	200	32800	622	560	387448	35148		607		574,023 60	
Richmond.....				14500						5000	191		551880	9026				437,355 15	
Victoria.....	60			866				200	134		6	78		14407		2960		189,922 30	
Totals.....	1215	49098	58090	166404	1491987	4189	14040	126046	3139	416150	2979	1310	6805340	493100	1091	51676	23245	68,283,922 87	

See County Return for quantities, &c.  
 Annapolis..... See County Return for quantities, &c.  
 Antigonish..... do  
 Colchester..... do  
 Cumberland..... do  
 Digby..... do  
 Guyaborough..... do  
 Halifax..... do  
 Hants..... do  
 Lunenburg..... do  
 Pictou..... do  
 Queen's..... do  
 Shelburne..... do  
 Yarmouth..... do

Home Consumption.  
 and other fish not included above. See Return  
 See County Return  
 E. Halifax; sold in Halifax Fish Market, etc.  
 See County Return  
 for quantities.  
 and Clams. See County Return  
 \$5,060 25. Lobsters sold to smacks for American market, \$21,426  
 and Lobsters shipped fresh. See County Returns

RECAPITULATION, EXCLUSIVE OF CAPE BRETON ISLAND.

Kinds of Products.	Quantities.	Rate.		Value.		Total.	
		\$	cts.	\$	cts.	\$	cts.
Salmon, pickled .....	2,449 brls.	18	00	44,082	00		
do fresh .....	353,288 lbs.	0	20	70,657	69		
do smoked .....	26,725 lbs.	0	20	5,345	00		
do preserved .....	4,880 cans.	0	20	976	00		
do home consumption .....	49,685 lbs.	0	15	7,452	75		
<b>Mackerel, pickled .....</b>	<b>85,113 brls.</b>	<b>10</b>	<b>00</b>	<b>851,130</b>	<b>00</b>		<b>128,513 35</b>
do preserved .....	4,656 cans.	0	15	698	40		
do home consumption .....	45,500 lbs.			2,475	00		
<b>Herring .....</b>	<b>157,388 brls.</b>	<b>4</b>	<b>00</b>	<b>629,552</b>	<b>00</b>		<b>854,303 40</b>
do smoked .....	115,950 boxes.	0	25	28,987	50		
do home consumption .....	326,040 lbs.	0	04	13,121	60		
<b>Alewives .....</b>	<b>13,884 brls.</b>	<b>4</b>	<b>00</b>	<b>55,536</b>	<b>00</b>		<b>671,661 10</b>
do home consumption .....	127,500 lbs.	0	04	5,100	00		
do smoked .....	100,000 lbs.	80c.	per	800	00		
<b>Cod .....</b>	<b>654,951 cwt.</b>	<b>4</b>	<b>25</b>	<b>2,783,541</b>	<b>75</b>		<b>61,436 00</b>
do home consumption .....	219,000 lbs.	0	04	8,760	00		
Cod Tongues and Sounds .....	1,150 brls.	7	00	8,050	00		
<b>Pollock and Hake .....</b>	<b>49,098 cwt.</b>	<b>3</b>	<b>50</b>	<b>171,843</b>	<b>00</b>		<b>2,800,351 75</b>
Hake Sounds .....	41,890 lbs.	1	00	41,890	00		
do home consumption .....	6,630 cwt.	3	50	23,205	00		
do do .....	88,500 lbs.	0	04	3,540	00		
<b>Haddock .....</b>	<b>132,770 cwt.</b>	<b>3</b>	<b>50</b>	<b>464,695</b>	<b>00</b>		<b>240,478 00</b>
do shipped fresh .....	190,000 lbs.	0	04	7,600	00		
Finnen Haddies, shipped .....	381,000 lbs.	0	04	15,240	00		
<b>Halibut .....</b>	<b>1,438,517 lbs.</b>	<b>0</b>	<b>06</b>				<b>487,535 00</b>
Shad .....	4,160 brls.	8	00	33,280	00		
do home consumption .....	146,140 lbs.	0	04	5,845	60		
<b>Bass .....</b>	<b>13,620 lbs.</b>	<b>0</b>	<b>06</b>	<b>817</b>	<b>20</b>		<b>853 00</b>
do home consumption .....	895 lbs.	0	04	35	80		
<b>Trout, with home consumption .....</b>	<b>81,570 lbs.</b>	<b>0</b>	<b>06</b>				<b>4,894 20</b>
Squid .....	2,805 brls.	4	00				<b>11,220 00</b>
Smelts .....	356,050 lbs.	0	06				<b>21,363 00</b>
Eels .....	1,971 brls.	9	00				<b>17,739 00</b>
Oysters .....	560 brls.	3	00				<b>1,680 00</b>
<b>Lobsters .....</b>	<b>5,517,152 cans.</b>	<b>0</b>	<b>15</b>	<b>527,572</b>	<b>80</b>		
do shipped fresh .....	569 tons.	35	00	19,915	00		
do do .....	325,000 lbs.	0	04	13,000	00		
do sold to United States smacks .....				21,426	00		
do home consumption .....	57,000 lbs.	0	04	2,280	00		
<b>Fish Oil .....</b>	<b>421,499 galls.</b>	<b>0</b>	<b>65</b>				<b>884,193 80</b>
do Guano .....	1,048 tons.	15	00				<b>273,974 35</b>
do used as Bait .....	45,749 brls.	1	00				<b>15,720 00</b>
do used as Manure .....	23,245 brls.	0	50				<b>45,749 00</b>
do Fertilizer .....	30 tons.	40	00				<b>11,622 50</b>
Glams .....	1,136 brls.	5	00				<b>1,200 00</b>
Amount taken in County Line Trap, Digby County .....							<b>5,680 00</b>
Whitefish, Yarmouth County .....							<b>8,790 00</b>
Amount sold in Halifax Fish Market .....							<b>36 00</b>
Amount shipped to United States, Yarmouth District, Yarmouth County .....							<b>37,000 00</b>
Amount returned for home consumption but not itemized—Digby, \$3,220; East Halifax, \$8,500; Queen's, \$13,715; Guysboro', \$9,500; Shelburne, \$25,060.25; Yarmouth District, Yarmouth County, \$2,000 .....							<b>11,000 00</b>
<b>Total .....</b>							<b>59,995 25</b>
							<b>6,782,425 33</b>

RECAPITULATION—CAPE BRETON ISLAND.

Kinds of Fish.	Quantities.	Rate.	Value.
		\$ cts.	\$ cts.
Salmon, pickled.....	979 bbls.	18 00	17,622 00.
do fresh, in ice.....	42,685 lbs.	0 20	8,537 00
do smoked.....	740 lbs.	0 20	148 00
do in cans.....	25,690 lbs.	0 20	5,138 00
Mackerel.....	22,776 bbls.	10 00	227,760 00
do preserved.....	6,000 lbs.	0 15	900 00
Herring.....	49,772 bbls.	4 00	199,088 00
do smoked.....	130 boxes.	0 25	32 50
Alewives.....	2,432 bbls.	4 00	9,728 00
Godfish.....	149,414 cwt.	4 25	635,009 50
do Tongues and Sounds.....	65 bbls.	7 00	455 00
Hake Sounds.....	16,200 lbs.	1 00	16,200 00
Haddock.....	23,634 cwt.	3 50	82,719 00
Halibut.....	53,470 lbs.	0 06	3,208 20
Shad.....	29 bbls.	8 00	232 00
Bass, Trout and Smelt.....	109,025 lbs.	0 06	6,541 50
Squid.....	334 bbls.	4 00	1,336 00
Eels.....	1,008 bbls.	9 00	9,072 00
Oysters.....	750 bbls.	3 00	2,250 00
Fish Oil.....	71,601 galls.	0 65	46,540 65
do Guano.....	43 tons.	15 00	645 00
do used as bait.....	59,297 bbls.	1 00	5,927 00
Home Consumption.....			26,960 00
Lobsters.....	1,288,188 cans.	0 15	193,228 20
Medicated Oil.....	2,220 galls.	1 00	2,220 00
<b>Total.....</b>			<b>1,501,497 55</b>

## GENERAL RECAPITULATION OF THE YIELD OF FISHERIES IN NOVA SCOTIA.

Kinds of Products.	Quantities.	Rate.		Value.		Total.	
		\$	cts.	\$	cts.	\$	cts.
Salmon, pickled .....	3,428 brls.	18	00	61,704	00		
do fresh, in ice .....	395,973 lbs.	0	20	79,194	60		
do smoked .....	27,465 lbs.	0	20	5,493	00		
do preserved .....	30,570 lbs.	0	20	6,114	00		
do home consumption .....	49,685 lbs.	0	15	7,452	75		
							159,958 35
Mackerel, pickled .....	107,889 brls.	10	00	1,078,890	00		
do preserved .....	10,656 lbs.	0	15	1,598	40		
do home consumption .....	45,500 lbs.			2,475	00		
							1,082,963 40
Herring, pickled.....	207,160 brls.	4	00	828,640	00		
do smoked .....	116,080 boxes.	0	25	29,020	00		
do home consumption .....	328,040 lbs.	0	04	13,121	60		
							870,781 60
Alewives, pickled .....	16,316 brls.	4	00	65,264	00		
do smoked .....	100,000 No.	0	08	800	00		
do home consumption .....	127,500 lbs.	0	04	5,100	00		
							71,164 00
Cod .....	804,365 cwt.	4	25	3,418,551	25		
do home consumption .....	219,000 lbs.	0	04	8,760	00		
Cod Tongues and Sounds .....	1,215 brls.	7	00	8,505	00		
							3,435,816 25
Pollock .....	49,098 cwt.	3	50				171,843 00
Hake Sounds .....	58,090 lbs.	1	00	58,090	00		
do home consumption .....	831,060 lbs.			26,745	00		
							84,835 00
Haddock .....	158,575 cwt.	3	50				555,014 00
Finnan Haddies .....	381,000 lbs.	0	04				15,240 00
Halibut .....	1,491,987 lbs.	0	06				89,519 22
Shad .....	4,189 brls.	8	00	33,512	00		
do home consumption .....	146,140 lbs.	0	04	5,845	60		
							39,357 60
Bass .....	14,636 $\frac{3}{4}$ lbs.	0	06				878 20
Squid .....	3,139 brls.	4	00				12,556 00
Trout .....	128,075 lbs.	0	06				7,684 50
Smelts .....	418,150 lbs.	0	06				25,089 00
Eels .....	2,979 brls.	9	00				26,811 00
Oysters .....	1,310 brls.	3	00				3,930 00
Lobsters, preserved .....	6,805,340 cans.	0	15	1,020,801	00		
do fresh .....	569 tons.	35	00	19,915	00		
do sold to United States .....				21,426	00		
do home consumption .....	382,000 lbs.	0	04	15,280	00		
							1,077,422 00
Fish Oil .....	493,100 galls.	0	65				320,515 00
Medicated Oil .....	2,220 galls.	1	00				2,220 00
Fish Guano .....	1,091 tons.	15	00				16,365 00
do fertilizer .....	30 tons.	40	00				1,200 00
do used as Manure .....	23,245 brls.	0	50				11,622 50
do do Bait .....	51,676 brls.	1	00				51,676 00
Clams .....	1,136 brls.	5	00				5,680 00
Halifax markets, and vicinity .....							43,500 00
Fish in Yarmouth Co., not included above .....							13,036 00
do Digby do do .....							12,010 00
do Queen's do do .....							13,715 00
do Guysboro' do do .....							9,500 00
do Shelburne do do .....							25,060 25
do Cape Breton, home consumption .....							26,960 00
							8,283,922 87
Total .....							

COMPARATIVE STATEMENT of Value of Fisheries in each County in the Province of Nova Scotia, for the Years 1884 and 1885.

Counties.	1884.	1885.	Decrease.	Increase.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Annapolis .....	173,372 45	91,085 50	82,286 95	
Antigonish .....	109,361 50	116,957 50		7,596 00
Cape Breton .....	291,148 35	300,196 50		9,048 15
Colchester .....	19,142 71	21,920 70		2,777 99
Cumberland .....	65,737 80	67,738 20		2,000 40
Digby .....	892,258 40	718,706 50	173,551 90	
Guysboro' .....	747,193 05	822,383 85		75,190 80
Halifax .....	995,747 10	1,028,752 85		33,005 75
Hants .....	11,311 65	12,204 10		892 45
Inverness .....	486,782 45	574,023 60		87,241 15
King's .....	68,204 05	66,291 25	1,912 80	
Lunenburg .....	1,949,938 00	1,551,314 35	398,623 65	
Pictou .....	188,941 10	225,961 00		37,019 90
Queen's .....	231,267 05	234,606 40		3,339 35
Richmond .....	479,265 10	437,355 15	41,909 95	
Shelburne .....	929,530 80	972,983 70		43,452 90
Victoria .....	164,590 95	189,922 30		25,331 35
Yarmouth .....	959,986 85	851,519 42	108,467 43	
Totals.....	8,763,779 36	8,283,922 87	806,752 68	326,896 19
Decrease .....			479,856 49	

TABLE showing the Value of the Fisheries of Nova Scotia, for the Sixteen Years from 1870 to 1885, inclusive.

Year.	Value.
	\$ cts.
1870 .....	4,019,424 07
1871 .....	5,161,030 90
1872 .....	6,016,835 00
1873 .....	6,577,086 51
1874 .....	6,652,301 55
1875 .....	5,573,851 58
1876 .....	6,029,049 94
1877 .....	5,527,858 37
1878 .....	6,131,599 64
1879 .....	5,752,936 20
1880 .....	6,291,061 46
1881 .....	6,214,781 50
1882 .....	7,131,418 36
1883 .....	7,689,374 75
1884 .....	8,763,779 36
1885 .....	8,272,544 97

\*TABLE showing the number and value of Vessels and Boats, Nets and Weirs engaged in the Fisheries of Nova Scotia, and approximate estimates of the value of other material not included in the returns.

	\$	\$
711 Vessels.....		1,428,308
12,693 Boats.....		316,677
1,475,913 Fathoms of nets .....		566,550
916 Weirs .....		233,720
		2,545,255
Canning Establishments.....	208,430	
Seines (not included in returns).....	24,315	
Lobster Traps, &c., (not included in returns) at 50c .....	75,000	
Hand lines, trawles do .....	62,000	
Steamers, smacks, canoes do .....	80,000	
Fishing piers and other sundries.....	15,000	
		464,745
Total.....		3,010,000

\*This table as far as it refers to materials not included in regular returns, is incomplete, as explained in the report of the Inspector.

## APPENDIX No. 4.

## NEW BRUNSWICK.

ST. JOHN, N.B., 31st December, 1885.

HON. GEORGE E. FOSTER, B.A.,  
Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honor to submit a report on the fisheries of New Brunswick, for the year 1885, with condensed reports from local officers. Appended to these are returns of the year's catch in the several divisions, and in the whole Province. These returns show a very gratifying increase over those of last year.

## SALMON.

In all the rivers of New Brunswick, the catch of salmon shows a considerable increase over that of the last two years. In view of the serious decrease in the catch of this fish for many years past, this improvement is very cheering, and leads fishermen to hope that future years will see salmon as plentiful as they were before the failure commenced. I do not share this hope, because, with the increased number of fishermen, and the improved appliances now employed in this fishery along our whole coast line, and from the mouths to the sources of our salmon rivers, I do not think the stock can possibly increase. I would still respectfully urge that more protection be given to the spawning fish. The means now employed for the protection of salmon on the upper waters of all our rivers, are wholly inadequate. The officers are too few for the work to be done, and, in most cases, the pay they receive is insufficient to secure good and faithful men to perform the always onerous duties. Unless the spawning fish are protected and allowed to perform their functions undisturbed, no permanent improvement in this important fishery can reasonably be expected.

## BASS.

The catch of this fish has been much below that of last year. Increased attention has been given to the fishery in consequence of the high prices obtained in local and foreign markets; but the supply is diminishing. The great bulk of the catch still consists of small fish, and large quantities of illegal size are exported to American markets, where they find a ready sale. So long as these undersized fish, and fish caught out of season, can find an easy outlet by means of the Intercolonial Railway, they will be caught by poachers, and bought, and exported by dealers, in spite of the vigilance of fishery officers. In several special reports on this subject of catching and exporting illegal fish, I have pointed out a simple and effectual remedy, and I would again respectfully urge its immediate adoption. The opening of the bridge, across the falls at St. John, increases the former facilities for exporting illegal fish, and renders immediate action the more necessary.

## SHAD.

The size and quality of the shad caught have been very superior, and the returns show an increased catch over that of the last two years. This was owing, no doubt, to a favorable season; but I see no reason to expect any permanent improvement as long as the present excessive fishing is pursued. From the first appearance of the fish, in May, until its disappearance, in October, it is steadily fished in fresh or salt water. Even the weekly close time, from Saturday night until Monday morning, is not too rigidly observed. If, as some theorists contend, the Bay of Fundy shad are bred in American rivers, and come into our waters only to feed, we ought to look for a large increase in the yearly catch, because the artificial hatching of shad in southern rivers is being pursued on an increasing scale, from Florida to Massachusetts, and they are now as plentiful in American waters as they formerly were in ours before excessive fishing had reduced the stock. But, unfortunately [for the theorists, the facts are all against them. While shad are increasing in American waters, where artificial hatching is pursued on a large scale, they are steadily decreasing in the Bay of Fundy, when the comparison embraces years enough to cover natural fluctuations.

## ALEWIVES.

Another very favorable season has produced a fine catch of this fish. The returns show a large increase over the catch of last year. I would again urge the importance of an extended weekly close time for this fish. At present the numbers that reach their spawning places are small, and these are killed all through their spawning season. What escape are not able to keep up the annual supply in the face of the excessive fishing that now prevails. In Nova Scotia, where the weekly close time is double that which exists in New Brunswick, alewives are increasing rapidly. The same means applied to this Province will produce the same results.

## SMELTS.

In my last annual report I stated that evidence was not wanting to show a the enormous annual drain made on this fish was showing marked effects, and that the usual results of over-fishing would soon be evident. The experience of another year shows that, with more fishermen and more nets at work, the catch is falling off, while the average size of the fish is growing smaller. There is no escape from these facts, nor from the conclusion to which they lead. If this fishery, which has grown into enormous dimensions, and which is now one of the most important industries in four of our northern counties, is to be preserved, the present excessive fishing must be reduced. Large quantities of fish are now lost from soft weather every season, in consequence of commencing fishing too early in the winter, and continuing to fish too late in the spring. It will be for the interest of both fishermen and dealers that this fishery shall not commence until the 1st of December, nor continue longer than the 15th of February, and I am well assured that the well-being of the fishery demands this restriction.

## FROST FISH.

This fish, better known as the tom-cod is very plentiful in all rivers where smelt are found. Large numbers are caught in smelt nets and these, until recently, were used as manure. A market has now been found for them in Quebec and Montreal and last year over half a million pounds were sent out of the Province at remunerative prices. As our northern rivers are full of this fish, the industry may grow into more importance.



## PICKEREL AND PERCH.

Both these fish are increasing in the St. John River and its principal tributaries. The demand for them in home and American markets is also increasing. Their capture has now become an established industry in several places in Queen's and Sunbury counties. Both fish are plentiful in many of our rivers and lakes, and afford sport to the angler; but fishing for market is yet confined to the St. John and the large lakes which flow into it.

## TROUT.

The export of trout is very small, our local markets find sale for all that is offered. While trout are still plentiful in most of our lakes and streams, every season increases the number of sportsmen intent on their capture. As long as fishing is confined to angling, no great danger of exhaustion exists. But winter fishing through the ice, when the fish are out of condition, is largely pursued by a class of fishermen whose idea of sport consists in getting fish, no matter by what means, or in what condition, the fish may be. If the close season were extended to the 1st of May, those lakes and streams which have felt the ill-effects of winter fishing, would, no doubt, soon be as well stocked as they were formerly.

## STURGEON.

As I feared would be the case, this fishery has ceased to be remunerative. Over-fishing has almost exhausted the stock, and nothing short of a total cessation of fishing will now save the species in the St. John. In 1880 the catch was 602,500 pounds; in 1881 it shrank to 453,450 pounds; in 1882 but 284,350 pounds were taken; in 1883 the quantity caught fell to 125,280 pounds; in 1884 this was reduced to 42,450 pounds, while the catch of last year gave only 26,240 pounds. I have seen nothing to account for this steady falling off except the absence of fish from the river, and it remains to be seen whether the fishery will ever again be worth protecting.

## HERRING.

The improvement noted last year has not fallen off. The catch has been about the same in the aggregate; any deficiency in salt and smoked fish has been more than met in a increased catch of sardines and winter herrings. The demand for small herring was brisk all the season, but the duty on provincial fish operated badly for our weir fishermen. The privilege of fishing freely in our waters, while a duty was put on our fish, has enabled the Eastport sardine factories to obtain a large portion of their supply independent of our fishermen. By means of "torching," which our own people are not allowed to employ, and by means of immense seines, aided by torches to attract the schools, American fishermen have made themselves almost independent of our weir men, and have fixed the price of sardines to suit themselves. If the present anomalous state of things continues for another season, it will be necessary to provide means for enforcing our laws in our own waters. At present, American fishermen abuse the privilege accorded them, and claim the right of violating the laws which our own fishermen must obey. In special reports I have called attention to this matter and urged such action as the facts seem to demand.

## MACKEREL.

The apathy which has hitherto marked our north shore fishermen in regard to the deep-sea fisheries, which exist almost at their doors, bids fair to give place to

healthy activity and vigorous enterprise. Two first-class vessels have been fitted out in Northumberland for the mackerel fishery, with all the seines, boats and appliances usually found on board an American "mackereler," and three extensive traps have been set on the coast of Gloucester. The result has been a catch of mackerel double that of any previous year. The quality of the fish was very good, and though prices have been low a very remunerative business has been done. There is now no reason why our northern fishermen should not utilize the wealth with which their waters teem. The extension of the Caraquet Railway to Shippegan will, no doubt, be the means of developing a profitable industry in Gloucester County. By this road, fishermen will be brought within reach of good markets, and an outlet for fresh fish will be provided. Activity and enterprise will reap a handsome return, and under this stimulus an industrious population will soon shake off that apathy which their isolated situation not only encouraged but created.

## COD.

The returns show a much larger catch of cod. The increase is almost wholly in the north; the catch in the southern counties being about the same as last year. Now that the lobster business no longer offers a safe investment for capital, no doubt fishermen will again turn their attention to deep-sea fishing, which was formerly their principal employment. A better class of vessels and boats, with enterprise and industry, will give handsome returns for capital and labor.

## HALIBUT.

The returns show a small increase in the year's catch. It is impossible to get full returns from this fishery. Large quantities go direct from the banks to American markets, of which no account can be procured. Very little of the catch is salted. Packed in ice, it reaches market fresh, and finds a ready sale at good prices. The quantity given in the returns is probably less by one-third than the total catch by our fishermen.

## HADDOCK.

A better catch of this fish has been made. In New Brunswick this fishery is confined almost entirely to the Bay of Fundy, and the herring fishery, which calls for less exposure and can be pursued nearer their homes, attract fishermen from this more arduous occupation. The growing demand for finnan haddies, which now find their way to the North-West, will probably induce our fishermen to give more attention to this fish.

## POLLOCK AND HAKE.

About an average catch of these fishes has been made. Both species are plentiful, but the easier, and generally more remunerative herring fishery has diverted fishermen from their pursuit.

## LOBSTERS.

The catch of this crustacean continues to be enormous. The returns show 5,236,252 cans of preserved and 3,111 tons of fresh lobsters—an increase of 2,378,180 pounds over the unprecedented catch of last year. The average size of the fish continues to diminish, and more traps, boats and men are required to supply the factories. In former annual reports, and in many special reports, now on file, I

have urged the necessity of placing this fishery more under the protective control of the Department. If this is not done, there will soon be no lobster fishery to protect. I respectfully call attention to the extracts from the reports of officers in the localities where this fishery is most extensively carried on.

## OYSTERS.

The great demand for this mollusk and the high prices offered, have so stimulated production that the returns show a considerable increase in the quantity raked. This increase comes entirely from the beds in Northumberland, which have hitherto not been so persistently raked, because the quality of the oyster is inferior to those of Kent and Westmoreland, where the beds are now nearly exhausted. As long as these beds would pay for raking those in Miramichi bays were left comparatively undisturbed, except by residents for local use. But now, when all other beds are exhausted, vessels from all parts of the Province and even from Quebec, flock to these, and rake them without cessation, from the opening to the close of the season. I cannot too strongly urge some regulations which will save from destruction the only oyster beds left in the Province. It is very desirable that some inducement should be held out to introduce the system of oyster culture now pursued in the neighboring States. Every facility should be given to private enterprise to make oyster planting successful, for only in this way will the demand ever be supplied. Several applications have been made, and are now on file in the Department, for lease of certain defined limits within which to cultivate oysters. For these I would respectfully urge your favorable consideration.

Two falls on the Magaquadavic River, one at the town of St. George, and one about eight miles above, have for many years, been impassable for anadromous fishes. Before dams and mills were built, salmon, shad and alewives must have surmounted these falls, because they were all caught in the waters above, and some fish of each species still come to the foot of the lower fall; but the changes made by mill men in the natural flow of the river by dams, sluices and canals, have made it impassable. This river is the outlet of a chain of lakes some sixty miles in length, which have every requisite for the growth of salmon, shad and alewives. Trout and land-locked salmon are found along the whole chain. In response to a petition from the inhabitants of Charlotte County, your predecessor authorized the construction of a number of fish-ladders, on the principle of "Roger's patent," by which these obstacles to the ascent of fish will be overcome. The site of these was fixed, and the plans were made by Mr. Rogers, and under his superintendence the mechanical work was substantially done by Mr. W. H. Kinney, an experienced builder of fish-ways. These works are now ready for opening in the spring, and this fine river, with its extensive lakes and tributary streams, will, it is confidently hoped, again be stocked with valuable food fishes. To expedite this, it will be advisable to plant a few hundred thousand young salmon from the St. John hatching house in some tributary stream flowing into the upper lakes. The distance is not great, and the young fish can be safely transported by rail the whole distance. This splendid chain of lakes would afford a fine habitat for the white fish of Lake Ontario, and no better use could be made of some of the millions annually produced by the Superintendent of Fish Culture than to plant them in New Brunswick waters suitable for their growth and reproduction. This valuable food fish is almost unknown in the Maritime Provinces, and I know of no reason why it should not be planted in all waters suited to its requirements.

## CONDENSED REPORTS FROM LOCAL OFFICERS.

## RISTIGOUCHE COUNTY.

*Overseer Archibald*, of the angling division of the Ristigouche River, reports substantially as follows: "Salmon made their appearance about the 22nd May, and were large and numerous. A heavy freshet in July carried off a good many nets in the tide-way, and obliged fishermen to raise them generally. This gave the fish a good chance to get up the river, and in consequence they were numerous in the upper waters this fall." He complains that the guardians employed by several anglers do not attend to their work, and that the guardians in the employ of the Local Government left too early in the season, and that after the 20th October, when they left, there was some poaching done on the Kedgwick by parties from the St. John River. The lessees on the Quebec side of the river he states, had no guardians employed.

*Overseer Verge*, of the tide-way division, reports an improved catch of salmon, which he thinks would have been still larger had not a heavy freshet carried away many nets and interfered generally with fishing. He reports considerable difficulty in enforcing the law, and was obliged to convict and fine several offenders.

*Overseer McPherson*, of the coast division, says: "I have great pleasure in announcing the fact that there has been a very considerable increase in the catch of salmon in my district, about 30 per cent. above that of last year. In reference to the catch of lobsters, I have to state that, while the quantity taken maintains a fair average, the size and weight of the individual fish are steadily decreasing. This diminution in size is more marked in localities which have been continually fished for several years."

## GLOUCESTER COUNTY.

*Overseer Hickson* reports that the catch of salmon on the coast was very fair, and would have been better had not a heavy storm greatly damaged many stands of nets, and completely carried away some others. This occurred during the best run of fish, and no doubt materially lessened the catch. He reports and average crop of lobsters, of the usual weight and size, which has become very small. Mackerel were plentiful, but would not take bait. The trap at Grand Anse did good work, but the other two were set too late for the best fishing. An average catch of cod and herring was made, but neither of these fisheries is pursued with much energy. The slow and laborious method of landing fish over rough roads in rude conveyances for shipment by water, will soon give place to rapid transportation by rail, and when the road to Shippegan is completed, a new era will commence in Gloucester. Then, fresh fish can be sent to the most profitable markets, and industry and enterprise on the part of fishermen will be handsomely rewarded.

*Overseer Cormier*, of the herring banks, report a decrease in the catch of herring, but an increase in that of cod. He says the regulations were fairly well observed by fishermen, and he has no cases of violence to report. Good order and good feeling generally prevailed among the crews, which is in striking contrast to the state of things there before his appointment.

*Overseer Aché*, of Shippegan, says salmon were more plentiful than last year, and of a larger average size. He reports a decrease in the herring catch, owing to the severe storm that swept along the coast in July. Codfishing was better than usual, and the weather being very favorable for curing, the quality was exceptionally good. The opening of the Caraquet Railroad has given a fresh impetus to the smelt fishing. The catch was about the same as usual, but preparations were being made for a largely increased business this winter. The lobster business was fairly good in Shippegan, and both size and quality compared well with previous years. Herring were not less plentiful, but a smaller catch was made, owing to unfavorable weather in the fall.

*Overseer Boyd*, of Miscou, reports a good catch of fish generally. There was a falling off in lobsters, but a small increase in cod and herring. Mr. Boyd finds great difficulty in enforcing the lobster regulations, and he predicts a speedy failure of this important industry, if prosecuted as at present. He strongly urges a cessation of fishing from the 15th July to 15th August, with liberty to fish afterwards as late as the weather will allow. In this view Mr. Boyd agrees with all intelligent men who wish to see this industry preserved.

*Overseer Sewell*, of Pokemouche district, reports an increased catch of salmon, mackerel and herring, but a decrease in that of bass, alewives and cod. A very great increase in the catch of smelt was made, while the lobster fishery shows a decrease, though an additional factory was in operation and more traps fishing. The aggregate value of the whole catch was about the same as last year, which amounted to \$38,700.

*Overseer Mauzerolles*, of Tracadie district, reports a better catch of salmon, smelt, mackerel and cod; but bass, alewives and herring were less plentiful than last year. The catch of lobsters shows a larger aggregate weight, but the size continues to diminish.

#### NORTHUMBERLAND.

*Overseer Noble*, of Escuminac district, says: "In the early part of the season salmon were plentiful, but in June a sudden falling off took place. From then until the end of the season, fair average fishing was made." He reports a large catch of very small lobsters, the result of two new factories and a largely increased number of traps. The demand for oysters brought vessels from all quarters, and continuous raking was carried on during the whole legal season. Mr. Noble urges that, some regulations be made that will prevent the total exhaustion of the beds. Smelt fishing in this district has much increased, and is now a valuable industry. Mr. Noble thinks that nets should not be licensed before the 1st of December. When fishing commences sooner large quantities are often lost from soft weather.

*Overseer Williston*, of Bay du Vin district, reports an improved catch of all kinds of fish, but especially in mackerel and salmon. Herring were plentiful in the bay as soon as the ice left, and alewives have steadily increased ever since seining was prohibited. Shad were plentiful, but bass scarcer than last year. Frost fish and founders, which were formerly wasted, are now marketed at prices which give a return for the labor of saving them. Large quantities of smelts were lost from soft weather. When fishing commenced in November there was neither ice nor snow to pack them, nor was the weather cold enough to freeze them. Mr. Williston urges that this waste be prevented by withholding licenses until 1st of December. He reports a great increase in the number of vessels raking oysters in the bay, and strongly recommends some regulations to prevent their destruction from excessive raking. On this subject *Overseer Williston* feelingly says: "It is hard for our people, who have pleaded for the protection of the only oysters left in the Province, to see these vessels covering the beds and raking indiscriminately, without order or method, intent only on grabbing all they can, and feel that they are powerless to prevent the destruction. These vessels bring their own crews and supplies, employ no local labor, pay no taxes or license fees, contribute nothing to the revenue, and leave exhausted and ruined beds behind them. It is safe to say that, by their rude and wasteful method of raking they destroy as many oysters as they raise. It would be better to lease the beds to those who would rake them fairly, and keep them productive, than to have them thus recklessly destroyed by strangers, who have no interest in them, except what they can get in the general game of grab." There is much practical common sense in Mr. Williston's remarks, and I beg for them the consideration they deserve.

*Overseer Dalton*, who is stationed on the Lightship on the Horse Shoe Shoal, where he can overlook the nets on all the islands in the mouth of the river, has done good service in compelling due observance of the law among fishermen. He reports

no serious infringement of the regulations, and his orders were obeyed whenever he found it necessary to interfere.

*Overseer Stymest*, of Tabusintac district, has not an equally cheering report to make as regards fishing. Salmon were not more plentiful in the spring than usual, but the fall run was better. The smelt fishery was not so good as last year, and Mr. Stymest says that in his district, the enormous catches of past years have diminished the supply. He recommends that, no licenses issue before the first day of December, as previous to that date large quantities are wasted. The catch of bass and alewives was small. Lobsters were both scarce and small, and the business has ceased to be remunerative in his district.

*Overseer Robichaud*, of Neguac and Portage Island district, reports a good catch of salmon, herring and cod. Lobsters gave a poor catch of very small fish. Mackerel were plentiful, but would not take the bait. Bass were scarcer than usual. Smelt fishing was very good, though much time was lost in February, on account of unfavorable weather.

*Overseer Wyse*, of Chatham and Lower Newcastle district, reports a good catch generally. In the early part of the season salmon were plentiful, but after the middle of June they fell off suddenly, and did not improve to the end of the season. Low prices for fish and high prices for barrels caused a small catch of alewives, which are again numerous in the river. Fall bass were not so plentiful as last year. He says: "Smelt fishing commences too early. Large quantities were lost from soft weather. I would advise no licenses to issue anywhere in the Province until the 1st December, when the weather has become cold enough to freeze the fish." Mr. Wyse urges the impossibility of stopping illegal fishing as long as the Intercolonial Railway will carry the illegally-caught fish.

*Overseer Hogan*, of Newcastle and North Esk district, reports a good run of salmon early in the season, but this fell off in June, and fishing was very quiet till the season ended. During the close season a good run of fish came up, and he was obliged to employ extra help to protect them from poachers. Bass fishing was very good in December and January, but in February fish were very scarce. Smelt fishing was largely pursued in this district for the first time, and good catches were being made when he wrote.

*Overseer Parker*, of Derby district, reports a good early run of salmon, and also an exceptionally good late run. The freshet which prevailed at the time enabled the fish to get past the worst places in the river. For the extensive poaching which prevails on both branches of the river Mr. Parker blames the dealers and shippers primarily, because these supply the means to carry on the illegal work and buy the proceeds. Idle and worthless men can always be found to violate the law when well paid for the risk, and fish-dealers are morally responsible for the lawlessness which prevails. If the railway would only refuse to carry illegal fish, both dealers and poachers would be checkmated.

*Overseer Holt*, of Blackville district, reports a poor catch of salmon, which he attributes to the high freshet and running timber. The usual quantities of alewives and smelt were caught for domestic use.

*Overseers Bamford*, of Blissfield, and *Freeze*, of Doaktown, report a very small catch of salmon in their districts. This they account for by the statement that a large number of men who formerly fished were employed on the railroad now in course of construction through these parishes.

*Overseer Cameron*, of Boiestown district, says that salmon were more plentiful than usual, but fewer were caught, as the lumber was running down while the fish were running up. Late in the season, after close time commenced, a fine run went up, and there was but little poaching, as most of the men who formerly did this work were employed on the railway. Mr. Cameron says: "For the first time in my knowledge of the river, which covers a lifetime, the spawning beds of the south-west have been protected from the spear. The special guardians employed by Overseer Orr, and posted on the river, have been moving up and down constantly, and no one could get past them without their knowledge. This is the only kind of guardianship that can protect the upper pools."

## KENT COUNTY.

*Overseer Guimon*, of St. Louis division, reports that salmon were much more plentiful than usual, and as the weather was favorable for fishing when they appeared, a good catch was made. Mackerel and herrings were also plentiful, and good fares of both were secured. Cod and hake gave better catches than usual. Both shad and bass were scarce. Smelts were plentiful, and the catch large. Lobsters show a decreased catch, and the size of the fish has so diminished that the legal standard is difficult to enforce. Mr. Guimon has had large experience as a lobster fisherman and packer. He has seen the supply failing for some years. Under the present state of things he looks upon the destruction of the fishery as inevitable. He says: "I have studied to find the best way of protecting this fishery, and I have come to the conclusion that the only way to save it will be to notify all packers in the Province that after next year there will be a close time of four years, to enable the fish to increase. This may seem heroic treatment of the disease; but I fully agree with the Overseer that it is the only treatment which will effectually reach the seat of it, if allowed to run much longer unchecked.

*Overseer Hannah*, of Richibucto district, says: "I am pleased to report that salmon, herring, cod and hake have all given good catches this season. The quantity of smelts taken was very large, and the fishery gave much needed employment to large numbers of people who, without this fishery, would have been idle through the winter. Early in the summer lobsters were plentiful, but small; towards the end of the season they became very scarce, and so small that it required six lobsters, to fill a can. Mr. Hannah strongly urges the leasing of fishing limits to responsible packers, who will then have a direct interest in protecting their fisheries. Warden *Harnett* of the upper district, reports a good catch of smelts and alewives, but a great scarcity of salmon and bass.

*Overseer Girouard*, of Buctouche district, reports a good catch of all kinds of fish, except lobsters. These were scarcer than usual, and the size smaller. The smelt fishery was more extensively pursued than last year, and the catch considerably larger.

*Overseer Cormier*, of Cocagne district, reports an increased catch of herring, but notes a decrease in mackerel. The catch of lobsters has fallen off one-third compared with that of last year; causes scarcity of fish and smallness in size. About the same quantity of oysters was raked, but more men engaged in the work, in consequence of the large demand and good prices. The smelt fishery gave employment to a considerable number of people who would otherwise have been idle, and a large catch was made. Preparations are being made for a more extensive business this winter.

*Overseer Leblanc*, the officer appointed to protect the trout streams in the neighborhood of Legerville, at the Head of Canaan River, reports that good fishing was had all the season, and that many anglers from Moncton and other places on the line of the Intercolonial Railroad find excellent sport not far from the station. The netting and illegal fishing that were destroying the streams are now prevented. Over 1,500 pounds of fine trout were taken by anglers during the season.

## WESTMORELAND COUNTY.

*Overseer Deacon*, of Shediac and Tormentine district, reports as follows: "The catch of fish generally has been good. Mackerel were of better quality than usual, and a large quantity was caught. A good catch of bass was made with hook and line, and a number of nets were set. The catch of smelts was the largest I have ever recorded, but markets were glutted and prices so low that very little profit was made on the export. In some cases shippers lost money. Large quantities were lost from soft weather in the early part of the season. This would be avoided if, in future, no licenses were issued until the 1st of December. A fair catch of spring and fall herring was made. There were twenty-one lobster factories operating in

the district, being five more than last year. The whole catch consisted of very small fish, so small that five and half and six lobsters were required to fill a pound can. Notwithstanding these facts, several small concerns are now in course of erection for next season. If something is not done to curtail this excessive fishing, the industry will be wiped out. There are now invested in buildings and plant alone in this district over \$75,000, and this is but a small portion of the outlay when the fishing season opens. It seems monstrous that this industry, which gives employment to so many people—which is, indeed, the only source of employment, outside of agriculture, in the county, should be allowed to perish for want of necessary protection. I find it quite impossible to prevent the killing of undersized fish, though I have devoted nearly all my time to the factories. The larger operatives would willingly comply with the law, but they say that in self defence, they are forced to evade it, when then can without detection. Fishing grounds which have hitherto been considered theirs, and which have been obtained in many cases by buying out small concerns for the sake of their limits, are occupied by newcomers, who have never fished before and who only fish now for the sake of being bought off by the packers on whose grounds they have encroached, and who know not how soon others may thrust in more traps. Their means are invested in the business, their contracts are made, and if they do not fish out the grounds themselves others will do it. The only course left for the respectable packers who are refused protection is to exhaust their present grounds, and then move their plant to some other part of the coast which has escaped demolition. If leases of their old limits could be obtained, the large operators would have a direct and powerful motive to protect them; as it is, they are forced by want of protection, to destroy them."

*Overseer Goodwin*, of Baie Verte and Sackville district, reports a good catch of all kinds of fish, except bass and smelts. Herring and mackerel were very plentiful, and larger quantities than usual were taken. Shad fishing at Sackville was unusually good; the catch was large and the prices better than formerly. Alewives were plentiful in Sackville River, and 500 barrels were taken for local consumption.

*Overseer Cormier*, of Dorchester district, says: "I have to report a large increase in the catch of shad. In the early part of the season, up to the 1st of August, they were very scarce, but after that date they came in large runs. The quality was very superior, most of the fish being large and fat." Mr. Cormier, who has had large experience in shad fishing, still urges a regulation that will prohibit fishing until the 25th of June and restrict each boat to 200 fathoms of net. His reason for this change seems well grounded, as the number of boats is constantly increasing, and the great lengths of nets used keep the fish off their feeding grounds. As this fishery, like all others in the rivers of the Province, is pursued to an excessive extent, the making of such a regulation will have a tendency to reduce over-fishing; and as it will meet the wishes of the great majority of fishermen, I would respectfully recommend that the desired regulation be made.

## ALBERT COUNTY.

*Overseer Stewart* reports a very good catch of shad, and about the usual quantity of other fish. Salmon were more plentiful, and a larger catch was made. All the fish caught in Albert County are used for domestic consumption.

## VICTORIA COUNTY.

*Overseer Ryan* reports a larger catch of salmon in his district than he has ever yet recorded, and a better catch of shad than that of former years. The special guardian on the Tobique has done much to prevent spearing, and Mr. Ryan asks that another be employed below the forks. In no other way can the fish be protected.



## CABLETON COUNTY.

*Overseer Lindsay*, of the upper division, says: "The catch of fish in this district consists entirely of salmon and trout—angling with rod and line being the only mode of fishing legally allowed. The whole division is spawning ground for these fish, and my only difficulty is with spears. A large number of anglers was on the river this season, and found more fish in the pools than usual. The close season has been strictly observed; and I am pleased to say that the settlers have given me every assistance in preventing the pool from being disturbed by poachers.

*Overseer Burt*, of the lower district, reports a large run of salmon, of which a good many were caught. This unusual number of fish in the river led to much illegal fishing, and by my direction Mr. Burt employed a special guardian, whose services were of the greatest value in preventing spearing by white men and Indians. A considerable number of shad was taken in this district. If the salmon are as plentiful next season, Mr Burt will need a warden to assist him, as the district is too large for one officer to protect.

*Warden Scott*, at Eel River, reports the largest runs of salmon and shad that he has known for four years. A heavy freshet in July carried away a large number of nets in the districts below, which, I am strongly inclined to think, explains the better runs in the districts above. The law was well observed in this part of the river.

## YORK COUNTY.

*Overseer Orr* reports that spearing and drifting in York County have now been almost overcome, and that illegal netting has been greatly reduced. Indians are now the principal offenders, and these are difficult to catch. Salmon were very plentiful, as compared with late years, and grilse were more abundant. On the South West Miramichi, which runs through this county, Mr. Orr has, with the assistance of the guardians allowed him, put a stop to spearing, and very little illegal netting has been done. For the first time in the history of the river have poachers met with an effectual check, and for the first time have salmon been allowed to spawn unmolested. If this mode of protecting the fish is applied to the lower portions of the river, some hopes of improvement may reasonably be indulged. *Warden Campbell* reports less illegal fishing than ever before. He found but one net improperly set during the whole season.

## SUNBURY COUNTY.

*Overseer Hoben* reports salmon and alewives more plentiful than usual in the river, though the catch does not much exceed that of former years, owing to a high freshet in July, which interfered with nets. Shad fishing was very good, and a larger catch than usual was made. Bass about the same as last year. Pickerel and perch are increasing in importance, and this season's catch largely exceeds that of last year. No sturgeon were caught in the county. This fish appear to have been fished out.

## QUEEN'S COUNTY.

*Overseer Hetherington* reports a good run of salmon, shad and alewives. The catch is about the same as last year. Pickerel and perch have come to be a most valuable addition to the fishes of this county. Not a single sturgeon was caught in Washademoak, where formerly they were most abundant, and where, in fact, the fishery commenced.

*Warden Phillips*, of Canaan River, reports about the same catch of shad and alewives; but very few salmon were in the river.

## KING'S COUNTY.

*Overseer Belyea*, of Westfield and Belleisle district, reports a much better catch of salmon and alewives, but a poor catch of shad and bass. The sturgeon fishery this year was confined entirely to this county, and the catch has fallen into insignificance, being only 26,000 pounds. The catch of 1880 was 602,500 pounds.

*Overseer Gosline*, of Kennebecasis River and tributaries, reports a small increase in the catch of alewives and shad, but little change in salmon and trout. Pickerel and perch are plentiful in the river, but they are caught only for domestic use, and no statement of quantity could be procured.

## ST. JOHN COUNTY.

*Overseer O'Brien*, of St. John and Lepreau district, reports as follows: "The catch of salmon exceeded that of last year, a greater percentage of which was caught in the Bay than formerly, owing to the increased fathoms of net used there. Comparatively few were caught in the harbor. There was an improved catch of shad of larger size than usual. Herring were more plentiful than last year, but the limited demand made prices lower, and this branch of our fisheries did not prove remunerative to fishermen. A larger catch of lobsters was made, which were brought principally by smacks and taken to Eastport.

*Overseer Skillen*, of St. Martins, reports an increased aggregate catch in his district, although herring fishing was considerably reduced, in consequence of some of the best fishing places being reserved as spawning grounds. He reports some difficulty in protecting the spawning limits; but succeeded in keeping them clear of nets and weirs. The lobster fishery has largely developed—this crustacean having been found plentiful wherever traps were set in the district. The smacks bought the largest part of the catch for American markets.

## CHARLOTTE COUNTY.

*Overseer Todd*, of St. Croix district, says: "The catch of fish generally was somewhat larger than last year. The increase has been most noticeable in salmon, which were more abundant than they have been since the fish-ways were placed in the dams. Some fifty salmon were taken with the fly above the head of tide, and two were hooked at Vanceboro', at the entrance of the lakes. Every effort was made by poachers on both sides of the river to net them in the night. The Maine Commissioners placed a night watchman on their side of the river, and by directions from the Inspector I engaged one for our side. By their combined action, the fish were protected during the whole season, and a good number went up the ladders to their spawning place. The fish-ways are in good repair, except the one at Baring, which will have to be rebuilt during the winter. A new one was put in the dam at Vanceboro' last summer, on the American side." The St. Croix presents a striking proof of the superiority of protection over artificial culture. The same measures of protection applied to our other salmon rivers will be followed by the same visible results, and at much less expense.

*Overseer Cunningham*, of St. Andrew's Bay, reports a much reduced catch of winter herring in the bay, which he attributes to the destruction caused by seines. Sardine-herring were plentiful and the demand constantly increases as new factories are started. Lobsters were not so plentiful as last year, but they are about the same size as usual; more traps were set, and the catch rather exceeded that of last year. On the subject of seining Mr. Cunningham says: "It is a most destructive mode of fishings and waste, more fish than are saved. It is carried on by, or in the interest of the Eastport sardine factories, which are thus, in a great measure, made independent of our fishermen, though their whole business depends entirely on fish caught in our waters. It also enables them to fix what price they please for fish caught by Canadians. Practically, they have taken possession of our inland waters,

and by means of duties, seines and 'torching' they are controlling our fisheries for their own advantage, and making our weirs useless. This mode of fishing in our inland waters should be prohibited to Canadians and Americans alike." On the subject of "driving" or "torching" herrings, Mr. Cunningham says: "I have spent a great deal of time and incurred considerable expense in my endeavors to prevent this illegal mode of fishing; but I have not been able to convict any of the offenders. This mode of fishing is also wholly in the interest of the sardine factories, and is done mostly by their employees. When I am in one part of the district, where information has led me to expect 'torching,' they will be in another part, pursuing their illegal work, and before I can reach them they escape to the American side of the river. Generally, some of our own fishermen are hired in each boat, and these, having the sympathy of our people, are not informed against."

*Overseer Best*, of Beaver Harbor, reports about an average catch of cod, haddock and pollock, but a falling off in hake, as compared with last year. There was an increased catch of winter herring and of sardines, but not so many for salting and smoking. There was much seining and some "torching" carried on in the district, which Mr. Best was without means of preventing, having neither a suitable boat nor the necessary assistance.

*Overseer Lord*, of Latôte and Deer Island division, reports as follows:—"The catch of all kinds of fish in this district has been small—of some kinds not more half that of former years. This falling off in the catch of line fish is due in a great measure to the immense number of dog-fish that remained on the fishing grounds the greater part of the season. The catch of lobsters was somewhat better than last year, and these brought good prices. There is a decrease in smoked herrings, and also in the quantity salted; but what with low prices and American duties, those who worked least are best off, for if they made nothing they, at least, did not lose their time and labor. The catch of sardines in this district by the weirs was very small, owing to the use of seines and torches, principally by employes of the sardine factories of Eastport. These modes of fishing have made the factories almost independent of the weirs, and have enabled the "Sardine Exchange" to dictate the price of fish at the weirs. This and the small catch have made the business unprofitable, and altogether this has been the hardest year fishermen in this district have experienced for a long time. If this state of things continues, our fishermen will be badly off. Already, the Americans virtually control our inland waters. The fish they and their employes catch go to their ports free, while those caught by our people are taxed with duties, and bought only at such prices as the factories choose to pay. If, as rumor says they intend doing, they should use their immense purse seines in our land-locked waters, as they now do in our large bays, and which we have no law or regulation to prevent, our fishermen may as well abandon the business."

*Overseer Brown*, of Campo Bello, reports a similar decrease in the catch of all kinds of fish, except lobsters. Weir fishing was exceptionally bad, and many weirs did not pay working expenses, while the American duty on smoked herrings has prevented any profit on those that were caught and cured. This failure of the weirs Mr. Brown attributes to the prevalence of seining and "torching," by which the schools are broken up and diverted from their accustomed courses. He strongly urges the prohibition of drag and tuck seines in all the inland waters of Charlotte County and adds: "If this is not done, the herring will, in a short time, be driven from their accustomed haunts in these waters."

*Overseer McLaughlin*, of Grand Manan, reports as follows: "The catch of fish in this district varies but little from that of last year. Pollock, hake and other line fish gave rather better returns, but smoked herring fell short, not from any scarcity of fish, but from low prices and American duties. The lobster catch was much larger than usual, but more men were fishing and a larger number of traps was set. I find it very difficult to get assistance in protecting the spawning grounds, as the men who go with me are 'boycotted' by their neighbors, and made very uncomfortable."

## GENERAL REMARKS.

From the foregoing report and extracts, Your Honor will notice that several measures are needed to protect the fisheries of the Province. The spawning grounds of salmon, in all the rivers frequented by this fish, need more efficient protection. All of these spawning grounds are now under the control of the Local Government or of riparian proprietors. While these derive the rents and emoluments for the fishing rights, neither of them do anything effectual in the way of protecting the fish, which alone make the rights valuable. On the protection of these upper waters and spawning grounds the whole salmon fishery of the Province depends. It has become a question for grave consideration whether it will not be necessary, in order to preserve the coast fishery from destruction, to purchase these rights from the Local Government and from the riparians who now hold them. If they will not protect the fisheries they farm out, nor the parent salmon that spawn in the waters they control, the Dominion Government will have to assume the duty; and in order to do this effectually it must have exclusive control of the waters.

The lobster fishery of the Province, a most valuable and important industry, is threatened with speedy extinction as a profitable investment. This has resulted from excessive fishing in the past, and now, when the supply is failing, this excessive fishing is doubling. Is now takes on an average about five and a-half to six lobsters to fill a pound can, where formerly two and a-half and three sufficed. Almost all the enormous catches of the past three years have consisted of fish rather under than over the legal standard of 9 inches in length. The Department of Justice has advised your Department that the Fisheries Act does not apply to the lobster fishery, and that the only control you can now exercise over it is to fix the season in which it shall be fished, and the size of the lobsters to be taken. It seems that at present, nothing whatever can be done to restrict or control the extent of fishing, or to protect those whose capital is invested in the industry—nothing to prevent encroachment on grounds now fully occupied, nor to restrain any person from setting more traps where there are already too many. As the whole future of this past industry depends on bringing it under the complete control of the Fisheries Act, and placing it under the jurisdiction of fishery officers, I would respectfully urge that this be done at the earliest possible moment, and then any other measures you may consider necessary to regulate and protect the fishery can easily be applied.

The only oyster beds in the Province that will now repay the labor of raking are those in Miramichi Bay and River. These are being destroyed as fast as ignorant cupidity and selfish greed can accomplish this end. There are absolutely no regulations to prevent this being done, and consequently fishery officers can only look on and see the work of extermination progress. It is very desirable that these beds be saved from destruction, and if this can be done in no other way, I would recommend that they be leased to responsible parties, who will rake them judiciously and keep them productive. Any measure that will prolong their existence will be acceptable to the people of the county, who are most interested in them, and infinitely preferable to the present absence of any protection.

The same over-fishing that has destroyed the oyster beds, and which is now fast ruining the lobster business, bids fair to exhaust the smelt fishery. The effects of the enormous drain made on the stock during the past eight years are now visible in smaller catches, though increasing numbers of nets and fishermen are at work. The average size of the fish has diminished, and the almost total absence of large fish shows only too plainly that no supply is able to withstand excessive fishing. This enormous production has glutted the markets and kept prices so low that neither fishermen nor dealers have derived much profit from the business. One-half the catch, properly handled, would have been more profitable, both to dealers and fishermen. Large quantities have been lost, because fishing has commenced before the weather was cold enough to freeze and preserve the fish. Other large quantities have been lost because fishing has been extended after the weather had become warm enough to thaw the frozen fish before they could reach a market. I have urged in

former reports that these mistakes should be rectified; but greedy fishermen and grasping shippers have allowed their cupidity to blind their common sense, and have opposed any change. The old cry, so characteristic of fishermen and fish dealers—"they'll last our time"—has been their only argument. Every intelligent officer in whose district this fishery is pursued has expressed the opinion that licenses should not be issued before the 1st of December nor extended beyond the 15th February. I would respectfully urge that in future the fishery be confined within these dates. The fish, the fishermen and the shippers will all be gainers by the change.

The seining of herring, as now conducted in the land-locked waters of Charlotte County, is doing injury to the fishery, by destroying great numbers of fish and by breaking up the schools and driving them from their usual haunts. This mode of fishing has been adopted since the old practice of "torching" was prohibited, and is pursued principally by men in the employ of the sardine factories at Eastport, who enter them free as American caught fish, while our weir fishermen are handicapped by the duties, and are forced to take such prices as the factories choose to offer. As this mode of fishing is a wasteful and destructive one, and operates directly to the disadvantage of our fishermen, I would respectfully recommend that in the land-locked waters of Charlotte County no fishing with seines or torches shall be allowed in future, and that an Order in Council to this effect be at once promulgated.

The present close time for trout extends only from 1st October to 31st December, and is not sufficient for the protection of this fish, now that increasing travel brings so many tourists and sportsmen to our lakes and streams. As none but "pot-fishers" will kill a trout out of season, and as there are, unfortunately, too many of these who come, not to enjoy sport, but to kill fish, it will be in the interest of anglers and of the fish, to extend the close season to the 1st May; the earliest date at which a trout will rise to the fly. Every one who knows the difference between angling and killing fish will hail the change with pleasure, and our lakes and streams will be better stocked in consequence.

One of the greatest difficulties fishery officers have to contend with is the detection of poachers and the purchasers of illegally caught fish, salmon and bass caught out of season, and the young of both species are exported in large quantities. The poachers who catch them are in concert with the dealers and shippers who purchase them, and there is, unfortunately, too much reason to believe that if railway officials do not assist them, they at least wink at the illegal work. Poachers and dealers have the business well organized, and between them they can watch the officers more effectually than the officers can watch them. Small bass below the legal weight of 2 pounds are mixed with smelts and frost-fish, and salmon caught in close time are packed with those legally caught, and are conveyed to stations and sidings when law officers are known to be up or down river on duty. When in the cars they are safe from detection. If railway officers were instructed to receive no fish during the close seasons, except that accompanied by a certificate from a fishery officer, this whole system of organized rascality would be ended, and no trouble or inconvenience would be caused to the shipper, as long as he was acting honestly and not exporting illegal fish. I beg to urge the great necessity that exists for some action that will abolish this great evil.

Asking your favorable consideration for these remarks, which my experience as a fishery officer convinces me are in the best interests of our fisheries.

I have the honor to be, Sir,

Your obedient servant,

W. H. VENNING,

*Inspector of Fisheries, N. B.*

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, &c., in the Province of New Brunswick, for the Year 1885.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						KINDS OF FISH.						
	Vessels.			Boats.			Nets.		Weirs.		Snelt Weirs.		Lobster Traps.		Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Pathoms.	Value.	No.	Value.	No.	Value.	No.	Value.					
<i>Restigouche.</i>																			
From Tide Head to Dal-																			
house .....						8560								84396					
From Dalhouse to Belle-	34		\$ 340	34		19600								163627	7000			884	150
dune .....	104		1230	166		28180								2480.8	7000			884	160
Totals .....	138		1570	200															
<i>Gloucester.</i>																			
Petit Rocher.....	3	120	2000	11	90	4000	2000							75000	2000	160	5000	3000	1500
Bathurst .....	6	80	3360	23	137	5070	3580							60000		5			2910
New Bandon .....	6	77	2070	24	136	6000	2700			6	200			75000		230			600
Lower District of New						4722	4722												3000
Bandon .....																			
Upper Carquet .....																			
Lower Carquet .....										19	570								
Wiscon Island .....						1000	500												
Shippegan .....	12	143	4200	35	188	8420	1000	1	40										7.0
Pokemouche .....						3270	1359			36	168								
Tracadie.....	3	39	1280	9	109	6207	2675			84	2520								4000
Totals .....	31	459	12840	102	1060	49782	36999	1	40	181	4138			249805	6450	2118	51750	24750	18999

Return showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.													FISH PRODUCTS.				VALUABLE.		
	Alwives, barrels.	Od, cwt.	Bake, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bas, lbs.	Trou, lbs.	Squid, barrels.	Smelt, lbs.	Hels, barrels.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.	Fish Oil, gallons.	Fish Guano, tons.		Fish used as bait, barrels.	Fish used as manure, barrels.
<i>Restigouche.</i>																				
From Tide Head to Dalhousie .....																				
From Dalhousie to Bellefleur .....																				
Totals .....																		700	200	16897 20
<i>Gloucester.</i>																				
Petit Rocher .....	2000									1500000										9400 00
Bathurst .....	2500																			115325 00
New Brandon .....	5000																			106700 00
Lower District of New																				
Bandon .....	1800	600	2200																	67720 00
Upper Caraquet .....	12897	229			521			5000		42000	30	6300								129137 25
Lower Caraquet .....	18000	1200	2000		260	1000	1000	5000	10	20000	50	6000	84							187430 00
Miscou Island .....	1050	50	50		5															89553 00
Shippegan .....	12000	1100	3300		470	6000	4			73897	29	45								239523 62
Pokemouche .....	134	705	214		28		18	600		196000	84									39218 55
Tracadie .....	52	1752	780	1117		3506	1700	2800		148800	56									59789 50
Totals .....	186	57504	4032	8881	1204	10500	22	7600	10	1980497	249	12345	958	2679540	46471	120	16687	6657	1080796 92	





RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.													FISH PRODUCTS.				VALUE. \$ cts.					
	God Tongues and Souds, barrels.	Hake, cwt.	Hake, Souds, lbs.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Basas, lbs.	Trout, lbs.	Frost fish, lbs.	Squid, barrels.	Flounders, lbs.	Smelt, lbs.	Perch, lbs.	Bels, barrels.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.		Fish Oil, gallons.	Fish Guano, tons.	Fish used as bait, barrels.	Fish used as manure, barrels.	
<i>Northumberland.</i>																							
Point Escuminac to Bay du Vin.....	100	500	500	500	5	5000	200	10000	10000	.....	.....	100000	.....	.....	2000	.....	128000	50	50	1000	500	65,139 00	
Tabasintac to Grandes Dunes.....	308	.....	.....	.....	.....	15000	1000	.....	.....	.....	.....	114663	.....	.....	.....	.....	23176	400	.....	1800	100	45,663 87	
Tabasintac River and Bay.....	.....	.....	.....	.....	.....	2000	1000	.....	.....	.....	.....	15,631	.....	.....	.....	.....	.....	.....	.....	680	.....	13,104 48	
Hardwicke to Glenelg.....	.....	.....	.....	.....	.....	6000	.....	15079	.....	4000	.....	131324	.....	.....	7850	.....	.....	.....	.....	10	400	53,336 60	
Bay du Vin to Beauvoir's Island.....	.....	.....	.....	.....	.....	10	250	500000	.....	2000	.....	370000	.....	.....	5	1000	.....	.....	.....	.....	5000	67,780 00	
Newcastle and North Esk.....	.....	.....	.....	.....	.....	93700	.....	.....	.....	.....	.....	40000	.....	.....	40	.....	.....	.....	.....	.....	.....	25,602 00	
Derby.....	.....	.....	.....	.....	.....	.....	1500	.....	.....	.....	.....	15000	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,890 00	
Blackville.....	.....	.....	.....	.....	.....	.....	1500	.....	.....	.....	.....	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,650 00	
Blissfield.....	.....	.....	.....	.....	.....	.....	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	877 00	
Doaktown to Boiestown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	400 00	
Boiestown to Head Waters.....	.....	.....	.....	.....	.....	.....	3500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,330 00	
<b>Totals</b> .....	408	500	.....	.....	105	130700	6950	525079	.....	6000	932617	.....	105	11050	.....	151176	450	50	3490	6050	284,772 93		
<i>Kent.</i>																							
Bel River to Kouchibouquais.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kouchibouquais to Chockfish River.....	25	1800	4800	.....	6500	.....	.....	15000	.....	16000	.....	96000	4000	150	360	.....	632000	1300	.....	3500	200	254,410 00	
Richibucto River and Branches.....	.....	.....	.....	.....	.....	.....	.....	8000	.....	7000	.....	300000	2000	520	320	.....	.....	.....	.....	.....	.....	28,240 00	
Buctouche River and Bay.....	370	696	1 166	.....	.....	.....	.....	24762	3 113802	.....	203321	600	71	903	7	179888	176	.....	2831	108	76,508 06		
Cocagne.....	36	40	.....	.....	.....	.....	.....	3000	.....	.....	112385	.....	63	1800	10	254492	60	.....	.....	.....	306	81,912 03	
<b>Totals</b> .....	21	2705	5896	41	6660	60	18400	7100	50762	3	137402	183600	10600	901	3873	17	1416480	1836	.....	12331	608	556,960 09	



RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.													FISH PRODUCTS.			VALUE. \$ cts.		
	Mackerel, in cans.	Herring, barrels.	Herring, smoked, in boxes.	Cod, cwt.	Hake, cwt.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Frost fish, lbs.	Flounders, lbs.	Smelt, lbs.	Bels, barrels.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.	Fish Oil, gallons.		Fish used as bait, barrels.	Fish used as manure, barrels.
<b>Westmoreland.</b>																			
Shediac to Botsford .....	6000	12000	2600	20	.....	.....	8000	3500	3000	2500	743740	150	100	80	794496	.....	9962	4000	250,888 80
Dover .....	.....	4	.....	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	2,064 00
Gaurean .....	.....	.....	.....	.....	960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	.....	9,702 00
Pré d'en haut .....	.....	.....	.....	.....	896	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	9,026 00
Bellevean .....	.....	.....	.....	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,018 00
Dorchester Cape .....	.....	.....	.....	.....	109	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000 00
Rockport .....	.....	.....	.....	.....	900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,036 00
Wood Point .....	.....	.....	.....	.....	84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	840 00
Totals .....	6000	12004	2600	20	.....	3340	8000	3500	300	2500	743740	150	100	80	794496	90	9962	4000	284,272 80
<b>Albert.</b>																			
Hopewell Point to Wolf River .....	.....	800	75	225	100	3900	.....	480	.....	.....	.....	.....	.....	.....	.....	52	.....	.....	45,385 00
<b>Victoria.</b>																			
Grand Falls to Carleton Co. Line .....	.....	.....	.....	.....	20	.....	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500 00
<b>Carleton.</b>																			
Carleton Co. Line to York Co. Line .....	.....	.....	.....	.....	.....	40	.....	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,800 00
Head Waters of Miramichi .....	.....	.....	.....	.....	.....	.....	.....	10400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000 00
Totals .....	.....	.....	.....	.....	.....	40	.....	20000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,800 00



RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH										FISH PRODUCTS.				VALUE.			
	Herring, barrels.	Alewives, barrels.	Cod, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Sturgeon, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Pickarel, lbs.	Perch, lbs.	Beils, barrels.	Fish Oil, gallons.		Fish Roes, barrels.	Fish Guano, tons.	Fish used as bait, barrels.
<i>York.</i>																		
York Co. Line to Sunbury Co. Line.							100	5000	2500									6,290 00
<i>Sunbury.</i>																		
Gagetown Canal, &c.		40					42	1000		1000	1000							700 00
Gagetown		15					22	1000										640 00
Upper Gagetown		10					35	500										440 00
Barton		15					27											330 00
French Lake and Maquapit Lake		250					30	2000		50000	30							5,110 00
Oromocto Lakes		200						1000		10000								1,460 00
Mouth of Oromocto		10					30	1000		2000								540 00
Sheffield		50					10			1000								360 00
Porto Bello		50								1000								260 00
Maugerville		15					10	2000										320 00
Totals	755						205	8500		65000		30						10,160 00
<i>Queen's.</i>																		
Washademoak Lake	500						450		500	30000	2750	40						9,155 00

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.						KINDS OF FISH.										
	Vessels.			Boats.			Nets.		Weirs.		Lobster Traps.		Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Mackerel, barrels.	Herring, barrels.	Herring, frozen.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	
	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Value.											
	No.	\$			\$			\$															
<i>King's.</i>																							
Westfield & Belle Isle.				57	490	57	2040	3130				13500						775					
Kennebecasis and Smith's Creek.				10	200	20	560	250				13500						80					
Totals				67	690	77	2540	3380										865					
<i>St. John.</i>																							
St. John Harbor to Goose River.	10	200	40	29	200	50	1200	1800			180	180			20	1000						1600	1400
Quaco Head to Lepreaux, including St. John Harbor.	31	506	1000	124	6500	500	90000	65000	32	10000	1000	10000	6000	6000		31000	500000	20000	15762	2000			500
Totals	41	706	12000	164	6700	550	91200	66800	32	10000	1180	1180	20000	6000	20	32000	500000	20000	15762	3600			1900
<i>Charlott.</i>																							
St. Croix.																							
Inner Bay of Passamaquoddy.				33	2145	69	180	96							95	300			600	70			
Lepreaux, Beaver Harbor & Back Bay	14	240	8500	80	4000	160	9000	4500	15	7560	800	800				400	1500000	1300		1260	30	1650	
Dear Island.	28	395	1696	136	2000	160	2300	11500	21	3890	1000	1000				14000	3000000	75000		7000	75	1500	
Campo Bello.	24	375	12400	120	16800	360	15000	10000	90	36000	900	900				350	2000000	40000		4000		1700	
Grand Manan.	10	200	5000	50	40000	485	2000	10000	40	11500	1001	1001				2828	3800150	274300		663		1912	
Totals	90	1457	31196	1459	71098	1462	73582	40942	192	98850	7201	7201	6000	6000	110	29878	15300150	1296600	600	18393	113	14292	

*RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.*

DISTRICT.	KINDS OF FISH.													FISH PRODUCTS.					VALOR.							
	Hake, cwt.	Hake Sounde, lbs.	Haddock, cwt.	Halibut, lbs.	Sturgeon, lbs.	Shad, barrels.	Bas, lbs.	Trot, lbs.	Frost Fish, lbs.	Squid, barrels.	Flounders, lbs.	Smelt, lbs.	Pickrel, lbs.	Sardines, hnds.	Lobsters, tons.	Lobsters, cans.	Fish Oil, gallons.	Fish Roeg, barrels.		Fish Guano, tons.	Fish used as bait, barrels.	Fish used as manure, barrels.				
<b>King's.</b>																										
Westfield & Belle Isle.					22740	73	2950											405	6					8,365	40	
Kennebecasis and Smith's Creek.	48				3500		450																	891	60	
Totals	48				26240	73	2950	450										405	6					9,256	40	
<b>St. John.</b>																										
St. John Harbor to Goose River.	100		900	3000																				21,350	00	
Goose River.		300	3000	500		1300	4000																	274,838	00	
Quaco Head to Lepreaux, including St. John Harbor.		300	3900	3500		1300	4000																	299,188	00	
Totals	600	300	3900	3500		1300	4000	3500	800		5000	2500												7,794	50	
<b>Charlotte.</b>																										
St. Croix.			19																							
Inner Bay of Passamaquoddy.	1930	1600	400	6700					1500															76,732	00	
Lepreaux, Reaver Harbor & Back Bay.	1600	15000	7000					600																562,638	50	
Deer Island.	1500	2200	500																					50,800	00	
Campo Bello.	1801	2200	351							323														135,039	95	
Grand Manan.	12000	12000	400	2000					2000	12	500													509,944	00	
Totals	33231	33000	12442	26710				5500	4300	335	5600	5000	2500					47088						1,340,948	95	

RECAPITULATION showing the Quantity and Value of Fishing Material, &c.—New Brunswick.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.								
	Vessels.			Boats.			Nets.		Weirs.		Smelt Nets.		Lobster Traps.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Value.	No.	Value.	No.	Value.	No.	Value.	
Restigouche .....	.....	.....	\$	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Gloucester .....	31	459	12840	102	1000	23516	2411	49732	36959	1	40	181	4138	3190	1600
Northumberland .....	11	215	11300	48	443	7750	699	42890	27055	.....	.....	741	20150	11000	49242
Kent .....	23	460	11600	136	774	19093	1726	98184	31769	.....	.....	502	17370	33725	33725
Westmoreland .....	.....	.....	.....	.....	754	13740	1525	24400	7575	.....	.....	200	4000	22000	22000
Albert .....	.....	.....	.....	.....	11	550	24	2750	1000	4	160	.....	.....	.....	.....
Victoria .....	.....	.....	.....	.....	20	100	50	200	200	.....	.....	.....	.....	.....	.....
Carleton .....	.....	.....	.....	.....	30	650	60	600	300	.....	.....	.....	.....	.....	.....
York .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury .....	.....	.....	.....	.....	186	1460	372	8600	3450	.....	.....	.....	.....	.....	.....
Queen's .....	.....	.....	.....	.....	65	7800	120	7800	3900	.....	.....	.....	.....	.....	.....
King's .....	.....	.....	.....	.....	67	690	77	2540	3380	.....	.....	.....	.....	.....	.....
St. John .....	41	706	12000	164	289	6700	550	91200	66800	32	10000	.....	.....	1180	1180
Charlotte .....	90	1457	31196	469	1002	71098	1462	73582	40942	192	98890	.....	.....	7201	7201
<b>Totals.</b> .....	196	3297	78836	909	4879	147567	9276	430738	241360	229	109090	1624	45658	127448	128948



Recapitulation showing the Quantity and Value of Fishing Material, &c.—New Brunswick—Continued.

District.	Kinds of Fish.																		
	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, frozen, number.	Herring, smoked, in boxes.	Alwives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Halibut, lbs.	Sturgeon, lbs.	Shad, barrels.
Restigouche .....	.....	248018	.....	7000	.....	884	150	.....	.....	.....	186	675 7/4	.....	4032	8881	1204	10500	.....	.....
Gloucester .....	.....	249805	.....	6150	.....	51750	18999	.....	.....	.....	615	1595	.....	408	500	.....	.....	.....	.....
Northumberland .....	59	492675	900	3168	.....	11800	2300	60	.....	.....	1787	1961	25	2705	5896	41	6660	.....	.....
Kent .....	10	112000	.....	.....	.....	65182	13886	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westmoreland .....	12	1000	.....	.....	.....	6000	12004	2600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Albert .....	100	.....	.....	.....	.....	.....	800	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Victoria .....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carleton .....	.....	6000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
York .....	.....	24200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury .....	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queen's .....	.....	1500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
King's .....	.....	18600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. John .....	.....	200000	8000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlotte .....	.....	6000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	191	1856498	6900	16618	10845	135616	109717	15800150	1313335	21070	83298	138	16192	41124	48577	17687	47360	26210	9616

RECAPITULATION showing the Quantity and Value of Fishing Material, &c.,--New Brunswick--Concluded.

DISTRICT.	KINDS OF FISH.											FISH PRODUCTS.					VALUE. \$ cts.		
	Bass, lbs.	Trout, lbs.	Frost Fish, lbs.	Squid, barrels.	Flounders, lbs.	Smelt, lbs.	Pickarel, lbs.	Perch, lbs.	Reis, barrels.	Sardines, hds.	Oysters, barrels.	Lobsters, tons.	Lobsters, cans.	Fish Oil, gallons.	Fish Roes, barrels.	Fish Gunny, tons.		Fish used as bait, barrels.	Fish used as manure, barrels.
Restigouche .....	7600	18000	.....	10	.....	1860497	.....	.....	249	.....	12345	.....	146960	.....	.....	.....	750	200	74,945 20
Gloucester .....	130700	9950	535079	.....	6000	932617	.....	.....	106	.....	11050	.....	2679540	46471	120	18687	6657	6657	1,080,796 92
Northumberland .....	18400	7100	50762	3	137402	18360 1/4	.....	10600	901	3873	17	1416480	.....	450	50	3490	6050	6050	281,772 93
Kent .....	8000	3500	3000	.....	2500	743740	.....	.....	150	100	.....	799496	.....	90	.....	9962	4000	4000	556,960 09
Westmoreland .....	.....	480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52	.....	.....	.....	.....	284,372 80
Albert .....	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45,385 00
Victoria .....	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500 00
Carleton .....	.....	2500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,800 00
York .....	5000	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,280 00
Sunbury .....	8500	.....	.....	.....	.....	.....	65000	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,160 00
Queen's .....	.....	500	.....	.....	.....	.....	30009	2750	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,155 00
King's .....	2950	450	.....	.....	.....	.....	.....	.....	40	.....	.....	.....	.....	405	6	.....	.....	.....	9,266 40
St John .....	4000	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	196	.....	1150	.....	.....	200	300	299,188 00
Charlotte .....	.....	5500	4300	335	6600	5040	2500	.....	.....	55860	1860	48000	.....	47688	2615	6548	3075	3075	1,340,948 95
<b>Totals, ..</b> .....	185150	70980	583141	335	152502	5497868	97500	13350	1522	55860	27368	3111	5326252	98142	62785	51968	20690	20690	4,005,431 29

1886

RECAPITULATION of the Yield and Value of the Fisheries of New Brunswick, during the Year 1885.

Kinds of Fish.	Quantities.	Prices.		Value.
		\$	cts.	\$ cts.
Salmon, pickled.....	brls. 191	18	00	3,438 00
do fresh, in ice.....	lbs. 1,356,498	0	20	271,299 60
do smoked.....	" 6,900	0	20	1,380 00
do in cans.....	" 16,618	0	20	3,323 60
Mackerel.....	brls. 10,845	10	00	108,450 00
do in cans.....	cans. 135,616	0	15	20,342 40
Herring.....	brls. 109,717	4	00	438,868 00
do frozen.....	per 100. 15,800,150	0	60	94,800 90
do smoked.....	boxes. 1,313,535	0	25	328,383 75
Alwives.....	brls. 21,070	4	00	84,280 00
Cod.....	cwt. 83,298	4	25	354,016 50
Cod Tongues and Sounds.....	brls. 138	7	00	966 00
Pollock.....	cwt. 16,192	3	50	56 672 00
Hake.....	" 41,124	3	50	143,934 00
Hake Sounds.....	lbs. 48,577	1	00	48,577 00
Haddock.....	cwt. 17,687	3	50	61,554 50
Halibut.....	lbs. 47,360	0	06	2,841 60
Sturgeon.....	lbs. 26,240	0	06	1,574 40
Shad.....	brls. 9,616	10	00	96,160 00
Bass.....	lbs. 185,150	0	06	11,109 00
Trout.....	" 70,980	0	06	4,258 80
Frost Fish.....	" 583,141	0	04	23,325 64
Squid.....	brls. 348	4	00	1,392 00
Flounders.....	lbs. 152,502	0	06	9,150 12
Smelt.....	" 5,497,858	0	06	329,871 48
Pickrel.....	" 97,500	0	06	5,850 00
Perch.....	" 13,350	0	06	801 00
Bels.....	brls. 1,522	9	00	13,698 00
Sardines.....	hhds. 55,860	6	00	335,160 00
Oysters.....	brls. 27,368	3	00	82,104 00
Lobsters.....	tons. 3,111	30	00	93,330 00
do.....	cans. 5,236,252	6	15	785,437 80
Fish Oil.....	galls. 98,142	0	60	58,885 20
Fish Roes.....	brls. 6	4	00	24 00
Fish Guano.....	tons. 2,785	15	00	41,775 00
Fish used as bait.....	brls. 51,968	1	50	77,952 00
Fish used as manure.....	" 20,890	0	50	10,445 00
Total, 1885.....				4,005,431 29
do 1884.....				3,730,453 99
Increase.....				274,977 30

NUMBER and Value of Vessels, Boats, Nets, Weirs, Traps, &c., engaged in the Fisheries of the Province of New Brunswick, during the Year 1885.

	\$	\$
196 vessels, 3,297 tons .....		78,836
4,879 fishing boats .....		147,567
Nets, 430,738 fathoms .....		241,360
229 weirs.....		109,090
1624 smelt nets .....		45,658
127,488 lobster traps.....		125,948
3 mackerel traps.....		3,600
		752,059
159 lobster factories .....	209,070	
32 freezers .....	31,500	
1 fertilizer factory.....	2,500	
175 smoke houses and fixtures .....	43,750	
250 oil presses, with furnaces and boilers .....	37,000	
		323,820
<b>Total</b> .....		1,075,879

## APPENDIX No. 5.

## QUEBEC.

## REPORT OF THE FISHERY OFFICER IN CHARGE OF THE GOVERNMENT VESSEL "LA CANADIENNE," ENGAGED IN THE PROTECTION OF THE GULF FISHERIES FOR THE YEAR 1885.

GASPÉ, 31st December, 1885.

The Honorable GEO. E. FOSTER,  
Minister of Marine and Fisheries.

SIR,—I have the honor to submit my annual report for the year just ending on the fisheries of the Gulf division, with synopses of the reports of the local overseers, and statistics of the catch and values, &c. It will be seen that the fishery shows a decrease, when compared with the season of 1884, which itself was a poor one. The total value of the fishery this year is \$1,188,672. Comparing this with the value of the catch in 1882, which was about an average year, the decrease in value will be seen to amount to the considerable sum of \$372,091. This falling off is entirely due to the failure of the seal, cod and herring fisheries. Our last good year was 1883, when the value of the catch was \$1,626,388, or nearly half a million dollars better than this year. This failure is due entirely to the action of the ice in the spring, the wind prevailing steadily in April, May and June, from the east, the ice was held in the Gulf so late in the spring that all fishing operations have been seriously crippled. The prices of all kinds of fish have also been lower than usual. One of our largest markets for cod—the European—has been closed, owing to the cholera. Other fish-producing countries, notably Newfoundland and Norway, have been equally shut out from the markets of Spain, Portugal and the shores of the Mediterranean, from the same cause. This has led to a glut elsewhere, and a consequent fall in prices all over. Fortunately for our fishermen, provisions have been cheap, and the general cost of living low. Wherever, as on the Labrador, fishermen are solely dependent on the fishing, there has been considerable distress. At and below Natashquan the failure was almost complete. To the westward, though, the fishery was much below an average; yet a considerable quantity of fish was taken.

As is the case everywhere, when large bodies of men are idle there was a good deal of discontent and disorder, and, as might be expected, a good deal of drinking. My predecessors, as well as myself, have always striven to prevent the sale of liquor on the north shore coast. Traders and others have from time to time been fined or imprisoned for selling it, and we have prevented the sale of any considerable quantity on the coast. There is no municipal organization. The Acadian population is mostly made up of people who left the Magdalen Islands, where they were doing well, rather than submit to any such thing, and most of them even yet refuse to submit to local organization. We have also on this coast during the summer a large floating population of young men from Newfoundland and the Maritime Provinces, who, removed from all home and other restraints are, not to put it too strongly, disposed to be mischievous. There are also a large number of Indians drifting about the coast from June until August, when they mostly go into the woods for the winter hunt. Altogether there must be about 9,000 men engaged in fishing and hunting.

during the summer months between Pointe des Monts and Blancs Sablons, and as long as the free use of intoxicants can be prevented, and these men are kept fully employed, there is wonderfully little disorder among them. Understanding this you will easily conceive with what disappointment I found that the Local Government had granted to an adventurer, a stranger to the coast, a license to sell liquor at Natashquan, and I therefore take this means, the only official one I have, of protesting against the repetition of this indiscretion.

The clergy and all the most intelligent people on the coast are opposed to the sale of liquor, even when licensed, and it is surely only fair that they should be consulted in a matter of so much moment.

The most pronounced opponent of prohibition, in its mildest form, would hesitate before advocating the sale of liquor in an unorganized territory, with a large non-resident and roving population, made up principally of Indians.

I trust that by my having called attention to this case there may be no repetition of it. I certainly hope that if the Local Government intends to derive a revenue from the sale of liquor licenses on the Labrador coast that they will send a police force of their own to maintain order. I will now proceed to speak of the various fisheries in the several orders.

#### SEALS.

Seal fishing with vessels is prosecuted by the people of the Magdalen Islands, Esquimaux Point, and Natashquan. In all about 50 schooners, manned by about 750 men, engage in the fishery. For the fourth year in succession it has failed. The last average fishery was in 1881, when 58,201 seals were taken. This year the catch from all sources amounts to only 9,145 seals. The failure is due altogether to the action of the ice in the early spring, which prevents the sealing vessels getting out of harbor or into the seal-bearing ice before the young seals have attained a certain age, the sealers fail to make a paying voyage. Were our sealers supplied with powerful steamers, such as are used in Newfoundland, the chances would be much more in their favor than they can possibly be with small sailing vessels. The immense fields of ice which lie off the East Point of Anticosti, in the comparatively still water, between the ascending current of the north shore, and the outward current, between the Island of Anticosti and the Magdalen Islands, are known to be a sure sealing ground. In favorable seasons steamers from Newfoundland have secured their trips within sight of the East Point of Anticosti. This ice could be reached with more certainty by suitable vessels coming from above, than it could be from outside or from the Magdalen Islands. This spring the Newfoundland vessels were unable to force a passage through the pack ice between Cape Ray and the Bird Rocks. Our schooners were unable to force away out of winter quarters, and into the ice, until after the young seals had taken to the water. A few seals are taken on the Labrador with nets, in what are called sedentary fisheries. These nets are placed across the seal runs, in narrow passes, so as to intercept the seals on their way to the westward in the fall and to the eastward in the spring.

#### HERRING.

The spring herring fishery at Pleasant Bay, Magdalen Islands, was again a failure, as it was impossible for the herring vessels to make the bay in time for the herring fishery, which occurs during the first spring tides in May. The easterly winds which prevailed during April and May kept the ice packed against the islands. Spring herring were, however, abundant in the Bay des Chaleurs, and enormous quantities were used for manure, but few were salted, as for some years back the prices obtained in the American and West Indian markets for this quality of herring have not paid shippers. Herring for bait purposes was plentiful on the south shore all through the season. The fall herring fishery for the large fat

Labrador herring was a failure; the 20 vessels which comprise the fleet from Esquimaux Point having returned from the eastward with only 500 barrels among the lot. When the fleet reached the Straits of Belle Isle towards the end of September, in search of herring, they found that the schools had struck along the south shore of the straits and towards the north-west point of the island at Port à Choix. The schooners stood into Port à Choix and began seining; herring were plentiful and of fine quality. They had only made one haul, when a French cruiser came in and ordered them off. They then ran into St. John's Harbor, a little to the north of Port à Choix, but they were followed up and driven away from there also. They were thus compelled to leave that part of the coast of Newfoundland, and failed to find herring anywhere else in the straits. This is not the first time that our herring vessels have been driven off the west coast by the French and it is surely high time that something were done to prevent a repetition of the trouble, as it seems a most abnormal state of affairs that British vessels should not be allowed to fish along a British coast.

## COD.

The summer cod fishery along the south coast and at the Magdalen Islands, was a fair average. The fall fishery was a failure, owing to rough weather; fish was, however, plentiful, and whenever the boats could get out, they did well. On the north shore, the fishery was a failure, at and below Natashquan this failure was more or less complete, and was clearly due to the backing up of the ice, the prevalence of easterly winds and the lateness and roughness of the season. It is the general opinion of fishermen, that the great school of cod, making for the north shore, strikes the land at Natashquan, where it is split in two, one-half keeping to the westward, along the north shore, as far as Pointe des Monts, the other half going eastward, to the straits. This immense school, coming from the banks, and deeper waters where it has passed the winter, is preceded by the herring and the capelin. If the spring is early and the ice gone, these bait fish crowd into every cove and bay, and are soon followed by the cod; but when, as was the case this season, the spring was late, and the coves and bays full of ice until well into June, the bait fish, and especially the capelin, strike off shore and remain in deep water, and it is seldom, that having been once driven off the coast, they return again during the same season. Owing to the failure of the fishery, great distress exists on the north shore, it is most felt at Esquimaux Point; the three fisheries to which these people trust for a living have each failed them for the third season in succession—the seals in the spring, the cod in the summer, and the herring in the fall. Had not supplies been sent there, this fall, by the Local Government, many people would have perished during the winter; as it is, I shall not be surprised to hear of much misery and sickness, due to want, at Esquimaux Point, before the spring.

## SALMON.

The salmon fishery shows a very decided improvement, although there were not so many nets fished as usual, no licenses having been issued for the Island of Anticosti. On the north shore, especially below Natashquan, the rough weather seriously interfered with the fishery. At Moisie River, the fishery was almost phenomenal, in spite of the fact that the river was so high, during the greater portion of the season, that it was impossible to fish the full length of net. All over the gulf, it was noticed that the run of salmon was unusually large. All the rivers are reported well stocked with fish. Since the control of the rivers, above the tideway, has passed out of the hands of your Department, many of them are not as well guarded as they were formerly. I would particularly mention the two Cascapédias, the Bonaventure and the Big Pabos; each of these rivers is lumbered on, they are settled a long way up, and are easily poached. If for no other reason, I would urge that in the interest of the net fishermen, who contribute, in the shape of fees, a considerable

sum, it would be well to keep guardians on them, though I have every reason to believe that some, if not all, of them are poached, yet it is impossible to get direct information by which to secure convictions against such as fish illegally.

#### LOBSTERS.

The lobster fishery shows an increase in the number of pounds canned of 83,974 lbs over last year. This is due to the establishment of more factories, and the fishing of a larger number of traps, and not to an increase in the quantity of fish on the grounds. In the Bay Chaleur, canners complained that, owing to the great abundance of herring spawn on the bottom, the lobsters were gorged with bait and would not trap. Though the fishermen told me they found the lobsters larger this season than for several years back, yet there is no manner of doubt that fishing is being overdone. A number of canners from New Brunswick and Prince Edward Island have visited the north shore during the season, and prospected along the coast between Mingan and Washecootai. They have satisfied themselves that lobsters are abundant, that a profitable business may be done there, and have determined to erect buildings and begin operations next year. I should advise dividing the coast into sections and licensing the grounds; already, at the Magdalen Islands and in the bay, much confusion and a good deal of bad feeling exists among the fishermen, as the lines of traps in many places cross and interfere with each other; this can only be prevented by licensing the grounds. It would be difficult, if not impossible, to do this where lobster fishing has been carried on for years and where there are already more canneries than the fishing grounds can supply, but on the north shore, where this kind of fishing is only beginning, some judicious system of control might easily be introduced. A statement of the capital invested in canning and fishing lobsters, is appended to the statistics, which follow the reports of the local overseers.

#### MACKEREL.

Mackerel were unusually abundant all over the gulf, but they were of such a small size that it did not pay to take them. A good many vessels from Nova Scotia and a few Americans came into the gulf and along the north shore in search of large mackerel but they did not succeed in finding them, though they all said that the large mackerel must be in the gulf somewhere. Five mackerel trap nets were set, three in Gaspé Bay and two on the north shore, they did absolutely nothing, and I fancy that the trap net fishing for mackerel will soon be abandoned in this division as this is the third year that they have been tried without success, the fish schooled all round the traps but never entered them.

#### BAIT.

Bait was fairly abundant on the south coast, but from causes already specified the capelin missed entirely on the north coast. The guano factory, built and established at Salmon Bay, has been completed and put in operation. The process worked well under the management of Mr. Crossman, the engineer who put up the factory, and a quantity of guano of superior quality was manufactured; unfortunately owing to the failure of the codfishery in the neighborhood, it was impossible to keep the factory supplied with offal.

As a copy of my log has been furnished your Department from time to time during the season, it is unnecessary to repeat it here.

I beg to append synopses of the reports of the local overseers.

I have the honor to be, Sir,

Your obedient servant,

WM. WAKEHAM,

*Fishery Officer in command of "La Canadienne."*



## SYNOPSIS OF FISHERY OVERSEERS' REPORTS.

## RISTIGOUCHE SUB-DIVISION.

*Overseer J. A. Verge* reports that the season compares very much with that of 1883. Owing to frequent rains during the month of June the river and estuary was kept in good order for net fishing, and that the lower nets did well, while those in the upper part of the estuary suffered very much in consequence of the Ristigouche boom having given way during the best part of the fishing. Many of the nets were carried away and it took some time to replace them. The catch was 64,680 lbs., an increase of 27,824 lbs. over last year. Five net fishermen were fined for neglect of the Sunday close time. A new industry has, this fall, sprung up in Ristigouche Estuary, that of the smelt fishery, this fishery will be kept up all winter off Escuminac and Fleurant's Point. Mr. Verge is of the opinion that it would be well to try oyster planting on Pentland's Bar, off Fleurant's Point, as it seems to be the opinion of many that the bottom would suit.

## NEW RICHMOND SUB-DIVISION.

*Overseer Wm. Cullen* reports an increase of 19,663 lbs. in the catch of salmon in his division as compared with last year. The summer cod fishing was a little better than last year, but the fall fishery was a failure. Spring herring were abundant all along the coast, but few were taken for exportation as the merchants refused to purchase them from the fishermen. The fall herring fishery was a failure as was the mackerel fishery, only 96 brls. having been taken. There were seven lobster factories in operation in this division, but the fishery was a failure, only 90,552 lbs. being taken by the seven establishments against 69,000 lbs. taken by two canneries last year. The lobster did not seem to near the shores; the general opinion among fishermen was that owing to the great abundance of herring and herring spawn the lobsters were glutted and would not trap. No capelin were taken this year in the New Richmond sub-division. Mr. Cullen states that the fly fishing in the Grand Cascadepia was good, and that the river is well stocked with salmon. He further states that to his knowledge all was orderly and quiet in his division, but he strongly recommends that special guardians be placed on the Grand Cascadepia and Bonaventure Rivers.

## PORT DANIEL SUB-DIVISION.

*Overseer John Phelan* states that salmon fishing began well during the last week in May, but that on the 2nd of June a violent gale occurred, which wrecked and destroyed many of the nets to such an extent that fully a week was lost before they could be re-set. Nevertheless the catch is the largest that has been made for some years. The fish were of a very large size. Net fishing closed on the 24th of July but most of the nets had been taken up before the 20th. Cod fishing began on the 5th of June and shows fully an average catch. The boats that did best were those that fished with trowls towards the Miscou bank. The best inshore fishing was made in October, but unfortunately the weather during that month was so rough that the boats were fully half the time ashore. Had the fall been less rough a very fine fishery would have been made, as there was plenty of bait, both squid and herring. Spring herring were abundant, but only a few were salted for lobster bait, as they had no market value. Fall herring struck late, only in October. An abundant supply was obtained, mostly for local consumption. Lobster fishing began on the 30th of May and closed on the 24th of July. The storm of the 2nd of June damaged the traps so badly that many fishermen abandoned the fishery. Lobsters seemed abundant, and a great many in spawning condition were seen in shoal water towards the end of July. One fisherman was fined for taking lobsters with spawn attached. Mackerel were scarce and of poor quality, but few were taken.

## GASPÉ SUB-DIVISION.

Overseer P. Vibert reports that salmon fishing began on the 20th of May; 106 net licenses were issued, of these twelve stands were not fished. The catch was 82,000 lbs., which, with the angling score, makes 90,000 lbs., nearly double last year's fishing, one net in five days took seventy-five salmon weighing 1,500 lbs. Cod struck at Percé on the 6th of June, and by the 17th boats from Cape Cove and Grand River had twenty drafts ashore. The summer fishery from Percé to Newport was good. At Point St. Peter the fishing was not better than last year, strong tides having interfered greatly with the fishing. The fall fishing was poor, and can be computed at 20 per cent. below the average. The weather was rough during October, on the 30th of that month several boats were lost at Point St. Peter. During the three summer months the weather was favorable for deep sea fishing, but the fall was rough and much time was lost. Nineteen vessels cleared from Gaspé with fish cargoes as follows:—

Number.	Destination.	Quantity of Fish.	Value.
		Lbs.	\$
8	Brazil .....	21,437	99,354
7	Mediterranean .....	23,486	89,944
2	Barbadoes.....	1,637	5,318
2	Jersey.....	5,993	27,269
19		52,553	221,885

Bait was plentiful, herring and capelin being abundant in May and June. Very little launce was used. As an instance of the quantity of bait used and wasted by fishermen, Mr. Vibert cites the case of a man at Percé who fished five months and took 280 drafts of cod. This man stated that he had used fully 100 barrels of herring as bait, having put some days fully two barrels on his trawl hooks. At Barachois and Douglastown a good many clams were used. Squid was plentiful towards the fall. The schooner "Admiration," Capt. Tripp, was the only whaler fitted out this year, he secured seven whales, yielding 5,000 gallons of oil.

The lobster fishing shows a slight decrease; there were two canneries less in operation this year.

The lobsters were of a very fair size; fishing began about the 20th of May, and was mostly over by the end of June, though one of the canneries, that at Belle Anse, was not closed till the 4th of August.

Mackerel were abundant in Gaspé Bay, but of a small run. Two trap nets were fished at Sandy Beach and one at Peninsula; only 45 barrels were taken in the three traps. At Grande Grève the Messrs. Fruing seined 125 barrels.

The rivers in this division were all angled except Malbaie. The following is the number and weight of salmon killed:—

River.	Fish.	Lbs.
York.....	134	2,453
St. John.....	71	1,207
Dartmouth .....	39	778
Grand River .....	126	1,890
Little Pabos.....	33	434
Grand Pabos.....	21	268
Total .....	424	7030

			Lbs.
The largest fish caught on the York	weighed.....		40
do do Dartmouth	do .....		32
do do St. John's	do .....		30
do do Grand River	do .....		28

The pools in all these rivers are well stocked with breeding fish.

#### ST. ANNE'S SUB-DIVISION.

*Overseer J. J. Letourneau* reports as follows:—The summer cod fishery, though not abundant, was better than last year. Cod struck in June, but in small numbers. The best fishing was in July; only a few fishermen now follow codfishing as an industry at Ste. Anne's, as it no longer pays. The fall fishing was poor, cod were more abundant than during the summer, but the weather was too rough.

Salmon fishing was about the same as last year. The net fishermen in this neighborhood are poorly supplied with nets or a much larger quantity of salmon could be taken. Two poachers were caught in the act in Ste. Anne's River; they have not been prosecuted as yet, but will be as soon as a convenient opportunity presents itself. Fly-fishing was good in the Ste. Anne's River, although not as many salmon were taken as last year. This was due to the fact that fewer rods were on the river, and that the water was often low and clear. That the fishing was good is shown very clearly by the fact that in a short time one rod took 79 fish; these fish averaged 20½ lbs. Herring were abundant, both spring and fall; those taken late in the season were almost as fat and good as Labrador herring. A few mackerel were taken with the jig; had our fishermen been supplied with nets a much larger quantity could have been taken, as the mackerel stuck in shore abundantly. Some American vessels called here, the captain of one of them told me that mackerel were very abundant, but that they were too small to bother with. A few capelin were taken for manure in the eastern part of the division.

#### NORTH SHORE—GODBOUT SUB-DIVISION.

*Overseer N. A. Comeau* writes that salmon fishing was good in this division. With the exception of seal hunting in winter, it is the only kind of fishing regularly followed by the inhabitants of Godbout. The fly fishing in the Godbout River was good. A few cod were taken in the fall. During the summer months cod are not caught west of Pointe des Monts. Mackerel were abundant in August and September, and a few American and Nova Scotian fishing schooners were seen in the bay. They found the mackerel too small to be worth saving for market. A number of seals were shot on the ice during the winter, and a few porpoises in summer.

#### TRINITY SUB-DIVISION.

*Overseer J. O. Belanger* reports as follows: There were ten canoes engaged between Pointe des Monts and Trinity Bay, during the winter, hunting seals. These killed 241 seals. Each canoe is manned by two men. They lost a great deal of time owing to rough and cold weather. The salmon fishery was good. The presence of a steamer on this part of the coast enabled the salmon fishermen to ship their fish fresh to market, instead of having to salt it, as in former years. Fly fishing was good, 45 salmon having been taken with the fly in Trinity River. The trout fishery was poor. Cod fishing was only middling. It is generally carried on towards the fall, very little fish being taken during the summer months. There was a larger number of boats fishing this season than last. Very few spring herring were taken, as they are not of great market value. The fall herring fishery was good for those who had nets, but unfortunately many fishermen had not the means of procuring them. The mackerel fishery was a failure. During some weeks mackerel were abundant here as elsewhere. They were so small that it would not pay to save them. The trap

net fished by Captain Cunningham did not do well, he only taking 152 barrels. The same complaints were made against this trap-net by local fishermen, as were made last year.

MOISIE SUB-DIVISION.

Overseer T. Migneault reports that the salmon net fishing began on the 29th May. It was a splendid fishery especially from the 2nd day of June to the end of the month ; 7,705 salmon were taken in the Moisie, yielding about 138,690 lbs. As a rule the salmon were larger and fatter than usual. Cod fishing gave about the same returns as last year. The weather was often foggy ; bait was plentiful, especially squid. The mackerel fishery was fair, but the mackerel were all of second quality. All the mackerel caught were taken with the seine by two Nova Scotia schooners. The "Vesta," Captain Jones, and the "Osceola," Captain Richardson ; these vessels were fishing in company. The trap net fished by Captain Watson did nothing worth while. It having only taken one barrel of mackerel. Some herring and squid were also taken in the trap, these were utilized by local fishermen for bait. Mr. T. Migneault is of opinion that trap net fishing is not as destructive as seining. The herring fishery shows a diminution ; this is due to the absence of the two brush fisheries which used other years to be fished in Seven Islands Bay. Salmon fly fishing in Moisie River was reported good ; the anglers refused to state what their catch had amounted to, it was generally admitted by their employés that they had taken about 200 fish.

MINGAN SUB-DIVISION.

Overseer Geo. Duguay reports good salmon net fishing at Sheldrake, a great many salmon were seen in the river. At Jupitagan and Magpie the catch was small owing to the freshets the same cause, high water, interfered with the salmon fishing in the St. John's River ; at this latter place the nets were carried away by the unusual amount of drift wood which was brought down by the floods. Mr. Geo. Duguay had to fish the net placed at Mingan for the Indians himself. The Indians being too careless to attend to it themselves. Salmon fly fishing was good. The schooner yacht "Cambria" from England remained in Mingan harbor three weeks, while her owners were fishing the Mingan and Romaine Rivers ; 141 fish were taken with the fly :

River St. John.....	41
do Mingan.....	63
do Romaine.....	23
do Manitou.....	14

Cod fishing was only middling ; during the summer the fish were scarce, bait often not to be had at all, and the weather foggy. Fall fishing missed almost entirely ; as a consequence there is a good deal of distress on the coast, many being badly off for the winter. This is especially the case at Esquimaux Point, where for the past five years the people have been gradually getting poorer. This spring fourteen schooners fitted out for the seal fishery, and were out in the ice about two months, they only brought back 600 seals. They then fitted out for the cod fishery, and were absent on the Labrador till about the 1st of August when they returned with about 900 cwts. of cod. They again fitted out for the herring fishery, leaving about the end of August for the straits and returning to the point, about the first week in October, with only 500 barrels of herring in all. For each of these fisheries the return made by 14 vessels, is only a fair average catch for one.

NATASHQUAN SUB-DIVISION.

Overseer Wm. McLeod reports that he left Quebec on the 8th of May for Natashquan, where he arrived on the 28th. He had a good deal of difficulty in getting down, as the north passage between Anticosti and the north shore was still

Full of ice. He met the ice 130 miles further to westward than he has any season since he has been on the coast. To this fact Mr. McLeod attributes the failure in the salmon and cod fishery at and below Natashquan. Some herring had appeared at Natashquan before the ice drove up from the eastward. On the 9th of June Mr. McLeod went up the Natashquan River to the falls. The river was high, and there was still a good deal of ice and snow on the banks. The salmon nets were set on the 10th of June, and the first salmon was caught on the 11th. On the 15th of June many of the nets were carried away by the freshet and running ice. In some places the bed of the river was frozen, and the pickets to support the nets could not be driven. On the 18th of June a few cod fish were taken. On the 30th of June Mr. McLeod left Natashquan to visit the western part of his division. A number of boats from Gaspé and Esquimaux Point were cod fishing along this part of the coast. They were doing poorly. Mr. McLeod returned to the eastward on the 9th of July; found the cod fishery a failure everywhere. All the vessels from the Magdalen I-lands and Esquimaux Point had left for the eastward in search of fish. The fall herring fishery at Natashquan was good; most of the herring caught was shipped to Quebec by the local vessels. A lobster factory is being built at Pashasheeboo by parties from Prince Edward Island. These people are satisfied that lobsters are plentiful on this coast. Mr. McLeod advised that limits be licensed for lobster fishing, as it is likely that other parties will build canneries and carry on lobster fishing on the coast. Several attempts were made to get at the rocks in the fourth fall of the Natashquan, with the view of blasting them, but the water was too high all season.

#### WASHEECOOTAI SUB-DIVISION.

*Overseer G. Mathurin*, the overseer of this section, reports as follows:—That he arrived at Kegashka on the 20th of June, having been retarded some time by the ice which he met far to the westward. Both the salmon and cod fisheries missed entirely. The old fishermen attribute this failure to the ice, which prevented the bait from coming inshore. All those depending on the cod fishery were left destitute, and have removed from the coast, some of them going west to Upper Canada and others going to Prince Edward Island. A few herring were taken before the ice backed up, but the capelin missed entirely.

#### ST. AUGUSTIN SUB-DIVISION.

*Overseer Legowt* reports the seal fishery of last fall as about an average, though some of the main fisheries did not yield as well as they had done the season before. The cod and salmon fisheries for this season both failed. All fishermen are agreed that this is attributed to the lateness of the ice. Towards the fall a few cod were taken off Mutton Bay, with herring and clams. The usual summer bait is capelin. This failed altogether. A great deal of misery exists all along the coast in this sub-division, but there will be no starvation, as the most destitute were removed either to the west or to Newfoundland.

#### BONNE ESPERANCE SUB-DIVISION.

*Overseer Whitely* writes as follows:—The cod fishery began late—29th June. A few capelin were seined about the 1st of July. Owing to the unusual quantity of snow melting in the interior, the fresh water extended so far off shore that the fish (cod and capelin) would not come near the land until they reached the narrows of the straits, at Blancs Sablons, where they were more plentiful during the season. Salmon were plentiful in the St. Paul's River, and the river nets did well. The salt water berths did very little, presumably because of the fact that the capelin did not come near the shore, but lay in deep water. Seals passed down (east) very numerous in May and June, but the ice would not allow the fishermen to work their nets until too late in the season, when the seal had passed. Herring were plenty, but small, and would not pay for salt and barrels. The season has been a very disastrous one both to employers and fishermen. The prices for all fish were low, and another such season would be ruinous.

RETURN showing Number and Value of Vessels, Boats, Nets, &c., in the County of the Province of Quebec,

RISTIGOUCHE SUB-DIVISION

NAME OF PLACE.	VESSELS.				FISHING BOATS.		FLAT BOATS.		No. of Fishermen.	No. of Shoremen.	[Salmon Nets.		
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.			No.	Yards.	Value.
Twenty-two salmon stands.....			\$		1	\$ 100	22	\$ 220	22	....	24	7320	\$ 3365

NEW RICHMOND SUB-DIVISION

Maguasha .....				3	150	10	80	26	.....	55	1514	757	
Nouvelle.....				4	200	14	140	32	11	24	700	360	
Carleton.....				8	320	40	400	55	30	167	4876	2438	
Maria.....				12	480	50	500	60	40	287	9214	4607	
New Richmond and Black Capes.....				5	250	25	250	25	20	152	3680	1840	
Capelin.....				20	1000	35	355	55	45	7	350	175	
Big and Little Bonaventure.....				60	4680	80	800	150	100	14	360	180	
New Carlisle.....				7	350	20	200	20	20	.....	.....	.....	
Paspebiac.....	41	4340	200560	249	62	3050	80	800	130	140	.....	.....	
<b>Totals.....</b>	<b>41</b>	<b>4340</b>	<b>200560</b>	<b>249</b>	<b>181</b>	<b>10460</b>	<b>354</b>	<b>3525</b>	<b>553</b>	<b>406</b>	<b>686</b>	<b>20694</b>	<b>10357</b>

PORT DANIEL SUB-DIVISION

Paspebiac Portage .....				25	1200	8	80	60	.....	.....	.....	.....
Nouvelle and Shegawack.....				26	2130	16	160	128	.....	2	396	125
Pointe Loup-Marin.....				2	80	40	400	50	.....	1	320	100
Port Daniel Bay .....				24	1700	20	180	101	.....	6	2277	560
L'Anse à la Barbe .....				25	1000	10	100	60	.....	2	280	100
L'Anse au Gascon .....				56	2800	20	200	120	.....	2	240	120
<b>Totals.....</b>				<b>158</b>	<b>8910</b>	<b>114</b>	<b>1120</b>	<b>519</b>	.....	<b>13</b>	<b>3513</b>	<b>1005</b>

TOTAL FOR THE COUNTY

Ristigouche Sub-division.....				1	100	22	220	22	.....	24	7320	3365	
New Richmond do .....	41	4340	200560	249	181	10460	354	3525	553	406	686	20694	10357
Port Daniel do .....				158	8910	114	1120	519	.....	13	3513	1005	
<b>Totals.....</b>	<b>41</b>	<b>4340</b>	<b>200560</b>	<b>249</b>	<b>340</b>	<b>19470</b>	<b>490</b>	<b>4865</b>	<b>1094</b>	<b>406</b>	<b>723</b>	<b>31527</b>	<b>15727</b>

Bonaventure, extending from Head of Tide, Ristigouche, to Point Maquereau, in for the Year 1885.

(Head of Tide of Maguasha).

NETS AND SEINES.

Smelt Nets.			Herring Seines.			Herring Nets.			Mackerel Nets.			Capelin Seines.			Brush Fisheries.	
No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.
6		\$			\$			\$			\$			\$		\$

(Maguasha Head to Paspébiac Point.)

						32	950	280	5	160	60					
						20	600	180	10	300	124					
			4	400	200	70	2800	840	22	880	270				1	10
						80	3200	960	20	720	240	1	40	36	15	150
						40	1600	600	10	380	200					
						55	2100	660	20	800	400	7	280	252		
						110	3740	1320	55	1650	750	25	1000	900	3	30
						30	900	300	10	300	120	8	320	280		
						70	2800	850	60	2400	840	17	680	600		
			4	400	200	577	18690	5990	212	7590	3004	58	2320	2068	19	190

(Paspébiac Point to Point Maquereau.)

						40	1500	400				6	240	150		
						120	4000	990				14	550	320		
						60	2000	480				5	250	150		
						100	3500	800				7	340	210		
						50	2600	450				2	80	65		
						100	4000	1000				10	400	300		
						470	17000	4120				44	1860	1195		

OF BONAVENTURE.

6																
		240														
			4	400	200	507	18690	5990	212	7590	3004	58	2320	2068	19	190
						470	17000	4120				44	1860	1195		
6		240	4	400	200	977	35690	10110	212	7590	3004	102	4180	3263	19	190

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of Gaspé, extending from Point Maquereau to Cape Chatte (and including the Magdalen Islands), in the Province of Quebec, for the Year 1885.

GASPÉ SUB-DIVISION (Point Maquereau to Gaspé Head).

NAME OF PLACE.	VESSELS.			FISHING BOATS.		FLAT BOATS.		No. of Fishermen.		No. of Shoremen.		NETS AND SHINES.				
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.	No.	Value.	No.	Yards.	Value.	No.	Yards.	Value.
Newport and Anse aux Canards .....	.....	.....	.....	.....	94	7358	47	429	204	75	1	200	60	.....	.....	.....
Grand Pabos, Little Pabos and Anse au Basque .....	.....	.....	.....	.....	67	3645	40	361	135	61	3	850	325	.....	.....	.....
Little River, West .....	.....	.....	.....	.....	16	1276	10	90	32	9	.....	.....	.....	.....	.....	.....
Grand River .....	.....	.....	.....	.....	77	5070	18	134	166	74	1	400	110	.....	.....	.....
Little River, East .....	.....	.....	.....	.....	34	2190	29	254	62	26	.....	.....	.....	.....	.....	.....
Cape Despair .....	.....	.....	.....	.....	12	730	24	164	43	8	.....	.....	.....	.....	.....	.....
Cape Cove .....	1	73	2500	5	56	3460	37	335	112	41	1	300	80	.....	.....	.....
Anse au Beaufin .....	.....	.....	.....	.....	13	700	12	86	28	5	.....	.....	.....	.....	.....	.....
Boaaventure Island .....	.....	.....	.....	.....	74	3105	42	331	134	92	.....	.....	.....	.....	.....	.....
Percé .....	.....	.....	.....	.....	111	5360	64	660	223	146	.....	.....	.....	.....	.....	.....
Gannes de Roches and Corner of Beach .....	2	103	2300	9	20	823	29	306	39	19	2	260	120	.....	.....	.....
Barachois Malbaie, and Belle Anse .....	2	95	2500	7	76	4180	73	600	152	95	7	3350	1100	.....	.....	.....
Point St. Peter .....	2	111	4000	10	67	3690	33	350	137	81	1	300	75	.....	.....	.....
Chien Blanc and Red Head .....	.....	.....	.....	.....	25	1500	20	160	50	5	.....	.....	.....	.....	.....	.....
Bois Brulé and Douglastown .....	1	80	2000	5	31	1620	14	114	65	6	.....	.....	.....	.....	.....	.....
Sandy Beach .....	3	172	6000	15	18	530	16	198	36	3	17	4160	825	.....	.....	.....
Gaspé Basin and South-West River .....	3	135	2000	24	4	240	32	300	32	18	26	5502	1350	.....	.....	.....
North-West Bay and River .....	1	66	3000	5	4	200	10	80	18	.....	9	1950	700	.....	.....	.....
Peninsula and Cape aux Os .....	1	50	600	4	14	240	34	233	44	.....	16	4950	1430	.....	.....	.....
Seal Rock and Little Gaspé .....	4	235	10500	19	5	80	11	86	15	.....	3	522	210	.....	.....	.....
Grande Grève and St. George's Cove .....	.....	.....	.....	.....	17	795	24	206	39	16	2	320	120	.....	.....	.....
Indian Cove and Ship Head .....	.....	.....	.....	.....	51	1334	45	354	71	.....	.....	.....	.....	.....	.....	.....
Totals .....	20	1119	35400	103	866	46078	664	5741	1627	760	98	25:54	7065	.....	.....	.....





RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of Gaspé, &c.—Continued.  
 MAGDALEN RIVER SUB-DIVISION—(Cape Gaspé to Claude River).

NAME OF PLACE.	VESSELS.			FISHING BOATS.		FLAT BOATS.		No. of Fishermen.	No. of Shoremen.	NETS AND SERIES.				
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.			Value.	No.	Yards.	Value.	No.
Cape des Roitiers					35	\$ 525	50	\$ 250	85	25				
L'Anse à Louise					32	640	36	180	68	15				
Three Runs and Jersey Cove					20	400	26	169	46	11				
Anse à Griffon					50	2000	54	432	104	35				
Anse à Fougère					7	140	7	42	14	3				
Fox River					61	2440	62	496	123	50				
Little Fox River					13	325	13	78	28	6				
Little Cape					17	340	17	102	34	8				
Echourie					6	180	8	48	14	3				
Grand Anse							5	40	5					
Pointe Janne					2	50	7	42	9	3				
Anse à Valen					8	200	8	48	16	4				
Grand Etang					5	150	5	40	8	2				
Poite Sèche					10	360	8	60	20	3				
Big and Little Chlorydorme					20	600	16	128	30	10	1	100	60	
Little Anse					7	180	7	70	14	2				
Frigate Point					10	500	10	75	15	3				
Little Vallée					10	300	10	75	16	3				
Little Vallée					10	280	10	70	12	3				
Anse à Colin and Anse à Mercier					16	480	16	128	30	4	2	200	100	
Grande Vallée					5	150	5	40	8	2				
Grande Anse					20	600	18	144	32	10	1	200	100	
Cap à L'Ours and Magdalen River					6	180	7	56	10	3				
Little Magdalen					14	420	15	130	10	2				
Manche D'Epée					8	240	8	64	12	2	1	200	75	
Gros Mât					16	480	16	128	29	4	1	200	100	
Cap à L'Ours and Anse Pleureuse					33	990	26	268	60	10	2	300	150	
Mont Louis					20	700	20	180	30	8	2	200	100	
Rivière à Pierre and Claude River														
Total					461	13620	490	3503	880	235	10	1400	685	

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of Gaspé, &c.—Continued.  
MAGDALEN RIVER SUB-DIVISION—(Cape Gaspé to Claude River)

NAME OF PLACE.	NETS AND SEINES.														
	Herring Nets.		Mackerel Seines.		Mackerel Nets.		Capelin Seines.		Lance Seines.		Seal Nets.		Brush Fisheries.		
	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.	
Cape des Rosiers .....	85	3200	850	1	50	15	5	200	60	30					
L'Anse à Louise .....	68	3060	680				4	180	40						
Three Runs and Jersey Cove .....	46	1950	514				2	80	20						
Anse à Grifon .....	104	4880	1560				5	250	50						
Anse à Fougère .....	14	560	140												
Fox River .....	150	7600	2400				8	320	80						
Little Fox River .....	26	1170	260												
Little Cape.....	34	1360	340												
Echouerie .....	14	680	132												
Grand Anse .....	5	200	40												
Pointe Jaune .....	9	405	90												
Anse à Valcail .....	16	720	160												
Grand Etang .....	10	400	100												
Pointe Séche .....	20	800	206												
Big and Little Ohlorydorme .....	40	1600	400				3	120	30						
Little Anse .....	14	660	130												
Frigate Point.....	20	800	200												
Little Vallée.....	22	880	220												
Anse à Colin and Anse à Mercier .....	20	800	200												
Grande Vallée.....	40	1600	400												
Grande Anse .....	10	400	100												
Cap à L'Ours and Magalen River.....	35	1400	350				4	160	60						
Little Magdalen .....	10	400	100												
Manche D'Épée.....	20	800	200												
Gros Mâle .....	15	600	150												
Ruisseau des Olives and Anse Pleureuse .....	28	1120	280												
Mont Louis .....	70	2800	700				5	200	50						
Rivière à Pierre and Claude River.....	40	1600	400	1	200	150									
Total.....	985	42125	11296	2	250	166	36	1510	390	18	790	585	2	120	100

**RETURN showing Number and Value of Vessels, Boats, Nets, &c., in the County of Gaspé, &c.—Concluded.**  
**STE. ANNE DE MONTS SUB-DIVISION—(Claude River to Cape Chatte).**

NAME OF PLACE.	VESSELS.			FISHING BOATS.			FLAT BOATS.			No. of Fishermen.			No. of Shoremen.			NETS AND SEINES.		
	No.	Tons.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	Salmon Nets.		Herring Seines.				
												No.	Yards.	No.	Yards.	Value.		
Martin River and Marsouis.....	.....	.....	\$	13	520	16	160	26	3	1	80	36	.....	.....	.....	.....	.....	
Ste. Anne's.....	3	170	8600	60	2510	56	585	114	11	4	255	113	.....	.....	.....	.....	.....	
Cape Chatte.....	2	51	620	23	1250	20	202	40	2	1	50	15	.....	.....	.....	.....	.....	
Totals.....	5	221	9220	96	4280	92	947	180	16	6	385	164	.....	.....	.....	.....	.....	
<b>MAGDALEN ISLANDS SUB-DIVISION.</b>																		
Amberst Island.....	7	200	7000	99	2423	70	728	303	116	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grindstone Island.....	.....	.....	.....	67	5000	67	500	206	60	.....	.....	.....	.....	.....	.....	.....	.....	.....
Allright Island.....	21	865	42000	84	1215	39	289	161	83	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bryon Island.....	.....	.....	.....	15	300	8	64	43	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
Entry Island.....	.....	.....	.....	4	150	5	50	8	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grosse Isle and Grand Entry.....	2	75	3500	4	100	4	32	11	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	30	1140	52500	248	9188	193	1663	732	278	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>TOTAL FOR COUNTY OF GASPÉ.</b>																		
Gaspé Sub-division.....	20	1119	35400	866	48026	664	5741	1625	770	98	26154	7065	.....	.....	.....	.....	.....	.....
Magdalen River Sub-division.....	.....	.....	.....	461	13620	490	3503	880	235	10	1400	685	.....	.....	.....	.....	.....	.....
Ste. Anne's Sub-division.....	5	221	9220	20	96	4280	92	947	180	16	385	164	.....	.....	.....	.....	.....	.....
Magdalen Islands Sub-division.....	30	1140	52500	116	248	9188	193	1663	732	278	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	55	2480	97120	1671	75114	1439	11854	3417	1299	114	26939	7914	.....	.....	.....	.....	.....	.....

*Return showing Number and Value of Vessels, Boats, Nets, &c., in the County of Gaspé, &c.—Concluded.*  
 STE. ANNE DE MONTS SUB-DIVISION—(Olande River to Oupe Chatte).

NAME OF PLACE.	NETS AND SEINES.													
	Herring Nets.		Mackerel Seines.		Mackerel Nets.		Capelin Seines.		Lance Seines.		Seal Nets.		Brush Fisheries	
	No.	Yards.	No.	Yards.	No.	Yards.	No.	Yards.	No.	Yards.	No.	Yards.	No.	Value.
Martin River and Marsouis.....	19	760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$
Ste. Anne's.....	77	3080	.....	.....	2	105	35	2	130	85	2	80	45	.....
Cape Chatte.....	80	1070	.....	.....	1	35	15	1	60	10	1	30	15	.....
Totals.....	126	4910	1983	.....	3	140	50	3	190	95	3	110	60	.....
MAGDALEN ISLANDS SUB-DIVISION.														
Amherst Island.....	120	3812	1598	.....	.....	762	28512	10136	2	200	150	.....	44	1155
Grindstone Island.....	80	2200	960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	400
Allright Island.....	114	4772	1364	.....	.....	.....	.....	.....	2	200	150	.....	.....	.....
Bryon Island.....	10	400	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Entry Island.....	10	400	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grosse Isle and Grand Entry.....	20	600	180	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	354	12184	4152	.....	.....	762	28512	10136	4	400	300	.....	44	1155
TOTAL FOR COUNTY OF GASPE.														
Gaspé Sub-division.....	1758	59626	18441	3	360	440	56	2269	635	90	4879	2812	14	644
Magdalen River Sub-division.....	985	43125	11296	2	250	165	36	1510	380	18	790	585	2	120
Ste. Anne's Sub-division.....	136	4910	1983	.....	.....	.....	3	140	50	3	190	95	3	110
Magdalen Islands Sub-division.....	354	12184	4152	.....	.....	.....	762	28512	10136	4	400	300	.....	44
Totals.....	3223	119845	35872	5	610	605	875	32431	11201	115	6259	3792	19	874

\* 3 trap nets, value \$1,200.

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County Quebec, for

GODBOUT SUB-DIVISION

NAME OF PLACE.	VESSELS.				FISHING BOATS.		FLAT BOATS.		No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Cod Seines.			
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.			No.	Yards.	Value.	No.	Yards.	Value.	No.
Manicouagan.....	1	20	230	2	1	60	1	20	2	.....	2	200	345	.....	.....	.....	
Point aux Outardes	1	5	80	2	2	40	3	40	3	.....	.....	.....	.....	.....	.....	.....	
Mistassini.....	.....	.....	.....	.....	.....	.....	1	15	2	.....	.....	.....	.....	.....	.....	.....	
Godbout.....	.....	.....	.....	.....	6	240	6	112	5	.....	6	730	365	.....	.....	1	
Point de Monts. ...	.....	.....	.....	.....	5	200	1	10	4	.....	6	530	250	.....	.....	.....	
Totals.....	2	25	310	4	14	540	12	197	16	.....	14	1430	920	.....	.....	1	

TRINITY SUB-DIVISION

Point de Monts.. ...	.....	.....	.....	.....	1	50	1	10	2	.....	1	200	100	.....	.....	.....
Trinity Bay.....	2	10	200	2	1	40	5	50	4	.....	3	950	380	.....	.....	.....
Petit Mai.....	4	50	1500	4	7	120	6	60	15	.....	2	150	100	.....	.....	.....
Islets à Cariboo.....	1	10	200	2	37	910	10	80	70	5	3	600	220	1	100	50
Egg Island.....	.....	.....	.....	.....	1	60	1	10	2	.....	.....	.....	.....	.....	.....	.....
English Bay.....	.....	.....	.....	.....	16	320	6	48	25	4	.....	.....	.....	.....	.....	.....
Penticost.....	4	180	4500	12	12	280	8	55	40	.....	2	100	75	.....	.....	.....
Cailles Rouges .....	1	10	300	2	8	290	8	80	16	.....	.....	.....	.....	.....	.....	.....
Cawees.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	12	260	6700	22	83	2070	45	393	174	9	11	2000	875	1	100	50

MOISIE SUB-DIVISION

Rivière à Vachon...	.....	.....	.....	.....	.....	.....	1	15	2	.....	1	300	200	.....	.....	.....
Jambons.....	4	66	1729	15	18	625	15	146	36	2	.....	.....	.....	.....	.....	.....
Riv. Ste. Marguerite	.....	.....	.....	.....	4	159	7	66	8	.....	6	355	350	.....	.....	.....
Seven Islands.....	2	45	1250	6	20	880	29	287	40	5	3	940	900	1	200	40
River Moisie.....	1	54	500	4	32	1698	32	420	64	43	31	7500	3925	.....	.....	.....
Pigou.....	.....	.....	.....	.....	12	357	4	25	24	2	.....	.....	.....	.....	.....	.....
Rivière à Bouleau...	.....	.....	.....	.....	3	200	2	13	6	.....	.....	.....	.....	.....	.....	.....
Totals.....	7	165	3479	25	89	3919	90	971	180	52	41	9095	5375	1	200	40

of Saguenay extending from Manicouagan to Blancs Sablons, in the Province of the Year 1885.

(Manicouagan to Point de Monts).

NETS AND SEINES.

Herring Seines.		Herring Nets.			Mackerel Seines.			Mackerel Nets.			Capelin Seines.			Launce Seines.			Seal Nets.			Brush Fisheries.		
Yards.	Value.	No.	Value.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.	
	\$.			\$			\$			\$.			\$.			\$						
200	100	3	116	50	2	360	600	2	110	45				1	100	60		2	300	100	1	25
200	100	3	116	50	2	360	600	2	110	45				1	100	60		6	700	250	1	25

(Point de Monts to May Islands).

																Trout Nets.			Trap Net.			
		1	40	10														3	150	20		
		2	80	20														3	180	20		
		12	480	120														3	150	25		
		35	1400	350							2	80	25					3	150	20		
		1	40	10																		
		29	800	200										1	60	60		7	375	85		
		15	600	150							2	80	20	1	60	60		3	100	70		
		10	400	100	1	150	50							1	60	40		2	40	10		
																					1	1000
		96	3840	960	1	150	50				4	160	45	3	180	160		24	1125	250	1	1000

(Jambons to Rivière à Bouleau).

		46	1754	605				3	170	34												
		1	40	5				2	100	20				1	80	30						
		22	844	230				5	184	56				4	267	174						
		2	100	30				1	60	18	5	336	194	2	124	95						
		4	200	50							2	120	110	1	50	40						
		3	320	80				1	60	60	1	60	12									
		78	3258	1050				12	574	188	8	516	316	8	521	339						

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of

MINGAN SUB-DIVISION—

NAME OF PLACE.	VESSELS.				FISHING BOATS.		FLAT BOATS.		No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Cod Seines.			No.
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.			No.	Yards.	Value.	No.	Yards.	Value.	
Little River.....					6	300	4	48	12	2							
Chaloupe .....					10	450	5	50	20	5							
Sheldrake .....					48	2400	16	128	98	40	2	300	100	2	150	100	
Trout River .....					6	300	2	24	12	3							
Thunder River.....					35	1400	30	240	70	30							
Duck Creek.....					24	960	10	80	48	10							
Rich Point.....					23	920	8	64	46	8							
Jupitagan.....					2	80	2	14	4		1	100	50				
Magpie .....					65	2600	30	240	130	50	2	300	300				
St. John River .....					41	1230	25	200	82	30	6	1500	1000				
Long Point.....					28	1120	16	128	56	10	2	200	100				
Mingan .....					1	40	3	30	2		2	200	100				
Romaine (West)....					1	40	2	20	1								
Esquimaux Point... 21	630	10710	252	103	3030	100	1000	200	50	2	200	100					3
Betchouan.....					5	200	10	80	10	3							
La Corneille.....					1	40	3	24	2		1	200	100				
Piashter Bay .....					2	80	4	40	6		1	200	100				
<b>Total .....</b>	<b>21</b>	<b>630</b>	<b>10710</b>	<b>252</b>	<b>401</b>	<b>15250</b>	<b>270</b>	<b>2408</b>	<b>797</b>	<b>241</b>	<b>19</b>	<b>3200</b>	<b>1950</b>	<b>3</b>	<b>210</b>	<b>150</b>	<b>3</b>

NATASHQUAN SUB-DIVISION—

Nabissippi.....	1	29	600	4	14	560	12	120	28	3	3	600	180				
Agwanue.....					12	480	10	100	24	3	6	500	200				
Pashashaboo .....					8	240	2	20	7		2	300	100				
Isle à Michon.....					8	320	8	80	16		1	100	20				
Canadian Harbor...					40	1600	8	80	80	35							
East Natashquan...	8	200	4800	40	50	2000	60	600	100	20	4	800	400	2	160	150	1
Natashquan River and Bay.....					5	200	8	100	12	5	9	2000	1000				
<b>Total.....</b>	<b>9</b>	<b>229</b>	<b>5400</b>	<b>44</b>	<b>137</b>	<b>5400</b>	<b>108</b>	<b>1100</b>	<b>227</b>	<b>66</b>	<b>25</b>	<b>4300</b>	<b>1900</b>	<b>2</b>	<b>160</b>	<b>150</b>	<b>1</b>



Saguenay Division extending from Manicouagan to Blancs Sablons, &c.—Continued.  
(Ohaloupe to Watsheeshoo).

NETS AND SEINES.

Herring Seines.		Herring Nets.			Mackerel Seines.			Mackerel Nets.			Capelin Seines.			Lanuce Seines.			Seal Nets.			Brush Fisheries.	
Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.
	\$			\$			\$			\$			\$			\$			\$		\$
.....	.....	6	240	60	.....	.....	.....	.....	.....	.....	1	60	50	1	80	50	.....	.....	.....	.....	.....
.....	.....	6	240	60	.....	.....	.....	.....	.....	.....	1	60	50	1	60	50	.....	.....	.....	.....	.....
.....	.....	20	800	200	.....	.....	.....	.....	.....	.....	3	120	200	3	120	150	.....	.....	.....	.....	.....
.....	.....	2	8	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	80	50	.....	.....	.....	.....	.....
.....	.....	10	400	100	.....	.....	.....	.....	.....	.....	1	50	60	4	220	200	.....	.....	.....	.....	.....
.....	.....	4	160	40	.....	.....	.....	.....	.....	.....	1	50	60	2	160	100	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	50	60	1	60	50	.....	.....	.....	.....	.....
.....	.....	1	40	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	20	800	150	.....	.....	.....	.....	.....	.....	3	150	150	6	300	250	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	150	150	4	240	200	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	100	80	3	180	150	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
600	600	100	4000	1000	.....	.....	.....	.....	.....	.....	10	500	500	5	300	250	.....	.....	.....	.....	.....
.....	.....	10	400	100	.....	.....	.....	.....	.....	.....	2	100	100	2	120	100	.....	.....	.....	.....	.....
.....	.....	2	80	30	.....	.....	.....	.....	.....	.....	1	50	50	1	60	50	.....	.....	.....	.....	.....
600	600	181	7240	1770	.....	.....	.....	.....	.....	.....	29	1440	1500	34	1940	1650	1	20	25	.....	.....

(Watsheeshoo to English Point).—D.L.B.C.

.....	.....	14	560	140	.....	.....	.....	.....	.....	.....	2	80	100	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12	480	120	.....	.....	.....	.....	.....	.....	2	80	100	2	80	80	.....	.....	.....	.....	.....
.....	.....	3	120	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	8	320	80	.....	.....	.....	.....	.....	.....	1	40	25	.....	.....	.....	1	100	10	.....	.....
.....	.....	10	400	100	.....	.....	.....	.....	.....	.....	2	100	200	1	40	40	.....	.....	.....	.....	.....
100	100	100	4000	1000	.....	.....	.....	.....	.....	.....	4	160	100	3	120	120	.....	.....	.....	.....	.....
.....	.....	10	400	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	100	20	.....	.....
100	100	157	6280	1570	.....	.....	.....	.....	.....	.....	11	460	525	2	240	240	5	200	30	.....	.....

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the County of  
**WASHEECOOTAI SUB-DIVISION—**

NAME OF PLACE.	VESSELS.				FISHING BOATS.		FLAT BOATS.		No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Cod Seines.		
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.			No.	Yards.	Value.	No.	Yards.	Value.
River Kegashka.....					1	80	3	30	4	1	5	300	250			
Kegashka Harbor.....					2	80	2	24	4							
Mistassini Bay.....					1	80	1	11	2		1	200	150			
Curlew Point.....					1	40	1	11	2		1	125	100			
River Musquarro.....								12	1		4	300	200			
Washeecootai River and Bay.....					2	100	3	22	6	1	7	480	350			
Romaine, East.....	1	15	400	3	3	200	3	30	6	2	4	200	150			
Coacoachoo.....					1	40	1	8	2		1	30	10			
<b>Total.....</b>	<b>1</b>	<b>15</b>	<b>400</b>	<b>3</b>	<b>11</b>	<b>620</b>	<b>15</b>	<b>158</b>	<b>27</b>	<b>4</b>	<b>23</b>	<b>1655</b>	<b>1210</b>			

**ST. AUGUSTIN SUB-DIVISION—**

Coacoachoo and Wolf Bay.....					2	40	1	5	4		3	300	200		
Etamamu.....					1	100	2	10	2		7	400	180		
Pointe à Mourier.....					1	50	1	5	2		2	150	100		
St. Mary's Islands.....					2	75	1	6	4		1	100	40		
Netagamio River.....					2	40	1	10	2		2	150	100		
Harrington Harbor.....	1	20	200	3	14	420	14	140	28	4	2	100	50		3
Little Meccatina Island.....					3	75	3	30	5		1	80	40		
Whale Head, West.....					13	320	14	140	30	4	10	1000	750		3
Mutton Bay.....	1	20	200	3	27	540	29	290	49	5	11	450	300	1	300
Red Bay and Tabatière.....					9	270	9	90	16	3	5	701	670		4
Big Meccatina Island.....					4	300	3	50	3	1	1	200	100		1
Kikapoe and Fonderie à Fecteau.....					1	40	3	30	3		3	450	300		
White Head, Coacoachoo.....					2	70	2	20	3		2	230	175		
Big and Little Rigolet.....								50	2		2	340	242		
St. Augustin River and Bay.....					3	90	3	28	3		3	337	285		
St. Augustin Harbor.....					2	55	1	20	2		1	150	150		
Sandy Island.....					1	30	2	20	1		1	171	140		
Caucasippi, Pointe à Giroux.....					5	150	5	75	5		5	500	450		
L'Anse au Portage.....					2	70	3	30	3		2	200	150		
Canso Harbor.....					1	30	2	25	3		1	150	100		
Chicatica.....					2	60	2	25	4	1	1	150	100		1
<b>Total.....</b>	<b>2</b>	<b>40</b>	<b>400</b>	<b>6</b>	<b>100</b>	<b>2825</b>	<b>104</b>	<b>1099</b>	<b>174</b>	<b>18</b>	<b>66</b>	<b>6309</b>	<b>4602</b>	<b>1</b>	<b>300</b>

Saguenay Division, extending from Manicougan to Blancs Sablons, &c.—Continued.  
(English Point to Coacochoo).

NETS AND SEINES.

Herring Seines.		Herring Nets.				Mackerel Seines.				Mackerel Nets.				Capelin Seines.			Launce Seines.			Seal Nets.			Brush Fisheries.		
Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.
	\$			\$			\$			\$			\$			\$			\$			\$			\$
.....	.....	2	72	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	2	80	50	.....	.....	.....	.....	.....	.....	1	80	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1	36	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	2	110	38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	7	298	133	.....	.....	.....	.....	.....	.....	1	80	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

(Coacochoo to Chicatica).

																Trap Nets.			
Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.
.....	.....	2	80	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	100	50	.....	.....
672	600	19	960	220	.....	.....	.....	.....	.....	.....	4	120	100	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	100	50	.....	.....
710	700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	380	380	.....	.....	.....
800	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	200	120	.....	1	300	200	3	1000
700	340	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	5280	2650	.....	.....
150	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	60	30	.....	1	600	600	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	600	500	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	400	400	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
150	300	3	100	50	.....	.....	.....	.....	.....	.....	1	60	80	.....	.....	.....	.....	.....	.....
3182	2540	24	1140	320	.....	.....	.....	.....	.....	.....	8	440	330	.....	15	7760	4810	3	1000

RETURN showing the Number and Value of Vessels, Boats, Nets, &c, in the County of  
 BONNE ESPERANCE SUB-DIVISION

NAME OF PLACE.	VESSELS.				FISHING BOATS.		FLAT BOATS.		No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Cod Seines.			No.
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.			No.	Yards.	Value.	No.	Yards.	Value.	
Nabitiippi.....					1	20	1	20	1	1	2	80	40				
Bull Cove & Rocky Bay.....					5	140	6	140	10	3	8	400	200				
Lydia's Cove and Pêche à Lizotte.....					2	80	3	60	3	1	6	300	150				
Dog Island.....					2	80	2	60	3	1	2	150	75				
Old Fort.....					12	1000	4	100	24	12							
St. Paul's River.....					2	100	4	100	4	2	10	400	200				
Burnt Island.....					5	400	4	100	10	6				1	200	400	
Bonne Espérance ...	1	30	600	6	40	3000	20	500	80	40	4	200	100	3	600	1000	1
Waby Island.....	1	40	600	8	10	800	4	200	20	10	3	150	75	1	200	200	
Pigeon Island.....					9	800	3	150	18	10				1	200	400	
Stick Point.....					5	400	2	100	10	5	4	300	150	1	200	200	
Salmon Bay.....	2	220	6000	20	65	5000	30	1500	130	65	4	200	100	6	1200	1600	
Little Fishery.....					1	80	2	60	2	1	4	150	75				
Five Leagues.....					5	200	2	100	8	4	3	150	75				
Middle Bay.....	2	100	3000	20	20	1000	4	200	40	20				2	400	600	
Belles Amours.....					1	50	1	20	2	1	1	100	50				
Bras d'Or Bay.....					6	400	4	200	12	6							
Anse des Dunes & Long Point.....					4	100	6	180	8	8							
Gulch Cove.....	3	150	5000	20	10	600	4	200	20	10				1	200	400	
Totals.....	9	540	15200	74	305	14250	106	4030	405	206	51	2580	1290	16	3200	4800	1

ISLAND OF

Fox Bay & Salmon River.....					9	640	12	120	17	1	6	500	400					1
Mauzerolle.....					14	560	14	100	28	4								
Oow Point.....					5	200	5	40	10	1								
Potato River.....					4	160	4	40	8	1								
Tapp's Cove.....					4	160	4	32	8	1								
Ospelin Bay.....					3	120	3	30	6	1								
Maddonald's Cove..					15	600	15	120	30	5	2	100	60					
Indian Cove.....					15	600	15	120	30	5								
Squaw Harbor.....					18	720	18	144	36	7								
English Bay.....					27	1080	15	120	50	6								
Strawberry Cove...					22	440	10	80	25	5								
Ellis Bay, Becacie River and Shallop River.....	1	20	400	2	4	200	7	65	4		6	800	400					
Totals.....	1	20	400	2	140	5480	122	1011	252	37	14	1400	860					1

Saguenay Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.  
(Oheatica to Blancs Sablons.)

NETS AND SEINNS.

Herring Seines.		Herring Nets.		Mackerel Seines.		Mackerel Nets.		Capelin Seines.		Launce Seines.		Seal Nets.		Trap Nets.				
Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.			
	\$			\$			\$			\$			\$		\$			
												2	40	20				
								2	100	100	1	10	40	4	90	45		
												3	60	30				
												10	600	400				
								1	80	40	1	10	40	1	20	10		
												2	40	20				
								1	80	80	1	10	40	1	20	10		
200	200	5	200	100				5	300	400	5	50	200		2	800		
								1	80	60	1	10	40					
								1	80	60	1	10	40			1	400	
								1	80	60	1	10	40	2	40	20	1	400
								6	480	600	6	60	240			2	800	
												4	200	150				
								1	80	80	1	10	40	4	300	200		
								2	160	150	2	20	80					
												4	200	100				
								1	80	60	1	10	40	10	800	600		
												10	800	600				
								1	80	80	1	10	40					
200	200	5	200	100				23	1680	1770	22	220	880	57	3210	3205	6	2400

ANTICOSTL.

300	150	23	480	220				5	200	60	3	60	50					
		42	840	420							1	20	20					
		15	300	150							1	20	20					
		12	480	120							1	20	20					
		8	320	80							1	20	20					
		9	360	90							1	20	20					
		30	1200	300							2	40	40					
		30	1200	300							2	40	40					
		33	1440	360							2	40	40					
		40	1600	400							4	80	80					
		33	1320	300														
														2	132	40		
300	150	277	9540	2740				5	200	60	18	360	350	2	132	40		



*Return showing Total Number and Value of Vessels, Boats, Nets, &c., in the County of Saguenay Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.*

TOTAL OF ALL THE SUB-DIVISIONS IN THE COUNTY OF SAGUENAY.

NAME OF PLACE.	NETS AND SEINES.															
	Mackerel Nets.		Capelin Seines.		Lance Seines.		Seal Nets.		Trout Nets. Trap Nets.		Trout Nets.		Smelt Nets.			
	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.	No.	Yards.	Value.	No.	Value.
Godbout.....	2	110	45				1	100	60	6	700	250				
Trinity.....				4	160	45	3	180	160			24				
Molsie.....	12	574	188	8	518	318	8	521	339			1		1000		
Mingan.....				29	1440	1500	34	1940	1650	1	20	25		500		
Nasquan.....				11	460	525	6	240	240	5	200	30				
Washecootal.....				1	80	40										
St. Augustine.....				8	440	30				15	7760	4810		3	1000	
Bonne Esperance.....				23	1690	1770	22	220	880	57	3210	2205		6	2400	
Island of Anticosti.....	5	200	60	18	360	350				2	132	40				
<b>Totals.....</b>	<b>19</b>	<b>884</b>	<b>293</b>	<b>102</b>	<b>5136</b>	<b>4876</b>	<b>74</b>	<b>3-01</b>	<b>3329</b>	<b>86</b>	<b>12022</b>	<b>7360</b>	<b>24</b>	<b>250</b>	<b>11</b>	<b>4900</b>

TOTAL FOR GULF DIVISION.

County of Bonaventure	212	7360	3004	102	4180	3263							19	190			24	1126	250	6	240
do Gaspé.....	86	32431	11301	115	6229	3792	19	87	661	41	1155	400	9	160	3	1200					
do Saguenay.....	1	884	293	10	5136	4876	7	3201	3329	86	12022	7360	1	25	11	4900					
<b>Grand Totals.....</b>	<b>1088</b>	<b>40905</b>	<b>14498</b>	<b>319</b>	<b>15575</b>	<b>11931</b>	<b>93</b>	<b>4075</b>	<b>2993</b>	<b>130</b>	<b>13177</b>	<b>7760</b>	<b>29</b>	<b>375</b>	<b>14</b>	<b>6100</b>	<b>24</b>	<b>1126</b>	<b>250</b>	<b>6</b>	<b>240</b>

RETURN showing the Kinds and Quantities of Fish in the County of Bonaventure  
Province of Quebec,

RISTIGOUCHE SU 3-DIVISI

NAME OF STATION.	Salmon, fresh, in ice, lbs.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.
		Cod, quintals.	Cod, quintals.					
Estuary of Ristigouche .....	63465	.....	.....	.....	.....	.....	.....	.....

NEW RICHMOND SUB-DIVISION

Maguasha .....	8750	.....	.....	.....	.....	100	200	6
Nouvelle .....	5025	.....	.....	.....	.....	250	300	10
Carleton .....	20238	10	.....	.....	.....	300	1000	20
Maria .....	33177	20	.....	.....	.....	500	900	10
New Richmond and Black Capes .....	17521	.....	.....	.....	.....	150	270	6
Ospelin .....	100	210	150	25	50	100	300	10
Big and Little Bonaventure.....	468	750	500	100	30	300	400	20
New Carlisle .....	.....	170	100	14	10	300	300	5
Paspebiac.....	.....	700	500	80	40	300	500	10
Totals .....	83279	1860	1250	219	130	2300	4170	96

PORT DANIEL SUB-DIVISION

Paspebiac Portage .....	.....	400	500	.....	.....	150	.....	.....
Nouvelle and Shegawack .....	.....	300	900	.....	.....	1000	.....	.....
Point Loup-Warin.....	.....	300	100	.....	.....	200	.....	.....
Port Daniel Bay .....	21821	650	1100	.....	.....	700	.....	.....
L'Anse à la Barbe .....	5688	200	500	.....	.....	350	.....	.....
L'Anse au Gascon .....	947	850	1300	.....	.....	400	.....	.....
Totals.....	28456	2700	4400	.....	.....	2800	.....	.....

TOTAL FOR THE COUNTY

Restigouche Sub-division .....	63465	.....	.....	.....	.....	.....	.....	.....
New Richmond do .....	83279	1860	1250	219	130	2300	4170	96
Port Daniel do .....	28456	2700	4400	.....	.....	2800	.....	.....
Totals .....	175200	4660	5650	219	130	5100	4170	96



Division, extending from Head of Tide, Ristigouche, to Point Maquereau, in the for the Year 1885.

(Head of Tide to Maguasha Head).

Fels, barrels.	Smelt, lbs.	Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Seal Oil, gallons.	Cod Oil, gallons.	Fish and Clams used as Bait and Manure.					Lobsters, in lb cans.	Fish used for Local Consumption, barrels.
			No. of Seals.	No. of Seal Skins.	No. of Whales.	No. of Porpoises.			Herring, barrels.	Capelin, barrels.	Flat Fish, barrels.	Squid, barrels.	Clams, barrels.		
.....	8850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

(Maguasha Head to Paspebiac Point).

7	.....	.....	.....	.....	.....	.....	.....	300	.....	.....	.....	.....	.....	.....	250	
10	.....	.....	.....	.....	.....	.....	.....	600	.....	1000	.....	50	.....	.....	300	
3	.....	.....	1	1	.....	.....	6	4000	.....	3000	.....	40	.....	9312	320	
20	.....	.....	.....	.....	.....	.....	.....	4200	.....	2000	.....	35	.....	8440	800	
6	.....	.....	.....	.....	.....	.....	.....	2100	.....	.....	.....	20	.....	.....	450	
.....	.....	20	.....	.....	.....	.....	.....	200	.....	500	.....	45	.....	26360	650	
6	.....	40	.....	.....	.....	.....	.....	500	.....	7000	.....	400	.....	31200	1500	
.....	.....	16	.....	.....	.....	.....	.....	70	.....	800	.....	140	.....	15240	375	
15	.....	60	.....	.....	.....	.....	.....	750	.....	1500	.....	125	.....	.....	385	
76	.....	136	1	1	.....	.....	6	1535	.....	22000	.....	7040	.....	455	90552	5030

(Paspebiac Point to Point Maquereau).

.....	.....	.....	.....	.....	.....	.....	.....	800	250	800	.....	20	4	.....	150
.....	.....	.....	.....	.....	.....	.....	.....	1000	700	300	.....	35	.....	.....	650
.....	.....	.....	.....	.....	.....	.....	.....	300	400	400	.....	4	.....	.....	150
.....	.....	.....	.....	.....	.....	.....	.....	1400	500	800	.....	30	.....	88064	500
.....	.....	.....	.....	.....	.....	.....	.....	500	500	200	.....	20	.....	.....	300
.....	.....	.....	.....	.....	.....	.....	.....	2000	600	500	.....	25	.....	.....	300
.....	.....	.....	.....	.....	.....	.....	.....	6000	2950	300	.....	134	4	88064	2050

OF BONAVENTURE.

.....	8850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
76	.....	136	1	1	.....	.....	6	1535	22000	.....	7040	.....	455	90552	5030	
.....	.....	.....	.....	.....	.....	.....	.....	6070	2950	3000	.....	134	4	88064	2050	
76	8850	136	1	1	.....	.....	6	7535	24950	3000	7040	134	459	178616	7084	

RETURN showing the Kinds and Quantities of Fish in the County of Gaspé Division,  
Province of

GASPÉ SUB-DIVISION

NAME OF STATION.	Salmon, cured, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.
				Cod, quintals.	Cod, quintals.								
Newport and Anse aux Canards.....		400		4813	3552	49	46		554		4		
Grand Pabos, Little Pabos and Anse au Basque.....		3900		3992	2371	20	20		306	4			
Little River West.....				911	832	8	4		78				
Grand River.....		1600		5023	2870	41	26		341		15		
Little River East.....				2050	1275				101				
Cape Despair.....				995	460				33	5			
Cape Cove.....		160		3230	1865				81				
Anse au Beaufils.....				830	440				59				
Bonaventure Island.....				4014	967				30				
Percé.....				6875	2815	50	50		266		3		
Caunes de Roches and Corner of Beach.....		1325		780	363				66				
Barachois Malbaie & Belle Anse.....		10300	2914	4030	1455			2	157		1		
Point St. Peter.....		900		3000	715				95				
Ohien Blanc.....				1000	375				80		10		
Bois Brulé to Douglstown.....		4325		1340	860				280		15		
Sandy Beach.....		9784		253	111				77		77		
Gaspé Basin and South-West Arm.....		20363		70					30				
North-West Arm and River.....		9650		10					10		10		
Peninsula and Cape aux Os.....		14524		298	105				49		7		
Sea Rock and Little Gaspé.....		3500		280	203				60		7		
Grand Gève and St. George's Cove.....		1610		846	290	7	3		41		128		
Indian Cove and Ship Head.....				1381	633				184		82		
Totals.....		81741	2914	46001	22557	175	149	2	2978	9	359		

extending from Point Maquereau to Cape Chatte and Magdalen Islands, in the Quebec, &c.—Continued.

(Point Maquereau to Cape Gaspé).

Eels, barrels.	Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.			Fish and Clams used as Bait and Manure.							Lobsters, in cans, lbs.	Fish used for Local Consumption, barrels.	
		No. of Seals.	No. of Seal Skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Cod Oil, gallons.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.	Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Launce, barrels.			Clams, barrels.
...	6	.....	.....	.....	.....	.....	5733	753	2393	.....	58	330	.....	.....	.....	24192	335	
2	2	.....	.....	.....	.....	.....	4513	662	1028	8	10	167	.....	.....	.....	.....	277	
.....	.....	1	1	.....	.....	5	1050	325	75	.....	.....	75	.....	.....	.....	.....	51	
.....	7	.....	.....	.....	.....	.....	5615	1595	382	24	101	289	.....	.....	.....	.....	234	
.....	.....	.....	.....	.....	.....	.....	3726	1724	170	.....	.....	124	.....	.....	.....	.....	170	
.....	.....	.....	.....	.....	.....	.....	1110	647	62	.....	.....	36	.....	.....	.....	47000	89	
.....	2	.....	.....	.....	.....	.....	3100	2800	460	.....	.....	250	.....	.....	.....	.....	300	
.....	.....	.....	.....	.....	.....	.....	945	590	66	.....	.....	54	.....	.....	.....	.....	90	
.....	1	.....	.....	.....	.....	.....	3065	982	.....	.....	.....	507	.....	.....	.....	.....	65	
.....	3	.....	.....	.....	.....	.....	5501	1246	10	.....	.....	355	.....	.....	.....	.....	420	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	4	.....	.....	.....	.....	.....	913	183	.....	79	.....	33	.....	.....	.....	.....	18	
.....	.....	.....	.....	.....	.....	.....	3410	480	50	2	2	114	.....	.....	.....	32401	260	
.....	.....	.....	.....	.....	.....	.....	2600	735	26	.....	.....	108	.....	90	.....	.....	47	
.....	.....	.....	.....	.....	.....	.....	700	506	.....	.....	.....	20	.....	.....	.....	.....	100	
3	.....	.....	.....	.....	.....	.....	1160	210	.....	.....	.....	25	.....	20	220	.....	615	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	162	.....	.....	.....	.....	.....	.....	53	28	.....	135	
10	.....	.....	.....	.....	.....	.....	5000	.....	.....	.....	.....	.....	.....	.....	.....	.....	54	
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	4	4	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70	
.....	1	1	.....	.....	.....	15	218	92	.....	.....	.....	.....	.....	.....	22	.....	70	
.....	.....	.....	.....	.....	.....	.....	279	149	.....	.....	.....	.....	.....	.....	.....	.....	50	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	475	173	8	.....	.....	6	.....	.....	.....	.....	15	
.....	.....	.....	.....	.....	.....	.....	1219	333	.....	.....	.....	.....	.....	.....	.....	.....	55	
23	25	7	7	7	.....	34	5000	45494	14189	4730	113	171	2493	.....	163	274	103593	3520

RETURN showing the Kinds and Quantities of Fish in the County of Gaspe Division,  
MAGDALEN RIVER SUB-DIVISION

NAME OF STATION.	Salmon, cured, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Summer Fishing.		Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.
				Cod, quintals.	Cod, quintals.								
Cape des Rosiers.....				1625	450			3	30		15		
L'Anse à Louise.....				1306	350			3	25		5		
Three Runs and Jersey Cove.....				710	350			2	20				
L'Anse à Grifon.....				1500	600			3	50		4	6	
Anse à Fougère.....				200	80				7				
Fox River.....				3000	1100			4	60		8	2	
Little Fox River.....				450	200				12		2		
Little Cape.....				500	200				17				
Echourie and Grande Anse.....				320	150				12		5		
Point Jaune.....				280	150				7		3		
Anse à Valeau.....				320	150				8				
Grand Etang.....				200	120			2	10			4	
Point Sèche.....				1000	400				15				
Big and Little Chlorydorme.....	3			1250	300			3	30				
Little Anse.....				285	73				10				
Frigate Point.....				423	75				30				
Little Vallée.....				300	60				25				
Anse à Colin and Anse à Mercier.....				135	75				8				
Grande Vallée.....				724	169			3	25			10	
Grande Anse.....				45	23				10				
Cap à l'Ours and Magdalen River.....	19			800	120			3	15		8		
Little Magdalen.....				48	45				10				
Manche d'Épée.....				165	40				10				
Gros Mât.....	8			300	60			2	20				
Euisseau des Olives and Anse Pleureuse.....					134	100		2	15			3	
Mont Louis.....				1500	820			5	100		4	3	
Rivière à Pierre and Claude River.....				400	200				35			2	
Totals.....	30			17914	6466			35	616		54	30	

STE. ANNE DE MONTS SUB-DIVISION

Martin River and Marsouis.....				20	50				30				
Ste. Anne's.....	17	2253		826	492			7	140		29	15	
Cape Chatte.....	12			90	130			2	200		9	10	
Totals.....	29	2253		936	672			9	370		38	25	

extending from Point Maquereau to Cape Chatte and Magdalen Islands, &c.—*Con.*  
(Cape Gaspé to Claude River).

Seals, Whales and Porpoises.	Oils.			Fish and Clams used as Bait and Manure.							Lobsters, in lb cans.	Fish used for Local Consumption, barrels.					
	No. of Seals.	No. of Seal Skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Cod Oil, gallons.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.			Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Leance, barrels.	Clams, barrels.
.....						800	400	10				10					100
.....						700	350					20					70
.....						650	300					11					55
.....						900	400					10					120
.....						100	40					4					15
.....						1800	860					25	2				250
.....						200	100					5					20
.....						280	120					4					30
.....						180	70					5					25
.....						200	50					3					25
.....						210	60					2					25
.....						200	40					5	5				10
.....						650	300					10					50
.....						820	400					10					120
.....						175	100					3					35
.....						280	120					3					50
.....						250	100					3					36
.....						100	75					2					15
.....						533	260					10					96
.....						25	10					1					5
.....						600	300					10	5				80
.....						50	10					1	2				4
.....						125	70					3					50
.....						210	85					3					67
.....						125	65					3					30
.....						1600	800					20	3				200
.....						375	100					7					70
.....						12138	5465	10				193	17				1653

(Claude River to Cape Chatte.)

.....						30	100	50									50
2	146	146			440	503	125	300				5	11			7	438
3	3	3			15	70	100									5	352
3	149	149			455	603	325	350				5	11			12	840

RETURN showing the Kinds and Quantities of Fish in the County of Gaspé Division,

MAGDALEN ISLANDS

NAME OF STATION.	Salmon, cured, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Cod, quintals.		Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.
				Summer Fishing.	Fall Fishing.								
Amherst Island.....				7500	666			9	3000		330		
Grindstone do .....				3500	300	200		50	700				
Allright do .....				1645					636		163		
Bryon do .....				900				60			109		
Entry do .....				25					50		50		
Grand Entry and Grosse Isle.....				45									
<b>Totals.....</b>				<b>13615</b>	<b>966</b>	<b>200</b>		<b>119</b>	<b>4386</b>		<b>643</b>		

TOTALS FOR THE

Gaspé Sub-division.....	81741	2914	46001	22557	175	149	2	2978	9	359	.....	.....
Magdalen River do .....	30		17914	6460			35	616		54	30	
Ste. Anne's do .....	29	2253	936	672			9	370		38	26	
Magdalen Islands' do .....			13615	966	200		119	4386		643		
<b>Totals... ..</b>	<b>59</b>	<b>83994</b>	<b>2914</b>	<b>78466</b>	<b>30655</b>	<b>375</b>	<b>149</b>	<b>165</b>	<b>8350</b>	<b>9</b>	<b>1094</b>	<b>56</b>

extending from Point Maquereau to Cape Chatte and Magdalen Islands, &c.—*Con.*

SUB-DIVISION.

Seals, Whales and Porpoises.	Oils.			Fish and Clams used as Bait and Manure.							Lobsters, in lb. cans.	Fish used for Local Consumption, barrels.					
	No. of Seals.	No. of Seal Skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Coal Oil, gallons.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.			Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Launce, barrels.	Clams, barrels.
15	945	945	...	...	4725	...	5090	660	...	...	...	...	...	...	177	71040	875
...	50	50	...	...	250	...	1800	220	...	...	...	...	...	...	200	129792	500
...	3000	3000	...	...	12000	...	847	970	...	...	...	...	...	...	4	137696	1290
...	...	...	...	...	...	...	500	150	...	...	...	...	...	...	6	14400	7
...	...	...	...	...	...	...	15	30	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	30	150	...	...	...	...	...	...	6	237120	7
15	3995	3995	...	...	16975	...	8282	2180	...	...	...	...	...	393	590048	2840	

COUNTY OF GASPE.

23	25	7	7	7	...	34	5000	45494	14189	4730	113	171	2493	...	163	274	103593	3520
...	...	...	...	...	...	...	...	12138	5465	10	...	...	193	17	...	...	...	1653
...	3	149	149	...	...	455	...	603	325	350	...	...	5	11	...	12	...	840
...	15	3995	3995	...	...	16975	...	8282	2180	...	...	...	...	...	...	393	590046	2840
23	43	4151	4151	7	...	17464	5000	66517	22159	5090	119	171	2691	28	163	679	693641	8853

RETURN showing the Kinds and Quantities of Fish in the County of Saguenay  
Quebec, for

GODBOUT SUB-DIVISION

NAME OF STATION.	Salmon cured, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in tins, lbs.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.
				Fishing, quintals.	Fishing, quintals.							
Manicouagan .....												
Point aux Outardes .....		1500										
Mistassini .....		3000										
Godbout .....		6000						1	5			5
Point de Monts .....		10168		30								
Totals .....		20668		30				1	5			5

TRINITY SUB-DIVISION

Trinity Bay .....		7250		20				1				3
Petit Mai .....		1200		50	240			3	5			5
Ilelets à Cariboo .....	20	534		73	195			5	25			2
Egg Island .....				10	35			1	37			
English Bay .....				150	490			7	15			5
Penticost .....				97	273			3	20			12
Oailles Rouge .....				106	243			2			15	3
Oawees .....				74	129				50		70	
Totals .....	20	8984		580	1605			22	152		85	30

MOISIE SUB-DIVISION

River à Vachon .....	3											4
Jambons .....				78	1176			8	163		15	
Rivière Ste. Marguerite .....	8	4200			135						2	
Seven Islands .....		16150		323	576			4	110		941	
Moisie River .....		175648		1015	1802			23			3	
Pigon .....				309	590			8	50		8	
Rivière à Bouleau .....				112	150			2	25		4	
Totals .....	11	195998		1828	4429			45	348		973	4



Division, extending from Manicouagan to Blancs Sablons, in the Province of the Year 1885.

(Manicouagan to Point de Monts).

Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.				Lobsters, in lb. cans.	Fish used for Local Consumption, barrels.	
	No. of Seals.	No. of Seal Skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Porpoise Oil, galls.	Cod Oil, gallons.	Herring, barrels.	Capelin, barrels.	Squid, barrels.	Lance, barrels.			Clams, barrels.
50	50	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
130	130	.....	.....	.....	390	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
110	110	.....	.....	.....	330	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
10	10	.....	64	.....	30	.....	128	.....	.....	.....	.....	.....	.....	.....	12
220	220	.....	.....	.....	660	.....	.....	10	2	.....	3	.....	.....	.....	10
520	520	.....	64	.....	1560	.....	128	10	2	.....	3	.....	.....	.....	28

(Point de Monts to May Islands).

305	305	.....	.....	1220	.....	.....	10	1	.....	.....	.....	5	.....	10
.....	.....	.....	.....	.....	.....	.....	175	5	.....	.....	.....	5	.....	25
.....	.....	.....	.....	.....	.....	.....	180	5	.....	10	.....	6	.....	30
.....	.....	.....	.....	.....	.....	.....	25	2	.....	.....	.....	2	.....	5
.....	.....	.....	.....	.....	.....	.....	337	25	.....	20	.....	10	.....	67
.....	.....	.....	.....	.....	.....	.....	261	15	.....	15	.....	10	.....	100
.....	.....	.....	.....	.....	.....	.....	250	17	.....	20	.....	12	.....	25
.....	.....	.....	.....	.....	.....	.....	174	10	.....	25	.....	10	.....	5
305	305	.....	.....	1220	.....	.....	1412	80	.....	90	.....	60	.....	267

(Jambons to River à Bouleau).

3	.....	.....	.....	.....	.....	.....	499	150	.....	.....	.....	.....	.....	.....	30
3	116	116	.....	324	.....	.....	35	10	.....	20	.....	.....	.....	.....	9
1	.....	.....	.....	.....	.....	.....	340	10	20	.....	150	.....	.....	.....	50
2	.....	.....	.....	.....	.....	.....	1040	.....	130	.....	165	.....	.....	.....	40
1	.....	.....	.....	.....	.....	.....	195	.....	30	.....	29	25	.....	.....	20
1	.....	.....	.....	.....	.....	.....	121	.....	.....	.....	25	.....	.....	.....	14
10	116	116	.....	324	.....	.....	2230	160	190	.....	389	25	.....	.....	163

## RETURN showing the Kinds and Quantities of Fish in the County of Saguenay

## MINGAN SUB-DIVISION—

NAME OF STATION.	Salmon, cured, barrels.	Salmon, fresh, in ice.	Salmon, in cans.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.
				Cod, quintals.	Cod, quintals.							
Little River.....				300	100				5			
Chaloupe.....				400	150				15			
Sheldrake.....	8			1500	160				30			
Trout River.....	4			300	20				10			
Thunder River.....				850	225				50			
Duck Crrek.....				1200	190				50			
Rich Point.....				1000	200				15			
Jupitagan.....	1½			40	20				10			
Maggie.....	32			2000	800				30			
St John's River.....		16540		1800	400				30			
Long Point.....	2			1250	300							
Mingan.....	25											
Romaine.....												
Esquimaux Point.....				500	400				500			
Betchouan.....				100	50				50			
La Corneille.....	16				20				10			
Piashter Bay.....	15				30				15			
<b>Totals .....</b>	<b>103½</b>	<b>16540</b>		<b>11240</b>	<b>3065</b>				<b>820</b>			

## NATASHQUAN SUB-DIVISION—

Nabisippi.....	27			200	30			3	10			
Agwanus.....	24			250	25			3	120			
Grand Ruisseau.....	2			55					50			
Isles de Michon.....	2			55				4	200			
Canadian Harbor.....				1100				5	150			
Natashquan Harbor.....	26			500				5	2500			
Natashquan River and Bay.....	65			150				2	40			
<b>Totals.....</b>	<b>146</b>			<b>2310</b>	<b>55</b>			<b>22</b>	<b>3070</b>			

Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.

(Little River to Watsheeshoo.)

Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.					Lobsters in lb. cans.	Fish used for Local Consumption, barrels.
	No. of Seals.	No. Seal Skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Porpoise Oil, galls.	Cod Oil, gallons.	Herring, barrels.	Capelin, barrels.	Squid, barrels.	Launce, barrels.	Clams, barrels.		
.....	.....	.....	.....	.....	.....	.....	.....	250	.....	70	.....	30	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	300	.....	80	.....	40	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	1000	50	200	30	75	.....	.....	80
.....	.....	.....	.....	.....	.....	.....	.....	250	.....	50	.....	10	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	700	.....	150	30	70	.....	.....	100
.....	.....	.....	.....	.....	.....	.....	.....	950	.....	150	.....	75	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	800	.....	100	.....	70	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	20	.....	5	.....	5	.....	.....	6
.....	30	30	.....	.....	120	.....	.....	1450	50	280	50	255	.....	.....	200
.....	.....	.....	.....	.....	.....	.....	.....	1200	47	250	.....	200	.....	.....	100
.....	20	20	.....	.....	90	.....	.....	1000	.....	200	30	150	.....	.....	50
.....	50	50	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	600	600	.....	.....	2400	.....	.....	700	25	250	50	200	.....	.....	650
.....	.....	.....	.....	.....	.....	.....	.....	75	.....	30	.....	.....	.....	.....	30
.....	10	10	.....	.....	30	.....	.....	5	.....	.....	.....	.....	.....	.....	10
.....	30	30	.....	.....	170	.....	.....	12	.....	3	.....	.....	.....	.....	15
.....	740	740	.....	.....	2960	.....	.....	8712	172	1818	190	1180	.....	.....	1438

(Watsheeshoo to English Point.)

.....	50	50	.....	.....	150	.....	.....	100	.....	50	.....	30	10	.....	40
.....	73	73	.....	.....	219	.....	.....	110	.....	55	.....	25	5	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	23	.....	5	.....	10	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	21	.....	4	.....	10	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	785	97	137	.....	100	.....	.....	100
.....	200	200	.....	.....	600	.....	.....	245	45	49	.....	50	45	.....	150
.....	50	50	.....	.....	150	.....	.....	89	23	18	.....	25	30	.....	20
.....	373	373	.....	.....	1119	.....	.....	1373	165	318	.....	250	90	.....	360

RETURN showing the Kinds and Quantities of Fish in the County of Saguenay

WASHEECOOTAI SUB-DIVISION—

NAME OF STATION.	Salmon, cured, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.
				Cod, quintals.	Cod, quintals.							
Kegashka River.....	14			16	20				11		2	3
Kegashka Harbor.....				15	12			1	14		1	
Mistassini Bay.....	7			5	10				6			
Curlew Point.....	7				8							
Musquaro River.....	1											
Washeecootai River.....	12								6			
Washeecootai Harbor.....	1			12	6			1	28			
Romaine River (Eastern).....	21											
Totals.....	63			48	56			2	65		3	19

ST. AUGUSTINE SUB-DIVISION—

Coacoachoo and Wolf Bay.....	5			2								
Etamamu River.....	20											
Point du Mourier.....	1											
St. Mary's Islands.....	1											
Netagamio River.....	1			10								
Harrington Harbor.....	2			74					300			
Little Meccatina Island.....	2			1								
Whale Head, West.....	15			167					160		36	
Mutton Bay.....	15			530					271			
Red Bay and Tabatière.....	13			88					205			
Big Meccatina Island.....	4			10					80			
Kekapoe and Fonderie à Fecteau.....	7											
Whale Head and Pocachoo.....	4			2								
Big and Little Rigolet.....	6											
St. Augustine River, Bay and Harbor.....	31			47								
Sandy Island.....	6											
Caucasippi and Point à Giroux.....	5			6								
Anse au Portage.....	3											
Canso Harbor.....	1											
Chicatica.....	2			250					50			
Totals.....	148			1187					1066		36	

Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.

(Kegashka to Coacochoo.)

Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.					Fish used for Local Consumption, barrels.	
	No. of Seals.	No. of Seal Skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Porpoise Oil, galls.	Cod Oil, gallons.	Herring, barrels.	Capelin, barrels.	Squid, barrels.	Launce, barrels.	Clams, barrels.		Lobsters, in lb. cans.
.....	5	5	.....	.....	15	.....	.....	10	.....	6	.....	.....	2	.....	10
.....	25	25	.....	.....	80	.....	.....	12	.....	7	.....	.....	3	.....	3
.....	34	34	.....	.....	120	.....	.....	5	.....	3	.....	.....	.....	.....	3
.....	40	40	.....	.....	180	.....	.....	.....	.....	3	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	6	.....	5	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	104	104	.....	.....	395	.....	.....	33	.....	24	.....	.....	5	.....	42

(Coacochoo to Chicatica).

.....	.....	.....	.....	.....	.....	.....	.....	1	.....	5	.....	.....	.....	.....	.....	4
.....	70	70	.....	.....	136	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	8	.....	5	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	45	30	25	25	.....	15	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	2
.....	40	40	1	.....	210	2000	.....	130	30	50	10	.....	20	.....	.....	9
.....	260	260	.....	.....	1465	.....	.....	368	15	120	30	.....	.....	.....	.....	50
.....	1165	1165	.....	.....	3520	.....	.....	38	10	50	10	.....	.....	.....	.....	70
.....	261	261	.....	.....	900	.....	.....	9	5	5	2	.....	.....	.....	.....	20
.....	47	47	.....	.....	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	100	100	.....	.....	486	.....	.....	23	.....	30	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	200	.....	50	5	.....	.....	.....	.....	6
.....	1943	1943	1	.....	6837	2000	.....	825	100	350	82	.....	35	.....	.....	297

RETURN showing the Kinds and Quantities of Fish in the County of Saguenay

BONNE ESPERANCE SUB-DIVISION-

NAME OF STATION.	Salmon, cured, barrels.	Salmon, fresh, in ice.	Salmon, in cans.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Haitbut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.
				Cod, quintals.	Cod, quintals.							
Nabitippi Bay .....	4			10								4
Bull Cove and Rocky Bay .....	18			160					100			4
Lydia's Cove and Pêche à Lizotte .....	10			10					20			6
Dog Island and Old Fort .....	2			300								3
St. Paul's River .....	80											3
Burnt Island .....				500								6
Bonne Esperance .....	8			2400								
Pigeon Island .....	8			800								
Sitck Point .....	10			250								
Salmon Bay .....	20			4000								
Little Fishery .....	10			50					20			
Five Leagues .....	4			150					100			
Middle Bay .....				1500								
Belles Amours .....	10			20					20			
Bradore .....				400					200			
Anse des Dunes and Long Point .....				100					40			
Gulch Cove .....				1500					100			
Totals .....	184			12150					600			26

ANTICOSTI ISLAND

Fox Bay and Salmon River .....				535	60			5	24			5
Mauzerolle .....				560				4	420			
Cow Point .....				350				3	350			
Potato River .....				32				2	280			
Tapp's Cove .....				120				1	105			
Copelin Bay .....				90	30			2	210			3
Macdonald's Cove .....				525	100			6	750			
Indian and Squaw Harbors .....				2490	250			4	1500			
English Bay .....				756	50			14	270			30
Strawberry Cove .....				330	50			10	110			22
Ellis Bay .....												
Beesie River and Shallop Creek .....												
Totals .....				6076	540			51	4019			60

Division, extending from Manicouagan to Blancs Sablons, &c.—Continued.  
(Chicatica to Blancs Sablons).

Cod Tongues and barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.					Lobsters, in lb. cans.	Fish used for Local Consump- tion, barrels.
	No. of Seals.	No. of Sealskins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Porpoise Oil, galls.	Cod Oil, gallons.	Herring, barrels.	Capelin, barrels.	Squid, barrels.	Lancee, barrels.	Clams, barrels.		
10	10			20			5		20						3
30	30			60			55		220			100			6
19	19			40			5		20						3
90	90			540			150		400			200			3
10	10			20											3
10	10			20			200		600			300			3
							650		1500			250			50
							300		700			500			10
							125		400			350			10
							1200		2000			500			50
20	20			120			25		100			50			5
50	50			300			50		200			100			10
							500		850			400			10
20	20			120			10		50			20			5
200	200			1200			150		500			100			25
400	400			2400			25		100			20			37
							600		500			400			15
859	859			4840			4050		8160			3290			254

SUB-DIVISION.

30	30			95			400	100	15	10					20
							410	100		8					5
							200	50		10					5
							200	50		10					5
							70	20		8					4
							55	30	20	5					5
							320	100	25	4					75
							1000	530	50	75					150
							500	120		20					100
							200	70		10					90
															2
53	83			100											4
83	83			195			3355	1170	110	160					465

RETURN showing the Total Kinds and Quantities of Fish in the County of  
**TOTAL FOR THE**

NAME OF PLACE.	Salmon, cured, barrels.	Salmon, fresh, in ice.	Salmon, in cans.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.	Cod Tongues and Sounds, barrels.
	Cod, quintals.	Cod, quintals.													
Godbout Sub-division.....	20688			30				1	5			5			
Trinity do ...	20	8984		580	1605			22	152		85	30			
Moisie do ...	11	195998		1828	4429			45	348		973	4			10
Mingan do ...	103	16540		11240	3065				820						
Natashquan do ...	146			2310	55			22	3070						
Washeecootai do ...	63			47	56			2	65		3	19			
St. Augustin do ...	153			1187					1066		30				
Bonne Esperance do ...	184			12150					600			26			
Isl'd of Anticosti do ...				6076	540			51	4019		60				
<b>Total.....</b>	<b>680</b>	<b>242190</b>		<b>35448</b>	<b>9750</b>			<b>143</b>	<b>10145</b>		<b>1157</b>	<b>84</b>			<b>10</b>

**TOTAL QUANTITY AND VALUE OF FISH**

													Smelt, lbs.		
County of Bonaventure.....	175200		4560	5650	319	100		5100	4170	96			8850	76	136
do Gaspé.....	59	83994	2914	78466	30655	375	149	165	8450	9	1094	55		23	43
do Saguenay.....	680	242190		35448	9750			143	10145		1157	84			10
<b>Grand Total.....</b>	<b>739</b>	<b>501384</b>	<b>2914</b>	<b>118474</b>	<b>46055</b>	<b>694</b>	<b>249</b>	<b>308</b>	<b>23595</b>	<b>4179</b>	<b>2347</b>	<b>139</b>	<b>8850</b>	<b>99</b>	<b>189</b>



Saguenay Division extending from Manicouagan to Blancs Sablons, &c.—*Concluded.*

COUNTY OF SAGUENAY.

Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.							Lobsters, in lb. cans.	Fish used for Local Consumption, barrels.	
No. of Seals.	No. of Seal-skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, gallons.	Porpoise Oil, galls.	Cod Oil, gallons.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.	Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Launce, barrels.			Clams, barrels.
520	520	...	64	1560	.....	128	10	2	.....	.....	.....	3	.....	.....	.....	.....	28
305	305	.....	.....	1220	.....	.....	1412	80	.....	.....	.....	90	.....	.....	60	.....	267
116	116	.....	.....	324	.....	.....	2230	160	190	.....	.....	.....	.....	389	25	.....	165
740	740	.....	.....	2960	.....	.....	8712	172	1818	.....	.....	190	.....	1180	.....	.....	1438
373	373	.....	.....	1119	.....	.....	1373	165	318	.....	.....	.....	.....	250	90	.....	360
104	104	.....	.....	395	.....	.....	33	.....	24	.....	.....	.....	.....	.....	5	.....	42
1943	1943	1	.....	6837	2000	.....	825	100	350	.....	.....	82	.....	.....	35	.....	297
859	859	.....	.....	4840	.....	.....	4050	.....	8160	.....	.....	.....	.....	3290	.....	.....	254
83	83	.....	.....	195	.....	.....	3355	1170	110	.....	.....	160	.....	.....	.....	.....	465
5043	5043	1	64	19450	2000	128	22000	1849	10970	.....	.....	525	.....	5109	215	.....	3314

OIL TAKEN IN GULF DIVISION, 1885.

1	1	.....	.....	6	.....	.....	7535	24950	3000	.....	.....	134	Flatfish, brls.	.....	.....	.....	.....	.....	.....
4151	4151	7	.....	17464	5000	.....	66517	22159	5090	113	171	2691	7040	.....	459	178616	7084		
5043	5043	1	64	19450	2000	128	22000	1849	10970	.....	.....	525	28	163	679	693641	8553		
9195	9195	8	64	36920	7000	128	96052	48958	19060	113	171	3350	.....	5109	215	.....	3314		
													7068	5272	1359	872257	19251		

STATEMENT of the Value of Vessels, Boats, Nets and Moorings, &c., employed in Fisheries of Gulf Division, Season of 1885.

Description.	Value.	Description.	Value.
	\$		\$
160 vessels.....	340,679	319 capelin seines.....	11,931
3,191 boats.....	142,938	93 launce seines.....	3,989
2,801 flats.....	28,086	130 seal nets.....	7,760
1,101 salmon nets.....	42,663	6 smelt nets.....	240
24 cod seines.....	5,390	24 trout nets.....	250
39 herring seines.....	5,000	29 brush fisheries for eels.....	375
5,028 do nets.....	54,675	14 trap nets, cod and mackerel.....	6,100
8 mackerel seines.....	1,255	33 lobster factories and traps, &c.....	110,556
1,088 do nets.....	14,498		
		Total.....	776,385

STATEMENT of the Number of Men employed in Gulf Fisheries, 1885.

Description.	No.	Description.	No.
Sailors.....	910	Shoremen.....	2,338
Fishermen.....	6,963		
		Total.....	10,211

STATEMENT of Capital invested in Lobster Canning and Fishing in Gulf Division  
for 1885.

## COUNTY OF BONAVENTURE.

No.	Locality.	Value of	Value of	Total.
		Buildings and Machinery.	Boats and Traps, &c.	
		\$	\$	\$
1	Capelin.....	829	850	1,679
2	Carlton.....	500	888	1,388
3	Maria.....	850	690	1,540
4	New Carlisle.....	575	575	1,150
5	Capelin.....	940	1,150	2,090
6	Bonaventure.....	900	1,380	2,280
7	New Carlisle.....	490	460	950
8	Nouvelle.....	800	1,299	2,099
9	Port Daniel, West.....	1,400	1,290	2,690
10	do East.....	600	567	1,167
	Total.....	7,884	9,149	17,033

## COUNTY OF GASPÉ (Mainland.)

11	Belle Anse.....	1,300	1,800	3,100
12	Cape Despair.....	945	1,700	2,645
13	Newport.....	1,100	1,200	2,300
14	Little River.....	500	.....	500
	Total.....	3,845	4,700	8,545

## COUNTY OF GASPÉ (Magdalen Islands.)

15	Bryon.....	500	700	1,200
16	Cape Gosselin.....	500	700	1,200
17	Grosse Isle.....	500	200	700
18	do.....	750	1,500	2,250
19	Grand Entry.....	750	1,500	2,250
20	Old Harry.....	600	1,000	1,600
21	Fox Hole.....	300	500	800
22	Point au Loup.....	500	500	1,000
23	Hospital.....	900	1,000	1,900
24	Etang du Nord.....	900	1,200	2,100
25	do.....	600	600	1,200
26	Cap Rouge.....	700	700	1,400
27	House Harbor.....	900	1,500	2,400
28	West Point.....	900	800	1,700
29	Amherst.....	1,200	1,000	2,200
30	Grand Entry.....	500	900	1,400
31	do.....	2,000	1,500	3,500
32	House Harbor.....	200	200	400
33	do.....	200	300	500
	Total.....	13,400	16,300	29,700
	County of Bonaventure.....	7,884	9,149	17,033
	County of Gaspé (Mainland).....	3,845	4,700	8,545
	do (Magdalen Islands).....	13,400	16,300	29,700
	Grand Totals.....	25,129	30,149	55,278

STATEMENT of Quantity and Value of Fish, Oils, &c., in the Gulf Division, for the  
Season of 1885.

Description.	Quantities.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, salt .....	Brls. 739	10	00	7,390	00
do fresh, in ice .....	Lbs. 501,384	0	08	40,110	72
do canned .....	" 2,914	0	15	437	10
Cod, summer .....	Cwt. 118,474	4	00	473,896	00
do fall .....	" 46,055	4	00	184,220	00
Haddock .....	" 694	4	00	2,776	00
Ling .....	" 249	4	00	996	00
Halibut .....	Brls. 308	6	00	1,848	00
Herring, salt .....	" 23,595	4	00	94,320	00
do smoked .....	Boxes. 4,179	0	25	1,044	75
Mackerel, salt .....	Brls. 2,347	6	00	14,082	00
Trout .....	" 139	8	00	1,112	00
Smelt, fresh, in ice .....	Lbs. 8,850	0	07	619	50
Fels .....	Brls. 99	7	00	693	00
Tongues and Sounds .....	" 189	9	00	1,701	00
Seal Skins .....	Prices 9,195	1	00	9,195	00
Porpoise Skins .....	" 64	1	00	64	00
Seal Oil .....	Galls. 36,920	0	50	18,460	00
Porpoise Oil .....	" 128	0	50	64	00
Whale Oil .....	" 7,000	0	50	3,500	00
Cod Oil .....	" 96,052	0	50	48,026	00
Fish, as bait and manure .....	Brls. 85,345	1	00	85,345	00
Lobsters, canned .....	Lbs. 872,257	0	15	130,838	55
Fish for local use .....	Brls. 19,251	4	00	77,004	00
<b>Total</b> .....				<b>1,197,802</b>	<b>62</b>

Value in 1884..... \$1,233,474 89  
do 1885..... 1,197,802 62

Decrease in 1885..... \$35,672 27

## No. 6.

SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE OF QUEBEC, EXCLUSIVE OF THE GULF DIVISION, FOR THE YEAR 1885.

SOUTH SHORE DIVISION—FROM POINT LÉVIS TO CAPE CHATTE.

*From Point Lévis to Ste. Anne—F. C. CARON, Fishery Overseer.*

The yield of fish in this division, is given as follows:—

	1884.	1885.
Salmon .....	lbs. 8,590	5,100
Trout .....	lbs. 7,000	6,500
Shad.....	No. 20,457	16,335
Eels.....	No. 117,723	92,663
Herring .....	brls. 2	.....
Sturgeon .....	brls. 1,026	644
Bar and whitefish.....	doz. 3,722	2,063
Porpoise skins.....	No. 54	.....
do oil .....	gals. 3,240	.....
Mixed fish.....	brls. 260	1,012
Fish for manure.....	brls. 473	.....
Value .....	\$27,988.18	\$20,856.20

NOTE.—The apparent falling off in the yield of the fisheries in this division is due to the fact that the Ste. Anne portion was detached and annexed to the division of Overseer Gauvreau.

*Overseer Caron*, whose division extends from Point Lévis to Ste. Anne, reports that law and order prevailed in his division during the fishing season. The falling off in the catch of shad and eels assumed such proportions, that fishermen grew alarmed at the almost total disappearance of these fish from the coast. No plausible reason can be assigned for this state of things. The decrease in salmon causes less anxiety on account of the well known yearly fluctuations of these fish. Prices ruled low, owing to local markets being amply supplied through the Intercolonial Railway. Sturgeon also shows a falling off, but other kinds of coarse fish compare favorably with other years.

## FROM STE. ANNE TO ISLE VERTE.

JULES GAUVREAU, *Fishery Overseer.*

The yield of fish in this division is given as follows:—

	1884.	1885.
Salmon .....	lbs. 16,580	12,620
Trout .....	lbs. 4,000	5,000
Herring .....	brls. 7,780	11,510
Sturgeon .....	brls. 420	857
Shad .....	No. 40,375	38,050
Eels .....	No. 40,770	82,950
Sardines .....	brls. 6,666	4,859
Whitefish .....	doz. ....	110
Porpoise skins .....	No. 17	41
do oil .....	gals. 1,020	2,460
Mixed fish .....	brls. 1,726	2,050
Fish for manure .....	brls. 4,073	4,225
Total value .....	\$78,290	\$99,162.25

*Overseer Gauvreau*, whose division extends from Ste. Anne to Isle Verte, reports an increase in almost every kind of fish caught in his division. Large quantities of herring are lost every year for want of salt and barrels. These fish sometimes appear in such numbers, especially around Green Island, that the fishery will have to be pursued on a different footing to avoid loss. There seems to be a good opening for the investment of capital in this business, as large quantities of the fish which are now lost might be used to make an agricultural compost.

## FROM ISLE VERTE TO RIMOUSKI.

H. MARTIN, *Fishery Overseer.*

The following table shows the yield of fish in this division:—

	1884.	1885.
Salmon .....	lbs. 14,280	18,580
Trout .....	lbs. 13,000	9,755
Shad .....	No. 3,556	6,850
Eels .....	No. 2,875	5,500
Herring .....	brls. 4,992	8,325
Sturgeon .....	brls. 3	16
Sardines .....	brls. 690	1,620
Mixed fish .....	brls. 71	153
Fish as manure .....	brls. 3,340	5,100
Total value .....	\$31,382.53	\$53,034.50

*Overseer Martin*, whose division extends from Green Island to Rimouski River, reports a general increase in the yield of the fisheries in the district under his charge. Shad, eels, herring and sardines show a marked improvement over last season. Four thousand pounds more of salmon were caught this year than last.

## FROM RIMOUSKI TO RIVER BLANCHE.

L. E. GRONDIN, *Fishery Overseer.*

The yield of this district is stated to have been as follows:—

	1884.	1885.
Salmon.....	lbs. 7,640	10,830
Shad.....	No. 1,800	750
Herring.....	brls. 12,281	8,580
Sardines.....	brls. 1,215	315
Total value .....	\$66,358	\$45,537

*Overseer Grondin*, whose division extends from Rimouski to Rivière Blanche, reports a substantial increase in the catch of salmon as compared with that of 1884, notwithstanding the fact that unfavorable weather almost constantly prevailed during the height of the fishing season. Shad, herring and sardines show a large falling off. Capelin entirely failed.

## FROM RIVER BLANCHE TO CAPE CHATTE.

J. BTE. SAUCIER, *Overseer.*

Statement of the yield and value of the fisheries of this division:—

	1884.	1885.
Salmon.....	lbs. 3,770	3,010
Herring.....	brls. 750	905
Sardines.....	brls. 65	38
Coarse fish.....	brls. 6	299
Fish for manure.....	brls. 200	.....
Total value.....	\$4,578 50	\$5,987 50

*Overseer Saucier*, whose division extends from River Blanche to Cape Chatte, reports salmon net fishing less productive than in 1884, owing to the strong gales which destroyed most of the nets. Fly fishing, in Matane River, is steadily improving, over 100 salmon being caught during the season, the largest fish weighed 29½ lbs. Salmon were noticed ascending through the fishway in larger numbers than ever before. This augurs well for the restocking of that stream.

The number of herring caught in brush fisheries fell short of last year, but the superior quality of the fall herring caught in the nets more than made up for the difference.

Five poachers, who assaulted the fishery guardians on Matane River, were prosecuted, three of them being fined \$25 each or two months' gaol, and the others, \$10 each or one month's gaol. Another party was fined \$20 for fishing with a net in the river. The fines were all paid.

QUEBEC AND MONTMORENCY DIVISIONS.

L. P. HUOT, *Overseer.*

The following is a comparative statement of the Fisheries in this Division :—

Kinds of Fish.	1881.	1882.	1883.	1884.	1885.
Salmon..... Lbs.	1,950	2,900	2,640	3,750	3,120
Shad..... No.	4,050	4,500	2,575	3,425	4,535
Eels..... "	25,767	23,561	21,595	34,836	31,192
Sturgeon..... Brls.	31	29	207	162	136
Bar and Whitefish..... Doz.	1,293	1,747	1,904	1,161	1,655
Small fish..... Brls.	53	24	131	131	220
Pickereel..... Lbs.				15,880	15,944
Value.....	\$5,108 00	\$5,572 85	\$6,454 25	\$7,830 40	\$8,140 74

*Overseer Huot*, whose division comprises the Island of Orleans, as well as that part of the north shore of the River St. Lawrence, from Chateau Richer to St. Joachim, reports that with the exception of salmon and eels his division yielded as abundantly as ever.

MURRAY BAY DIVISION.

ULYSSE BHÉREUR, *Overseer.*

ANT. FILION, }  
 JOS. SIMARD, } *Wardens (Inland Lakes).*  
 HENRI COTÉ, }  
 ED. MARTIN, }

COMPARATIVE Statement of the Yield of the Fisheries in this Division.

Kinds of Fish.	1881.	1882.	1883.	1884.	1885.
Trout..... Lbs.	57,200	60,100	60,000	35,700	46,900
Eels..... No.	22,767	19,794	9,344	39,100	33,460
Salmon..... Lbs.	550	2,910	4,380	2,280	3,530
Sardines..... Brls.	178	123	159	144	16
Herring..... "	1	4	6	3	
Sturgeon..... "		10	100	26	60
Small and mixed fish..... "	42	72	84	40	60
Bar and Whitefish..... Doz.		250	300	400	250
Fish for manure..... Brls.	876	953	2,429	885	687
Porpoise skins..... No.				12	3
do oil..... Galls.				720	180
Value.....	\$6,632 20	\$9,865 66	\$9,777 65	\$8,180 25	\$7,743 75

*Overseer Bhéreur*, whose division extends from River du Gouffre to Canard River, reports that salmon and trout were more plentiful than last year. Eels were also abundant, but although this year's catch is double that of previous years, it does not come up to the standard of 1884, which was an exceptionally good year. Sardines were scarce. Porpoise fishing at Isle aux Coudres was a failure. This want of success is undoubtedly due to the absence of sardines and capelin on which they feed.



## SAGUENAY DIVISION.

JOSEPH RADFORD, *Overseer.*JOSEPH BOILY, *Warden.*

## COMPARATIVE Statement of the Yield of the Fisheries in this Division.

Kinds of Fish.		1881.	1882.	1883.	1884.	1885.
Salmon.....	Lbs.	5,840	9,690	12,510	10,810	22,580
Eels.....	No.	600	470	400	1,500	8,500
Trout.....	Lbs.	250,000	247,100	250,800	230,400	211,720
Herring.....	Brls.	65	146	658	309	27
Sardines.....	"	12	62	108	80	9
Sturgeon.....	"	.....	1	.....	1	.....
Small fish.....	"	328	432	10	457	232
Fish for manure.....	"	.....	.....	661	.....	205
Value.....		\$16,953 00	\$18,111 50	\$20,789 75	\$18,299 50	\$17,704 95

*Overseer Radford*, who had been connected with the Fisheries Department since 1874, died in September last, and the statistics of that division were collected by the local fishery guardians employed under him. These show an increase of fifty per cent. in salmon. The catch of eels was unprecedented. Herring and sardines on the other hand show a large falling off. The catch of trout in the inland waters was somewhat under that of 1884. The salmon rivers are reported to be well stocked with breeding fish.

## LAKE ST. JOHN DIVISION.

JOE BILODEAU,  
CHAS. POTVIN, } *Wardens.*  
R. MALTAIS, }

## COMPARATIVE Statement of the Yield of Fish in this Division.

Kinds of Fish.		1881.	1882.	1883.	1884.	1885.
Trout.....	Lbs.	.....	.....	5,800	4,200	3,500
Winninich.....	No.	36,600	42,160	21,500	25,600	23,500
Whitefish.....	Doz.	835	1,562	8,700	9,725	3,400
Mixed fish.....	Brls.	263	403	195	115	135
Pickarel.....	Lbs.	.....	.....	32,800	29,000	12,100
Pike.....	"	.....	.....	114,000	106,600	84,700
Value.....		\$10,719 75	\$13,298 50	\$23,516 00	\$27,174 25	\$16,813 00

*Wardens Bilodeau, Potvin and Maltais*, of the Lake St. John division, report a falling off in the catch of all kinds of fish in their district excepting winninish, which yielded more than for the two last years. Coarse fish shows a slight increase.

FROM QUEBEC TO THE UPPER OTTAWA.

RICHELIEU DIVISION.

PIERRE LATRAVERSE, }  
 J. F. PICOTIN, } *Overseers.*  
 JOS. GINGRAS, }

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1881.	1882.	1883.	1884.	1885.
Shad .....	No.	6,000	6,600	7,000	7,000	7,200
Eels .....	"	14,600	15,800	26,800	13,900	131,600
Sturgeon .....	Lbs.	26,000	22,000	16,800	15,000	16,800
Trout .....	"	240	.....	100	.....	125
Maskinongé .....	"	1,500	2,100	4,300	4,560	5,050
Bass .....	"	1,800	2,200	3,600	2,500	3,300
Pickereel .....	"	2,600	2,600	32,500	26,500	3,500
Pike .....	"	15,600	16,600	3,500	3,500	3,300
Whitefish .....	"	1,200	.....	2,362	2,080	1,800
Mixed fish .....	"	50,000	62,040	134,000	120,000	148,600
Value .....		\$5,249 20	\$5,962 80	\$10,315 00	\$8,246 20	\$18,899 00

VERCHERES DIVISION.

MATHIAS HURTEAU, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1883.	1884.	1885.
Trout .....	Lbs.	.....	.....	600
Shad .....	No.	6,000	7,220	7,300
Eels .....	"	58,650	15,580	41,400
Whitefish .....	Lbs.	12,000	2,814	3,460
Sturgeon .....	"	4,758	3,290	6,400
Maskinongé .....	"	6,000	1,775	5,030
Bass .....	"	1,343	469	1,000
Pickereel .....	"	3,183	1,500	1,090
Pike .....	"	3,815	1,393	1,980
Mixed fish .....	"	159,250	54,800	38,450
Value .....		\$12,033 47	\$4,134 79	\$6,952 40

## CHAMBLY AND IBERVILLE DIVISIONS.

J. B. CHEVALIER, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1881.	1882.	1883.	1884.	1885.
Shad .....	No.				6,500	7,000
Eels .....	"	42,550	26,300	27,500	50,755	282,650
Sturgeon .....	Lbs.	800	2,300	1,400	705	500
Bass .....	"	5,400	3,350	7,010	6,255	2,940
Pickarel .....	"	5,100	4,760	5,160	5,915	6,600
Pike .....	"	16,800	19,050	10,600	136,600	31,150
Mixed fish .....	"	77,600	83,000	93,600	475,000	714,000
Maskinongé .....	"			40	460	2,320
Value .....		\$7,321 00	\$6,006 30	\$6,208 80	\$20,165 15	\$45,776 30

## CHATEAUGUAY AND BEAUHARNOIS DIVISION.

JOACHIM LABERGE, } *Overseers.*  
JOHN KELLY, }

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1881.	1882.	1883.	1884.	1885.
Eels .....	No.	3,330	35,400	38,400	30,400	31,700
Sturgeon .....	Lbs.	88,000	10,400	48,100	22,700	94,500
Maskinongé .....	"	112,000	130,000	92,600	23,000	18,600
Bass .....	"	106,000	115,000	124,500	154,700	132,900
Pickarel .....	"	65,000	80,000	83,500	95,500	96,000
Pike .....	"	85,000	150,000	168,500	136,600	136,350
Mixed fish .....	"	120,000	240,000	298,600	476,000	637,000
Value .....		\$28,362 00	\$42,360 00	\$44,610 00	\$42,361 00	\$17,552 50

## MISSISQUOI BAY DIVISION.

P. E. LUKE, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1881.	1882.	1883.	1884.	1885.
Shad .....	No.	3,750	6,295	5,330	6,500	5,400
Pickarel .....	Lbs.	38,200	29,800	24,600	30,980	17,000
Mixed fish .....	"	21,400	13,800	34,200	38,200	36,000
Value .....		\$3,037 50	\$3,289 50	\$3,185 00	\$3,890 80	\$2,620 00

MAGOG DIVISION.

N. A. BEACH,  
T. MARCHESSAULT, } *Overseers.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Trout..... Lbs.	10,000	12,000	18,000	20,000
Shad..... No.	6,000	.....	.....	.....
Bass..... Lbs.	100	150	4,600	51,000
Pickereel..... "	2,000	1,000	1,200	5,000
Mixed fish..... "	12,000	14,000	12,000	39,000
Pike..... "	.....	.....	40,000	120,000
Value.....	\$1,800 00	\$1,332 00	\$4,144 00	\$12,860 00

COMPTON AND MEGANTIC DIVISION.

*Overseer J. B. McDonald* reports angling as [good in Lake Megantic, especially towards the end of the season after the heavy rains of July had ceased, which somewhat interfered with good fishing. Eighteen thousand whitefish fry were deposited in this lake last spring by the officer in charge of the Magog hatchery. Lunge and black bass are stated to be on the increase. Poachers are not so troublesome as formerly; many settlers taking a greater interest in the protection of fish and keeping the Overseer advised of violations of the law.

*Overseer P. C. Bourke*, of Megantic Division, reports no change in the fisheries of his district. Fishways are needed in several places, especially at Sault Rouge in Nelson, and at Clapham Falls in Inverness Township. The fishery laws are generally well observed by every one, with the exception of a few poachers whom the overseer has yet been unable to catch.

CHAMPLAIN AND ST. MAURICE DIVISIONS.

JOSEPH DESAULNIERS, } *Overseers.*  
JOSEPH LAMBERT,

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.	1881.	1882.	1883.	1884.	1885.
Shad..... No.	16,000	40,000	25,000	23,000	25,500
Eels..... "	24,000	72,000	20,000	31,400	56,000
Tom Cod..... Brls.	6,890	3,500	4,000	2,080	1,550
Trout..... Lbs.	3,500	9,185	27,300	51,200	59,300
Sturgeon..... "	.....	20,000	150,000	142,000	148,000
Maskinongé..... "	1,200	3,720	13,300	12,050	16,000
Whitefish..... "	3,000	11,000	6,000	6,000	11,800
Bass..... "	5,000	3,000	4,000	4,000	5,000
Pickereel..... "	26,000	2,000	15,000	19,350	25,000
Pike..... "	18,000	26,000	63,000	55,300	60,000
Mixed fish..... "	84,000	902,000	1,054,000	980,000	992,800
Value.....	\$19,207 00	\$39,102 40	\$47,478 00	\$45,433 00	\$50,163 00

BERTHIER, JOLIETTE AND MONTCALM DIVISIONS.

H. W. AUSTIN,  
S. A. GRANT,  
J. L. MARTEL,  
WILLIAM RITCHIE, } *Overseers.*

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.		1883.	1884.	1885.
Eels.....	No.	1,400	1,820	1,420
Trout.....	Lbs.	37,000	26,500	32,200
Whitefish.....	"	600		
Maskinongé.....	"	1,180	1,170	1,320
Bass.....	"	800	810	210
Pickarel.....	"	5,583	4,800	1,350
Pike.....	"	6,315	4,600	6,800
Mixed fish.....	"	628,750	631,250	106,800
Value.....		\$16,642 19	\$15,699 40	\$5,424 40

MONTREAL DIVISION.

JOHN MORRIS, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.		1881.	1882.	1883.	1884.	1885.
Shad.....	No.		3,000	3,000	5,000	19,000
Eels.....	"	13,600	16,600	17,000	17,000	19,000
Sturgeon.....	Lbs.		10,000	15,000	15,500	17,000
Maskinongé.....	"	3,500	21,000	23,000	25,000	30,000
Bass.....	"	14,000	14,000	14,000	15,000	10,000
Pickarel.....	"	21,200	21,200	24,000	25,000	25,000
Pike.....	"	18,600	18,600	18,000	20,000	23,000
Mixed fish.....	"	85,209	85,200	86,000	90,000	90,000
Whitefish.....	"				500	5,000
Value.....		\$6,316 00	\$9,590 00	\$10,300 00	\$11,015 00	\$13,200 00

## TERREBONNE DIVISION.

JOSEPH LAUZON, }  
T. CLOUTIER, } *Overseers.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.	1881.	1882.	1883.	1884.	1885.
Shad..... No.			740	1,100	1,380
Eels..... "	2,088	2,175	1,570	1,105	680
Trout..... Lbs.	9,500	10,000			48,000
Bass..... "	7,000	5,450	5,980	4,560	6,000
Pickeral..... "	8,200	5,180	3,840	2,265	3,125
Pike..... "	12,400	3,940	4,490	4,360	4,700
Mixed fish..... "	25,000	10,400	7,500	8,700	10,000
Sturgeon..... "				18,600	15,600
Value.....	\$3,000 80	\$2,272 91	\$1,391 10	\$2,128 50	\$5,991 00

## LAKE OF TWO MOUNTAINS AND ISLE PERROT DIVISIONS.

THÉOPHILE SABOURIN, }  
JULIEN MONPETIT, } *Overseers.*

COMPARATIVE Statement of the Yield and Value of Fish in these Divisions.

Kinds of Fish.	1881.	1882.	1883.	1884.	1885.
Eels..... No.	8,000	2,000	3,000	3,500	6,000
Shad..... "		1,000	1,200	1,400	1,500
Maskinongé..... Lbs.	1,560	1,800	3,000	20,000	21,000
Sturgeon..... "		2,000		35,000	36,100
Bass..... "	2,600	3,400	2,800	3,200	2,000
Pickeral..... "	7,600	7,800	8,500	10,000	10,500
Pike..... "	5,200	2,200	3,500	4,000	4,210
Mixed fish..... "	29,000	15,000	25,000	30,000	32,000
Whitefish..... "					2,000
Value.....	\$2,345 60	\$1,850 60	\$2,239 00	\$5,696 00	\$6,245 50

LOWER OTTAWA DIVISION.

ROBERT W. JONES, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.	1881.	1882.	1883.	1884.	1885.
Shad .....	No. 300	275	1,100	1,200	1,450
Eels .....	" 2,000	1,900	2,500	5,000	7,000
Sturgeon .....	Lbs. 8,000	7,800	15,000	18,000	20,000
Trout .....	" 400	900	1,000	1,500	1,100
Maskinongé.....	" 1,500	1,400	4,200	5,000	12,500
Whitefish .....	" 4,800	1,050	850	2,100	.....
Bass .....	" 1,800	1,400	1,600	1,700	2,800
Pickeral .....	" 6,000	5,500	5,600	6,500	7,000
Pike .....	" 7,000	7,500	8,000	10,000	12,000
Mixed fish.....	" 30,000	28,000	35,000	50,000	44,000
Value .....	\$2,551 10	\$2,362 50	\$3,270 00	\$4,328 00	\$5,197 00

ARGENTEUIL DIVISION.

ALEXANDER BEATON, *Overseer.*

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.	1883.	1884.	1885.
Pickeral .....	Lbs. ....	.....	10,000
Trout .....	" 4,000	5,000	5,100
Eels .....	No. 4,500	5,400	5,500
Whitefish .....	Lbs. 3,500	3,000	1,000
Mixed fish.....	" 10,000	15,000	8,000
Value.....	\$1,250 00	\$1,480 00	\$1,998 00

UPPER OTTAWA AND GATINEAU DIVISION.

JOSEPH MARION, }  
 JAMES MOHR, } *Overseers.*  
 J. T. COGLAN, }

COMPARATIVE Statement of the Yield and Value of Fish in this Division.

Kinds of Fish.	1881.	1882.	1883.	1884.	1885.
Trout .....	Lbs. 154,000	116 500	115,200	120,000	135,000
Eels .....	No. 4,000	6,000	7,100	7,000	7,200
Whitefish .....	Lbs. 23,700	22,950	20,200	22,000	25,000
Sturgeon .....	" 5,000	6,500	6,650	5,800	6,200
Maskinongé.....	" 1,800	1,750	1,550	1,800	1,500
Bass .....	" 12,950	13,050	12,000	13,000	11,000
Pickeral .....	" 8,800	8,550	10,000	9,400	10,000
Pike .....	" 51,400	50,500	50,100	52,000	65,000
Mixed fish .....	" 25,000	27,500	30,000	32,100	33,200
Value.....	\$19,349 00	\$17,024 00	\$16,383 50	\$17,528 00	\$19,544 00

STATISTICS OF FISHERIES IN THE PROVINCE OF QUEBEC,  
RETURN OF FISHING STATIONS, Number and Value of Nets, together with the  
St. Lawrence, from Point Lévis to

NAMES OF PLACES.	Fishing Boats.		No. of Fishermen.	KINDS OF NETS USED.											
	No.	Value.		Salmon Nets.			Brush Fisheries with Nets.		Brush Fisheries.		Eel Fisheries.				
				No.	Yards.	Value.	No.	Value.	No.	Value.	No.	Value.			
Pointe Lévis.....	6	\$ 176	6				6	2050							
Beaumont.....	5	198	5				4	1440							
St. Michel.....	3	93	4				4	1720							
St. Valier.....	2	86	2				1	2400							
Berthier.....	4	40	17				4	2050					13	690	
St. Thomas.....	3	34	9				2	750			6	590			
Cap St. Ignace.....			14								8	610	6	270	
Isle aux Grues.....			12										12	1200	
L'Islet Co. Inland waters.....															
L'Islet.....			19										19	1040	
St. Jean Port Joli.....			42										42	1415	
St. Roch.....			21										21	870	
Ste. Anne.....			59												
Rivière Ouelle.....			81				1	150			2	2000	19	1385	
											1	1200	48	5215	
St. Denis.....			22				1	100			2	150	19	690	
Kamouraska.....			29				1	150			6	640	9	725	
St. André.....			24								4	400	15	615	
Notre Dame du Portage.....			14								2	125	12	175	
Rivière du Loup.....	11	159	20								3	280			
Cacouna.....	18	195	28		2940	700					13	1375	4	170	
Isle Verte.....	38	370	38								18	1505			
do (Mainland).....	5	50	12								9	730	1	30	
Inland waters, Co. Témiscouata.....															
Lake Témiscouata & Touladi River.....	7	70	14	40	280	240					2	40			
Cap à la Loupe.....	5	20	18								9	365			
St. Simon.....	10	85	26	1	125	35	8	175			8	220	10	125	
Rivière Hâtée.....	3	20	7	1	200	150	1	40			4	150			
L'Islet à Canuel.....	7	50	20				1	30			11	500	4	40	
Rivière Rimouski.....															
Rivière Bic.....															
Isle St. Barnabé.....											6	120			
Rimouski.....					75	20									
Ste. Luce.....				1	20	20					19	80			
Ste. Flavie.....											2	40			
Méti.....											4	80			
Boules.....											2	20			
Rivière Blanche.....											3	40			
Matane.....	10	100	20	1	80	40					11	165			
Ste. Félicité.....	5	50	10								6	90			
Cherbourg.....	4	40	8												
Mechins.....	12	120	24	6	500	200									
Capucins.....	8	80	16								3	45			
Totals.....	168	2036	641	51	4275	1405	34	11055	164	11560	254	14655			



EXCLUSIVE OF THE GULF OF ST. LAWRENCE.

Yield, Value and Kinds of Fish, &c., on the South Shore of the River Cape Chatte, during the Year 1885.

KINDS OF FISH.											VALUR.		
Salmon, lbs.	Trout, lbs.	Shad, No.	Herring, barrels.	Eels, No.	Sturgeon, barrels.	Sardines, barrels.	Bar and White Fish, doz.	Coarse and Small Fish, barrels.	Fish for Manure, barrels.	Porpoise Skins.	Porpoise Oil, galls.	\$	cts.
1760		4050		4350			430	10				1,631	00
1420		4535		2300			281					1,297	40
800		4000		8100	11		150	170				2,042	50
500		2100		7500	25		350	24				1,648	50
440		1620		11140	19		482	115				2,368	30
180		30		1810	440		245					2,716	95
				4375	140		125	64				1,485	75
				20525								2,052	50
	6500											520	00
				11075				200				1,707	50
				12468				284				2,038	80
				8520				185				1,347	00
		400		11300	40		30	185		3	180	2,060	50
70		4000		47750				100		38	2280	6,839	50
2506		5500	150	8950	50		80	200	500			3,590	00
450		4850	260	4450	335	340		285	500			5,924	00
		1900	80	5100	35	285		285	250			3,028	50
80		1000	65	2950	21	35		210				1,562	00
650		1250	1750		20	35		35				9,270	00
4130		9450	2125	1930	103	779		365	530			16,369	50
3180		7250	5650		160	2760		235	2050			39,674	00
900		2450	1430	500	93	625		150	395			10,444	25
	5000											400	00
	4500		600									3,444	00
950	1275	2550	1150		8	450		100	1000			8,164	00
9500	1300	600	600	4000	2	500		10	600			6,673	00
4250	700	600	575		2	150		20	500			4,267	50
2000	6500	1200	3200	1500	4	400		23	3000			19,117	00
280												42	00
150												23	00
1450		1900	2800				120					14,748	50
2250		150										351	00
7530		600	6040				20					31,443	50
450			900				135					4,972	50
560			1600				150					8,534	00
40			40				10					236	00
100			255				10					1,320	00
1500			200				10					1,267	00
100			150				8					819	00
			80					4				355	00
1310			100					10				1,146	50
			150					100				1,080	00
50140	25775	61936	29920	181113	1517	6832	2173	3542	9325	41	2460	228,021	45

RETURN of Fishing Stations, Number and Value of Nets, together with the Yield  
St. Lawrence, from Quebec to

NAMES OF PLACES.	Fishing Boats.		No. of Fishermen.	KINDS OF NETS USED.				
	No.	Value.		Salmon Nets.			Brush Fisheries.	
				No.	Yards.	Value.	No.	Value.
<i>Island of Orleans.</i>								
St. Laurent.....			2	2	400	220	.....	
St. Jean.....			8	7	1500	820	.....	
St. François (South side of Island).....			10	1	500	300	.....	
Argentenay.....			9	1	90	50	.....	
St. François (North side of Island).....			11				10 220	
Ste. Famille.....			10				10 200	
<i>North Coast.</i>								
Chateau Richer.....			3				3 62	
Ste Anne.....			7				2 40	
St. Joachim.....			24					
Baie St. Paul and neighboring lakes.....			40				14 200	
Isle aux Coudres.....			50				30 358	
Les Eboulements.....			40				24 284	
St. Irénée.....			15				12 146	
Malbaie.....			7	1	120	26	6 80	
St. Siméon.....			15	5	480	122	12 200	
Rivière aux Canards.....			6	2	260	55	4 40	
<i>Inland Waters of Charlevoix.</i>								
Grand Lake Nairne.....								
Little do.....								
Lake Pieds des Monts.....								
Lake Long.....								
Lake Pointe à Jérôme and others.....								
<i>Saguenay Division.</i>								
Port aux Quilles.....	1	10	1	1	180	100	.....	
Baie des Rochers.....			1				1 10	
N E. Saguenay River.....			10				10 100	
Grande Baie.....			5				5 53	
Pointe au Bouleau.....			1				1 30	
Anse Ste. Catherine.....			2				2 50	
Tadoussac.....			1				1 15	
Pointe Rouge.....	1	10	2	1	100	109	.....	
Anse Puante.....	1	20	1	1	80	40	.....	
Pointe à la Cariole.....	1	20	1	1	120	120	.....	
Anse au Pilote.....	1	20	1	1	100	100	.....	
Grandes Bergeronnes.....			1				1 40	
Bon Désir.....			1				1 16	
Anse à la Cave.....			1				1 8	
Escoumains.....			1				1 20	
Islets Boisés.....	1	10	2	1	100	50	1 20	
Anse à Pelletier.....			1				1 20	
Islets Penchés.....	3	30	3	3	200	120	.....	
Baie des Bacons.....			3				3 90	
Sault au Mouton.....			2				2 50	
Mille Vaches.....			4				4 90	
Point Boisvert.....	1	10	1	1	120	10	.....	

Value and Kinds of Fish, &c., within the Districts on the North Side of the River Bersimis, during the Year 1885.

Eel Fisheries		KINDS OF FISH.												VALUR.					
No.	Value.	Salmon, lbs.	Trout, lbs.	Shad, No.	Herring, barrels.	Eels, No.	Sturgeon, barrels.	Sardines, barrels.	Bar. and White Fish, doz.	Pickarel, lbs.	Pike, lbs.	Coarse and Small Fish, barrels.	Fish for Manure, barrels.	No of Winnish.	Porpoise Skins.	Porpoise Oil, gallons.	\$	cts.	
1	50	720		1700		900	2		65	720								485	45
9	186	2100		2435		9700	18		543	3720								2,496	10
8	230	300		400		5375	2		200	960								936	10
1	15					3800			10									392	50
						1730	13		238	3030		38						791	50
						1910	5		216	2688		132						1,141	28
						155	24		60	888		37						337	78
5	82					1475	16		43	480		13						336	05
25	2440					6147	10		280	3488								1,223	98
36	630	240	26200			20000	60		250			30						4,280	50
40	400					10500						20						1,158	00
38	365					2260		5					236		2	120		300	00
11	110					600		6					130					110	50
		100	1000										40		1	60		119	00
		2140							2				10					411	00
		1050	700						3				25					214	75
																		360	00
						100												250	00
																		120	00
																		240	00
																		180	00
		500						2				50						181	00
								2				3						12	00
			530	800								77						257	80
			730	150								32						121	30
			100					1				4	2					17	50
			160			800						5	40					109	60
						500							100					75	00
		5400																810	00
		450																67	50
		2150																322	50
		2030																304	50
						500		1				4	20					66	00
						600		1				3	5					70	25
						1500		1				6	8					167	00
						200						2	2					24	50
		1500	200		5							6	4					275	00
		800			5							6	4					158	00
		3250																487	50
						2500		1				13	5					280	25
						300						10	5					51	25
						1600						12	10					186	50
		800																120	00

RETURN of Fishing Stations, Number and Value of Nets, Number of Men, together of the River St.

NAMES OF PLACES.	Fishing Boats.		No. of Fishermen.	KINDS OF NETS USED.				
	No.	Value.		Salmon Nets.			Brush Fisheries.	
				No.	Yards.	Value.	No.	Value.
<i>Saguenay Division—Concluded.</i>								
		\$				\$	\$	
Portneuf.....	1	10	2	1	120	20	1	15
Sault au Cochon.....	1	10	1	1	120	20		
Bersimis.....							3	65
From Rivière aux Canards to Bersimis (Inland Waters).....								
<i>Lake St. John Division.</i>								
St. Joseph d'Alma.....								
Signal.....				60	3600	*300		
Metabetchouan East.....				40	2400	*200		
do West.....				40	2400	*200		
Charlevoix.....				50	3000	*250		
Ouiatchouan.....				40	2500	*200		
Roberval.....				50	2000	*300		
Labarre and neighbouring lakes.....								
Totals.....	12	150	306	311	20490	3723	166	2522

\* Winnish Nets.

with the Yield, Value and Kinds of Fish, &c., within the Districts on the North Side Lawrence, &c.—*Concluded.*

Eel Fisheries		KINDS OF FISH.													VALUE.			
No.	Value.	Salmon, lbs.	Trout, lbs.	Shad, No.	Herring, barrels.	Eels, No.	Sturgeon, barrels.	Sardines, barrels.	Bar and White Fish, doz.	Pickrel, lbs.	Pike, lbs.	Coarse and Small Fish, barrels.	Fish for Manure, barrels.	Winniniah, No.	Porpoise Skins.	Porpoise Oil, galls.	\$	cts.
.....	.....	3000	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	460	00
.....	.....	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	00
.....	.....	200	.....	.....	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	105	00
.....	.....	1500	210000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,825	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	1500	2500	.....	.....	5000	.....	.....	2,740	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	50	2500	1000	20	.....	3600	.....	.....	1,062	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	45	1000	1200	30	.....	2000	.....	.....	748	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	40	600	1000	25	.....	2500	.....	.....	821	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	35	2000	3000	35	.....	3500	.....	.....	1,288	75
.....	.....	.....	.....	.....	.....	.....	.....	.....	50	2500	1000	25	.....	2500	.....	.....	957	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	2000	75000	.....	.....	10000	.....	.....	8,995	00
.....	.....	.....	3500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	210	00
174	4508	29230	262120	5485	27	73152	196	25	4625	28044	84700	648	892	28500	3	180	50,402	44

RETURN of Number and Value of Fishing Boats and Nets, Number of Men,  
extending from Quebec to the Upper Ottawa

NAMES OF PLACES.	FISHING BOATS.		No. of Fishermen.	KINDS OF NETS USED.						
	No.	Value.		Gill Nets.			Seines.		Eel Fisheries.	
				No.	Yards.	Value.	No.	Value.	No.	Value.
		\$				\$		\$		\$
Richelieu Division .....	500	2,500	600	110	1,100	55	105	2,100	327	3,270
Verchères do .....	440	4,400	550	120	4,880	1,220	60	240	700	1,400
Chambly and Iberville Division...	210	2,240	265	260	.....	1,040	34	880	3	70,000
Chateauguay and Beauharnois Division .....	104	1,080	150	.....	.....	.....	29	812	35	148
Missisquoi Bay Division .....	12	153	38	.....	.....	.....	15	625	.....	.....
Magog and Brome Division .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sherbrooke and Mégantic Division *Champlain and St. Maurice do .	43	430	65	.....	.....	.....	35	175	100	400
Berthier, Joliette and Montcalm Division .....	26	182	42	183	2,200	325	.....	.....	.....	.....
Montreal Division .....	30	300	60	31	1,700	680	.....	.....	.....	.....
Terrebonne do .....	300	2,000	500	.....	.....	.....	.....	.....	11	55
Lake of Two Mountains Division (including l'Isle Perrot) .....	34	240	52	65	5,000	620	.....	.....	.....	.....
Lower Ottawa Division .....	12	120	55	55	4,000	440	.....	.....	.....	.....
Argenteuil do .....	3	100	.....	.....	.....	.....	.....	.....	.....	.....
Upper Ottawa do .....	75	375	125	320	6,500	2,500	.....	.....	.....	.....
Gatineau Lakes do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1,779	14,120	2,502	1,147	25,380	6,880	278	4,832	1,176	75,273

\* 1,550 barrels of Tom Cod should be included in this district.

together with the Yield, Value and Kinds of Fish, &c., within the District in the Province of Quebec, during the Year 1885.

KINDS OF FISH.										VALUE.
Trout, lbs.	Shad, No.	Eels, No.	Sturgeon, lbs.	Whitefish, lbs.	Maskinongé, lbs.	Bass, lbs.	Pickereel, lbs.	Pike, lbs.	Coarse and Small Fish, barrels.	
125	7,200	131,000	16,800	1,800	5,050	3,300	3,500	3,300	148,600	18,899 00
600	7,300	41,400	6,400	3,460	5,030	1,000	1,090	1,980	38,450	6,952 40
.....	7,000	282,650	500	.....	2,320	2,940	6,600	31,150	714,000	45,776 30
.....	.....	34,700	94,500	.....	18,600	132,900	96,000	136,350	637,000	47,552 50
.....	5,400	.....	.....	.....	.....	.....	17,000	.....	36,000	2,620 00
20,000	.....	.....	.....	.....	.....	51,000	5,000	120,000	39,000	12,860 00
4,500	.....	.....	.....	.....	500	9,000	15,000	1,000	22,000	2,810 00
59,300	25,500	56,000	148,000	11,800	16,000	5,000	25,800	60,000	992,800	50,163 00
32,200	.....	1,420	.....	.....	1,320	210	1,350	6,800	106,800	5,424 40
.....	19,000	19,000	17,000	5,000	30,000	10,000	25,000	23,000	90,000	13,200 00
48,000	1,380	680	15,600	.....	.....	6,000	3,125	4,700	10,000	5,991 00
.....	1,500	6,000	36,100	2,000	21,000	2,000	10,500	4,210	32,000	6,245 50
1,100	1,450	7,000	20,000	.....	12,500	2,800	7,000	12,000	44,000	5,197 00
5,100	.....	5,500	.....	1,000	.....	.....	10,000	.....	8,000	1,998 00
.....	.....	7,200	6,200	.....	1,500	.....	10,000	.....	33,200	2,614 00
136,000	.....	.....	.....	25,000	.....	11,000	.....	65,000	.....	16,930 00
305,925	75,720	592,550	361,100	50,060	113,820	237,150	236,965	469,490	2,931,850	245,233 10

RECAPITULATION

Of the Quantity and Value of the different Fisheries, from Point Lévis to Cape Chatte, in 1884 and 1885.

Kinds of Fish.	1884.		1885.	
	Quantities.	Value.	Quantities.	Value.
	Prices.	\$ cts.	Quantities.	\$ cts.
Shad.....	No.	0 09	61,955 1	5,578 65
".....	"	0 10	181,113	18,111 30
Eels.....	Brls.	5 00	29,920	149,606 00
Herring.....	"	5 00	1,449	7,586 00
Sturgeon.....	"	3 00	8,636	25,908 00
Sardines.....	Lbs.	0 15	50,140	7,521 00
Salmon.....	"	0 08	25,775	2,062 00
Trout.....	"	1 25	2,173	2,716 25
Whitefish.....	Doz.	4 00	41	164 00
Porpoise Skins.....	No.	0 50	3,460	1,730 00
do Oil.....	Galls	3 00	3,542	10,626 00
Coarse fish.....	"	0 25	9,345	2,331 25
Fish for manure.....	"	"	"	"
Total Value of the Fisheries.....			208,597 72	228,021 45
Increase.....			"	19,423 73



RECAPITULATION

Of the Quantity and Value of the different Fisheries, from Quebec to Bersimis, in 1884 and 1885.

Kinds of Fish.	1884.		1885.	
	Prices. \$ cts.	Quantities.	Value. \$ cts.	Quantities.
Shad.....	0 09	3,425	308 25	5,485
Bels.....	0 10	76,436	7,543 60	73,152
Herring.....	5 00	312	1,560 00	135 00
Sturgeon.....	5 00	189	945 00	198
Sardines.....	3 00	224	672 00	25
Salmon.....	0 15	16,840	2,526 00	29,230
Trout.....	0 06	290,300	17,418 00	262,120
Pickarel.....	0 08	44,880	3,590 40	28,044
Pike.....	.....	106,800	6,386 00	84,700
Bar and Whitefish.....	1 25	11,286	14,107 50	4,625
Winninich.....	0 25	25,800	6,450 00	28,500
Mixed fish.....	2 00	743	1,486 00	648
Fish for manure.....	0 25	885	221 25	892
Porpoise Skins.....	4 00	12	48 00	3
do Oil.....	0 50	720	360 00	180
Total Value of the Fisheries.....	.....	.....	62,684 40	.....
Decrease.....	.....	.....	.....	.....
				50,402 44
				12,281 96

RECAPITULATION

Of the Quantity and Value of the different Fisheries, from Quebec to Upper Ottawa, in 1884 and 1885.

Kinds of Fish.	Prices.	1884.		1885.	
		Quantity.	Value.	Quantity.	Value.
Shad.....	\$ cts.	58,920	5,892 00	76,730	7,573 00
Eels.....	0 10	182,660	18,266 00	592,550	59,255 00
Sturgeon.....	0 05	276,595	13,829 75	361,100	18,055 00
Trout.....	0 08	227,760	18,220 00	305,925	24,474 00
Whitefish.....	0 08	38,494	3,079 52	50,060	4,004 80
Mackinongé.....	0 08	95,416	7,633 20	113,820	9,105 60
Bass.....	0 08	219,294	17,543 52	237,150	18,972 00
Pickarel.....	0 08	259,380	20,751 20	236,965	18,957 20
Pike.....	0 05	346,553	17,327 65	469,490	23,474 50
Mixed fish.....	0 02	3,207,050	64,141 00	2,831,850	57,037 00
Tom Cod.....	1 50	2,080	3,120 00	1,550	2,325 00
<b>Total Value of the Fisheries.....</b>			<b>189,803 84</b>		<b>243,293 10</b>
<b>Increase.....</b>					<b>56,409 26</b>

## RECAPITULATION.

YIELD and Value of the Fisheries of the Province of Quebec (Exclusive of the Gulf Division) for 1885.

Kinds of Fish.	Quantity.	Value.
		\$ cts.
Salmon.....	Lbs. 79,370	11,905 50
Shad.....	No. 143,200	13,645 50
Eels.....	" 846,815	84,681 50
Herring.....	Brls. 29,947	149,735 00
Sturgeon.....	" 1,713	8,565 00
do.....	Lbs. 361,100	18,055 00
Sardines.....	Brls. 6,857	20,571 00
Trout.....	Lbs. 593,820	42,263 20
Bar and Whitefish.....	Doz. 6,798	8,497 50
Whitefish.....	Lbs. 50,060	4,004 80
Winninich.....	No. 28,500	7,125 00
Maskinongé.....	Lbs. 113,820	9,105 60
Bass.....	" 237,150	18,972 00
Pickerel.....	" 265,009	20,639 84
Pike.....	" 554,190	28,556 50
Tom Cod.....	Brls. 1,550	2,325 00
Mixed fish.....	" 18,349	68,959 00
Fish for manure.....	" 10,217	2,554 25
Porpoise Skins.....	No. 44	176 00
do Oil.....	Galls. 2,640	1,320 00
Total in 1885.....		521,656 99
do 1884.....		461,085 96
Increase.....		60,571 03

NOTE.—For recapitulation of Gulf Division see page 220.

## GENERAL RECAPITULATION.

YIELD and Value of the Fisheries in the whole Province of Quebec for 1885.

Kinds of Fish.	Quantity.	Value.
		\$ cts.
Salmon, pickled.....	Brls. 739	7,390 00
do fresh.....	Lbs. 580,754	52,016 22
do preserved.....	do 2,914	487 10
Ood.....	Cwt. 164,529	658,116 00
Haddock.....	do 694	2,776 00
Ling.....	do 249	996 00
Halibut.....	Brls. 308	1,848 00
Herring, pickled.....	do 53,542	244,115 00
do smoked.....	Boxes. 4,179	1,044 75
Shad.....	No. 143,200	13,645 30
Eels.....	do 846,815	84,661 50
do.....	Brls. 99	693 00
Mackerel.....	do 2,347	10,082 00
Sardines.....	do 6,857	20,571 00
Sturgeon.....	do 1,713	8,565 00
do.....	Lbs. 361,100	13,055 00
Trout.....	do 593,820	42,263 20
do.....	Brls. 139	1,112 00
Winninich.....	No. 28,500	7,125 00
Bar and Whitefish.....	Doz. 6,798	8,497 50
Whitefish.....	Lbs. 50,060	4,804 80
Maskinongé.....	do 113,820	9,105 60
Bass.....	do 237,150	18,972 00
Pickeral.....	do 265,009	20,639 84
Pike.....	do 554,190	28,556 50
Tom Ood.....	Brls. 1,550	2,325 00
Ood Tongues and Sounds.....	do 189	1,761 00
Smelt.....	Lbs. 8,850	619 50
Lobsters, canned.....	do 872,257	130,838 55
Small and Mixed Fish.....	Brls. 18,349	68,969 00
Seal Skins.....	No. 9,195	9,195 00
Porpoise Skins.....	do 108	240 00
Fish Oils.....	Galls. 142,740	71,370 00
Fish as Bait and Manure.....	Brls. 95,562	87,899 25
Local consumption (not included above).....	do 19,251	77,004 00
Total for 1885.....		1,719,459 61
do 1884.....		1,694,560 85
Increase.....		24,898 76

No. 7.

## PRINCE EDWARD ISLAND.

ALBERTON, 31st December, 1885.

To the Hon. GEORGE E. FOSTER, B.A.  
Minister of Marine and Fisheries.

SIR,—I have the honor to transmit tabulated statement of the products of the fisheries of the Province of Prince Edward Island for the year 1885, together with Annual Report embracing details and such remarks as the present state of the respective fisheries seems to demand.

## SUMMARY.

All the fisheries this year show an increase, amounting in the aggregate to \$207,810.96 official value, the figures being \$1,085,618.63 in 1884, and \$1,293,429.64 in 1885; the increase arising from 8,800 barrels of mackerel, 10,720 barrels of herring, 8,230 cwts. of cod and hake, over last year, besides a considerable increase in freshwater fish and in fish products generally. Mackerel were good and abundant. Herring plentiful, giving an abundance of bait. Cod unusually plenty and, on an average, of rather better size than usual.

Notwithstanding that lobster fishing opened, and continued for some time, with poor prospects, revised returns show that the catch has actually exceeded that of last year by 52,534 cans, but 24,685 more traps were set, causing a destruction of twenty-six millions of lobsters, or four millions more than in preceding year, the average number of lobsters required to fill a one-pound can in 1884 being about five and one-fourth and this year about six. The figures are 4,336,655 pounds in 1884, against 4,389,189 in 1885. Last year each trap produced forty cans, this year only thirty-five. Had only the same number of traps been set this year as last the deficiency would have been 930,000 cans. Some remarks on this subject will be found in the body of the report.

Great activity has been manifested in the oyster fishery and there is fear of the business being overdone. Besides the ordinary trade, vessels from outside ports have loaded and carried oysters direct from the fishing-grounds, and a movement has been commenced to ship to England. Over five hundred boats were engaged in fishing. Additional regulations are much to be desired, for details of which please see elsewhere in this report. This year's catch, as it appears in the returns, does not look larger than last year, 28,204 barrels, but to this must be added several cargoes coastwise and to the mainland, particulars of which could not be obtained by the wardens.

The rivers, almost without exception, are in prime condition and have yielded well. One of the wardens was unfortunately drowned. On the subject of the wardens remarks will be found elsewhere.

In the sea fisheries have been engaged 53 vessels of 2,044 tons tonnage, and 1,039 boats with 3,535 men, besides about 500 lobster dories and a like number of oyster craft. Spread of nets close on 48,000 fathoms, 214,000 fathoms of trawls, and forty seines, dipping 6,725 fathoms, being an increase of 770 fathoms of seine. The result may be set down in round numbers as: Sea fisheries, \$550,000; lobsters, \$530,000; oysters, \$35,000; Estuary and River fisheries, \$14,000.

A considerable fleet of American seiners were in the gulf from early in the season until end of October, and are reported to have done well. I have been unable to ascertain the exact strength of the fleet, but from the numbers that

occasionally ran into harbor for shelter they were quite enough to carry away much more than the whole island mackerel catch. As usual a large force of New Brunswick and Nova Scotia boats fished along shore.

A good deal of feeling has been expressed against the imposition of import duty by the United States, but it does not seem to have affected the not unfriendly relations between our fishermen and theirs. I have, however, been assured by more than one skipper that had it not been for the duty they would have taken more advantage of this good mackerel year and made more active exertions to increase their catch.

#### SALMON.

It will be observed the returns show a considerable weight of salmon; double that of last year. These fish were not the product of regular salmon fishing, but were caught in nets in the course of the sea fisheries, and mostly in spring. About two tons in the aggregate are reported in most years; this year 8,455 pounds, equal to about 800 fish. Of the whole number about 350 were found enclosed in Myrick's fish-trap at Tignish, Prince County, and a like number were taken in the nets east and west of St. Peter's Bay, King's County. In absence of directions on the subject boats likely to take salmon at the localities named have been required by the inspector to communicate to the wardens the quantity taken. The catch is sold chiefly in Charlottetown, fresh, but does not supply the demand, considerable quantities being imported from the other provinces.

It has long been my impression that there are several points on this coast well adapted to the prosecution of a regular salmon fishery under the regulations of the Act relating to salmon fisheries.

For two or three years past a few clean salmon have been noticed in the rivers. This year several have been observed, but we have no salmon angling.

#### MACKEREL.

There was no lack of mackerel on the coast this season. The earlier arrivals, although in great abundance, were of comparatively poor quality, small and dark colored, such as would have been worth, perhaps, \$2.50 out of pickle in the Gloucester market, hence, with an import duty of \$2 per barrel, it is obvious nothing could be done. The first half of the season was, therefore, lost. It was not until about the 15th August that the quality really became good, but some sales of seined mackerel were made in July, at North Cape, at \$3.25, to a Nova Scotia firm for shipment to the West Indies. By the end of August fish of good quality were reported plenty all along the coast, and Americans making great hauls. The season lasted until the end of October. Notwithstanding the loss of the earlier part of the season the total catch has been considerably larger than in the previous year, namely, 24,424 barrels, as against 16,866 barrels, an increase of 7,558 barrels. In addition to this the year's industry shows an increase of 380,978 pounds of canned mackerel, equivalent to about 1,300 barrels, the figures being only 12,484 pounds in 1884, and 393,462 pounds in 1885. The total increase on the year may, therefore, be set down at about 8,800 barrels, the increase being equally distributed over the three counties, but prices have rated low.

Last year 5,955 fathoms of island seines were in operation; this year 6,725, a gain of 770 fathoms, with a prospect of a further increase in the future.

The incidents of the local fishing may be summarised as follows:—

The first fish, but of inferior quality, touched the east end of the island towards the last of June, at which time large bodies of schooling fish were observed all over Cardigan Bay. The first catch of thirty barrels was made by seine off Stanhope, about 30th June, on which day considerable quantities were likewise seined by island boats off Souris, close inshore. Until July the fish continued small, eleven to twelve inches. From being poor "threes" they improved, and fatter fish and larger sizes came in. Fish were rather late this year in taking the hook, but during the first fortnight of August many boats at the east took eight and nine barrels of number

"ones." During September the fishing continued good for both seine and line. From East Point, Rustico, New London and other stations on the north side good accounts were received; one-sixth of the catch, about third week in September, being classed as "extra mess." Island schooner "General Gordon" took 70 barrels at one dip, and schooner "General Middleton" returned to Souris, on 17th September, with her second full fare taken since 20th July. On the west coast J. Gallant's seine boat took 100 barrels at two dips. On 13th October an island seiner landed 700 barrels, sea-packed, at Alberton, and reported that 1,000 barrels could have been secured had there been inducement for putting forth extra effort. Western hook and line fishermen say they have no reason to complain of quantity, also that the fish taken by hook were generally larger than the average of those taken by seine, which is not unlikely. On the south of the island from Murray Harbor, Cape Traverse and West Point a fair season was reported, with fish of good quality. Exceptionally fine weather during the end of November extended the season for our island fishermen, and until within a few days of the date of preparing this report herring and a few mackerel were still fished, chiefly off the north of King's County.

The Nova Scotia and New Brunswick fleet off this coast are stated to have done well, but their catch does not appear in the returns of island products.

The following is a sketch of the fishing of the American fleet, from my own notes and other sources:—

As early as the end of June a few American seiners appeared in the gulf, and were reported to have taken good fares by culling. About the first week in July a large increase was made to the fleet. There has been difficulty this year in ascertaining the number of these vessels. From American accounts there were but thirty or forty, which is very far below the number estimated by our fishermen, as many as thirty having been counted from one headland, as I am informed. By the middle of July the fleet were reported to be doing well, several thousand barrels having been already sent home. Twelve seiners off Tignish filled up fast. A considerable number off Malpeque were reported likewise. These favorable conditions continued for some time, but the fish had not yet attained to their size. On 7th August a Gloucester paper reported that mackerel did not show up well, and fishing did not pay expenses, which is rather singular, seeing that island seiners were doing fairly well about that date. A week after the above statement schooner "Mattie Winship" was at Georgetown, full, her third trip, and, on 18th, schooner "Webster" took 175 barrels in two hours. Towards the end of August the fleet admitted "doing better." One vessel that came into the bay on the 4th September, was at Souris on 17th, with a full fare. The last week of September was a bad week, only one day being fit for sea. In a heavy gale towards the close of the month, some vessels lost boats. Towards mid-October advices were sent home "very encouraging." One vessel a month from port filled up with 900 barrels. Mackerel were now abundant and of extra quality, several schooners hoping to make another fall trip, but bad weather set in. During the stormy weather of early October, a portion of the fleet lay at Souris, and by the end of the month it may be said to have left the coast. Considerable quantities of mackerel throughout the season were landed for transmission by rail. Taking the lowest estimate of the number of American seiners, they must have carried away a very much larger quantity of mackerel than the whole island catch.

Mr. Henry Morrow, fishery warden, Souris, which port is the eastern headquarters of the American fleet, says:

"About the first of August mackerel of much better quality struck in. At this time twenty or twenty-five American seiners came here, each carrying two seines and seine-boats. During the season the American seiners, with only a very rare exception, made large catches of mackerel, many of them landing them the third time in order to fill up again before leaving for home. Eight of them sent home, to United States, 1,600 barrels by rail from Souris; besides this, large quantities were sent by rail via Picton, Canso, and other ports. The American fleet remained in the bay till about the 1st of November, when they all went home with full cargoes,

many of them carrying deck loads." Mr. Morrow concludes with some remarks as to the feeling of the fishermen of his district in regard to the disadvantage they are placed at by the United States duty.

It is quite true that considerable feeling has been manifested by the fishermen in regard to the duty imposed on colonial fish by the United States. This bad feeling has, however, evaporated in grumbling. The grievances most prominently alleged are that foreigners follow the fish close in shore, and also cast their seines among the island fishing boats.

An issue of a Boston, U. S., journal gives a lengthened account of an interview with Messrs. Babson, Pew, Wilcox, Steele and others prominent in respect of the Washington Treaty, in which report it is said :

"Capt. Babson emphasized the fact that the Dominion of Canada has no fisheries to dispose of, since the only fish we take on her shores are mackerel, which cannot be conveniently seined within three miles of their shores on account of the rocky bottom."

This is by no means the case on this coast. Written complaints from several fishermen who have seen United States vessels seining close inshore, even to the damage of lobster-traps, have been sent to me during the year. Nor is this the only subject of complaint. The destructive practice of culling the seined mackerel on board ship and throwing overboard these that do not come up to the standard, is loudly decried, and with reason. It is self-evident that a supply of food regularly thrown over from American vessels must materially injure our coast cod and lobster fisheries by preventing cod and lobsters from taking bait. The quantity of dead fish thrown over from even one seiner in a season is very large. Wardens report seeing dead herring and poor mackerel washing ashore. Our own seiners, able to run their whole catch ashore to their stages, have no necessity to be guilty of this practice. It is difficult to provide a remedy for this, the great evil of foreign fishing, but it is certainly only fair in estimating the value of the fisheries Canada gives to the United States to add to the market value of the fish carried away the damage left behind in the shape of injury to our local Canadian fisheries. Excepting purchases of bait to the extent of \$800, and some barrels and salt bought at Souris, caused by the good fishing having used up their own supply, I cannot learn, this year, of any advantage to the Province from the presence of the Americans in the Gulf.

In this connection I deem it right to bring to the notice of the Department the following from the Gloucester *Advertiser*, and to add that evidence of American fishing within three miles of the coast of this Province, need not be wanting:—

"The United States' Fish Commission has circulated blanks, to be returned to its agent, Mr. W. A. Wilcocks, of the American Fish Bureau, to contain full particulars of each mackerel trip of United States vessels, giving time occupied on the trip, catch, whether taken within or outside of three miles from the coast, value of vessel and outfit, purchases made and expenses in the Provinces, &c. \* \* \* The object of this movement is the collection of information which shall be of importance when the present temporary fishing arrangement expires and negotiations are in progress to settle the questions in dispute. We were placed at a great disadvantage before the Halifax Commission from the lack of any official statistics bearing upon the question at issue. It is to be hoped that there will be a general and hearty co-operation with the efforts of the Fish Commission to secure such information as may be of value in the pending negotiations."

#### HERRING

have abounded all along the coast. Herring-bait for the other fisheries was, therefore, plentiful. Squid, the favourite bait for mackerel, were likewise in fair supply around North Cape.

The returns this year show an increase of 10,720 barrels, the figures being 36,217 in 1884, and 46,937 in 1885. This seems to represent a large food supply, but in reality only one-fourth of it is contributed to the table, the figures being 37,124



barrels for bait and only 9,813 for food; along Egmont Bay and north of King's County being the only localities where any considerable food supply was marketed. This production is the catch of 47,985 fathoms of nets (as against 58,417 fathoms in use in previous year,) set, near shore, for four to six weeks of early spring before cod and mackerel fishing begin.

No attempts on any large scale have been made to prosecute the fall herring fishery, which fact is rather singular. A few were taken, during November, around East Point and in Souris Bay. Equally singular that only sixty boxes of smoked herring were prepared, while New Brunswick smoked a million and a half of boxes, out of which Prince Edward Island obtained its supply, and market reports say there is a demand in the upper Provinces.

#### ALLWIVES.

This fishery is falling off year by year, and is of no importance to the general fishing interests. Of the total, 877 barrels, only 380 were for food. The catch is wholly local, for the benefit of a few residents in the vicinity, and is only pursued on a small scale by farmers whose lands run down to salt water. A few barrels are thus taken for home use and the remainder traded as bait, although in view of the catch of herrings the whole of the alewives taken has no appreciable effect on the general bait supply. At the same time these fish, although not sought for, are in every creek and harbor at spawning-time, and should a market such as the West Indies or South America ever open up reasonably large shipments might be made.

#### SHAD.

Two hundred pounds weight of shad was taken this season, and 600 in previous year. Shad are a somewhat rare fish in these waters. Captured in trap at Tignish.

#### COD, HAKE AND HADDOCK.

A good year for cod and unusually good for hake. Returns of the former show 22,784 cwts. as against 19,843 in 1884; and of hake 14,520 cwt. as against 9,231 in 1884, a joint increase of 8,230 cwts. Haddock shows an increase of double last year's catch, namely, 83,306 pounds, against 42,900 pounds in 1884—making an aggregate increase of dried fish this year of about 9,000 cwt. Considering that much of the bait was salt the take is considered good. The average of the fish was of fair size. A few cod and hake were taken near East Point as late as December.

The quantity of boneless cod put up was very small. In so good a year for the fishery this is the more remarkable, as it sells well for home consumption, and is favorably known beyond the Province.

The return shows 770 pounds of striped sea-bass. These fish are known to be on certain parts of the coast, but are rarely taken. Places of capture, Miminigash, Prince County, and St. Peter's, King's.

With the example of the New Brunswick and Nova Scotia fishing vessels before their eyes, some of our fishermen are about to adopt larger boats. One of the firms most largely engaged in the business intends to replace its present fleet of boats by others larger and better adapted for keeping the sea. This is a move in the right direction, as a comparison between the proceeds of boats from the mainland and the island craft has shown for some years past.

Cod gill nets have been given a fair trial on this coast, with the result that they have been definitely abandoned. Only one was in use the past year.

As usual a large number of New Brunswick boats came to the island for cod-fishing, and made their headquarters chiefly at Tignish and thence around North Cape. They are reported to have made a successful fishing year, and, owing to fine weather, prolonged their stay later than usual. Nova Scotia boats did equally well; one, Capt. Conrad's, is reported to have taken 600 cwt. in six days during July. The catch of all these strangers from the mainland should be added to the Prince Edward Island returns to give a proper estimate of the value of the fisheries of this Province.

About three and a-half tons of halibut are shown, taken on cod hooks and retailed fresh.

#### FISH PRODUCTS.

The total fish products, apart from marketable bait and fish and unmanufactured fish manure, foot up a sum of \$30,769 for the year. To this must be added the low estimate of one dollar per ton for the waste of lobster factories, which is taken away for agricultural purposes. At one factory on the south of King's the offal is daily conveyed by boat a distance of thirteen miles for farmers' use.

No isinglass, glue or similar product is manufactured. Fish skins are not made market, nor is there any factory of fish guano. An advertisement from a party in Newfoundland wanting to purchase salted cod roes has been brought to the notice of some of the cod fisheries, but has not been acted on.

I doubt if the quantity of 28,117 pounds of cod and hake sounds embraced in the returns exhibits the whole product. Considerable quantities come into the hands of purchasers in exchange for petty supplies without appearing in the statistics. From 37,000 cwt. of cod and hake a larger quantity should have been produced.

In like manner fish oil shows only 12,493 gallons, but in many cases the oil is not saved, a wasteful omission. The fishery should produce 20,000 to 25,000 gallons. In the product of oil this year should be included the oil of a whale sixty feet in length, found dead on the beach at Sea Cow Pond, Prince County, on 3rd November, after a storm; but the quantity was not made public.

#### LOBSTERS.

As was the case in 1884, the early part of the season was unproductive, the lobsters being few in number, small and poorly filled. About 24,685 traps were set this year more than last, the numbers being 98,800 last year, against 123,485 this year. In 1884 the average of one-pound cans per trap was forty, at a consumption of twenty-two millions of lobsters; this year the average was thirty-five cans per trap, at a slaughter of twenty-six millions. Last year's average was slightly over five lobsters per can; this year six lobsters to fill a one-pound can as nearly as can be calculated. Had only the same number of traps been set this year as was set last, the deficiency would have been 900,000 cans.

At some few factories on the north side fair quantities were caught about the first of May, but until about the first of July work generally dragged along slackly. About that date the take improved in quantity but in quality was not superior to what is usual in the spawning month. Towards the end of the season the catch become of better quality and remained so to the close. The supply was very irregularly distributed, so much so that seventeen factories shut down in July and twenty-five in August prior to the legal day of closing, leaving seventy-one working full time. All the others closed as promptly, on 22nd August, as rather heavy gales from the north-west would permit. Three parties were cited for alleged canning after that date, but the evidence failed to convict. One small factory, in a secluded creek of King's County, re-opened when it was supposed that all danger from the fishery officers was passed, but, in this case, the evidence was conclusive and the owners were fined \$200. Two factories, Webb's and Grant's were accidentally destroyed by fire.

On 21st of May the Inspector received orders to prevent the taking of undersized and spawning lobsters. Measures were taken to carry out these instructions as far as it was possible.

Briefly, lobster fishing in this Province may be said to be in a most unsatisfactory state. It cannot be known out of the business whether the majority of the packers, with their eyes open to the inevitable result, are making a last effort to get what they can out of an expiring business by deliberately overdoing the fishery, or whether higher prices compensate them for what must certainly be an inferior article of goods, and induce them to persevere without care for the future. From the fact that so many more traps were set this year the former would seem to be the case, namely to get as much as they can out of it now, and afterwards—the deluge. From

these remarks I must, however, exempt most of the leading firms, who foresee the impending ruin, and, while fishing now with reasonable precautions, are desirous of seeing the fishery placed under judicious regulations that would ensure its permanency.

Eyes can no longer be shut to the fact that the present is a crisis in the lobster-packing industry in Prince Edward Island. So recently as 1880, it was stated as a warning—with little expectation of seeing it so soon come to pass—that when it would take six lobsters to fill a one-pound can, the business would no longer pay. That rate has now been reached, the returns showing no more than about two and a half ounces of canned meat per lobster. Surely the business can be stretched on further, without transgression of the law that makes all lobsters under nine inches in clear length, illegal. A very little further falling-off in size and the factories must either shut up or violate the law.

It has come to be admitted by most persons, even by the clear-minded of the fishermen themselves, that the lobsters require a rest. The prohibition of taking undersized and spawn-bearing lobsters, even if it could be carried out to the very utmost extent—which in practice is all but impossible—is quite insufficient to meet the present state of affairs. Nothing, therefore, remains but the alternative of shutting up the factories altogether, or of shortening the time of fishing. Either of these may, on the face of it, appear a hardship, but it must be remembered that it is the inevitable outcome of over-fishing. Necessity for a change of some kind is generally admitted, with a view to avert the complete ruin of the fishery.

On the one hand it has been advanced, by persons who do not seem to be acquainted with the practical working of the industry, that lobster fishing should be totally prohibited for a term of years. In such a proposal, the certainty that the Government would not suddenly spring any measure that would be to the detriment of any individual Province, has been overlooked, as well as several other considerations bearing on the question. That a total prohibition of fishing, for a term of years, would give the crustacea time to recuperate and grow, and thereby yield an increased supply when fishing should be resumed, under more stringent regulations, is beyond doubt. But any such prohibition, to be effective, would require to embrace the whole Dominion. Were the fishery closed in Prince Edward Island, it is not to be supposed that the skilled fishermen and packers of the Island would rest quietly under the order, while their brethren on the mainland continued to work in full vigor. The traps, boats and appliances now in use would be removed to the mainland, and so far from the evil of over-fishing being averted, it would be increased on the adjacent coast. Extensive permanent buildings are not necessary for such a transfer. Temporary erections, for three or four months of summer, are all that would be absolutely needed, and under the present reading of the law that permits anyone, without restriction, to fish anywhere, favorable locations would be seized alongside of successful existing factories (to their great detriment), and the coast be rapidly cleaned out. At present, the value invested in the lobster fishery in Prince Edward Island, is larger than is generally supposed. Assuming the fishery standing idle or removed to another Province, the result to all the interests of the Island would be most hurtful. The value of factory building, stages, traps, &c., may be viewed as capital dead, but there is a very large active amount paid in wages that circulates through all channels of commerce, and forms an important item in the general prosperity. It is difficult to arrive at a minutely accurate account of cost and expenditure in connection with the lobster industry, but a sudden stoppage would affect not less than \$250,000 of dead investment, which would become useless, besides a sum of \$180,000 to \$200,000, annually distributed in labor. Averaging this by the resources of a Province of only 110,000 population, it is too much to be hastily tampered with.

Setting aside, therefore, the chances of totally prohibiting the fishery, as a possibility of the future rather than of the present, there remains the proposition to shorten the time of fishing.

Such shortening of legal fishing time must necessarily be either in the beginning, end or middle of the time at present allowed.

Some persons favor a proposal that the fishing open on the 20th of April as at present, and close finally on the 30th June, thereby giving the lobsters time to spawn in the usual spawning months of July and August, and to recuperate thereafter. On some parts of the mainland shore this might answer very well, but our geographical position would place this Province at a disadvantage were this term to be adopted. Although lobsters may be legally fished here now after 20th April, ice hangs so long on our coast that few or no boats ever get to work until end of the first week in May. The time suggested, from 20th April to 30th June, would give the mainland factories sixty working days, here ice would cut off fourteen days, leaving only forty-six working days—supposing the weather to be favorable all the time—which would weight our canneries heavily in competition with the canneries of the mainland. Moreover, the first runs in spring are usually few, small and inferior, and would scarcely pay expenses without the better catch that comes in later. Some of the wardens report that the fishing, at date of closing, on 22nd August, was the best of the year.

Suggestions to retain nominally the present term, from 20th April to 20th August, but with six weeks of July and August cut out are freely offered, but closing in the middle of a fishing season is not without its difficulties. July and part of August left out, even with an extension of time beyond 20th of August, would cut the fishing into two distinct terms as in oyster fishing. But in oyster fishing there is no apparatus to lay by and resume, except a pair of tongs, and it requires only one man or two men to carry it on. Lobster fishing, on the contrary, requires an organization of labor, twenty or thirty hands, difficult to get together, and still more difficult to keep together. Two distinct fishing terms would require two distinct arrangements, which would almost surely result in a scarcity of hands for the second term, inasmuch as the fishermen would have gone off to other fisheries. Besides, permission to resume fishing for the few days after 15th August to the 20th, or even to the end of the month, would be practically of no value. The hands could not be got together again, and it would not pay to re-handle the traps. The traps could not be left in the water during the recess. Apparatus in lobster fishing is cumbrous, and equally difficult to set and to take up. A further period, of at least a week, would be lost from the nominal fishing time by taking up and re-setting the traps, cables, anchors, &c., unless a specified number of days, prior to 15th of August, were allowed in which to lay down the traps unbaited.

Another proposition has been made, that the fishery do not be opened until after spawning is over, that is to say, to open on the 16th August, and that sixty working days be allowed thereafter, which would make the year's fishing close on the 24th October, or (as is more desired), that no restriction be put on the time of closing. The arguments brought forward in favor of this last-named proposition are that the weather would guide the closing, inasmuch as no reliable weather can be looked for after the middle of October, and that owners of traps would not risk the destruction of their gear by fall storms, but would, of necessity, close the factories in reasonable time. Such fishing time, however, would cover the best season of mackerel fishing, which pays fishermen better, and it might be difficult to withdraw hands from the mackerel and cod fisheries, excepting at wages that the business would not afford.

One effect of closing the fishery during July and August, or in any way shortening the fishing season, would, in all probability, be to kill off a number of the small and weak factories, and to prevent persons without due means from running speculatively into the business for so short a season. This, if it should so happen, would not be an unmitigated evil, but would rather tend to raise the standard of quality, for it is well-known in the trade that the large factories with better appliances and larger air-space produce a superior article of goods. The effect of a shortened season on the larger factories can only be known by the result, but it may be surmised that it would ultimately, if not immediately, be to their advantage from the increase of lobsters and the lessening of competition. Of course there are exceptions that might be named, where respectable factories, favorably situated, would be benefited

by the longest possible fishing time, but I speak of what might be supposed for the general benefit of the industry.

A careful calculation of the number of traps set and the number of pounds canned shows this year an average of 35 1-pound cans (as before mentioned), as the average for the whole Province. Taking the same ratio for a season lasting only sixty days, it is for the packers themselves to say whether the return would be commensurate with their outlay. Packers on this island further labor under a disadvantage from which those on the mainland are free, namely, that they must lay in their stock of tin and other stores for next season, before the close of navigation, as it would be too late in spring. Trusting to the continuance of existing regulations they have laid in their stock for 1886, and would seem in justice entitled to early notice of any change it might be necessary to make.

Fishermen disposed to put the best face they can on the matter, assert that the average of lobsters are not actually less in length than those of last year, but that they were not so well filled. That during a great part of the season they were not so well filled is certain, but that, on the average, they were equal in dimensions to those of last year there is no evidence to show. My own impression, as well as that of the wardens, is that they were noticeably smaller, so much so that a very little more diminution of length would have brought very many of them within the forbidden dimensions. Some few of the fishermen, unable to get over the fact that the lobsters were really smaller, suggest the substitution of a measure of weight instead of length.

A measure of length is patent to the eye at a glance, while weight must depend equally on guess and on the good faith of the fisherman. True, a fisherman constantly handling the fish would speedily become expert in guessing weight, but infringement of the law would be much more difficult of detection. A lobster of only nine inches length of body is a very small lobster indeed, and not more than a year old. It follows that when the chief run of lobsters are of that size, or not much larger, the canneries are using up the young fish of last year's spawn at the rate of 26,000,000 per annum. No labored process of reasoning is required to perceive that this cannot continue. There is no reserve of growth to fall back upon, and therefore even one bad spawning year and failure of young would produce disaster.

The principle of buying lobsters by weight instead of tale would be fairer to the packers than to the trap-fishers, or to the fishery officers whose duty it is to see that fish of illegal standard are not taken. It would, besides, revolutionize the mode of dealing between fishermen and packers, and is impracticable under existing regulations. Moreover, a lobster of nine inches, if it escapes being taken, starts from that length to grow larger, whereas those of lesser measurement must take longer in coming to larger growth. Being "well filled," or the reverse depends on season and circumstances, and to open up a smaller size than nine inches would merely be drawing more largely on next year's supply. The suggestion of weight instead of measure in the minimum standard is, however, worthy of being brought to official notice—as indeed are all suggestions having a bearing on the industry. If weight be substituted for measure the minimum weight, unboiled, should not on any account be less than fifteen ounces avoirdupois, and if double that weight were made the standard so much the better.

Let us suppose that after a year or two by the shortening of the fishing season and withdrawal of what may be called the hand-to-mouth factories the fishery were restored to a better condition, some protection would be necessary for those factories that had held on throughout the depression, to prevent their being again overrun by new adventurers fishing indiscriminately, everywhere, as soon as the business seemed again to pay. That some such inducement is necessary to keep both capital and labor in the industry is apparent, and it seems impossible to find any better, or any other way than by the issuing of lobster-fishing licenses, under such regulations and restrictions as the Minister may deem advisable. The absence of some sort of territorial protection to establish factories was felt this year in more than one part of the Province. At Miminigash, and east and west of that point, on an extent of

shore that would be amply fished by 5,000 traps, 12,000 were set, the result being over-fishing. It is true that two of the new factories had to close before the season was over for lack of fish, but the chances are that next year a like scramble for places will occur with like results. The same overcrowding happened in a lesser degree at other points.

A meeting of fishermen was held on 20th October, at Waterford, north of Prince County, denouncing the packers for wishing to obtain leases, on the ground, that if granted, they would establish a common rate of wages, and prevent competition by others embarking in the business. This memorial originates from a very limited section of the fishermen, and has only a local significance, there being by no means a superfluity of labor in the industry, nor any probability of such to lower the rate of wages. Indeed, a main trouble of the packers is a scanty supply of labor.

Since these remarks were written, and the above opinions expressed, I have requested some of the leading packers to favour me with their views in regard to the future of the industry, having reference to this Province only. The following is the substance of their respective communications, which I beg to commend to consideration:—

From W. H. Bilyea, Esq., owner of two factories, and who has been among the earliest in the business: "In regard to the lobster fishery and fishing, I consider it has been overdone, and is being overdone, by our present fishing of the grounds. Had the Government allowed the law as it is to be enforced relative to the laying out of limits, they would have had power to adjust and regulate the industry in regard to our fishing, but as it is now, our fishing grounds are more like a bedlam than a well-regulated fishery. As for here (Miminigash), in 1884, myself and Messrs..... had 1,700 traps and the ground was fished to its full capacity, but by the turn of events last spring, the same ground was covered with 5,000. Now, to me it looks very foolish to enforce other parts of the law so insignificant to the above; it is like straining at a gnat and swallowing a camel. The only course to foster and protect the industry, is under a license principle, and by each man being kept in his own place, and each packer being only allowed to fish (so many) traps according to the area of his limits. By such a method the Government, through its officers, can protect and foster the industry for years to come. As they allowed things last spring to go by the run it made, we feel reckless, and I came to the conclusion to make all that I could out of it, for the way they were overpressing was a fair way to destroy the industry, and it would soon become a thing of the past, the same as on the coast of Maine and in the Bay of Fundy. There is no doubt in my mind but that it will be destroyed if something is not soon done in regard to lines. As close season for lobsters, I do not see there can be any improvement; and the 20th of August is quite long enough, as I consider the fishing after that date unprofitable here. It would never do to have a close time in the middle of the fishing season, as it would be ruinous to packers."

From Hon. Daniel Davies, largely interested. After some interesting remarks on the singular fact that lobsters, although diminishing in size, keep up in numbers, Mr. Davies adds: "In my opinion it is not necessary to prohibit the canning of lobsters for say two or three years in order that the grounds may be replenished. It would ruin many whose all is engaged in the business. Certainly a year's notice ought to be given so that packers would not make the usual preparation; as you are aware that nearly two-thirds of the outlay has to be made before the spring opens in this ice-bound Province of ours. My idea is that the fishing season should be limited to, from the opening of the navigation until the 1st July, that no lobster under eight inches in length should be used—that the restrictions with regard to spawn lobster or lobsters carrying the ova should be cancelled as of no practical use and unnecessary. It is not the interest of packers to can any lobsters under eight inches in length,—there is a positive loss in canning such. Keeping two objects in view, first, making a small profit out of the lobster-canning branch of my fishing business, and, second, the preservation of this, the most valuable branch of our fishing industry, I have resolved to close my lobster factory at Murray Harbor on the

1st of July next year. In my opinion, if the canning season was limited to from the opening of navigation until the first of July and the close season rigidly enforced, the Department need take no further trouble. The business would regulate itself. No extension of time should be given to packers on any pretext whatever. \* \* \* If the idea of prohibiting the canning of lobsters is carried out certainly packers would be entitled to compensation, as it would mean ruin to some and loss to those who could tide over the "close years." Some of my friends engaged in the business from Egmont Bay round to Alberton on the west and nor'west coasts of the Island have said to me: 'It is all very well for you, Mr. Davies, to advocate shutting down 1st July, it won't pay packers on the south, east and north coasts of the Island to fish later; but on the west and north-west sides our best fishing is from the middle of August until the close of navigation!' My reply is: 'It may be so, but you will soon fish your waters out.' You are at liberty to insert these observations in your annual report if you desire to do so."

From Hon. Samuel Prowse, owner of two of the largest factories in the Province, and formerly more extensively interested: "As the fishing season is now over for this year and preparations for next season have already begun it may not be out of place to offer my views on the question. I am now interested in but two factories, namely, one at Guernsey Cove (I think the largest on the island), which we value at \$4,500 exclusive of traps, rope, &c., and one on Indian Island, at the entrance of Murray Harbor, valued at \$3,250. The former operated this season till the close of the lobster fishing season; the latter closed on the 1st of July, and in consequence entailed a loss, leaving half of our stock of cans, boxes, labels, &c., unused and remaining as dead stock on our hands; the cans will be very much reduced in value for next year by rusting and if not all used next year will be worthless. I have always been of opinion that Government restrictions and regulations so far as relate to spawn lobsters, small lobsters and a limited time for fishing have been productive of much more harm than good, and that enforcing the regulations by advertising, &c., has drawn public attention to the industry and stimulated owners of factories, already operating, to exert every effort to put up the largest possible quantity in the shortest possible time, and I think have actually succeeded in putting up more lobsters in two or three months than they did before during the whole summer. The factories were overcrowded with lobsters which were not so carefully preserved as they would have been had they not been so pressed for time, and in that way the limited season has proved an injury to the trade; besides a fixed season for the whole island is by no means fair to all packers, as lobsters are known to strike on shore much earlier in some localities than others, and scarcely two seasons alike. The prevailing winds and sea no doubt have a great influence on their movements. The prohibition of taking lobsters with spawn attached I submit with all deference is a silly one. The female lobster is not more valuable or necessary to the propagation of their species than the male, neither is the female lobster with spawn attached more valuable than it is before the spawn is ejected, and I very much doubt if anyone could tell a male from a female lobster in the latter condition. The question of small lobsters is one that might very safely be left to be settled by the trade; the fisherman whether selling by the hundred or by weight would like to be paid for all that comes into his traps, while the packers would not be disposed to pay for such small lobsters that it would not pay them to can up, and therefore it is a question for them to settle. Why, in this respect, should lobsters be made an exception to the general rule? It would apply with equal force to all other kinds of fish, small herring, mackerel, codfish, &c., &c. If instead of a close season as at present the Department would come to a decision to make every third or fourth year a close season, I submit it would be much more satisfactory and much more easily enforced, and by giving at least twelve months' notice thereof to the packers they would prepare to carry over the smallest stock possible, and their surplus capital could, and would, in many instances, be diverted into other industries. In reference to the boundaries of fishing grounds, my opinion is that on many parts of the coast it would be well to protect the speculator who at considerable cost puts up a lobster factory, and not allowing any other to be opened within a certain distance, but to decide what distance of the

coast would be sufficient for one factory, and not too much, would be a very difficult question to decide, if not impossible, because as the lobsters become scarce a larger area of fishing ground would be required to enable the factory to be operated without a loss, but in many localities it would simply be impossible to set bounds for each factory without a certainty of doing great injustice, if not causing ruin to some—where, for instance, off Murray Harbour several factories are depending on the same ground for their lobsters, to set bounds to each would simply be impossible without seriously affecting vested right. In conclusion, allow me to say that, in my humble opinion, the Department should relax some of its regulations in regard to lobsters, and give more encouragement and protection, if you will, to planting many of our 'rivers' and harbors with oysters. I believe it would pay even better than our lobster industry."

*Memorandum.*—After this report was transcribed and stitched, the following letters were received. I re-open it and give them insertion to avoid appearance of partiality. The one without signature is from Mr. A. Macdonald, of Georgetown, brother of the Lieutenant-Governor.

From an owner of factories in King's County: "The Department is quite right in regarding the present as somewhat of a crisis in the lobster fishery. My observation for the past five years has convinced me that nothing but a short season will have any good effect. The lobsters are spawning all the season and if the traps are taken up at the end of July there will always be enough left for spawning. In no other way can you save a supply of breeding fish. It is impossible to do any good by preventing the taking of female lobsters showing spawn. It is not done, and cannot be done, except in places where there is no spawning ground, and, therefore, not frequented by the spawning female. I see no good that can come of boundary lines. The ground is as much the property of the fishermen as of the packers, and it is impossible for the packer to define the ground on which his boats are to fish. I find that many of the factories continue increasing the number of boats and traps every season—why should they be allowed to do so? We have about 2,000 traps, and some of our neighbors have twice that number. We would find it to our present advantage to increase our number, but when the whole coast is lined with traps and no chance allowed for lobsters to escape them on their way to the spawning ground, and that ground covered by the inside traps, what can we expect but the complete destruction of the industry? We think that by not over-fishing the ground, and closing early, that we will make it last longer. But what is the use of our efforts if our near neighbors keep on increasing their traps and fish a longer period than we do? I have no experience of weighing lobsters, but do not think it would have any effect except to enable us to make a better trade with the fishermen. All the packers try now to avoid taking the smaller lobsters, but are compelled by the fishermen to take some of them. We have frequently taken them and paid for them and let them go, rather than be troubled with them. Last year we had a large number of lobsters every day just nine inches. There ought to be some way of punishing any one bringing soft lobsters to the shore. They are unfit for food but are extensively taken at some points and half of them die in the boats."

From Messrs. Longworth & Co., owners of seven factories in Prince and Queen's Counties: "First, regarding the shortening of the season, we strongly contend that it will regulate itself, as you know how the north side cannot fish after the 1st of August, and from North Cape to West Point it does not pay to fish after 10th July, and you will find they will give it up; and from West Point to Murray Harbor we intend to fish early and do very little in July and make up in the last of the season. That is how the island is situated, and if any change is made there must be a season for the north side and round to West Cape, and another for the south side, say close three weeks from 5th July and fish all September. It is no use talking of generally shortening the season, it will ruin most people engaged and not benefit the fishery. As to closing for a year you know it means almost total loss of all the plant invested, a most serious matter for this Province as we are now situated. We have invested in seven factories \$20,000 and if we had to close for a year it would mean \$10,000 loss to us. We contend it



it will right itself; for instance, we are only going to run five factories this coming year out of our seven, and many others will do the same. Once they find it will not pay, as is the case this year, they will stop. You will not see more than 100,000 traps set in 1886. What led to so many traps being set in 1885 was the high prices of 1884. As regards illegal lobsters we, the packers, must regulate that this year, as we cannot afford to pay for small lobsters. We strongly believe in good and bad years in lobster fishing and are not of those who think the fishery is destroyed. We found the lobsters late in the past season as plenty as in former years. We think it is very hard to get reliable figures as to quantity of lobsters taken from many packers; they all wish to show their catch as large as possible. Any changes contemplated in the business should be well considered, as a wrong step might ruin all or many interested and be a serious matter for the Island where there is so much invested in it. P. S. I omitted respecting lines and granting of licenses. I believe it will be the best means of protecting the fishery, as each packer will have a personal interest in protecting his own ground and preventing any more factories being built. We think the Government should well consider the interest of parties who have invested in this fishery and given so much employment to hands. What would become of this Province if these factories are forced to close by being overcrowded, or by further restrictions? I would urge this as the most effective way of protecting the fishery, and as it is all laid off now and nearly all the packers satisfied, now is the time to settle it. Talk of monopolies and cutting wages down, &c! Unless this is done the hands will not be required at any price. We never can afford to pay the wages again we paid this year."

With reference to the above correspondence I may say that in factories such as those of Mr. Prowse, Mr. Davies, Messrs. Longworth, and similar firms, every reasonable care is taken to conform to regulations. The point to be reached by legislation is that class of factories where there is no stake to lose, and where the rushing up of the largest possible number of cans takes precedence of all other considerations:

#### OYSTERS.

There has been much activity among the oyster fishers—what is called a "boom." Three hundred boats have been fishing in Richmond Bay alone. All other beds in the Province have been laid under contribution, and, as there is no law to protect claim of ownership, even private beds (including my own) have been subject to trespass. Island coasters, as well as vessels from Arichat and other ports of the mainland have further carried away full cargoes to Pictou and elsewhere, which quantities, as they were loaded on the fishing ground, do not appear in the returns. Even before the season was legally open Nova Scotians had arrived to purchase. Some shipment has been made to Newfoundland.

In previous reports I have solicited the consideration of the Department to the unsatisfactory condition of the oyster fishing in this Province. The experience of the present year shows an increase of the evils complained of. More men are engaged in fishing, and as the demand is at least equal to the supply increased exertions have been put forth. Small beds hitherto neglected have been sought out and fished bare. Persons not connected with fishing have gone into the speculation of shipping, and it may be said the industry this year has reached its utmost limit. Over-production threatens the oyster fishery and with the same result as in lobster canning.

Following the lead of parties in New Brunswick, who are said to have shipped large quantities from Bay du Vin and elsewhere, a movement has been made in the shipment of oysters in the shell to London, England, by steamers. If this enterprise be successful it will be attended with weighty consequences to the island fishery. The oysters are put up in boxes containing about a-third of a barrel for retail. The movement has been inaugurated by persons in the dry goods trade, but, if it proves a commercial success, it will be followed by a host of imitators, all drawing their supplies, without restriction, from the best beds they can find. The present would seem a favorable opportunity to regulate the size and quality of oysters that may be legally exported before the speculation becomes too large to admit of such. A demand for

the English market would let loose still more fishers at random on the beds and still more rapidly fish them out. According to recent advertisements London fish-mongers offer to sell packages of oysters, carriage free, at prices varying from 18s. per 100 for Whitetables to 6s. 6d. per 100 for Anglo-Portugo. Supplies from Prince Edward Island would probably rank with Portuguese, or a little higher, but even at such price would leave a margin for profit, and it would be well to regulate the catch now in view of a probable English traffic.

On 25th August I received instructions by telegraph to take proper steps to have the extended close season to 15th September strictly observed. This was done. Immediate directions were sent to wardens in oyster-fishing districts, and notice was given to every hotel and the principal restaurants throughout the Province. The agent of the steamship line was communicated with, and by the obliging co-operation of James Coleman, Esq., Superintendent of Prince Edward Island Railway, oysters were forbidden to be carried by rail prior to 16th September, a regulation that prevented shipments being made ahead of time.

As was not unnatural, extension of the close season did not meet with the approval of fishermen whose interest is to have as long a season as possible in which to dig and sell to the shippers. They looked at it merely in the light of fourteen days knocked off their earnings. A newspaper even spoke of it as "an encroachment on fishermen's rights." Such a view may at once be set aside. The "rights" of fishermen is the right to make legitimate use of fishing facilities without undue interference with the rights of others, whether those others be of the present time or coming afterwards. What limitation the exercise of such right may call for to render any fishery permanent for the benefit of the future, as well as of the present, is within the duty and discretion of the Government. Canadians of the future as well as of the present have the "right" that the fisheries should be preserved from the avarice of the moment.

I gather that the intelligent public in general regard the shortening of the fishing season favorably, and many believe that a still longer extension of close time would be judicious.

There are not wanting persons in the trade who maintain that the industry requires no regulation, and that any interference with it would be tyrannical. Communications have been sent to the press that the beds, merely by being stirred in fishing, are benefited and extends their area, by its answering the same purpose as the "raking" of artificial culture. This statement, on which the advocates of the present state of things lay so much stress—that the beds prosper all the better for raking (*i. e.* fishing)—is one of those half-truths that deceive more readily than absolute falsehood. The raking the beds receive in indiscriminate fishing is not of the right kind. Everyone who has watched oyster-tonging must have observed that the process is a mere stirring up of the mud and not raking at all in the true sense of separating the clustering oysters and giving them room to breathe. So far from assisting to provide a supply of clean shells to which oyster spat may cling, the settlement of the stirred-up soil cover the full-grown shell with a deposit of slime on which it is impossible for the almost microscopic spawn to take hold and live. The "raking" of beds periodically is a process of considerable skill in artificial culture, and is impossible on beds free to be fished by all comers.

Several suggestions have been made to me respecting the nomination of oyster inspectors to see that all undersized oysters are returned to the water, and the newspapers announced, prematurely, that I had applied to the Minister for the appointment of such officers. This is a matter that requires consideration. While it is beyond question that all oysters under given dimensions should be returned to the water it is extremely doubtful if the appointment of special officers, charged to see to that duty, would be effective in having it carried out. In the first place, it would take at least half a dozen inspectors to oversee Richmond Bay alone, where 300 boats fish and land their catch at different points. That part of the bay on which natural oysterbeds are found, extends over an area of about six to seven miles from east to west and four miles from north to south. Grand River, the Narrows, Lot Eleven, Cascumpec, Pownall Bay, Orwell, West River and other localities where oysters are

fished, would demand similar officers. Such officers must either be attached to the general fishery staff under the general inspector of fisheries or be distinct from it, and in either case they would come in contact with the duties of the regular fishery wardens. The expense would be more than the proportionate value of the fishery would bear, inasmuch as wages, better than could be elsewhere obtained, would be required to secure the whole time and services of suitable men, whose duty would require them to be about all the time, from early daylight till late at night in order to do any good. At present there is no order defining the size of shell under which oysters are illegal. Having given the subject due consideration, I am inclined to think that a stringent regulation, bringing the matter within the jurisdiction of the ordinary fishery wardens by defining the dimensions of oysters under which size possession shall be illegal, and the appointment of two additional wardens for Richmond Bay, provided with suitable boats (which could be provided, all found, for not exceeding \$37.00 each,) would, for the time being, answer the purpose and be as much as the present state of the industry would justify. As the oysters are landed at many points along the bay a boat for each of the two wardens is indispensable, as it would be impracticable to visit all the landing-places on foot. Were such official boat seen afloat it would soon educate the fishermen into what is required of them. At the same time I would urgently point out that the proposed wardens should be persons living on the shore within sight of their work, the one on the south side, at or near Shemody, and the other, at or near Oyster Cove, on the north side, these being the two chief points from which poachers issue to fish oysters during the close season. Unless the wardens have at all times the expanse of the bay before them, visible from their own doors, so as to see at once, and follow, boats out in the close time I should consider the salaries paid them as thrown away. Such wardens might make it a special point of their duty to see that oysters are not fished illegally in the close season and hidden in *caches* in the bay to rush for shipment on the first day of opening. This year fishing began on Tuesday midnight; on Wednesday 600 barrels were on the market,—an impossibility by legitimate fishing. But I would express a very decided opinion that the appointment of special inspectors charged, solely with the business of seeing that small oysters are not landed, would, in working, be found cumbersome, ineffective and largely expensive.

At present the only fishery wardens at all within reach of Richmond Bay are Mr. V. S. Gillis, whose commission is limited to Indian River district, and Mr. John A. Sharp, of Summerside, distant ten miles and himself one of the largest shippers of oysters. With this imperfect staff the necessity of at least two wardens on the bay itself is apparent, as above recommended.

It has been brought to my notice that shipments to Montreal and elsewhere frequently arrive in inferior or bad condition, especially in the early part of the season, and it has been asked whether the fishery officers cannot interfere to prevent such shipments. To my mind this is quite beyond their purview. Fish in the sea or in process of being taken are fish under the regulations of the Fisheries Act. When legitimately landed and ashore they become "goods" subject to the usual chances of commerce.

On the subject of our Island oysterbeds a St. John, N.B., paper has the following pertinent remarks: "The chief source of St. John's oyster supply is the oysterbeds of Prince Edward Island. Formerly many of the oysters used in St. John came from Shediac and other points along the north shore. Latterly these beds, which were all natural formations, have been exhausted by continual and indiscriminate raking, leaving only those of Prince Edward Island from which to draw the local supply. If some kind of protection is not applied soon these too will share the fate of Shediac, Buctouche and other exhausted localities, and oyster fishing in the Maritime Provinces will be a thing of the past."

Notwithstanding the truth of the above observations, it is not meant to be implied that the Prince Edward Island beds are already fished out, for two to four barrels of oysters per man still reward the fishers on Richmond Bay, and the total catch (for home and shipments) of perhaps 40,000 barrels is a contribution of some magnitude to the resources of this small Province. But the very fact that good

wages can yet be made, and the active speculation that has set in, and will certainly yet further set in, renders the rapid impoverishment of the beds the more certain. For no uninterested person, conversant with the market, will deny that while the fishery is only kept up to the mark by extra force, the demand is increasing instead of falling off. The result must necessarily be overstimulation. New adventurers are, and will be, attracted into the field, regardless of the future of the fishery so that present ends be served. The question for consideration is therefore two-fold, firstly, how to husband the existing supply, and, secondly, how to provide a future supply.

With reference to the first of these, things can be done in Europe that could not be attempted in free Canada. Nor is it desirable they should. The French coast-prefects are said to assign the tale of oysters that may be taken by each boat, and the same is done by some of the English oyster guilds. This being here impracticable, there only remains to husband the supply by shortening the fishing season.

Although oysters may legally be fished in Canada for eight months and a-half of the year, nature practically limits the fishing time to three months and a-half. This embraces two distinct periods, namely, spring, up to 1st June, four to six weeks or thirty-six working days, and fall, after 15th September, about eleven weeks or sixty-six working days, the latter being the main working season. An expert has given an estimate, that in the fall fishery Richmond Bay alone produces a thousand barrels each clear working day, but this I regard as considerably over the mark. Were it decided to shorten the time of fishing, it must come off one or other of these two periods, the spring or fall fishery.

Against wholly prohibiting spring fishing, it is urged that customers look with avidity for the first supplies, that oysters cannot be kept over winter to meet the spring demand, and that it would deprive farmers along the bay of a source of income that is now available, before they settle down to farm work. *Per contra* it is stated that abolishing spring fishing would affect fewer persons injuriously than shortening the time in fall would. According to the limited amount of information at present known, the question of spawning does not enter into consideration. It is merely a question of supply. The matter is remitted for consideration of the Department. It is safe to prophesy that whatever course may be adopted, any change in present arrangements (or rather absence of arrangement), will meet with opposition from fishers engaged in the actual work of catching, and most likely from some of the speculative shippers. The very large quantity taken this year, in fourteen days shorter time, is certainly not an argument in favor of a lengthened fishing time. On the contrary, it indicates that in a shortened season enough can be taken for the good of the beds.

Summerside being by far the largest port of shipment, it may be taken as a criterion of the trade. From the following table of shipments thence, it will be seen that the export in the first month and last month of the season, was comparatively trifling, so much so that both these months might be struck off the legal fishing, without any marked effect on the general business. Families, however, lay in their supplies as late as possible for winter, so that the latter half of November could not conveniently be dispensed with.

	Barrels.
Spring fishing—Oysters shipped from Summerside from opening of navigation to 1st of June.....	764
Fall fishing—1st to 30th September.....	5,449
1st to 31st October.....	6,968
1st to 30th November.....	4,800
1st December and later.....	104

May and December stricken off would, therefore, but slightly affect the aggregate supply—at present.

As regards the extension of supply under private care and by artificial culture, I can only repeat what is set forth in Prince Edward Island Annual Fisheries Reports for 1884 and previously, and to which I beg respectfully to refer. The points therein indicated are:

1. The laying off and offering at auction or otherwise the lease of defined areas of oyster bottom of moderate extent, at a small upset price for a short term of years, subject to the condition of planting and afterwards of fishing, subject to regulation, leases being renewable for a further term at valuation, Government retaining a reversionary interest in the same. Several applications for lease are already on file with the Department, under section 15, sub-section 4, of the Fisheries Act.

2. The placing in the Estimates a moderate sum under section 15, sub-section 5, of the Act, say \$1,000, to aid in the planting of beds in new localities.

3. To which was added, supplementary, the establishment of one or more Government oyster stations or farms, which should be self-supporting, as a source from which young oysters for planting might be drawn. This suggestion, however, is not of immediate necessity, and, with Nos. 1 and 2 (as above) in operation, might not be needed.

Unlike some other enterprises, the time required to test, or rather to prove, the success of oyster culture, is very short. The large quantity of undersized oysters, now wasted and a nuisance, would become a marketable commodity and be utilized in planting new beds. In four years, oysters grown from such seed might be placed on the market of (second) merchantable size. In five or six years they would be full grown and have reproduced. On the other hand, there is every appearance, that in three or four years more of the present unregulated fishing, the estuaries will have been swept bare, and evil effects be felt even over the extensive area of Richmond Bay. In all the oyster fisheries on the coast of the United States the beds are carefully protected. Here every fisherman fishes wherever he has a mind, until he demolishes the beds, and the areas are torn up every winter by mud-machines. This is a state of things that is surely not beyond remedy.

Popular objections are occasionally brought forward questioning the power of the Government to lease the Prince Edward Island oyster grounds. The circumstances of the oyster fishery in this Province are these: 1. Oysters are taken only in tidal saltwater, navigable for boats and small vessels, say two to eight fathoms, and such tidal water is not included in land grants. 2. The Local Government exercised the power of leasing oyster beds and areas (making no mention of riparian or littoral claims, hence it may be assumed there were none); but by enactment, manure-diggers may dig on all areas, "even although some of the oysters or oyster brood should be thereby unavoidably taken, removed or disturbed." The popular reading of the clause is, that all the beds may be dug over, even if it destroys all the oysters.

A question submitted to Council would authoritatively settle the only possible objections that could be framed, namely:—

a. Does the power formerly exercised by the Local Government of Prince Edward Island to lease areas for oyster culture now vest in the Minister of Marine and Fisheries under the powers conferred by the Canadian Fisheries Act?

b. Does such power of so administering the fisheries abrogate the local Act passed for the encouragement of agriculture that permitted shell-digging on live oyster beds?

With this report is transmitted a chart of the Province showing the chief places in which oysters are now fished, localities where oysters once were but are not now, and eligible sites in the three counties for the planting of new beds.

#### RIVERS.

I have to report favorably of the rivers. The streams generally may be said to be well stocked. Angling has therefore been quite successful and many strangers have tried their skill in the waters. From Trout River, Queen's County, which has been very well seen to, several catches of two to three pound trout are recorded, and the guests at the Lorne Hotel near the mouth of Winter River, are stated to have caught some of like size. Comparatively little netting has come to the knowledge of the fishery officers, and the plague of sawdust is reported to have been less than in previous years. A few nets have been seized, condemned and destroyed. All the 71,120 pounds of trout credited to the Island were taken legitimately with hook. Well stocked as the streams now are double the quantity would not be considered as overfishing. All were caught for local use, none exported.

The four "reserved rivers," namely, Dunk, Winter, Morell and Midgell, have been protected as efficiently as means would permit. The Dunk is especially attractive to poaching blackfishers, who boast that previous to the appointment of wardens they have speared cartloads of spawning salmon in a single night, and who reside within easy distance of several points of the river and are ever ready to assemble for any illegal adventure. Protection is, however, well kept in hand by Overseer Clark and Wardens Burns and MacBride on the Dunk River proper, or east branch. No attempt at spearing has been reported to the inspector this fall, and some trouble respecting sawdust above the hatchery dam has been adjusted. The services of a warden below Rogers' mill to the hatchery dam are now superfluous and might be dispensed with, there being, in fact, no duty. From the hatchery, of date 18th December, Overseer Clark writes:—"With regard to the trout fishing there have been very large numbers caught; there have been quite a number of anglers from St. John and the States this year. Mr. Haagan from St. John caught one that weighed 3 lbs., 5 oz., a sea trout. Salmon appear to be plenty, but a great number are spawning in the river, that is to say, not coming up to the weir) and we have no way of getting them in on account of so many logs and roots at the bottom. We are going to be short of ova and may not get over 1,000,000 this year."

Since the assault on Warden Garnum year before last, when the offenders were arrested and punished, poaching has been quiet on the Winter River, and the warden's report says: "Large numbers of salmon have deposited their eggs, the river bed being extensively rooted up. Many full grown salmon have been seen in the river during summer and great numbers of fry in the creeks and about springs."

On the Midgell, in King's County, there is not much fishing done; but a considerable number of salmon came up at the spawning season.

The Morell, also in King's County, and within a few miles of the Midgell, is the largest, and, perhaps, the best, of the island streams, but is liable to be harassed by illegal fishing. It runs almost its whole course through wooded banks that afford ready concealment to illegal spearkers or setters of nets, while it is almost impossible for the wardens to approach by land without being seen. One of the wardens on the upper water has himself provided a boat and thereby manages to keep his section of the river pretty clear, but on the lower part of the stream where the fishing is better and facilities are greater for netting and spearing at several points easily reached by railway from town, the wardens, Dingwell and O'Brien, have much to do to keep the stream clear. A boat is indispensable to the proper performance of their duties by these wardens. A light, swift chalupe, such as would be adapted to the service, could be obtained, completely found, for \$32, and I respectfully recommend that it be granted to them.

All of the nineteen river wardens report trout more plentiful than three years since, with the exception of one district, not explained, and another in a thickly populated locality where the small streams are over-fished.

Smelts, though abundant in every brook, have neither been canned nor exported fresh. In like manner, eels, of which fifty-two and a-half tons were taken, have never been brought to export. Were a market found, comparatively large shipments could be made. A turbine wheel, in a mill at Egmont Bay, was recently brought to a stand-still by eels. Were shagreen now an article of manufacture a large quantity of eel-skin could be obtained.

The manufacture of potato starch is an industry confined (I believe) to this Province. A temporary depression in the starch trade has closed some of the factories. Although this will be a loss to the farmers who find it difficult to get a market for their large crop of potatoes, it is an advantage to the trout fisher, for there is no doubt that the wash from such factories is injurious to the river fish.

In this small Province there are on petty streams from 300 to 400 sawmills, few of them worth from \$500 to \$1,000. As the country is being rapidly denuded of wood a number of them yearly fall out of supply and go to decay. Our minor streams run so short a course and these mills are placed so close to each other on the small water powers that there is little or no room left for spawning grounds at head stream,

so that fishways are not a necessity. A fishway on Trout River, Lot 10, Prince County, that opens up a stream in which salmon fry have been placed, has been thoroughly rebuilt on an improved design (the Department giving a small grant towards the cost), and now works efficiently with the smallest expenditure of water. The total cost did not exceed \$1.30 per foot.

#### FISHERY WARDENS.

In fall Mr. Peter Traynor, Fishery Warden, Johnston's River District, an attentive and efficient officer, was accidentally drowned. Another will be required to supply his place prior to the next oyster close season.

Your Honor has been pleased to assent to an amended schedule for payment of some of the fishery wardens according to the increased duties. This concession, I have reason to believe, will save numerous small claims for extra duty, and tend to the efficiency of the service.

#### WHAT IS WANTED.

Regulations to remedy the evils complained of in the lobster fishery.

Stringent regulations to prevent the oyster fishery from being destroyed by promiscuous over-fishing.

A mode of registration for boats that take salmon along coast.

Five additional fishery wardens, namely, one for lobsters, at or near Point Prim, Queen's county; two, during the fishing season only, to protect oysters on Richmond Bay, Prince county, where three hundred oyster boats fish; one, during the oyster season only, on West River, Queen's County, which from its proximity to Charlottetown is especially open to poaching; and one, during the oyster season only, on Pownal Bay, in the immediate vicinity of Charlottetown, where it has hitherto been almost impossible to prevent oysters being illegally brought to the city.

Three boats, namely, one for the river wardens on lower Morell, King's County, cost, \$32 or less; and two for new oyster wardens on Richmond Bay, Prince County, \$74. Total estimated cost of boats, all found, \$106.

All of which is respectfully submitted.

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

J. HUNTER DUVAR,

*Inspector of Fisheries, P. E. I.*

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in and the Total Number of Men Employed, &c., in the County

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.									
	Vessels.			Boats.			Nets.			Seines, Fathoms.	Salmon, fresh, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, smoked, in boxes	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.							Weirs, No.
<i>Prince.</i>			\$			\$			\$							
Cascumpec Bay to Kildare Capes.....	3	105	2700	30	15	450	45	600	300	...	200	400	1550	.....	1500	60
Kildare to Sea Cow Head, including Tignish .....	3	163	4000	45	40	1200	120	1000	500	*1	640	4000	2500	96000	7500	...
Sea Cow Head to Skinner's Pond .....					90	2700	370	2000	1000	...			511	25104	4800	...
Skinner's Pond to Black Pond.....					32	1000	91	1000	500	...	170		952	14610	1476	...
Black Pond to Big Miminigash, inclusive .....	4	44	6000	48	79	2400	237	1000	500	...	630	.....	2833	91200	2920	...
Little Miminigash to Seal Point, Lot 7, including Campbellton .....	4	127	6000	39	20	700	60	600	300	...	400	.....	520	1300	1000	...
From Seal Point, whole of Lot 8.....					16	500	48	800	400	...			130	48000	900	...
East Line of Lot 8 to Egmont Bay.....					12	360	24	600	300	...			74	2000	900	...
Egmont Bay to Lot 15 Point .....					13	600	35	2500	1250	...	300	.....	215	16800	5588	...
Bedeque Bay, including Summerside .....																...
Richmond Bay .....					14	420	28						10		820	...
Lot 12 .....					7	400	21	480	384				10		600	...
Grand River, Lot 12 .....	1	20	300	3	5	150	15	350	175	...			80		400	...
Graham Head, Lot 26, to Cape Traverse .....					4	250	12	200	100	...			300		1900	...
Cape Traverse to Queen's Co. Line..	1	23	600	3	12	600	31	360	180	...			300	2500	220	...
Rivers and estuaries, viz.: Dunk, Tyne, Tea, Enmore, Percival, the two Pierre Jacques, and others.....																...
Totals.....	16	482	19600	168	319	11730	1140	11490	5889	1	2340	4400	9985	297514	30524	60

\* Value, \$1,600.



the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish of Prince, Province of Prince Edward Island, for the Year 1885.

KINDS OF FISH.													FISH PRODUCTS.		VALU.			
Alewives, barrels.	Cod, cwt.	Cod, boneless, lbs.	Cod Tongues and Sounds, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Sbad, lbs.	Sea Bass, lbs.	Trout, lbs.	Smelts, lbs.	Eels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.		Unmanufactured fish manure.	\$	cts.
30	400	1680							250	1500	4000	250	203264	200	100	50,188	68	
.....	1525	1200	500	40000	1500	200			100	1000	3000		89136	500	50	88,030	57	
50	500	2200	710	4000	1500				600		2400		201600	1200	150	58,667	40	
5	400	650	500	800	500				200	400	200		184600	489	80	43,450	85	
.....	420	965	730			1000		550	500		7000		252600	660	160	85,541	25	
.....	220	1600	1240	650		60							280424	480	180	48,668	48	
.....	200	200	250	1000					100		800		409920	400	220	61,339	40	
10									2400		800	62	164496		200	24,892	52	
.....													311000		150	63,652	00	
.....	1800	1000	40	400					2500	2000	3000	18085				54,255	00	
.....	195		30									678	76000	100	50	23,563	00	
100	300											1800	81520		30	12,646	15	
.....											1300	2750		100		12,418	00	
.....											8000		13817		20	12,758	04	
15	20		20						5000	1000	10000		95600	75	80	16,898	25	
.....																		
39									11100	5000	23000	160					2,962	50
249	5980	1600	9135	3430	46200	4560	200	550	22750	10900	63500	23785	2322977	4204	1470	659,932	09	

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in and the Total Number of Men employed, &c., in the County of

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.							
	Vessels.				Boats.			Nets.			Salmon, fresh, lbs.	Mackerel, barrels.	Mackerel, cans.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	Weirs, No.				Seines, Fathoms.
<i>Queen's.</i>			\$			\$		\$						
East Line of Prince County to New London.....	1	54	1200	12	21	1575	60	900	450	...	610	.....	550	.....
New London to Cavendish...	5	360	8300	24	12	450	36	80	80	...	.....	.....	180	.....
Olifton.....	.....	.....	.....	.....	2	120	5	.....	.....	.....	.....	.....	24	.....
Rustico District.....	3	134	3500	22	60	1800	300	2000	1000	...	1200	.....	4000	6000
New Glasgow.....	.....	.....	.....	.....	9	400	30	360	180	...	150	.....	178	.....
Wheatley River to Rustico Island.....	1	64	3000	4	.....	.....	.....	250	125	...	140	.....	40	.....
Cove Head and Tracadie, including Ponds, to N.W. Line.....	.....	.....	.....	.....	41	2000	138	2800	1400	...	500	.....	768	30000
King's County, S. W. Line, to Point Prim.....	8	180	5000	20	30	1000	50	800	400	...	.....	.....	40	200
Pownal Bay to Seal River....	.....	.....	.....	.....	1	30	3	40	20	...	.....	.....	13	.....
Orwell and Newton Rivers...	.....	.....	.....	.....	13	400	28	.....	.....	...	.....	.....	4	.....
Hillsborough Bay, including Charlottetown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	5	.....
Argyle Shore.....	.....	.....	.....	.....	4	120	8	500	250	...	.....	.....	100	.....
De Sable to Prince County, S.E. Line.....	4	200	2500	16	7	700	14	.....	.....	...	.....	.....	150	500
Rivers and Estuaries, viz., North, East, West, Johnson's, Trout, Hope, Winter, Vernon and others.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	.....
<b>Totals.....</b>	<b>22</b>	<b>992</b>	<b>23500</b>	<b>98</b>	<b>200</b>	<b>8595</b>	<b>670</b>	<b>7730</b>	<b>3905</b>	<b>...</b>	<b>2600</b>	<b>.....</b>	<b>6052</b>	<b>36700</b>

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, Queen's, Province of Prince Edward Island, for the Year 1885.

KINDS OF FISH.													FISH PRODUCTS.		VALUE.		
Herring, barrels.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, lbs.	Sea Bass, lbs.	Trout, lbs.	Smelts, lbs.	Eels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.		Unmanufactured Fish Manure, tons.	\$
600		700	600	70		180							148600	300	80	29,627	80
740	50	300		80	12000				850	1000	1500			120		7,489	00
20		40		5					170		1200	200		30		1,209	20
1350		3750	300					200				5	72528	500	50	71,237	86
264		312	62					20	1000	500	1500			175		4,497	25
400		120		50	1000	120			100	100	3000			80		2,996	20
1570	100	1140							500	3000	5000		94000	376	50	34,239	40
130		600	200	100					200	3000	100		295240	80	180	39,828	80
28									50		1000	860				2,874	00
												1600				4,843	00
5		5										800	50000			8,491	25
130	3								800	2000	500	200	327600		296	41,936	50
700									1000	1000	1000		58896		80	11,677	52
	10								4000	10500	2000	750				3,275	00
5935	163	6967	1162	305	13000	300		220	8670	21100	16800	4415	1046864	1661	736	264,222	78

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in and the Total Number of Men employed, &c., in the County of

DISTRICT.	VESSELS AND BOATS EMPLOYED IN THE FISHERIES.						FISHING MATERIAL.						
	Vessels.			Boats.			Nets.		Weirs, No.	Seines, fathoms.	Salmon, fresh, lbs.	Mackerel, barrels.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.					Value.
<i>King's.</i>			\$		\$			\$					
Queen's County, N.W. Line to Morell, including St. Peter's Bay. ....					18	540	66	1864	930	.....	1505	333	
Morell to Cable Head .....					38	1100	75	1515	750	...	200	1550	614
Schooner Pond to Naufrage.....					56	1680	170	2500	1250	...	350	1000	1200
Lots 46 and 47, including North and South Lakes .....					122	3660	366	7630	3800	...	175	.....	2196
To Red Head, including Souris.....	4	260	8000	50	70	2000	145	5000	2500	...	900	.....	2000
Rollo, Fortune and Howe Bays .....					9	270	38	180	90	.....	.....	.....	124
Boughton Bay and Island.....					60	1800	180	3000	1500	.....	.....	.....	500
Cardigan Bay.....	3	150	3000	25	40	1200	130	3000	1500	.....	.....	.....	500
Georgetown to Cape Sharp.....	1	10	300	4	50	1500	150	2078	1535	...	160	.....	420
To Queen's County, S.E. Line, including Murray Harbor.....	7	150	1500	28	17	550	34	2000	1000	.....	.....	.....	500
Rivers and Estuaries, viz. :—Morell, Midgell, Marie, Winter, Montague, Cardigan, Brudenell and others.....										.....	.....	.....	.....
Totals.....	15	570	12800	107	480	14300	1352	28765	14855	...	1785	4055	8387

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, King's, Province of Prince Edward Island, for the Year 1885.

KINDS OF FISH.														FISH PRODUCTS.		VALUE.	
Mackerel, in cans.	Herring, barrels.	Alewives, barrels.	Od, cwt.	Cod, boneless, lbs.	Cod Tongues and Sounds, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Unmanufactured Fish Manure, tons.	\$	cts.
8948	200	260	405	.....	20	10	1206	310	6000	10000	3000	4	28800	165	50	12,786	01
3000	400	190	732	.....	.....	100	.....	600	1000	.....	.....	.....	39360	700	150	17,822	70
.....	120	15	250	.....	.....	.....	.....	.....	1300	2000	300	.....	41160	50	40	18,972	70
39500	2550	.....	3416	.....	2900	2800	20000	1000	6000	1000	6000	.....	133900	4000	100	83,121	00
3000	1100	.....	1500	6000	500	2500	2000	.....	.....	.....	.....	.....	111984	3500	80	56,423	08
.....	225	.....	50	.....	.....	.....	.....	.....	1000	900	3000	.....	60000	40	60	9,932	50
4800	2300	.....	650	.....	1400	500	150	.....	1200	10000	3000	.....	50000	300	70	27,228	50
.....	500	.....	30	.....	.....	23	.....	.....	300	500	400	.....	.....	.....	.....	7,280	00
.....	1953	.....	304	.....	.....	102	.....	.....	200	.....	.....	.....	191720	100	100	36,844	40
.....	1100	.....	2500	.....	13000	4750	750	.....	500	600	2000	.....	362424	4500	200	91,946	88
.....	30	.....	.....	.....	.....	.....	.....	.....	22200	500	7250	.....	.....	.....	.....	1,917	00
59248	10478	465	9837	6000	17820	10785	24166	1910	39700	25500	24950	4	1019348	13355	850	364,274	77

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish, and the Total Number of Men employed, &c., in the Province of Prince Edward Island, for the Year 1885.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				KINDS OF FISH.						
	Vessels.			Boats.			Nets.		Weirs, No.	Seine, Fathoms.	Salmon, fresh, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, smoked, in boxes.	Aloives, barrels.	Cod, cwt.
	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.									
Prince County .....	16	482	19,600	168	359	11,730	1,140	5,889	1	2,340	4,400	9,985	297,514	30,524	60	249	5,980
Queen's do .....	22	992	23,800	98	200	8,585	670	3,905	.....	2,600	.....	6,052	36,700	5,935	.....	163	6,987
King's do .....	15	570	12,900	107	480	14,300	1,362	14,855	.....	1,786	4,055	8,387	59,248	10,478	.....	468	9,887
Fresh Sea Fish, 15,000 families.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	53	2,044	55,900	373	1,039	34,625	3,162	24,649	1	6,725	8,455	24,424	393,462	46,937	60	877	22,784

DISTRICT.	KINDS OF FISH.													VALUE.		
	Cod, boneless, lbs.	Cod Tongues and Souds, lbs.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, lbs.	Sea Bass, lbs.	Trout, lbs.	Smelts, lbs.	Kels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.	Unmanufactured Fish Manure, tons.	Fish	cwt.
Prince County .....	1,600	9,135	3,430	46,200	4,560	200	550	22,750	10,900	63,500	23,785	2,322,977	4,204	1,470	659,932	09
Queen's do .....	.....	1,162	305	13,000	300	.....	220	8,670	21,100	16,800	4,415	1,046,864	1,661	736	264,232	78
King's do .....	6,000	17,820	10,785	24,106	1,910	.....	.....	39,700	25,500	24,950	4	1,019,348	13,356	860	364,274	77
Fresh Sea Fish, 15,000 families.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	7,600	28,117	14,520	83,306	6,770	200	770	71,120	57,500	105,250	28,204	4,369,189	19,220	3,056	1,283,429	64

The following is an estimate of capital invested in plant of the fisheries of the Province of Prince Edward Island, in the year 1885:—

	Value.	Total.
	\$ cts.	\$ cts.
<i>Sea Fisheries.</i>		
53 sailing vessels of 3 to 65 tons; total 2,044 tons.....	55,900 00	
1,039 boats.....	34,625 00	
47,985 fathoms of nets.....	24,649 00	
6,725 do seines.....	16,812 00	
127,775 do trawls.....	31,944 00	
1 trap.....	1,600 00	
360 curing houses, stages, &c.....	70,000 00	
Sea Fisheries.....		235,530 00
<i>Lobster Fishery.</i>		
Factory buildings and fixtures, 40 at less than \$800; 40 to \$1,600; 26 to \$2,500; 5 to \$4,000; 4 above \$6,000.....	130,000 00	
123,485 traps.....	92,613 00	
Movable outfit, cables, anchors, tools, &c., 115 factories.....	22,000 00	
Say 690 dories.....	6,900 00	
Lobster Fishery.....		251,613 00
<i>Oyster Fishery.</i>		
500 boats.....		6,000 00
Total Plant of Fisheries, 1885.....		493,143 00

## RECAPITULATION.

YIELD and Value of the different Fisheries in the Province of Prince Edward Island, during the Year 1885

Kinds of Fish.	Price.	Quantities.	Value.	
			\$	cts.
Salmon, fresh .....	Lbs. 0 15	8,455	1,288	25
Mackerel.....	Brls. 10 00	24,424	244,240	00
do canned.....	Cans. 0 10	393,462	39,346	20
Herring.....	Brls. 4 00	46,937	187,748	00
do smoked.....	Boxes. 0 25	60	15	00
Alewives.....	Brls. 3 50	877	3,069	60
Cod.....	Cwt. 4 25	22,784	96,832	00
do boneless.....	Lbs. 0 06	7,600	456	00
Cod and Hake Sounds.....	do 0 65	28,117	18,276	05
Hake.....	Cwt. 3 50	14,520	50,820	00
Haddock.....	Lbs. 0 06	83,306	4,998	36
Halibut.....	do 0 06	6,770	406	20
Shad.....	do 0 06	200	12	00
Striped Bass.....	do 0 06	770	46	20
Trout.....	do 0 06	71,120	4,267	20
Smelt.....	do 0 06	57,500	3,450	00
Eels.....	do 0 06	105,250	6,315	00
Oysters.....	Brls. 3 00	28,204	84,612	00
Lobsters, canned.....	Lbs. 0 12	4,389,189	526,702	68
Fish Oil.....	Galls. 0 65	19,220	12,493	00
Unmanufactured Fish Manure.....	Tons. 1 00	3,056	3,056	00
Fresh Sea Fish (15,000 families).....			5,000	00
Total Value of the Products of the Fisheries, 1885.....			1,293,429	64
do do 1884.....			1,085,618	68
Increase in 1885.....			207,810	96

Value of Fishing Plant in 1885, \$493,143. (For details, see page 271.)

J. HUNTER DUVAR,  
Inspector of Fisheries, P. E. I.



No. 8.

## BRITISH COLUMBIA.

NEW WESTMINSTER,  
24th January, 1886.The Hon. G. E. FOSTER,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to forward herewith the statistics of the yield of the fisheries of the Province for the past year, and beg to report as follows:—

1. The returns show a decrease from last year, amounting to \$280,229.<sup>10</sup>/<sub>100</sub>; this falls chiefly on the salmon pack, numbering 32,725 cases and 2,168½ barrels of salted salmon less than last year. This was owing to the depressed state of the market and the large quantity of canned salmon on hand, as stated in my report of last year, numbering over 200,000 cases, which happily has been disposed of, as will be seen by the returns. Only six canneries on the Fraser, and three on the coast, operated during the season.

2. It may not be out of place to say in connection with the outlook of the future, that the Pacific coast never before has been so closely cleared up of every description of canned salmon as at present, and all indulge in bright hopes for the coming season, when I have every reason to believe that we shall have at least thirteen canneries on the Fraser and eight or ten on the coast, in working order, causing a circulation of thousands of dollars through the various districts connected with the fisheries:

3. Quoting from the *London Grocer* on the subject of the canned salmon business. "In fact, we appear to have returned to the early days of packing, when the work was done with carefulness and regularity, which so largely contributed to the rapid growth of the article in public favor. The sales for home and country demand have recently been light yet continuous, December being the dullest month in the year in this respect, as the grocer, very largely at this season, withdraw their stores from their windows and shelves to make room for more congenial Christmas goods; but on the turn of the year they begin to replenish and re-dress their windows and shops with the attractive tins; hence, as the days lengthen, the demand and the price will steadily increase. The broad fact will then soon assert itself that with an average consumptive demand for the past four or five years of some 510,000 to 514,000 cases, we shall have but 320,000 to 330,000 cases, to supply it with."

4. The proportion of salmon packed by the several canneries on the Fraser and on the coast are as follows:—

	Cases.
Fraser River, six canneries.....	89,617
Coast, three do .....	18,900
Total cases, 4 dozen 1 pound cans each.....	<u>108,517</u>
	Pounds.
Representing an aggregate of.....	<u>5,208,816</u>

Of this pack the exports are as follows:—

	Cases.
To England.....	81,401
Australia.....	9,593
Canada.....	9,200
Overland and destination unknown, including home consumption.....	8,323
Total number of cases.....	<u>108,517</u>

5. The Fraser River was abounding with salmon, and at one time of the run fish could be bought at one cent each.

6. After careful enquiry, both personal and from information obtained from reliable sources, I have revised the approximated consumption of fish by the Indian population of British Columbia, and find that the tribes living in the neighbourhood of towns and settlers comparatively live on the same eatables as the white population, in place of a total dependence on fish for their food.

The following is the amended approximate consumption, viz.:—

Salmon.....	\$2,732,500
Halibut.....	190,000
Sturgeon and other fish.....	260,000
Fish oil.....	75,000
Total.....	<u>\$3,257,500</u>

In place of \$4,885,000 as shown in former returns, making a difference of the large sum of \$1,627,500.

7. Messrs. A. Ewin & Co. have removed their place of business from this city to a spacious cannery newly built on Lion Island, about six miles below New Westminster, the capacity of which is 15,000 cases per diem, by far the largest establishment in the Province; they are now making valuable additions for the better handling of the fresh salmon and enlarging the cooking accommodation.

8. Through the low price of fish oil, Mr. Spratt's oil works at Coal Harbour did not operate. The herring captured this season, "December, 1885," are very fine. I have put up samples, both fresh and salted, for the Colonial Exhibition.

9. I regret to say that the whale fishery expected to operate in the Gulf of Georgia, which I noted in my report of last year, was not started this year as proposed.

10. The demand for sturgeon still continues, and to further the increase of these fish, as well as the salmon in the south arm of the Fraser River, I shall, this year, with your approval, increase the distance between the nets when drifting over the sand heads outside the river, from 250 to 400 yards. This act is requisite through nearly all the fishermen assembling at this point and forming almost a complete barrier of nets, thereby driving the salmon into minor channels and causing a large destruction of young sturgeon.

11. I received a letter from Sir M. B. Begbie, Chief Justice of this Province, on the expediency of endeavouring to introduce salmon into the Bonaparte River, a considerable affluent of the Thompson River. I had already instituted enquiries on this subject, and, from the facts ascertained, I find there exists within a mile or two of its mouth a very steep fall of from 16 to 20 feet, which prevents the salmon from ascending from the Thompson River, which swarm with these fish. To obviate this difficulty, it would be requisite to construct two salmon ladders, which would cost about \$400, material being scarce in the neighbourhood. If the Bonaparte River was stocked with salmon, the yield on the Fraser would be materially increased, not only in a mercantile point of view, but as an increased food supply for the Indians inhabiting the country adjacent to the Bonaparte River and its tributaries.

12. The increase of salmon is not only necessary on account of the large increase of population in the near future, by the opening up of the country by that great undertaking, the completion of the Canadian Pacific Railway, but as these fish more than any others, are victims to the depredations of pirates of all kinds, the spawn being exposed to the greatest injuries which the floods in the breeding rivers can inflict, whole beds of it being swept away by the spates of winter, long before the eggs have time to be hatched, and if fortunate enough not to be carried away by the floods, the eggs or ova become the prey of trout, worms and wild fowl, or are parched by the sun, if the water which covers them should happen, as is often the case, to be dried up, or run into a new channel; even when spared from these perils, the instant it is hatched, the fish is exposed to new dangers, more especially in the fry state, becoming the easy prey of the Indians, who, if not closely watched, capture them in buckets full, and make them, with vegetables added, into soup.

13. The weirs erected by the Indians in the Cowichan River, Vancouver Island, and reported to the Department in my letter dated 28th April last, still exist, but in a modified way, allowing the fish to ascend, and kept open during close time. This spring there will be 250,000 young salmon from the Fraser River hatchery placed in this river; at present it is only the resort of the coho and other inferior kinds of salmon of no market value. I would strongly recommend that a Fishery Guardian be appointed to have supervision over this and the Nanaimo River. If this is done, and, with the introduction of marketable salmon, there will be no difficulty in persuading the Indians to remove the weirs altogether. The appointment of a Fishery Guardian is also necessary to enforce the laws, as the white fishermen, mostly foreigners, do not regard the orders in connection with the close time, and I am credibly informed they often capture young salmon in their seines, yet no one will lodge information against them.

14. For the purpose of further exploring our fisheries, on the 21st August last I proceeded to the North Arm Burrard Inlet, accompanied by Mr. T. Mowat, Superintendent of the Fraser River Fish Hatchery and W. N. Bole, Esq., secretary of the Mud Bay Oyster and Fishing Company. Reports having been in circulation that lobsters had been found in these waters, I took gear to test the fact. Took soundings and temperature at a great number of points and found the average temperature of water varying from 40 to 120 feet to be 55°; average surface temperature, extending to 18 feet in depth, 60°; saw and found plenty of lobster food; weather warm and very smoky; prevailing wind—21st none—22nd, blew fresh from south-east—23rd, calm, afternoon light wind, south-west, sky smoky—all the time heavy forest fires raging—found no lobsters although we set carefully baited traps, but only caught crabs and monster star fish; I also captured with lines a fine specimen of sea bream; whiting are plentiful, also the large red rock cod, a specimen of which I am sending to the Colonial Exhibition. The rocky shores and sheltered portion of North Arm Burrard Inlet, which must be distinguished from North Arm Fraser River, as also a portion of Bedwell Bay, seem admirably adapted for the cultivation of lobster. Salmon ascends in large quantities to spawn in the river at the extreme end of the arm.

15. Mr. J. McLeod reports that he has planted native oysters on the beds he wishes to lease and that they are doing well. He has already sold twenty barrels, and says the only thing which deters him from importing other seed, is the non-receipt of the lease applied for. I would respectfully recommend that his application may be favorably considered.

16. Mr. A. J. McLellan reports that the oyster bed under lease from the Government is satisfactory from present appearances; with the exception of taking a few from the beds to ascertain the growth and watch the spawn they have not been disturbed. It is his firm conviction that they have thrown out spat as he finds thousands of young fry attached to the shells. He says: "But must wait for further developments to prove that it is the spat from the imported oysters, they have the natural signs of the imported ones, yet may be the spat of the small native oyster found in the same waters. In order to test the matter I intend to fence in and pro-

fect a few imported oysters in the month of March next, so that in my next report I will be in a position to inform you of the actual developments."

17. The following letter was received by me from W. N. Bole, Esq., Barrister-at-law, Secretary of the Mud Bay Oysters and Fishing Company.

"NEW WESTMINSTER, 13th January, 1886.

"SIR,—As secretary of the Boundary and Mud Bay Oyster Company (Limited), I beg to address you with respect to our lease.

"Shortly after the lease was granted the original promoters formed themselves into a company and proceeded to ascertain under what circumstances Eastern oysters could be imported and planted, and for that purpose I visited San Francisco and instituted careful and full enquiries, the result of which, however, led my directors to determine that planting oysters in British Columbia waters, which would have to be imported over American lines, would not pay as a commercial speculation, and they, consequently determined not to import any Eastern oysters until the Canadian Pacific railway was available for that purpose; and as you are aware that great national highway although completed is not yet fit for heavy traffic, but as soon as it is, my directors will at once make arrangements to work the fishery which I see no reason to doubt will ultimately prove a great success.

"As our company embraces within its objects fishing of various kinds, on the 21st day of August last, I gladly embraced the opportunity afforded me by your courteous invitation to accompany you to Burrard Inlet, on an investigation as to whether lobsters exists there or not, and although after a careful examination of the North Arm by means of setting properly baited lobster pots at different suitable points, no trace of lobster could be found. I noticed that crabs of a large and superior kind were very plentiful, and also that all the conditions under which lobsters flourish seemed to exist—both as to food supply, nature of ground and temperature—in which conclusion Mr. Thomas Mowat, Superintendent of Hatchery, who was an active member of the exploring party, fully concurred. In this connection I was struck with the peculiar suitability of Bedwell Bay for planting lobsters. As this bay, with its rocky sides and calm water, is in itself well worth a visit, and if an impregnable dock yard is required by the Imperial navy, one, which at a small expenditure, could be easily made the premier fortress of the Pacific, Bedwell Bay offers the site, protected as it is by natural ramparts of from 60 to 300 feet, with a sufficient area and depth of water to accommodate an enormous fleet of ironclads.

"I would also direct your attention to the fact that in my opinion turbot, halibut, and cod are very likely to be found in large quantities on Spanish Bank, English Bay, and other similar banks in the Gulf of Georgia. If this be so, and it is a matter worth investigating, such a discovery would be of much importance to our fishermen.

"May I, in conclusion, respectfully impress upon you the necessity of laying stress upon the great advantages which would ensue to British Columbia if lobsters are successfully introduced into our waters, as they would, in the near future, become a large and important industry, giving employment to immigrants and materially help to build up our commercial status and prosperity as a Province.

"I am, Sir,

"Your obedient servant,

"W. NORMAN BOLE,

"Secretary Boundary and Mud Bay Oyster and Fishing Company (Limited).

"To Captain PITTENDRIGH, J.P.,

"Inspector of Fisheries,

"New Westminster, B.C."

18. Referring to the above letter, I fully concur in the remarks made by Mr. Bole, and would strongly urge that the Dominion Government steamer, "James Douglas," be placed at my disposal the latter end of March, or as soon as

available, say for one week, to explore and ascertain if good fishing is to be got at Spanish Bank and English Bay.

With regard to the introduction of lobsters, several parties would willingly undertake the planting, provided they could obtain the exclusive right of fishing for a given number of years. This would establish a great monopoly, which I consider detrimental to enterprise. I would therefore recommend that the Department of Fisheries should forward a supply of lobsters, to be placed in the waters of Burrard Inlet, prohibiting the capture of same for three or four years from the date of receipt.

19. The Chinese have been using explosives to capture fish on various occasions, and although every exertion has been made to detect them, they have so far escaped. I have, however, forwarded to the leading magistrates, through the Province, a copy of the Act in relation thereto, which I hope will have a beneficial effect, as several of the above gentlemen take a lively interest in protecting our fisheries.

20. Mr. F. Morrison, fishery guardian at Port Essington, on the coast, in his report states the Oolahan fishery was to all intents a failure. There has been some talk of black cod fishing and clam canning on this coast, but neither industry has yet taken any definite shape. I think next year there is every chance of all the canneries resuming operations. Great care is exercised in the canneries in only putting up the best quality of fish. The nets used are 150 fathoms on the line, 5½ by 8 inch mesh. The chief labor employed is Indian and Chinese, with white foreman and engineer. All fishing was done on wages this season; a few boats at Inverness being on contract. The canners find the former method by far the most economical. Rate of wages as follows :

Men, average.....	\$30.00 per month.
Women do .....	13.00
Boys do .....	7.00

21. I received a letter from a Mr. Vanvlack, of Vanvlack, Ont., last summer, and again on the 9th December, asking information for himself and others regarding our sea and river fisheries, description of nets used, laws in force, and best place to locate. I replied in full to Mr. Vanvlack's letters. I have also received letters from others on the same subject, to all of whom I have given all the information in my power. Should any of the parties arrive here to settle it would be to their advantage to call at my office, where they will receive every information in connection with our fisheries, &c.

22. Mr. T. Mowat, Superintendent of the hatchery, obtained about 4,000,000 eggs or ova of salmon last fall; with the exception of the *Saw-qui* ova they are doing well, a large quantity of young fry being hatched; the hatchery is well conducted.

23. The fishermen of the Province are well conducted, and with the exception of a few foreign fishermen have been peaceable and orderly.

24. Offences against the Fishery Act have been punished in accordance with the return forwarded.

I have the honor to be, Sir,

Your obedient servant,

G. PITTENDRIGH,

*Inspector of Fisheries for British Columbia.*

In connection with our fisheries I quote from the official report of the exploration of the Queen Charlotte Islands, for the Government of British Columbia, by  
 Newton H. Chittenden.

### *Geographical Position and Extent.*

The Queen Charlotte Islands, the extreme north-western lands of British Columbia, lie in the Pacific Ocean, between 51 and 55 degrees of north latitude. They comprise over 150 islands and islets, their length being 156 miles, and greatest width 52 miles. Provost, Moresby, Graham and North Islands, extending north-westerly in the order mentioned, twelve, seventy-two, sixty-seven and five miles respectively, constitute over 80 per cent. of their entire area. Dixon Entrance on the north, with an average width of thirty-three miles, separates Graham Island from the Prince of Wales group of Alaska. Queen Charlotte Sound, from thirty to eighty miles in width, lies between them and the mainland of the Province. The nearest land is Stephen's Island, thirty-five miles east of Rose Spit Point, the extreme north-eastern part of Graham Island, and also of the whole group. Cape St. James their most southern point, is 150 miles north-west of Cape Scott, the northernmost land of Vancouver Island.

### *General Physical Features*

High steep mountains, dense and almost unbroken forests, islands and islets in great number, and water-ways most wonderful, extend for a thousand miles along this north-west coast. "Only mountains, forests and water," replied an Indian, of whom I made enquiries concerning this region. The Queen Charlotte Islands, in common with all those lying off the north-west coast of the continent, are evidently the mountain tops of a submerged land, separated from it by a mighty volcanic upheaval followed by the sinking of the earth's surface, and the inflowing of the waters of the ocean, forming the most remarkable labyrinth of inlets, sounds, straits, channels and passages on the face of the globe. A continuous range of mountains, from 600 to 5,000 feet in height, extends the entire length of the islands nearest their western coast, reaching their maximum elevations on Moresby Island, between Darwin Sound and the head of Cumshewa Inlet. These are clothed with an evergreen forest of spruce, hemlock and cedar, from near their summits down to the coast, with the exception of the comparatively small areas, as hereafter specified. The shores of the islands from Cumshewa Inlet southward to Cape St. James, and from thence northward around the west and north coast to Massett, are uniformly rock-bound, containing, however, many stretches of fine, sandy or gravelly beaches. From Massett to Dead Tree Point, Moresby Island, a distance by the coast line of about seventy-five miles, a magnificent broad beach of white sand extends the greater portion of the way. The shores of Naden Harbor and Skidegate Inlet and channel are also generally low and sandy, with the exception of the north and eastern portion of Graham Island, the base of the mountains reaching down to the sea, with only occasional narrow benches and gradual foot-hill slopes. The highest elevations on the immediate coast, from North Island east and southward to Cumshewa Inlet, Keas-Kevan Point, Tow Hill and Cape Ball of Moresby Island, do not exceed 400 feet. From thence to Cape St. James, there are several bold, rocky bluffs, from 300 to 800 feet in height, but along the west side of Moresby Island, between Henry Bay and Gold Harbor, the mountains present, for considerable distances, an almost perpendicular front of from 1,000 to 2,500 feet in height, and in many places the mountains bordering the inlets to the northward, are almost equally high and precipitous.

### *Passages, Inlets and Channels.*

The principal islands of the group, as mentioned, are separated by narrow water-ways, admitting the passage of the largest ships through them, with the exception of the narrows of Skidegate channel and inlet, navigable only for small vessels at flood-tide. These are Parry Passage, between North and Graham Islands, a mile and a half in width, and two miles and a half in length, Skidegate inlet and channel separating Graham from Moresby Island, together,

thirty-five miles in length, and from 250 feet to seven miles in width; and Stewart Houston Channel, twelve miles long, with an average breadth of a mile and a half, between Moresby and Provost Island. We also found a short canoe passage between the latter island and Cape St. James. Besides these sea channels extending across the group, there are twenty inlets, from three to fifteen miles in depth, generally running in an easterly and westerly direction, and reaching to the base of the high mountains described. These numerous inlets, with the bays therein embraced, leave but a skeleton land of Moresby Island and the south-western portion of Graham, Massett Inlet, the deepest indentation in the Archipelago, penetrates the latter island for eighteen miles, and then expands into an open sea nearly twenty miles in length, and over six miles in width.

#### *Bays, Harbors and Sounds.*

The waters surrounding these islands embrace numerous bays, harbors and sounds, of which Cloak Bay, North Island, Virago Sound, Naden and Massett harbors of Graham Island, Darwin and Juan Percy Sounds, Laskeek, Sedgwick, Henry and Robson Bays, Gold Harbor of Moresby Island, Cartwright and Rennell Sounds, and the excellent harbors afforded by Kio-bath-li, Skaloo, Athlow, and Seal inlets on the west coast of Graham, are the most important. There are no harbors, except for small boats, between Massett and Skidegate inlets by the east coast.

#### *Islands.*

Of the great number of islands and islets contained in the archipelago the largest and most important except those mentioned, are Louise, Lyell, Barnaby, Talun-Kwan, Tanoo, Ramsay, Murchison, Kun-ga, Faraday and Huxley Islands, all lying off the east coast of Moresby; Maud and South Islands in Skidegate Inlet; Cub, Edward Kwa-kans, Wat-hoo-us and Mutoos of Massett Inlet and Sound; Frederick and Nesto on the west coast of Graham and Chathe Island between the entrance waters of Skidegate channel and the canoe passage connecting therewith; of these named Lyell and Louise Islands, the largest, are about fifteen miles in length and from five to ten miles in width; Barnaby, Talun-Kwan, Tanoo and Cub Islands are each from eight to ten miles long. The others are much smaller—from two to three miles in length. All of the largest except Cub Island are mountainous, and forest covered down to their shores. Hot Spring Island, situated between Ramsay and Faraday, though small, deserves mention as containing a spring of very hot water, highly impregnated with sulphur and salts.

#### *Rivers.*

There are hundreds of streams upon the islands, from ten to twenty-five miles in length, and from fifteen to 150 feet in width. The Ya-Koun River, the largest, rises in Ya-Koun Lake, and flowing northward empties into Massett Harbor, twenty-six miles south of Massett. It affords uninterrupted navigation for canoes about a mile and a half, and beyond to its source, by means of small dug-outs and numerous portages. Naden River, rising in Eden Lake, and discharging into the head of Naden Harbor, is next in size. It is broader and deeper than the Ya-Koun, navigable for canoes between two and a-half and three miles, but is only about ten miles in length. The River Tlell, emptying into Queen Charlotte Sound twenty-five miles north of Skidegate Inlet, is the principal stream discharging on the outer coast of the island. Canoes can ascend it two or three miles at high tide. The Ain River, of Massett Harbor, Jalun, of the north coast, State Chuck and Dena, of Skidegate Inlet, Skidegate Chuck, of Moresby Island, are among the other more important streams; all of these, and many others of lesser size, flowing into the numerous inlets, are the resort of salmon in great numbers. Upon the banks of the Ya-Koun, Naden and Ain Rivers, the natives have obtained their choicest specimens of red cedar for their canoes,

carved poles and house building. Numerous bear and marten traps, in the last stages of decay, were found upon them. They are generally filled with logs to near their mouth, with rapids and shoals in their upper courses. Their waters are clear and good, with the exception of those flowing from the northern and eastern portions of Graham Island.

#### Lakes.

Soo-o-uns or Clifford Lake, the source of the Ain River, is so far as known, the largest body of inland water upon the islands, being from eight to ten miles in length, and from two to three miles in width; Ya-Koun, Eden and Awan Lakes, the sources of the rivers bearing their respective names, are next in size.

#### Climate.

The climate of the islands, being under the influence of the warm Japan current, is much milder than upon the coast of the mainland opposite. It is rarely severely cold, and then only a few days at a time. The temperature is equable, the extreme heat of summer seldom exceeding seventy-five degrees Fahrenheit. During the months of April, May and June, the thermometer ranges from forty degrees, at five a.m. to about sixty-five degrees, in the middle of the day. The annual rain fall varies according to local topography, from forty-five to seventy-five inches, the west coast, especially at the heads of the inlets, receiving much the largest amount, and the north and eastern portions of Graham Island the minimum. There were about fifty-five clear days in the months of June, July and August of the past season, which I was informed was about an average one in that respect.

Throughout the winter months the sky is almost continuously overcast, one rain storm—frequently accompanied, especially on the west coast, by violent gales—succeeding another, with but few and short intervals of clear weather. The winds are very changeable, those from the north being the most prevalent and reliable.

#### Resources—Fish, Etc.

The waters surrounding the Queen Charlotte Islands abound with the most valuable varieties of fish found in this region.

Halibut are caught in unlimited quantities, upon banks near all the Indian villages; small salmon of excellent quality frequent nearly all the larger streams in the spring, and a much larger, though inferior kind, in the fall of the year. Immense schools of dog-fish feed on the shoals off the north and eastern shores of the islands. Herring of good size and excellent quality visit Skidegate and other inlets, in such great quantities that their spawn forms an important article of diet with the natives. Flat-fish, rock-cod, salmon and brook-trout, clams and mussels are plentiful.

#### Black Cod.

Called by the Hydahs, skil, and known on other parts of the coast as pollock and coal fish, are caught off the west coast of the islands. They have been prized hitherto for their oil, which the natives have extracted, by boiling them in wooden tanks, with heated stones. Samples obtained, have been pronounced so excellent by competent judges, that the establishment of a fishery for their utilization, would seem to be practicable. Messrs. McGregor & Combs caught 110 in three hours, about two miles from shore opposite Gold Harbor, Moresby Island, fishing from a canoe manned by three Indians, with two kelp lines, 250 fathoms in length, with 60 native hooks upon each, baited with halibut. The fish, dressed, weigh on an average, six pounds each, the largest being thirty-three inches in length. They are easily cured with salt and keep well. It is believed that a good steam schooner of about 100 tons register, provided with Columbia River boats of the largest size, manned by practical fishermen, will be best adapted for catching these fish in marketable quantities.



There are good harbors of easy access, within ten or fifteen miles of the fishing grounds, all along the west coast.

#### *Food Supplies.*

The Hydas live chiefly upon fish, though of late years they consume also considerable quantities of other supplies, especially flour, rice, sugar, coffee, crackers, &c., purchased from the traders; of fish, halibut and salmon, dried and smoked, are mainly depended on, though many other varieties are eaten in their season. Herring, flounder, trout, rock cod, true cod, clams, mussels, &c., dried herring spawn, salmon roe, sea and birds eggs, chitons and octopus are favorite articles of diet. Berries and crab apples are gathered in large quantities and eaten both fresh and dried, frequently mixed with oolahan grease, their choicest condiment, obtained from the Nass Indians. Potatoes, wild roots, bulbs and plants are also eaten; the lily epilobium, heracleum, &c., bear, wild geese, duck and grouse also contribute to their food supply.

#### *Progress Report No. 1.*

I was highly pleased with the first glimpses of Hyda land, its pleasant sloping shores and long stretches of splendid beaches being in marked contrast to the forbidding, rock-bound coast which had extended for hundreds of miles along our northward course.

#### *Masset Inlet.*

Is a magnificent body of water about twenty-seven miles in length, from one to one and a-half miles in width, for eighteen miles, then widening to over eighteen miles, being sufficiently deep for vessels drawing twelve feet of water. There is fifteen feet of water on the bar at low tide, and safe anchorage immediately inside, except during north-westers, when perfect protection could be secured by running down the inlet.

#### *Canoe Passage.*

navigable for canoes at high tide is about eight miles in length, and from 150 to 200 feet in width.

#### *Skoonan River.*

This river is about forty feet wide, but not navigable, owing to log obstructions. An inlet extends westward from near its mouth about two miles at high tide.

#### *Yow Hill.*

A bold, rocky, perpendicular cliff, rising to the height of about 300 feet immediately on the sea shore, eight miles eastward, is the most prominent landmark on the north part of the island. It is visible in fair weather twenty-five miles at sea, and guides the navigator approaching the harbors of the north coast. The Hi-Ellen River, larger than any yet mentioned, except the Ya-Koun, flows into the sea just east of Yow Hill. This is also obstructed from within a-half mile of its mouth up by log jams.

#### *Tlell River.*

This stream, about thirty miles north of Skidegate, is the most important water-course on the Island, east of Massett Inlet. It is from 75 to 150 feet in width, and navigable at high tide for about three miles. South of Tlell River there are several small brooks, but no rivers as far as Skidegate Inlet.

*Halibut and Salmon*

abound in the waters traversed. Nedo and Watoon Creeks, Skoonan, Hi-Ellen and Tlell Rivers are all salmon streams, with fishing stations at their mouths.

*Trout*

are also found in all these streams and in the other creeks and brooks mentioned. Shell fish, clams, round and long, though not abundant on that part of the coast examined may be obtained at several points thereon with but little difficulty.

*Progress Report No. 2.*

On the 5th May, 1884, having secured the services of two Hyda Indians, one a native of Ninstints, the extreme southern village of the Hyda nation, familiar with the shores of the southern portion of Moresby, and also of Provost Island, and the other of Gold Harbor, well acquainted with the north-western coast of Moresby Island, I proceeded from Skidegate by canoe southward, circumnavigating the islands above mentioned, and also crossing them from shore to shore at two different points. Our route was *via* Land Spit Point, Copper Bay, the villages of Cumshewa and Skedance, Cumshewa Inlet, Louise Island, Selwyn Inlet, Ta-lun-kwan Island, Dana Inlet, Logan Inlet, Tancoo Island, the village of Tancoo or Laskeek, Richardson Inlet, Darwin Sound, De la Beche Inlet, Hutton Inlet, Werner Bay, Huxley Island, Burnaby Island, Scudder Point, Granite Point, Skincuttle Inlet, Deluge Point, Collison Bay, Carpenter Bay and Forsyth Point, all on the east side of Moresby Island; thence across Houston Stewart Channel, around Provost Island, entering Provost and Luxana Bays and Seal Cove, rounding Cape St. James, and then along the west coast, northward *via* the village of Ninstints, Henry and Robson Inlets, Grand View Inlet, Tassoo and Gold Harbors, to the southern or Canoe Passage or Skidegate Channel, through which, touching at the abandoned village of Cha-att, we returned to Skidegate, the round trip of about 325 miles having been made in twenty-three days.

*General Physical Features.*

Steep and often precipitous mountains, ranged in elevation from 800 to 4,000 feet above the sea, rugged and rocky on their western slopes, densely covered with forests of spruce, hemlock and red cedar, extend from Skidegate to Cape St. James, and from Queen Charlotte Sound to the ocean, over all the islands, so far as my observations extended, except the comparatively small tracts as hereafter described. The small diameter of the islands south of Skidegate Channel leaves but little room at any point for an interior beyond the range of the human eye, when standing upon the summits of the highest mountains, after having traversed their shores. The latter are uniformly rock-bound, frequently bluff or precipitous for from 25 to 1,500 feet, with generally very limited borders of level country, the base of the steep mountains reaching down to the sea, with but narrow foothill slopes; there are occasional short stretches of fine sandy beaches, especially on the bays and inlets. The streams flowing from the short water-sheds are small, but numerous, and without exception filled with fallen trees from near their mouth up. Their waters are generally rapid, clear and good. Trout are found in most of them, and a small, very excellent salmon is caught in considerable numbers in several of the largest. The rivers which I followed to their sources, rise in lakes and small swampy mountain basins. There are many good harbors for small boats, and several which afford perfect security at all times for large vessels on the eastern shores of the islands traversed; of these, Copper Bay, Gray Bay, Laskeek Bay, Crescent Inlet, Sedgwick Bay, Werner Bay, Island Bay, George Bay, Collison Bay, Carpenter Bay, Provost Bay, Luxana Bay and Seal Cove are the most important. On the west shore of the islands, though the harbor advantages are much more limited in number, they are believed to afford safe anchoring grounds for sloops and vessels of

considerable size during the severest storms from any quarter. Henry and Robson Inlets, Tasso and Gold Harbors, from twenty-five to thirty miles apart, are the largest and best harbors on this coast. There is, I judge, sufficient water at their entrances to admit deep-draught vessels.

Besides these waters, there are several indentations, greater than shown on the charts, and others not marked thereon, where small boats may find shelter, among the latter, Grand View Inlet, so named from the magnificent scenery surrounding it, situated about eight miles south of Tasso Harbor, is one of the most secure retreats I have ever seen.

#### *Fish.*

Nearly all the choicest varieties of fish found in this region abound in the waters traversed. There are several halibut banks besides those located on the charts, where the Indians obtain the most abundant supplies of these, their principal article of food.

On the day of our arrival at Minstints, the Indians returned with a large number caught upon banks opposite the central portion of the western shore of Provost Island. There are also banks off Sand Spit Point and Skedance. During the present spring, the Indians have caught a considerable number of black cod opposite Skidegate Channel, and also off the abandoned village of Kisson, on the north-west coast of Moresby Island. The waters just outside the entrance to Skidegate Inlet are the greatest known resorts of the dog-fish on the coast; the only place where they are caught continuously, from spring until fall, in large numbers.

The extraction of their oil by the Skidegate Oil Company amounted, this year, 1885, to 40,000 gallons, valued at \$20,000, giving employment to a large number of Indians.

We found Chief Skidegate and about twenty of his people catching their spring supply of a very fine small salmon, in the river flowing into Copper Bay, and met Chief Skedance *en route* to a river flowing from the north side of Lyell Island into Cumshewa Inlet, for the same purpose. There is also a salmon stream emptying into that inlet on the north side, near Conglomerate Point. Upon one of the streams discharging into Houston Inlet (which I named Portage Creek, from the fact that in former times when the natives were much more numerous, they sometimes carried their canoes across the island to Robson Inlet), there was a stone dam, evidently built for salmon traps. We also saw where bear had eaten salmon near its banks. Enormous quantities of mussels, of great size, some measuring eight and ten inches in length, covered the shores in many places, and round clams are also abundant.

Many of the bays and inlets were alive with hair seal. So many were seen in the extreme southern bay indentation of the entire group of islands that we called it Seal Cove. Several sea otter swam within rifle range on the west coast, and land otter we chased upon shore and killed.

#### *Progress Report No. 3.*

Having completed the examination of the country bordering on Skidegate Inlet and channel, embracing the southern portion of Graham Island, and the north end of Moresby, I proceeded to explore the west coast of Graham Island, the north coast of Graham Island from Cape Knox eastward to Massett Inlet, penetrating to the heads of all the inlets, bays, harbors and sounds, and following up the principal streams flowing into these waters from three to ten miles; concluding the circumnavigation of the islands at the mouth of the Yakoun River, that portion therein described, comprising a shore line of about five hundred miles. Inlets, sounds, bays, points, islands, rivers and creeks, between Skidegate Channel and Cape Knox, having been hitherto unknown, except to a few of the natives, they will be briefly described in the order reached in advancing northward.

Indian names have been retained as far as known, but when these are of difficult pronounciation, or unknown, English names have been added; a star indicating such

cases. First comes Goodel Bay, about three and one-half miles south of Buck Point, the extreme south-western land of Graham Island. It is about two miles in depth, with a beach of the finest sand on the island at its head. A small island surrounded with kelp about one hundred rods from the shore protects a good canoe landing in stormy weather. Here we find rocks for drying halibut, which are caught in abundance off this part of the coast. A fine clear stream about twenty feet in width entered the bay near by. Between three and four miles from the shore, and about the same distance south of

*Buck Point*, lies an island, called by the natives Guigats, a mile or more in length, which is probably the land marked on the Admiralty chart as Buck Point, though shown thereon to be separated from Graham Island. Keow Inlet, the entrance to which is concealed by a high rocky point, until nearly opposite, extends in a north-westerly direction about four miles, with an average width of a mile and a-half. It is surrounded by high, steep mountains, down which several cataracts were plunging. A clear stream about twenty-five feet in width, with rocky rapids at its mouth, discharges into the inlet at its head. Rounding

#### *Tsel-la-koon Point,*

about four miles north-west of the entrance to the last named inlet, one of the most difficult for small boats to pass on the west coast, "except by a canoe passage in very calm weather," we next enter Cartwright Sound. This fine body of water, about two miles in width, extends five or six miles in an easterly direction, reaching to near the base of steep mountains from 1,500 to 2,500 feet in height. Its shores are generally rocky, though there is a sandy beach at its head, where we found a good landing and camping place at the mouth of Zuboff\* River. This stream is from fifty to seventy-five feet in width, and navigable for canoes not exceeding one hundred rods, before meeting log obstructions. Large schools of dog-salmon were rushing in and out at the time of our arrival, hundreds jumping their full length out of the water. Though much inferior to most other varieties of salmon, they are dried and smoked in large quantities by the Indians. An arm extends southward for about a mile from the south side of this inlet, near its head to the base of high and very precipitous mountains, which, from having four islets at its entrance, I have named Islet Inlet. There is also an island in the main inlet, near the north shore, about three miles from its entrance, advancing and passing Kin-da-koon and Hunter Points. The latter, a high, bold promontory brings us to

#### *Rennell Sound,*

the largest indentation on the west coast of the island, extending about ten miles from its north point entrance in a south-easterly direction, and being from five to three miles in width.

It contains five islands, Edward Island\*, the largest, centrally situated, about a mile and a-half in length with a good beach, camping place with a hut on its southern side, and a group of four islands near its head, the largest of which I have called Cypress Island\*, from having seen considerable yellow cedar growing thereon; there are five streams flowing into the sound, three in it south-easterly and two on its north-easterly side, from fifteen to thirty feet in width, none of them navigable; Tatto Inlet, about two miles and three-quarters in length, with a uniform breadth of a mile, surrounded by steep, high mountains; runs in a north-easterly direction from near the north shore entrance of Rennell Sound; it receives two fine salmon streams at its head, from forty to fifty feet in width, navigable for canoes about fifty rods from their mouth. There is a little, low, rocky island, about a mile from the entrance, upon which numerous hair seal were basking at the time of our visit. Seal Inlet\*, so called from having seen hundreds of hair seal upon Seal Island, near its entrance, is next reached. It is about four miles in length, running north-east, then north and again north-east, with an

average breadth of a mile and-a-half. There are two streams flowing into it, one about forty feet in width at its head, and a smaller one on its southern side. Besides the island mentioned, there is a small one situated close to the north shore of the inlet—with only a canoe passage between—about a mile from the entrance, and a group of three islets opposite a high, perpendicular granite bluff near its head. This inlet is called by the Indians Kung-wa. Four or five miles further around Na-wa-dun Point and we enter Skiew Bay, about two miles in depth, with a fine stretch of sandy beach at its head, two or three miles beyond the next point—called by the Indians Skwa-ka-tancelies Nesto or Hippa Island, a mile and a-half or more in length with rocky shores, except on its eastern side where there are short stretches of sandy beaches with back lying benches formerly occupied by Indian lodges. There is a small island situated close to Nesto on its north-western side, with a canoe passage between them. Nesto Island lies across the entrance to a fine inlet and good harbor known among the Indians as

#### *Skaloo Inlet*

It is about three-and-a-half miles in depth, running a little north-east, with regular shores, having an average breadth of about three-quarters of a mile. A small stream empties into it at its head. Proceeding north-westerly past the old Indian village of Len-na-how, and around Skoot-koon Point, four or five miles brings us to

#### *Athlow Inlet,*

a splendid harbor and very interesting body of water, between four and five miles in length, and from one to two miles in width. An island, about a mile in length, lies across the entrance in a north-easterly direction, which so thoroughly protects the inner waters of the inlet from westerly storms, that I have called it Protection Island\*. There is a canoe passage between it and a point of rocks projecting from the southern shore of the inlet, and a small island close to its south-west side. Three streams flow into the inlet, one at its head called Athlow River, and two on its south side, the largest, from forty to fifty feet in width, rising in Sook Lake. Between Athlow Inlet and Skornunagi Point, a distance of ten or twelve miles, there are four indentations, the largest being Bluff Bay, opening to the southward, at the northern entrance to Athlow Inlet, with a small island opposite.

Passing the point last mentioned, we are soon in the waters of Kio-Kath-li Inlet, which, with the exception of Rennell Sound, is the largest indentation on the west shore of Graham Island, being over five miles in length and three miles in width; containing five islands and receiving three streams, from fifty to 100 feet in width, the largest being navigable for canoes about a-half a mile from its mouth. Its south-eastern shores are very irregular. Mount Richard,\* the highest elevation in the north part of the island, lies to the eastward.

Between Kio-Kath-li Inlet and Frederick Island, a distance of about twelve miles, there are four bays from one to two miles in depth, with sandy beaches at their head, over which flow small streams—the first reached called by the Indians Stowe Harbor, being the only one affording protection for large vessels against westerly storms. The old abandoned village of Tiahn is situated facing the south, with a sandy beach fronting on the second indentation north of Stowe Harbor.

The immediate coast from Kio-Kath-li Inlet northward to Cape Knox is less precipitous than further south, but more dangerous to navigators by reason of its many outlying reefs and rocks and the absence of harbors.

Cave Bay,\* the first south of Frederick Island, so named from a deep cave in a high, rocky bluff near its northern entrance, is the most extensive of those last mentioned, about two miles in depth, with a fine sandy beach on the east side. Three streams flow into the same from fifteen to twenty-five feet in width.

There are three rocky islets near the southern entrance, inside of Point-Patience\*; which I have called the Sea Lion Islets,\* these mammals having been seen upon

them by the native sea-otter hunters. There is a good canoe landing in pleasant weather on the shore opposite, but in stormy weather it breaks all round the bay. Frederick Island, from a mile and a-half to a mile and three-quarters in length, extending in a north-westerly direction, is situated about a mile north of Point Edward\*, instead of south of it, as shown on the Admiralty chart. It is thickly wooded from fifty to three hundred feet in height, with rocky shores, except on its southern side, where we found a sheltered cove with a sandy beach accessible in stormy weather. The site of the deserted village of Susk is seen on the south side of a small bay to the south-east of Fredrick Island. There are five bays between Frederick Island and Cape Knox—a distance of eighteen or twenty miles—all of them exposed to westerly winds, excepting in small coves which afford safe canoe landings and harbors. Of these latter

*Teldoo,*

a summer resort of the Massett sea-otter hunters, where there are three cabins, is one of the best and most frequented. There are four rocky islets lying from half a mile to a mile off shore between Frederick Island and the cove, a distance of about four miles. There are three small streams within three miles south of Teldoo, and one within a quarter of a mile north, the first of the former being called "Boulder Creek,"\* the second "Islet,"\* and the latter "Otter Creek."\* About two and a-half miles north-east of Teldoo, around two rocky points, lies

*Kli-Ka-Koon,*

a camping place on the south shore of a small bay near the mouth of Hana-Koot Creek. There is a sandy beach at the head of this bay, and another small stream flowing in on its northern side.

Around the next point and we enter See-al-tzing or Ezra Bay, about two miles in depth, having a sandy beach at its head and a small stream flowing into it. There are five rocky islets lying off shore between the northern entrance to this bay and Saka Koon Point, at the southern entrance to

*Lepas Bay,*

the most extensive of the five mentioned, and the last before reaching Cape Knox. It is about three and one-half miles in depth and nearly as wide. There is a small island and cove on its north-eastern side, and beach of white sand at its head.

*Cape Knox,*

the extreme north-western land of Graham Island, extends boldly out to sea about four miles in a south-westerly direction from the head of Lepas Bay. There are four off-lying rocks, the farthest out being over three miles from the Cape, upon which the sea is almost always breaking. Reaching Cape Knox, to the northward five or six miles, may be seen the north-west point of

*North Island.*

it is from five to six miles in length, with an average breadth of three and a half miles, covered with spruce down to its irregular rocky shores, its greatest elevation above the sea not exceeding 400 feet.

There are four bays, from one to two miles in depth on its eastern and north-eastern side, with beaches at their heads, which we named in the order reached in circumnavigating the island from Tadouse eastwards:—Clara,\* Henry,\* Edith and Albert Bays.\* There is a small cabin on the shore of Edith Bay, with a garden patch adjoining. They are exposed to easterly winds.

*Cloak Bay,*

on its south-western side, is much the largest indentation, but is open to westerly storms. The small cove, on the south side of the island, near the Indian village of Tadouse, is believed to afford the safest anchorage.

*Parry Passage,*

about a mile and a half in width, separates north from Graham Island, reefs, and Lucy Island narrowing, the ship channel very rapid, except at flood-tide, to less than 2,000 feet. The deserted Indian villages of Ki-oos-ta and Kah-oh are situated near each other on the shore of the passage. It is about twenty miles from North Island to the entrance of Virago Sound. The coast and back-lying country for ten or fifteen miles, is low and thickly-wooded; the shores being generally rocky, with sharp points and many outlying rocks, surrounded with kelp, though there are occasional short beaches of gravel and sand. There are several exposed bays, but no harbors, except for small boats, after leaving Bruin Bay, opening into the south-eastern entrance to Parry Passage. Here vessels sometimes anchor, though exposed to strong eddies. Rounding the next point we reach

*Pillar Bay,*

so named from an isolated column of conglomerated rock, about a hundred feet in height, standing near the eastern side. It is three or four miles in width, and a mile and a-half in depth, but open to north-east winds. The

*Jalun River,*

the largest stream between North Island and Virago Sound, discharges into a small bay about four miles further eastward. It is from forty to fifty feet in width at its mouth, and navigable for canoes, not exceeding half a mile on account of rapids. Here were two huts and a wooden boiler made from a hollowed log for extracting dogfish oil with heated stones, this being a favorite camping place for the native fishermen and hunters.

*Klas Kevun Point,*

seven or eight miles to the eastward from the mouth of Jalun River. There is a bold point rising a short distance back from the shore to two or three hundred feet, known as Klas-Kevun Point, on the east side of which lies

*Yat Ga Village.*

It has the most rocky and difficult landing of any Indian village on the island, the sites of which are almost invariably on perfect little harbors. Passing Cape Naden, we now enter the water of

*Virago Sound.*

It is about eight miles in width and five in depth, and opening into Naden Sound through narrows less than half a mile in width, between Points George and Mary. The shores are low and thickly wooded, with spruce of small growth. Two small islets in near its west side entrance. Virago Sound is exposed to all winds north of south-east and south-west, but safe anchorage may be found at all times in Naden Harbor on the east side opposite the abandoned village of Kung. Naden Harbor is about five miles in length, north and south, and two miles in width. Its shores are low, and generally sandy, except in its southern and north-western sides. There are nine streams flowing into it, with extensive tide flats at their mouths, which will be noticed in the order reached in following the right hand shore.

*First,*

a small creek about half a mile east of the Village of Kung, into which the high tide flows for half a mile or more. The second empties into the harbor, about two miles southward of the highest land bordering it, called

*Bain Point.*

The third, a mile-and-a-half further westward, both small and unnavigable, and the fourth known as

*Stanley or Ye-ka River,*

into its most south-western bay; we were able to push our canoe up this stream, the second largest on the north shore of the island, about one-third of a mile, when log obstructions were found, about two miles in a south-easterly direction and we entered Naden River, the second in size on the Queen Charlotte Islands, about a hundred and fifty feet in width at its mouth, up which we ascended between two and three miles to falls, with our canoe, at high tide, and advanced about six miles beyond on foot to the borders of Eden Lake, in which it rises, passing several rapids, from six to ten feet in height, and numerous log jams. About a mile and a half north-eastward from Naden River, a small creek discharges into the harbor, and two miles beyond

*Lignite Brook,*

with a small island opposite; at high tide, about two miles north of the latter, we crossed a small creek flowing into the deepest indentation of the harbor, which, being largely bare at low tide, we have named Tide Bay. From Cape Edens-an, the eastern entrance to Virago Sound, to Massett Inlet, a distance of about twelve miles, the shores are low and rocky; the back-lying country flat and thickly wooded with spruce and hemlock. There are four small islands near shore, the largest at the entrance to the inlet being known as Strice Island. Proceeding down its west shore about nineteen miles, to Massett Harbor or Sound, we found four small streams, none of them navigable, except a few rods at high tide, named respectively Kowing, Kulin, Kintzhaun and Kuk. They have their source in swamps and small lakes. There are two islands in the inlet, the first called Massett, about three-quarters of a mile in length, situated near the west shore, about five miles from the entrance, and another fifteen miles down, about six miles long, called by the Indians Cub Island, with a canoe passage from the inlet, on its east side, to Massett Harbor, as mentioned in Report No. 1.

*Massett Harbor, or Sound,*

is a splendid body of inland water, about eighteen miles in length from east to west and from five to seven miles in width, with upwards of two hundred miles of shore line, having seven arms from three to ten miles in length, containing over forty islands and islets, and receiving the waters of twenty-five rivers, creeks and small streams. Following the order of our movement along its western shore, passing one small creek with an Indian lodge at its mouth, about seven miles from Ship Island, we reached the mouth of Ain River, opposite Kwa-Kans Island, and a group of islets. We ascended this stream about ten miles, five on foot and thence by canoe through two small lakes to its source in Soo-u-uns Lake. This fine body of water is about eight miles long and three miles wide. Surrounded by a thick forest of spruce, red and yellow cedar. Mountains rise gradually from its western and north-western sides to the height of from eight to fifteen hundred feet. The river, from fifty to seventy-five feet in width, is navigable for canoes about a mile from its mouth, and also between the small lakes mentioned, by means of several portages, log-jams, shoals and rapids. There are seven Indian lodges at its mouth, this stream being a great



resort for salmon. It is about twelve miles from the mouth of the Ain River to the end of the north-western arm of the sound, which having no name on the chart, I have called

*Newton Inlet.*

It is about six miles in length and two miles wide, with an island at its entrance, known as Mut-oos, and several islets. *En route* we found two small streams, the largest of which my attention was first attracted by the noise of rapids at its mouth. This is called by the Indians Ta-tzun-in. Ascending it by wading, with considerable difficulty, its bed was seen to be chiefly limestone rock. There are two rivers flowing into Newton Inlet from fifty to seventy-five feet in width, navigable for canoes at high tide about half a mile, when shoal rapids are reached. Steep mountains, from 1,500 to 3,000 feet in height, separate this inlet from the waters of the Pacific. Five or six miles to the south-eastward begins

*Ti-in-owe Inlet,*

which extends south-westerly between four and five miles, having an average breadth of two miles. Two streams flow in at its head, up the largest of which we ascended about one-third of a mile at high tide, when a log-jam was found. There are three inlets between Ti-in-owe and the entrance to Tsoo-skatli Inlet, about ten miles to the south-eastward, and many islands and islets, the largest of which is called Watanoo-us Island. Into the first of these inlets flows the Awun River, rising in Awun Lake, about one hundred feet wide at its mouth, and which we were able to ascend with our canoe about one mile, when rapids were reached, advancing several miles beyond on foot the river was found choked with frequent log-jams. Proceeding eastward, we next enter a small bay into which descends, over a precipitous ledge of rocks, a river, the outlet of a small lake hidden from view by a narrow belt of timber; then follows a deeper indentation about a mile in length and half a mile in width to near its head, where an island narrows it for a short distance to less than a hundred feet. Having seen the largest number of jelly fish found on the island, I have named it Zoos Inlet. \*

*Rapids Inlet,\* or Lake,*

a small basin about half a mile in depth, which at low tide discharges its waters with a loud noise down a steep rock-bound passage, not exceeding twenty feet in width, lies between Zoos Inlet and the point at its south-eastern entrance, which I have named Combes Point. Five or six miles further brings us to

*Tsoo-kat-li Inlet,*

which extends for about ten miles in a south-westerly direction, varying from three and a-half to two miles in width, containing over twenty-five islands, one of the largest of which is situated at the entrance, I have named Entrance Island.\* Four streams flow into this inlet at and near its head, the largest of which, Tat-lim-in, we ascended about one-eighth of a mile to rapids, with the canoe, and three miles further on foot, finding a succession of rapids, shoals and log-jams. Ma-min River, about sixty feet wide and filled with logs to near its mouth, empties into the south-eastern part of the inlet. About six miles east of Entrance Island, we reach the mouth of the

*Ya-Koun River,*

the largest stream on the Queen Charlotte Islands. It rises in Ya-Koun Lake, seven days travel distant by canoe, over scores of portages. It is about 100 feet wide at its mouth, and navigable for small boats without obstruction, a mile and a-half, beyond which, by means of two very small canoes and several portages, we ascended about five miles.

*Agricultural Lands.*

The resources of the west coast, Virago Sound and Massett Inlet country, so far as known at present, are fish, furs and timber. Its agricultural lands, chiefly those portions of deltas and meadows at the mouths of streams not subject to overflow, embrace, in the aggregate, only a few hundred acres, the largest tracts on the west coast, lying at the head of Kio-Kath-li, Tattoo and Athlow Inlets, not exceeding twenty acres. There are about 100 acres of tide meadows on Virago Sound, forty acres at the mouth of Naden River, twenty acres along the coast, at and near the entrance to Lignite Brook, ten acres between Naden and Stanly Rivers, and the balance at the mouths of the other streams before mentioned. That portion of Massett Inlet herein described contains about 250 acres of tide meadow lands, the largest tracts from five to twenty acres each, lying at the heads of Newton, Tin-owe and Tsoo-Skatle Inlets and mouths of the Mamin and Ya Koun Rivers. The latter stream has an extensive delta of tide lands, fifty or sixty acres of which could be reclaimed by dyking.

The bottom lands of the west coast, which might be brought under cultivation by expensive clearing, are limited to comparatively small tracts at the heads of inlets. Portions of the low lands along the north coast of the island, on Virago Sound and Massett Inlet, being comparatively lightly timbered, might be reclaimed, for agricultural purposes. The

*Grazing Land of the West Coast,*

with the exception of small tracts of a few acres on the shore, lie on the sides and tops of the mountains, located in estimated quantities, as follows: Three hundred acres on the north side of Re-ow Inlet; 500 acres near the head of Seal Inlet; 200 acres on Skaloo Inlet; 300 acres on Athlow Inlet—principally on its southern side—and a few hundred acres on the summits of the mountains northward.

*Fish.*

Hallibut, herring, salmon trout and dog-fish are caught in unlimited quantities in the waters described; also black cod or skill all along the west coast of the islands.

*Fur-Bearing Animals,*

especially bear, land otter and marten, are very numerous. Since the abandonment of the west coast by the Indians for permanent residence, being but little trapped and hunted, they have increased rapidly. Fur seals are killed in considerable numbers, and a few sea-otter, from fifteen to twenty each season.

*Skidegate Inlet*

considering its resources of fish and timber, its coal deposits, the establishment thereon of the only manufacturing industry carried on by white men upon the island, and two of the principal native villages, it is at present the most important body of water embraced within the Queen Charlotte archipelago. The inlet proper, from the entrance between Sand Spit and Dead Tree Points, to its junction with the waters of Skidegate Channel, leading through to the west coast, is twenty-five miles in depth, and from two or three hundred in the narrows to seven miles in width at the expansions of Bear Skin and South Bays. Its shores are generally low and frequently sandy, and the back-lying country densely timbered, and sloping gradually, except on its north-western side, where the mountains rise precipitous from 1,500 to over 4,000 feet above the sea. More than twenty small rivers and creeks flow into the inlet, several of which abound with a small but excellent variety of salmon. Of these streams, Keick-a-doon (Slate Creek), Bear Skin Bay and Anchor Cove on the north, and Dena, emptying into South Bay, and those discharging into Long Arm, are

the largest and most important. Over thirty islands and islets are embraced within the waters of the inlet. Maud Island the home of the Gold Harbor Tribe, is the largest, being between three and four miles in length, and from one to two miles in width. Lina and South Islands, the next in size and order mentioned, are from one and a-half to two miles in length. There is only a canoe passage between the former and Graham Island. Leading Island, lying between Maud and Moresby, is the landmark by which navigators are guided safely over the bar in clear weather. Bare Island, owned by the Skidegate Oil Company, not so destitute of vegetation as its name suggests, is of interest as having been once a fortified stronghold of the Skidegate tribe, now living on the north shore, opposite.

#### *Agricultural and Grazing Lands.*

There are upwards of 200 acres of tide meadows at the mouth of the streams mentioned, the largest and best tract, containing from twenty to thirty-five acres, lying along the Dena, on Moresby Island. There are also several hundred acres of older bottoms, with a comparatively light growth of spruce interspersed, available for cultivation.

The Skidegate Oil Company's works, buildings and wharf are situated on Sterling Bay, between Image and McGregor Points, ten miles from the entrance to the inlet. They manufacture from 35,000 to 40,000 gallons of refined oil annually, representing over 500,000 dog fish, giving employment to hundreds of natives. This important industry is capable of indefinite expansion.

Near the entrance to the Skidegate inlet, convenient halibut banks, salmon and trout streams exist. Cod-fish, flounders, crabs, clams and mussels and dog-fish, in such great numbers that 5,000 have recently been caught with hooks by four men within twenty-four hours.

#### *Visitation of Crabs.*

I have seen a good many crabs in other waters, but never one-hundredth part as many as suddenly appeared on the shore of Sterling Bay, in the latter days of July. The lowest estimate by anyone who saw them was tens of thousands. The bottom in places was so thickly covered that nothing but crabs were visible; and Messrs. McGregor and Smith reported having found them two or three feet in depth. They were not the coarse, overgrown, worthless sea crab, but a good eating variety, which, for some unknown cause, had come there in such great numbers, for the purpose of casting their shells. A similar visitation at Massett some few years back.

GEO. PITTENDRIGH,

*Inspector of Fisheries for British Columbia.*

RETURN showing the Number and Value of Vessels, Boats,

NAME OF PLACE.	NAME OF FITTER OUT.	VESSELS.				FISHING BOATS.	
		No.	Tons.	Value.	No. of Sailors.	No.	Value.
				\$			\$
Fraser River—							
Lion Island .....	Ewin & Co .....				31	1000	
Luin Island.....	English & Co.....	1	20	5000	2	40	1600
Annville.....	British Columbia Packing Co.....				33	1155	
Coquillum "opposite"	Ewin & Co.....				30	900	
Ladner's Landing.....	Delta Canning Co .....	1	15	3500	3	33	1300
Sapperton .....	James Laidlow .....				40	1600	
Canoe Pass.....	British American Packing Co.....				40	1600	
do .....	Wellington Canning Co.....	1	3	1500	2	30	1500
do .....	British Union Packing Co.....				30	1500	
do .....	E. A. Wadham .....				32	900	
Dease's Island.....	Findlay, Durham & Brodie .....	1	15	3000	2	21	630
North Arm, F.R.....	Richmond Cannery.....					20	600
Number of licensed boats used in fishing for sale to fish markets and others .....						64	1310
Coal Harbour.....	Spratt's Oil Factory .....					4	250
Floating Cannery.....	Joseph Spratt .....					11	440
Skeena River.....	R. Cunningham .....					22	770
do .....	Windsor Packing Co.....					28	840
do .....	William Duncan.....	1	5	1000	2	15	750
do .....	Balmoral Canning Co. ....					10	400
do .....	Inverness do .....					20	1000
do .....	British American Packing Co.....					25	1000
Nass River .....	Nass River Fishery.....	1	8	1500	2	28	840
do .....	Oolahan do .....					4	260
Alert Bay .....	Alert Bay Canning Co.....					20	600
Rivers' Inlet.....	Rivers' Inlet do .....					24	960
do .....	Victoria Packing Co.....					10	400
do .....	Warnack do .....					10	400
do .....	Helgesen & Co.....					1	40
Smith's Inlet.....	Quashela Packing Co.....					2	250
Queen Charlotte .....	Skidegate Oil Co .....	1	37	4500	3	6	300
Coast of British Columbia, "estimated" .....		†15	150	8500	30	160	15400
West coast of Vancouver Island, "seal fisheries" .....		{*9	525	25000	40	140	2800
Engaged in dog-fish fishing .....		{1	50				900
		†2	17	1100	4	20	
	Total Steamers.....	8		54600	90	867	
	" Schooners.....	9	845				44195
	" Sloops .....	17				190	

\* Schooners. † Sloops. || Canoes. § Native Hunters.

Nets, etc., in the Province of British Columbia, for the year 1885.

FLAT BOATS.		NETS AND SEINES.												Remarks.			
No.	Value.	No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Herring Seines.		Herring Nets.			Fish Seines.			Oolahan Nets.		
				No.	Yards.	Value.	No.	Value.	No.	Yards.	Value.	No.	Value.		No.	Value.	
6	900	124	200	60	9000	6000											Not in operation this season.
1	250			70	21000	10000											
2	220	104	125	32	9600	4800											do
3	750			60	18000	6000											
4	400	136	120	42	12600	4000											do
5	800			80	24000	8000											
2	250	160	120	40	12000	5000	1	300									do
3	180	120	140	60	28000	9000					2	1500					
1	125			19	7800	3000											do
1	60			45	13500	7200											
8	800	80	100	41	12300	6150											do
				20	5000	2000											
		128		61	12000	3600											do
				22	4400	2200	1	400	5	700	2500						
		40	50	22	6600	2250											do
				45	10000	3800											
				15	4000	1800											do
				10	4000	2000											
		44	45	30	18000	4500											do
				60	18000	9000											
				36	5400	3000											do
				3	600	300					3	275					
		80	60	20	5000	2400								3	175		do
				28	4000	2100											
1	200			10	3000	1500											do
1	200			10	3000	1500											
				1	300	150						1	200				do
				3	1800	900											
2	200	50	20				2	600									do
		350					30	3000				75	6000				
2	95	296															do
42	5430	1740	990	961	275800	114750	37	4680	5	700	2500	81	7975	3	175		

RETURN showing the Kinds and Quantities of Fish

NAME OF STATION.	NAME OF OWNER.	Salmon, barrels, cured.	Salmon, fresh, No.	Salmon, in cans.	Salmon, smoked.	Sturgeon, lbs.	Haddock, &c., lbs.	Halibut, fresh, lbs.	Herring, fresh, lbs.
<b>Fraser River—</b>									
Lion Island .....	Ewin & Co .....	50	.....	23000	.....	3800	.....	.....	.....
Annaville .....	British Columbia Packing Co .....	98	.....	12952	.....	2600	.....	.....	.....
Ladner's Landing, Delta .....	Jas. Laidlow & Co .....	400	.....	21315	.....	3600	.....	.....	.....
Canoe Pass .....	Wellington Canning Co .....	.....	.....	12500	.....	2800	.....	.....	.....
do .....	British American Packing Co .....	.....	.....	12000	.....	2400	.....	.....	.....
North Arm .....	Richmond Canning Co .....	120	.....	7850	.....	1600	.....	.....	.....
Skeena River .....	Inverness do .....	100	.....	6300	.....	.....	.....	.....	.....
Port Essington .....	R. Cunningham .....	250	.....	6600	.....	.....	.....	.....	.....
Alert Bay .....	Alert Bay Canning Co .....	100	.....	6000	.....	.....	.....	.....	.....
New Westminster .....	Gregory & Co's. "Market" .....	300	75000	.....	10500	192600	6900	.....	3500
do .....	Windsor & Co's. do .....	.....	10000	.....	.....	56000	5500	.....	1500
do .....	French's do .....	.....	7000	.....	.....	38600	3600	.....	1600
do .....	Fred. Kaye .....	600	.....	.....	.....	.....	.....	.....	.....
Residents above New Westminster, for home consumption .....	.....	650	70000	.....	3500	18000	.....	.....	.....
Residents in the neighbourhood of Burrard Inlet, for home consumption .....	.....	.....	7700	.....	.....	.....	9660	600	8500
Residents at Victoria and above Nanaimo, and the coast of British Columbia, for home consumption and exportation .....	.....	800	35000	.....	356000	32500	215500	158400	21500
Queen Charlotte Island .....	Skidegate Oil Co .....	.....	.....	.....	.....	.....	.....	.....	.....
Bought by merchants and mill companies from Indians and others .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cowichan and other places .....	J. McLeod, Indians and others .....	.....	.....	.....	.....	.....	.....	.....	.....
		3468	204700	108517	370000	354500	241160	159000	36800

ADD—Estimated sales of Fish in markets, not including New Westminster..... \$120,000  
 Salmon and other Fish estimated consumed by Chinese labourers and others on Canadian Pacific and Island Railway..... 62,600  
**Total .....** **\$182,000**

in the Province of British Columbia, for the year 1885.

Smoked Herring, lbs.	Assorted Fish, lbs.	Trout, lbs.	Oolahans, fresh, lbs.	Oolahans, salted, lbs.	Oolahans, smoked, boxes.	Fur Seal Skins, No.	Native Oysters, barrel.	OILS.				WHERE MARKETED.	
								Oolahan Oil, gallons.	Dog-fish Oil, refined, gallons.	Dogfish, Seal and Porpoise Oil, gallons.	Herring Oil, gallons.		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Canned salmon to England, Canada and Australia.	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		Sturgeon, fresh, for home consumption.
.....	.....	.....	4800	4500	.....	.....	.....	450	.....	600	80		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	.....		
.....	6500	4000	2050	.....	.....	.....	.....	.....	.....	.....	.....		Oils to England, United States and China.
.....	2500	2400	2500	.....	.....	.....	.....	.....	.....	.....	.....		
.....	3000	2100	2000	.....	.....	.....	.....	.....	.....	.....	.....		
.....	8800	25000	2500	.....	.....	.....	.....	.....	.....	.....	.....		Furs to England and United States.
1000	12600	13000	2500	.....	.....	.....	.....	.....	.....	.....	.....		
6000	26000	36500	15000	18000	13000	150019	.....	.....	.....	.....	.....		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40000	.....	Furs to England and United States.	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20600	.....		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
7000c	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Furs to England and United States.	
56000lbs	59400	83000	31350	22500	13000	150019	250	450	40000	22200	80		

Fresh Clams, &c..... \$2,500  
 Crabs and Prawns..... 2,000  
 \$4,500

NUMBER and Value of Vessels and Nets engaged in the different Fisheries of the Province of British Columbia, during the Year 1885.

8	Steamers and steam auxiliaries from 3 to 50 tons .....		\$54,600 00
26	Schooners from 5 to 80 tons .....		
267	Fishing boats .....		44,195 00
190	Canoes .....		5,430 00
42	Flat boats or scows .....		114,750 00
261	Salmon nets = 275,800 yards .....		4,680 00
37	Herring seines .....		2,500 00
5	do nets = 700 yards .....		7,975 00
81	Fish seines = 7,061 do .....		175 00
3	Ooláhan nets .....		234,305 00
25	Canneries, estimated value .....	\$449,500 00	
1	Oil factory, Queen Charlotte Islands .....	10,000 00	
1	Oil and scrap factory, Burrard Inlet .....	45,000 00	
1	Floating cannery and oil factory .....	60,000 00	
	Various salting stations .....	11,000 00	575,500 00
	<b>Total</b> .....		<b>\$809,805 00</b>

Sailors .....	90
Fishermen .....	
Native hunters "with sealing fleet" .....	1,740
Shoremen .....	990
<b>Total</b> .....	<b>2,820</b>



## RECAPITULATION.

YIELD and Value of the different Fisheries in the Province of British Columbia,  
in the Year 1885.

Kinds.	Quantities.	Value.
		\$ cts.
Salmon, salted.....	Brls. 3,468	31,212 00
do fresh.....	No. 201,700	40,940 00
do canned, cases, 4 dozen 1 lb. cans.....	do 108,517	542,585 00
do smoked.....	Lbs. 370,000	37,000 00
Sturgeon, fresh.....	do 354,500	17,725 00
Haddock, Whiting, &c.....	do 241,160	12,058 00
Halibut, fresh.....	do 159,000	9,540 00
Herring do.....	do 36,600	1,830 00
do smoked.....	do 56,000	7,000 00
Fish assorted.....	do 59,400	3,564 00
Trout.....	do 83,000	5,810 00
Ooláhans, fresh.....	do 31,350	1,881 00
do salted.....	do 22,500	1,800 00
do smoked.....	do 13,000	1,300 00
Fur Seal Skins.....	Brls. 250	160,019 00
Native Oysters.....	Galls. 40,000	1,250 00
Black Shark and Dog-Fish Oil, refined.....	do 22,200	20,000 00
Dog-Fish Oil.....	do 80	5,550 00
Salmon do.....	do 450	24 00
Ooláhan do.....		450 00
Fish sold in markets, not including New Westminster.....		120,000 00
Salmon and other fish; estimated consumption by Chinese and other laborers on the Canadian Pacific and Island Railways.....		62,000 00
Clams and other shell fish.....		2,500 00
Crabs and prawns.....		2,000 00
<b>Total.....</b>		<b>1,078,038 00</b>
Estimated consumption by Indian population, as revised:—		
Salmon.....	\$2,732,500 00	
Halibut.....	190,000 00	
Sturgeon and other fish.....	260,000 00	
Fish Oils.....	75,000 00	
		<b>3,257,500 00</b>
<b>Grand Total, approximate yield, 1885.....</b>		<b>4,273,538 00</b>

Comparative Statement of Yield of the years 1884 and 1885, exclusive of Indian

Consumption:—

Total, 1884..... \$1,368,267 10

do 1885..... 1,016,038 00

Decrease, 1885..... \$ 342,229 10

GEO. PITTENDRIGH,

Inspector of Fisheries, B.C.

No.

ONTA

RETURN of the Number and Value of Vessels, Boats, Nets, &c., together with

STATIONS.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,						
	Vessels and Tugs.			Boats.			Gill Nets.			Seines.		Pound Nets.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.
			\$							\$			\$
<i>Lake Superior Division.</i>													
Thunder Bay.....				6	410	12			11000	845			
Welcome Islands.....				3	260	7			3600	250			
Point Porphyry.....				3	280	6			2600	260			
Roche Debout.....				13	300	20			2000	180			
Princess Bay.....											1		400
Victoria and Spar Islands.....				4	365	9			8400	620			
St. Ignace Island.....				5	575	24			3160	290			
Salter's Island.....				3	275	7			3100	300			
Copper Island.....				2	115	3			1400	128			
Nepigon Bay.....				12	530	25			6500	707			
Black Bay.....	1	500		3	75	2			1400	120		1	450
Michipicoton Bay & Isl'd.	1	12	1000	3	8	900	16	94	1025	2223			
Batchewana Bay.....	1	33	4000	6	8	1500	24	500	5454	5000		3	1000
Gros Cap.....				1	50	2	4		43	75			
Lizard Island.....	1	10	1000	3	10	2000	20	250	2727	4500			
Mamaine.....				3	600	6	450		4903	4200			
Ste. Marie Rapids.....				8	200	16							
<b>Totals.....</b>	<b>4</b>	<b>55</b>	<b>6500</b>	<b>15</b>	<b>90</b>	<b>8235</b>	<b>199</b>	<b>1298</b>	<b>57318</b>	<b>19696</b>		<b>5</b>	<b>1850</b>
<i>Manitoulin Division.</i>													
Grand Sable.....				24	18000	48	249		2716	2500			6000
Grand Batture.....	3	75	11000	9	40	4000	90	600	6515	6000		15	750
Algoma Mills.....				3	225	6						3	2000
Serpent Point.....				3	225	6						5	2100
Squaw Island.....	2	58	12000	6	14	2000	28	83	916	840		6	1200
Cockburn Island.....	1	33	4000	6	6	1200	18	600	18000	6000		2	150
Green Island.....				1	50	4						4	250
Duck Island.....	3	70	11000	20	40	5000	85	1400	50000	14000		11	660
Kagawong Island.....				2	200	5	40		1200	320			6000
Cape Robert Island.....				5	600	34	200		7000	2000		10	600
<b>Totals.....</b>	<b>9</b>	<b>236</b>	<b>38000</b>	<b>41</b>	<b>138</b>	<b>31500</b>	<b>324</b>	<b>3173</b>	<b>86377</b>	<b>31660</b>		<b>56</b>	<b>1660</b>
													<b>25950</b>

9.

RIO.

the Yield and Value of Fish in the Province of Ontario, for the Year 1885.

VALUE, &c.		KINDS AND QUANTITIES OF FISH.										TOTAL VALUE.		
No.	Value.	Whitefish, barrels.	Whitefish, lbs.	Trout, lbs.	Trout, barrels.	Herring, barrels.	Maskinongé, lbs.	Bass, lbs.	Pike, lbs.	Pickarel, lbs.	Sturgeon, lbs.		Coarse Fish, lbs.	Fish used for local consumption, lbs.
	\$													\$ cts.
		30	35000	71000										8,780 00
			14000	50000										5,120 00
			20000	35000										4,400 00
		40			110									1,500 00
			10500	75000						20000				1,200 00
		50			260									6,840 00
		92		2000	315									2,100 00
		25		6000	100									4,230 00
		120	4000	25000	450									1,730 00
			8000	20000						30000				8,070 00
		594	58000	60000	345									4,040 00
		3	66500	36700	3					33000	41500			18,830 00
		25												12,371 00
		60	150000	156000	120									250 00
		25	25360	31274										26,280 00
			2000											5,020 72
														160 00
		1064	393360	570974	1703					80000	41500			111,871 72
		900			425									13,250 00
			40000	120000						90000	100000			23,200 00
											90000			4,500 00
			25000	95000						25000	85000			15,350 00
			266100	278500						58223	40400			49,081 38
		25	37860	53160	25					11219	20000			9,454 74
			14000	30000							2000			3,620 00
			180000	800000						40000	60000			83,800 00
		40	18000	16000	30									3,420 00
			60000	20000						40000	80000			12,800 00
		965	640960	1412660	480					264442	477400			218,476 12

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE, VALUE, &c.									
	Vessels and Tugs.			Boats.			Gill Nets.			Seines.			Pound Nets.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Georgian Bay Division.</i>																
From Collins' Inlet to Victoria Harbor .....					25	2460	62	20000	3200	1	200	1	150			
From Victoria Harbor to Point Spratt, including Christian, Beckwith and other Islands	1	50	1500	3	58	2873	119	558	11833	4376						
Inland Waters of Parry Sound District.....																
Meaford.....	*5	132	14300	18	9	1300	20	318	10700	3440						
Vail's Point.....					5	465	10	64	2150	800						
Gwen Sound & Big Bay.....					7	550	14	83	2550	900						
Wiaraton & Tobermory.....					11	1280	22	140	4655	1505			5			1900
Totals.....	6	182	15800	21	115	8928	247	1163	51888	14221	1	200	6			2050
<i>Lake Huron Division.</i>																
Saugeen River .....																
Burk and other Islands .....											2	350				
Sable Beach.....							21				7	1020				
Southampton.....					10	2325	30									
Kincardine .....					6	1450	18									
Goderich .....					9	1675	28	705	14514	6250						
Bayfield.....					3	550	9	220	4960	2200						
Bosanquet .....					8	330	32				8	510	1325			
Lake View .....							130	270	2800	1580						
Plympton .....					8	1070	29							8	730	2900
Lake Shore .....					15	360	44				11	720	1475			
Point Edward .....					5	150	15				8	100	360			
Sarnia Bay.....					1	20	6				1	14	50			
Indian Reserve .....					8	123	27				8	105	405			
Moore .....					7	84	31				7	86	300			
Sombra .....					6	130	22				5	70	285			
Totals.....					86	8266	442	1195	22274	10030	57	1605	5570	8	730	2900

\*Tugs.

Boats, Nets, &c.—Ontario—Continued.

KINDS AND QUANTITIES OF FISH.												TOTAL VALUE.				
No.	Hoop Nets.	Value.	Whitefish, barrels.	Whitefish, lbs.	Trout, lbs.	Trout, barrels.	Herring, barrels.	Maskinongé, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.	Sturgeon, lbs.	Coarse Fish, lbs.	Fish used for local consumption, lbs.	\$ ct	
795		190000		41000	92	377				28000	16000		12000		32,075	00
56		66000		9200	95	529				10000					17,395	00
46		80000		6000	197			500	1000	1000	1000		10000		980	00
20		35000		830000	110								5000	30000	76,280	00
10		27000		190000	122								8000	50000	19,300	00
19		27000		65000	130	32				5000			4000	20000	8,260	00
				488000											46,600	00
946		398000		1712000	746	938		500	1000	89000	17000	600	39000	100000	200,890	00
				80000											6,400	00
						150									750	00
						325									1,625	00
		166000		36000											16,160	00
		113000		23000											10,880	00
1365		273000		161000	805									95200	59,276	00
490		99000		57680	288	90								72000	22,918	00
525		105000		2000	10	267		9500		43600		31400		212800	26,385	00
					30	390								84000	4,770	00
				830	104									32400	14,450	40
			1100	2300		944				23200		219600			11,917	00
						1900				65000		60500			14,298	00
						365				53300		32000			2,065	00
						840				2500	1000	800			6,595	00
						806				37000		3500			4,078	00
						835				800					5,465	00
										21500						
2380		757100		362730	1237	6912			9500	246900	1000	347800		496400	208,032	40

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE, VALUE, &c.									
	Tugs.			Boats.			Gill Nets.			Seines.			Pound Nets.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Lake St. Clair and Thames River Division.</i>																
Mitchell's Bay .....				10	225	19					5	1450	505			
Sydenham River .....				2	27	10					2	21	100			
Thames River .....				16	315	123					19	63	885			
Stony Point .....				7	475	29					7	157	448			
Totals .....				35	1042	181					33	1691	1938			
<i>Detroit River Division.</i>																
Detroit River .....	*1	2000	10	23	845	117					29	413	3275	4	300	800
<i>Lake Erie Division.</i>																
Pelée Point (Mainland) .....				40	2818	76								35	2600	8420
do (Island) .....				7	875	19								15	1000	2295
Romney to Oxford .....				34	6096	40	2	180	60	2	80	210	22	1604	6350	
Aldborough to Burwell .....				51	35675	89	10	1910	606	10	390	790	38	2700	13600	
Long Point and Outer Bay .....				5	107	18	2	200	80	1		75	2	150	600	
Hemlock to Rainham, including Turkey Point, Normandale, Port Dover and Nanticoke .....				27	3785	51	11	3300	650	10	670	1635	15	1105	4600	
Cayuga to Moulton Bay, including Grand River .....				9	580	27	26	265	90	6	106	320	3	150	1000	
Moulton Bay to Bertie (inclusive) .....				12	360	26	14	1240	542	3	135	270	2	160	600	
Totals .....				185	50296	346	65	6095	2028	32	1381	3330	132	9469	37965	

\* Tug.

Boats, Nets, &c.—Ontario—Continued.

Hoop Nets.		KINDS AND QUANTITIES OF FISH.										TOTAL VALUE.		
No.	Value.	Whitefish, brls.	Whitefish, lbs.	Trout, lbs.	Herring, brls.	Maskinongé, lbs.	Bass, lbs.	Pickereel, lbs.	Pike, lbs.	Sturgeon, lbs.	Coarse Fish, lbs.	Fish used for local consumption, lbs.	\$	cts.
							7500		3000		4500			735 00
			25800	107300	487		1900	66200	5000		21200			744 00
					54	500	850	1700	900		117100	36000		22,012 00
			25800	107300	541	500	10250	69700	8900	290	145100	36000		581 50
			31000		13680	1150		7500	6500	49780	4000			74,333 00
			58380		14730		48030	37250		91260	104000			91,120 20
403	584				8863		42347	11964		7290	27853			48 773 90
996	1486		19600		3311	500	3950	253335	700	93595	10675			38,625 10
			86100		754		500	304753		150840	6500			36,710 18
						200	4900	2000	2000	20400	4500			1,681 00
			9200	220	1600	500	4300	51600	2400	73680	26600			16,739 60
10	50		400	600	192	800	3600	10600	12600	18800	19900			4,107 00
	50		12400		227		2800	13600		3400	8700	49200		5,018 00
1459	2205		186080	820	29677	2000	110427	685102	17700	459265	208733	49200		242,774 98

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,						
	Vessels.			Boats.			Gill Nets.			Seines.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Niagara River and Lake Ontario Division.</i>													
Fort Erie .....					3	60	6				4	39	220
Queenstown .....					4	80	8				1	20	425
The Tannery .....					13	500	15				1	10	80
Niagara .....					7	280	14	12	2170	725	2	64	160
Two-Mile Pond .....					4	175	10	5	900	230	4	190	394
Grantham .....					2	40	4	1	45	20	1	10	30
Port Dalhousie .....					1	50	2	1	300	75	1	60	120
Sixteen-Mile Creek .....					1	30	2	1	90	40			
Clinton .....					6	140	11	7	630	262	2	20	40
Grimsby .....					2	90	4	3	600	200			
Winona .....					3	320	8	10	2200	894			
Burlington Bay and Beach .....					14	910	29	28	4880	2137			
Bronté .....					16	1675	47	32	10160	4848			
Port Credit .....					2	310	4	6	2400	810	1	40	80
Toronto Island, Port Union and The Humber .....					5	174	8	5	650	400	1	37	80
Frenchman's Bay .....					4	80	8	9	500	135	1	40	80
Whitby .....					2	25	2	2	180	67			
Bowmanville, Port Hope, Cobourg, and Colborne and Brighton .....					30	2160	60	18	1750	1350	5	150	300
Trent River, including Rice Lake .....													
Totals .....					119	7039	242	140	27455	12193	24	680	1999



Boats, Nets, &c.—Ontario—Continued.

VALU, &c.			KINDS AND QUANTITIES OF FISH.											TOTAL VALU.	
Pound Nets.		Hoop Nets.	Whitefish, lbs.	Trout, lbs.	Herring, brls.	Eels, lbs.	Maskinongé, lbs.	Bass, lbs.	Pickereel, lbs.	Pike, lbs.	Sturgeon, lbs.	Coarse Fish, lbs.	\$		cts.
No.	Rods.	Value.												No.	
.....	.....	.....	.....	.....	.....	35	.....	.....	.....	10000	.....	5000	.....	925 00	
.....	.....	.....	.....	.....	.....	64	.....	.....	.....	7500	.....	1200	4600	968 00	
.....	.....	.....	.....	.....	.....	10	.....	.....	10000	27000	.....	.....	.....	2,270 00	
.....	.....	.....	1400	.....	.....	381	.....	1400	4300	.....	1700	600	.....	2,462 00	
.....	.....	.....	1600	.....	.....	245	.....	.....	600	.....	.....	.....	.....	1,389 00	
.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	800	.....	44 00	
.....	.....	.....	.....	.....	.....	10	1500	.....	1000	.....	300	900	.....	227 00	
.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	800	.....	44 00	
.....	.....	.....	.....	60	115	.....	.....	.....	.....	.....	450	1600	.....	650 30	
.....	.....	.....	1000	1180	8	.....	.....	.....	.....	.....	400	.....	.....	234 40	
.....	.....	.....	1800	20200	274	.....	.....	6000	.....	.....	850	.....	.....	3,532 50	
.....	.....	.....	1050	2600	945	2525	.....	4300	.....	5900	3150	.....	.....	5,853 75	
.....	.....	.....	.....	.....	3588	.....	.....	.....	.....	.....	.....	.....	.....	17,940 00	
1	80	150	450	2700	86	1350	.....	1050	.....	375	.....	4000	.....	951 25	
1	80	100	1800	4600	116	.....	.....	270	.....	1155	.....	23900	.....	1,882 95	
.....	.....	.....	100	.....	21	.....	.....	.....	.....	3600	.....	.....	.....	293 00	
.....	.....	.....	200	.....	8	.....	.....	.....	.....	2500	.....	2000	.....	241 00	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	35	350	.....	150000	100	150000	100000	190000	.....	100000	.....	35,500 00	
.....	.....	.....	.....	.....	.....	.....	10000	27000	22000	35000	18000	2000	45000	.....	7,890 00
1	120	250	35	350	9400	181340	6014	15375	177000	145020	85400	131530	10050	189200	83,298 15

RETURN of the Number and Value of Vessels

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,						
	Vessels.			Boats.			Gill Nets.			Seines.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Prince Edward County and Bay of Quinté Division.</i>													
Weller's Beach to Spencer's Point.....	3	50	3000	7	45	1350	120	120	12000	4800	8	1200	1200
Wellington Beach and East and West Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Smith's Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zwick and Wigger Islands.....	.....	.....	.....	7	510	30	.....	.....	.....	.....	5	300	450
Thurlow.....	.....	.....	.....	2	120	12	.....	.....	.....	.....	2	120	275
South side of Big Bay.....	.....	.....	.....	5	300	16	.....	.....	.....	.....	6	200	250
Sophiasburg.....	.....	.....	.....	3	180	16	.....	.....	.....	.....	2	120	200
Tyendenaga.....	.....	.....	.....	9	510	37	.....	.....	.....	.....	7	420	600
Belleville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trenton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shannonville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mill Point.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Port.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	3	50	3000	7	71	2970	231	120	12000	4800	30	2360	2975
<i>Lennox, Addington and Frontenac Division.</i>													
Napapee River.....	.....	.....	.....	22	344	44	43	760	305	3	20	130	.....
Amherst Island.....	.....	.....	.....	17	340	34	34	1205	241	.....	.....	.....	.....
Inland Waters of Lennox and Addington.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do Frontenac.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	39	684	78	77	1965	546	3	20	130	.....

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.			KINDS AND QUANTITIES OF FISH.										TOTAL VALUE.			
Hoop Nets.		No.	Value.	Whitefish, lbs.	Trout, lbs.	Herring, barrels.	Eels, lbs.	Maskinongé, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.	Sturgeon, lbs.		Coarse Fish, lbs.	Fish used for local consumption, lbs.	
No.	Value.												\$			cts.
60	360				16000					16000						2,240 00
				40000	80000	400							60000			13,400 00
				8000	12000							40000	80000			6,000 00
8	400			75000		131		1700	19000	20500	16000		21000	21500		11,217 00
				17000		270		100	9000	6000	9000		10000	15000		4,816 00
				32000		260		100	22000	35000	28000		39000	52000		11,316 00
				11400		81			3900	6400	5500		8300	14800		2,903 00
				64000		360			22000	86900	36900		43200	123200		17,441 00
													160000			4,300 00
													60000			1,800 00
													50000			1,500 00
													25000			750 00
													20000			600 00
68	760			247400	108000	1505		1900	75900	120800	93400	40000	576500	231500		78,783 00
68	1060			47800			300		2500	29400	28900		111400			10,540 00
				54900	1800				1000	3000	300					4,791 00
				500	1500	12				1200			5000			442 00
				4100	21050	102					1800		6400			2,804 00
68	1060			107300	24350	114	300		3500	23600	31000		122800			18,577 00

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,				
	Vessels.			Boats.			Gill Nets.		Seines.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Rods.	Value.	No.	Rods.	Value.
<i>Wolfe Island and Kingston Division.</i>											
Pigeon Island.....	2	120	8	100	1000	400	.....	.....	.....	.....	.....
Barrett and Reed's Bay.....	2	90	4	30	300	140	.....	.....	.....	.....	.....
Button Bay.....	1	30	2	.....	.....	.....	.....	.....	.....	.....	.....
Big Bay.....	3	100	6	.....	.....	.....	.....	.....	.....	.....	.....
South side of Wolfe Island.....	1	35	2	16	160	64	.....	.....	.....	.....	.....
Howe Island.....	4	90	3	1	50	12	.....	.....	.....	.....	.....
Kingston, Storrington and Pittsburg.....	8	210	10	3	100	28	.....	.....	.....	.....	.....
Gananoque River.....	1	25	1	1	.....	10	.....	.....	.....	.....	.....
Totals.....	22	700	36	151	1610	654	.....	.....	.....	.....	.....
<i>Rideau Division.</i>											
Rideau Lakes.....	29	381	42	37	1130	170	.....	.....	.....	.....	.....
Lower Rideau.....	7	100	8	8	92	60	.....	.....	.....	.....	.....
Smith's Falls.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Edmund's and Sly Rapids.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kilmarnock.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Merrickville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burrill's Rapids.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Long Reach.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	36	481	50	45	1222	230	.....	.....	.....	.....	.....

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.				KINDS AND QUANTITIES OF FISH.										TOTAL VALUE.	
Pound Nets.		Hoop Nets.		Whitefish, lbs.	Trout, lbs.	Herring, barrels.	Eels, lbs.	Maskinongé, lbs.	Bass, lbs.	Pickeral, lbs.	Pike, lbs.	Sturgeon, lbs.	Coarse Fish, lbs.		Fish used for local consumption, lbs.
No.	Value.	No.	Value.												
.....	.....	.....	.....	800	16000	.....	.....	.....	.....	.....	.....	1200	.....	.....	1,404 00
.....	.....	5	80	.....	.....	.....	.....	.....	.....	500	.....	2000	.....	.....	189 00
.....	.....	5	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63 00
.....	.....	20	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	219 00
.....	.....	15	162	.....	.....	.....	.....	.....	.....	200	800	150	.....	.....	59 50
.....	.....	41	205	400	400	3200	.....	.....	1000	.....	200	.....	11400	.....	412 00
.....	.....	.....	.....	.....	.....	.....	.....	15000	45000	.....	.....	1000	37000	.....	1,384 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	900	1200	.....	.....	3,705 00
.....	.....	86	847	1200	16400	.....	3200	15000	46000	700	1900	5550	60100	.....	7,445 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	19	400	.....	2550	48	.....	.....	1300	3850	300	.....	24700	.....	1,509 00
.....	.....	3	75	.....	700	.....	.....	.....	.....	.....	.....	.....	2000	.....	116 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	600	200	600	.....	1400	.....	120 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	600	2400	.....	4400	.....	384 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	800	600	2000	.....	2000	.....	244 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	600	200	800	.....	1200	.....	124 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	600	1000	.....	1600	.....	194 00
.....	.....	.....	.....	.....	.....	.....	.....	800	1400	800	2000	.....	2000	.....	340 00
.....	.....	22	475	.....	3250	48	.....	800	7300	3850	9100	.....	39300	.....	3,031 00

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,						
	Vessels.			Boats.			Gill Nets.			Seines.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.
		\$			\$					\$			\$
<i>Rockport and Brockville Division</i> .....													
<i>Prescott and Cornwall Division</i> .....													
<i>Carleton and Russell Counties Division</i> .....													
<i>Renfrew and Lanark Counties Division, including Madawaska and Bonnechère Rivers</i> .....					27	137	77	25	149	110			
<i>Mississippi River and Lake Division</i> .....													
<i>Charlestown and Gananoque Lakes Division</i> .....													
<i>Victoria County Division</i> .....													
<i>Peterboro' Division.</i>													
Lakefield.....					10	150	10	1	8	4			
Bobcaygeon.....					20	200	20						
Lindsay.....					10	200	10						
Peterboro'.....					15	150	15						
Norwood.....					4	40	4						
Drag, Eagle and other Lakes.....								10	50	50			
Totals.....					59	740	59	11	58	54			
<i>Simcoe Division.</i>													
<i>Seugog Lake and River</i> .....													
<i>Lakes Simcoe and Couchiching, including Severn River</i> .....													
<i>Muskoka Division</i> .....													
<i>Lake Nipissing Division</i> .....													

Boats, Nets, &c.—Ontario—Continued.

VALVE, &c.			KINDS AND QUANTITIES OF FISH.										TOTAL VALUE.		
No.	Rods.	Value.	No.	Value.	Whitefish, lbs.	Trout, lbs.	Herring, barrels.	Mackinongé, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.	Sturgeon, lbs.		Coarse Fish, lbs.	Fish used for local consumption.
		\$		\$											\$ cts.
								22000		15000	4500	10000	28000		5,810 00
								3200	2000	6000	5000	3000	6100		1,255 00
								500	2800	3400	5600	1000	20000		1,332 00
					2400	4800		4350	7700	6400	15600	5800	40000		3,983 00
									5500	3100	25200		20100		2,379 00
						20000			15000		4000		21000		3,330 00
								50	15600	25000	2400		5000		2,944 00
						2600			30000	15000			3000		2,998 00
						1000	2		26000	26000			3000		3,300 00
									10000	10000			2000		1,260 00
									35000	26000			6000		3,840 00
									16000	16000			2000		1,980 00
					1500	12000	25						6000		1,385 00
					1500	15600	27	117000	93000				22000		14,763 00
								200000	60000				100000		18,600 00
					35000	51000	120	4000	15000		20000	7000			9,370 00
					15000	7230	80		1500	4200					2,520 40
					16000					24000	30000				4,220 00

RECAPITULATION of the Number and Value of Vessels, Boats, Nets, &c., together with the Yield and Value of Fish in the Province of Ontario, for the Year 1885.

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE, VALUE, &c.												
	Vessels and Tugs.			Boats.			Gill Nets.			Seines.			Pound Nets.			Hoop Nets.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
Lake Superior Division.....	4	55	6500	15	90	8235	199	1298	57318	19698	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manitoulin Division.....	9	236	38000	41	138	31500	324	3173	86377	31660	.....	.....	.....	.....	.....	.....	.....	.....	.....
Georgian Bay.....	6	182	18900	21	115	8928	247	1163	51888	14221	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Huron.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake St. Clair and Thames River.....	1	2000	10	3	23	845	117	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Detroit River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Erie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Ontario.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prince Edward County and Bay of Quinté	3	50	3000	7	71	7039	242	140	27455	12193	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lennox, Addington and Frontenac	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wolfe Island and Kingston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rideau Division.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockport and Brockville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prescott and Cornwall.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carleton and Russell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Renfrew and Lanark.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mississippi River and Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charleston and Gananoque.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Victoria County	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peterboro' do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Seaugog and River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lakes Simcoe and Couchiching	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Muskoka	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nipissing.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Totals</b> .....	<b>23</b>	<b>2523</b>	<b>63310</b>	<b>87</b>	<b>1045</b>	<b>121863</b>	<b>2629</b>	<b>7463</b>	<b>358411</b>	<b>96222</b>	<b>209</b>	<b>8160</b>	<b>19417</b>	<b>213</b>	<b>12279</b>	<b>71765</b>	<b>1738</b>	<b>5697</b>	<b>6897</b>



RECAPITULATION of the Number and Value of Vessels, Boats, Nets, &c. — Province of Ontario—Concluded.

KINDS AND QUANTITIES OF FISH.

STATION.	Whitefish, barrels.	Whitefish, lbs.	Trou, lbs.	Trou, barrels.	Herring, barrels.	Eels, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickereel, lbs.	Pike, lbs.	Sturgeon, lbs.	Coarse Fish, lbs.	Fish used for local consumption, lbs.	TOTAL VALUE.
														\$ cts.
Lake Superior Division	1064	393360	570974	1703					83000		41500			111,671 72
Manitoulin Division	965	640960	1412660	480					264442		477400			218 476 12
Georgian Bay	946	398000	1712000	746	938		500	1000	89000	17000	800	39000	100000	200,890 00
Lake Huron	2380	757100	362730	1257	6912			9500	246900	1000	347800		496400	208,032 40
Lake St. Clair and Thames River		25800	107300		641		500	10260	69700	8900	290	145100	26060	24,072 50
Lake St. Clair		31000			13680		1150		7570	6600	49780	4080		74,933 00
Lake Erie		186080	820		29677		2000	110427	685102	17700	459265	208733	49200	242,774 98
Niagara and Lake Ontario		9400	181340		6014	15375	177000	145020	85408	131530	10650	189200		83,298 15
Prince Edward County and Bay of Quinte		247400	108000		1505		1900	76900	126800	93400	40000	576500		78,783 00
Lennox, Addington and Frontenac		107300	24350		114	300		3500	33600	31900				18,677 00
Wolfe Island and Kingston		1200	16400			3200	15000	46000	700	1900	5550	60100		7,445 50
Rideau Division			3250		48		800	7300	6850	9100		39300		3,031 00
Rockport and Brockville							22000		15000	45000	10000	28000		6,810 00
Prescott and Cornwall							3200	2000	6000	5000	3000	6100		1,255 00
Carleton and Russell							500	2800	3400	5690	1000	20000		1,332 00
Renfrew and Lanark		2400	4800				4850	7700	6400	15600	5800	40000		3,983 00
Mississippi River and Lake								5500	3100	25200		20100		2,379 00
Charleston and Gananogue			20000					16000		4000		21000		3,230 00
Victoria County		1500	15600		50		15000	25000	2400			5000		2,944 00
Peterboro' do					27		200000	60000				100000		14,763 00
Lake Scugog and River		36000	51000		120		4000	16000		20000	7000			18,600 00
Lakes Simcoe and Couchiching		16900	7230		80			1500	4200					9,870 00
Muskoka		16000							24000	30000				2,520 40
Nipissing														4,220 00
Totals	5355	2867500	4598454	4166	59706	18875	565400	636397	1757494	468430	1489035	1646933	913100	1,342,691 77

RECAPITULATION

Of the Yield and Value of the Fisheries in the Province of Ontario during the Year 1885.

Kinds of Fish.	Quantity.	Price.	Value.
Herring.....	Brls. 59,706	\$ 00. 5 00	\$ 298,530 00
Whitefish.....	" 5,355	10 00	53,550 00
".....	Lbs. 2,987,500	0 08	239,400 00
Trout.....	" 4,598,454	0 08	367,876 32
".....	Brls. 4,166	10 00	41,660 00
Maskinongé.....	Lbs. 565,400	0 06	33,924 00
Bass.....	" 630,397	0 06	38,183 82
Pickeral.....	" 1,757,494	0 06	105,449 64
Pike.....	" 468,430	0 05	23,421 50
Sturgeon.....	" 1,459,035	0 05	72,951 75
Eels.....	" 18,875	0 05	943 75
Coarse fish.....	" 1,646,933	0 03	49,407 99
Fish for home consumption (not included above).....	913,100	0 03	27,393 00
Total for 1885.....			1,342,691 77
" 1884.....			1,133,724 26
Increase.....			208,967 51

STATEMENT showing the Quantity and Value of Vessels and Boats and Fishing Material used in Ontario during the Year 1885.

	Value.
23 vessels or tugs.....	\$ 63,310
1,045 boats.....	121,863
258,411 rods or gill nets.....	96,222
8,150 rod seines.....	\$19,417
12,279 rod pound nets.....	71,785
1,788 hoop nets.....	5,697
Total.....	\$378,274

SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE  
OF ONTARIO, FOR THE YEAR 1885.

LAKE SUPERIOR DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.
Whitefish .....	Brls.	1,448	1,487	1,144	1,064
do fresh.....	Lbs.	123,972	342,400	336,150	393,369
Trout .....	Brls.	1,698	1,610	2,150	1,703
do .....	Lbs.	107,700	582,397	215,500	570,974
Pickarel.....	"	40,000	68,000	10,800	83,000
Herring.....	"			10	
Sturgeon.....	"			400	41,500
Coarse Fish .....	Brls.		50		
Fish used for local consumption.....	"	318½	1,000		
Total in lbs .....		964,572	1,948,197	1,223,650	1,642,234
Value.....	\$	58,215 78	116,533 76	77,790	111,871 72

Overseer James Dickson, who has charge of that portion of Lake Superior, comprised between Pigeon River and Slate Islands, reports that, although there were thirty-six boats licensed in his division, several of them did not fish, and others had smaller outfits. Some Canadian fishermen repaired to Isle Royale, in Michigan, during the close season; this explains the reduced catch in his division. Very little fishing was done after 1st November, on account of cold weather. Most of the fish caught in this division are shipped to the States, especially Duluth.

Overseer Joseph Wilson, whose district extends from Slate Island, on Lake Superior, to Collin's Inlet, on Georgian Bay, reports an increase in the yield of the fisheries of his division, and attributes the fact to the large quantity of sturgeon and pickarel caught in pound nets. Trout were more abundant than in 1884; whitefish about the same. Owing to the markets being glutted, prices ruled low, especially for salt fish. Overseer Wilson anticipates great benefits to the breeding fish from the change made in the close season for whitefish and salmon trout. He calculates that 382,000 pounds of fish were used for local consumption, valued at about \$7,600.

## MANITOULIN ISLAND DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Whitefish .....			250	965
do .....				640,960
Trout .....	322,435	553,792	1,103,962	1,412,860
do .....	648,630	968,225	1,938,194	480
Pickarel .....			312	261,442
Fish used for local consumption .....	529,466	317,489	522,104	477,400
Sturgeon .....		45,000		
	50,000	91,200	234,659	
Totals in lbs. ....	1,550,531	1,975,706	3,911,319	3,084,462
Value .....	\$ 111,953 16	147,620 70	296,551 67	218,476 12

Overseer D. A. Cameron, who has charge of the fishing grounds around Manitoulin, St. Joseph, Cockburn and Ducks' Islands, reports a decrease in the catch of whitefish, salmon trout and pickarel, and gives as a reason that several stations were not fished. The catch of sturgeon is on the increase, owing, undoubtedly, to the use of pound nets. The close season was generally well observed; only one case, where a fine was imposed, came under the Overseer's notice.

## GEORGIAN BAY DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries of this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Whitefish .....			684	946
do fresh .....	1,367,250	1,035,600	350,184	398,000
Trout .....	1,575	2,330	938	745
do .....	278,000	1,351,400	1,386,520	1,712,000
Herring .....	85	137	449	938
Bass .....	200		200	1,000
Pickarel .....	47,600	184,750	73,900	89,000
Pike .....	12,600	15,700	23,320	17,000
Sturgeon .....		26,800	2,350	600
Coarse Fish .....	262	4,923	lbs. 27,480	lbs. 39,000
Fish used for local consumption .....	620	800	" 7,800	" 100,000
Maskinonge .....				500
Totals in lbs.....	2,362,850	3,343,650	2,285,952	2,883,100
Value .....	\$ 162,261 00	253,997 00	164,189 08	200,890 00

Overseer Solomon James, whose division extends from Collin's Inlet to Parry Sound, on Georgian Bay, reports the number of licensed fishermen to be about equal to that of last year. The catch of salmon trout and whitefish was about the same, notwithstanding the extension of the close season.

The prospects for next season's business appear satisfactory, as large icehouses are being erected almost everywhere. No violations of the law came under the Overseer's notice.

*Overseer F. M. G. Fraser*, whose division comprises that part of the coast of Georgian Bay extending from Parry Sound to Victoria Harbor, reports the fishing operations of last season as satisfactory. Fishing lasted until 20th December. The close season for whitefish and trout, although considered too long, was fairly observed. The spawning beds were reported teeming with whitefish, which remained on the grounds for several weeks after spawning. Mr. Fraser seized a large pound net near Parry Sound. The owners could not be identified, but are presumed to be Americans.

*Overseer Samuel Frazer* has charge of that part of Georgian Bay lying between Victoria Harbor and Allenwood, including the Peninsula of Penetanguishene, Christian, Beckwith and Hope Islands. He reports a decrease in the yield of his division. This he ascribes to the prevalence of strong winds during the best time of fishing, and to the extension of the close season. Fish were, however, reported to be abundant everywhere. The various close seasons were fairly observed, although some cases of illegal fishing were detected at Quarry Island and near Muskoka Mills. Several nets and boats were seized, which had the effect of putting a stop to poaching.

*Overseer Geo. S. Miller's* division extends from Owen Sound to Cape Hurd, on the south shore of Georgian Bay. He reports a larger catch than ever before. Fishermen were not deterred by the severe storms of December, but continued their fishing until the end of that month, which was very mild, when good catches were made. A better class of boats and outfits now prevail in this division. The fishermen also dispose of their fish to better advantage, selling them fresh to large dealers, who ship them in ice and thus save pickling and barrelling.

*Overseer George R. Steele* has charge of the inland waters of Parry Sound. As there are no licensed fishermen in his division, it is difficult to arrive at any accurate estimate of the catch. Only one complaint of illegal fishing was brought under this Overseer's notice. Want of sufficient evidence prevented him from fining the suspected party.

## LAKE HURON DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries of this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Herring.....Brls	4,395	4,222	6,592	6,912
Whitefish.....Lbs.				2,880
do....."	836,500	620,000	701,750	757,100
Trout....."	705,200	543,000	508,100	610,130
Bass....."	14,000	13,800	7,600	9,500
Pike....."	200	400	500	1,000
Pickorel....."	285,050	288,200	198,430	246,900
Sturgeon....."	64,700	59,200	135,032	347,800
Fish used for local consumption....."			504,000	496,400
Totals in lbs.....	2,784,650	2,369,000	3,373,812	4,327,230
Value.....\$	166,499	135,250	163,996 40	208,032 40

*Overseer James Muir*, whose division comprises that part of the coast of Lake Huron extending from Cape Hurd to Point Clark, made no report.

*Overseer A. C. McKinnon*, who has charge of that part of the coast of Lake Huron from Point Clark to Kettle Point, reports the catch to have been about the same as in 1884. Over one hundred and twenty-five tons of fish were caught in the pound nets between Kettle and Blue Points. Sturgeon and pickerel are shipped fresh to United States markets, where they are in great demand. The different close seasons were well observed. Being directed by the Department to visit the adjoining division of *Overseer Muir*, where violations of the close season were reported, *Mr. McKinnon* succeeded in prosecuting three parties and having them heavily fined for these offences. Six mill owners were also prosecuted by him for allowing sawdust and mill rubbish to escape into the streams, but they were let off with such slight penalties, by the local magistrates, that he considers it no punishment.

*Overseer D. McMaster*, who has charge of St. Clair River, reports an increase in the catch of herring and pickerel, but a large falling off in that of whitefish, trout and pike. Fishing stations appear to be in good demand, and it is expected an increased number of fishermen will engage in the business next season.

*Overseer Hugh McFayden*, who has charge of the head waters of Saugeen River and tributaries, reports angling for trout as good. The water kept so high that hardly any fishing could be done before June. Trout fetched as high as 25 cents a pound in local markets. Four mill owners were fined for violation of the statute relative to sawdust. Some of them are now getting their mills fixed so as to dispose of their sawdust otherwise than by placing it into the rivers.

LAKE ST. CLAIR AND THAMES RIVER DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Whitefish..... Lbs.	16,600	20,200	33,800	25,800
Trout ..... "	29,600	57,000	70,400	107,300
Herring ..... Brls.	291	462	725	541
Maskinongé ..... Lbs.	400	600	235	500
Bass ..... "	85,400	85,800	60,460	10,250
Pike ..... "	12,200	50,200	25,490	8,900
Pickerel..... "	141,400	88,800	136,400	69,700
Sturgeon ..... "	600	200	320	290
Coarse Fish ..... Brls.	1,668	1,084	Lbs. 237,500	Lbs. 145,100
Fish used for local consumption..... "	.....	374	" 89,200	" 36,000
Totals in lbs.....	657,000	686,800	798,805	512,040
Value ..... \$	25,695	27,334	34,878	24,072 50

*Overseer T. McQueen*, who is located at the mouth of Thames River, reports fishing operations as being less satisfactory than usual. The severity of the weather, and the thickness of the ice, seriously interfered with the operations of fishermen. Mill owners appear well disposed to comply with the law relative to sawdust. No violation of the close seasons came under this officer's notice, except reports of fishing without license, which, upon investigation, proved unfounded.

*Overseer John Crotty* was appointed *Overseer* for the central portion of Thames River, in the place of *Angus Brady*, deceased.

*Overseer Peter McCann*, who has charge of the upper portion of the Thames River, also reports a decrease in the catch. The waters remained so high that the *Cashmere* fishermen could hardly use their seines. Bass fishing was good. Four parties were prosecuted for catching bass in the fish-ways. The high water seriously damaged several fishways, which will have to be repaired.

Overseer A. Quenneville, who has charge of that portion of Lake St. Clair lying in the vicinity of the mouth of Thames River, reports a great falling off in pickerel and bass, which he attributes to the late breaking up of the ice, the first run of fish going up before the end of the close season.

## DETROIT RIVER DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Whitefish .....	Lbs. 75,000	62,500	71,950	31,000
Herring .....	Brls. 104	405	1,200	13,680
Mackinongé .....	Lbs. 600	720	450	1,150
Bass .....	" 200	4,050	570	.....
Pike .....	" 18,000	1,000	7,850	7,500
Pickerel .....	" 14,200	22,300	8,800	6,500
Sturgeon .....	" 43,000	12,800	47,000	49,780
Coarse Fish .....	" 43,000	63,000	149,800	4,000
Fish used for local consumption .....	" .....	.....	15,000	.....
Totals in lbs.....	171,800	245,920	541,220	2,835,930
Value .....	\$ 9,216 00	11,573 20	20,025 70	74,333 00

Overseer E. Boismier, who has charge of the Detroit River, reports the yield of fish as being three times larger than that of 1884. This is due to the unprecedented catch of herring, which is reported at 13,680 barrels. The yield of whitefish was about the same as last year. Owing to the large demand for fresh fish food in neighboring markets, several parties intend going in the business next season.

## POINT PELÉE (MAIN) DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Herring .....	Brls. 5,650	7,940	9,118	14,730
Whitefish .....	Lbs. 109,375	48,244	30,842	58,380
Bass .....	" 33,725	24,840	29,000	48,030
Pickerel .....	" 24,138	34,214	30,000	37,250
Sturgeon .....	" 27,670	69,130	47,800	91,260
Coarse Fish .....	" .....	.....	7,406	104,000
Totals in lbs .....	1,322,908	1,764,428	1,968,642	3,284,920
Value .....	41,805 28	50,559 26	54,209 26	91,120 20

Overseer Wm. Prosser, whose division extends from Detroit River to the County line of Kent, reports an increase in all kinds of fish, the total value being nearly 70 per cent. over that of last year.

PELÉE (ISLAND) DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882	1883.	1884.	1884.
Bass.....Lbs.				42,347
Whitefish....."....."	95,970	62,884	45,561	
Herring.....Brls.	1,170	1,437	634	8,863
Pickeral.....Lbs.			22,483	11,964
Sturgeon....."	60,000	18,200	166,600	7,290
Coarse Fish....."	33,400	65,200	9,800	27,858
Totals in lbs.....	423,370	433,684	371,244	1,862,059
Value..... \$	17,195 60	14,429 72	16,787 86	48,773 90

Overseer James Cummins reports an unprecedented catch of herring, the total value being three times that of 1884.

LAKE ERIE DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	* 1885.
Whitefish.....Lbs.	78,888	110,500	151,400	127,700
Herring.....Brls.	3,061	1,684	4,063	6,084
Mashinongé.....Lbs.	1,200	2,800	2,900	2,000
Bass....."	48,600	86,600	25,260	20,050
Pike....."	25,300	30,800	13,280	17,700
Pickeral....."	234,700	154,200	122,114	635,888
Sturgeon....."	68,200	135,200	101,620	295,715
Coarse Fish....."	475,600	663,200	635,800	76,875
Trout....."			500	520
Fish used for local consumption....."			30,000	49,200
Total in lbs.....	1,543,800	1,520,100	1,882,974	2,147,033
Value..... \$	52,802 00	53,440 00	66,902 44	*102,880 88

\* NOTE.—The above is exclusive of Pelée Division which, if included, would make the total value of the fisheries in the Lake Erie Division = \$242,774.98 for 1885.

Overseer J. McMichael's division comprises the Lake Erie shore of Kent County. He reports a large increase in the catch of pickeral, herring and sturgeon. The falling off in the catch of whitefish is due to the extension of the close season. He recommends that pound nets be removed by the 1st November, so as to make the close season more efficient



The division of *Overseer A. McBride*, fronting on the County of Elgin, was attended to by *Overseer Kerr*, who reports a falling off in the catch of whitefish, owing to the extension of the close season, and to no other cause whatever. Prices generally ruled low, owing to the markets being glutted with coarser kinds of fish which were abundant. A large quantity of sturgeon caught in pound nets were lost while waiting for better prices. The new close season for whitefish and salmon trout was well observed. *Mr. Kerr* also recommends that pound nets be removed on 1st November.

*Overseer David Sharp*, whose division comprises that portion of the coast of Lake Erie fronting on the County of Norfolk, reports a falling off in whitefish, herring and pickerel, partly attributable to rough and stormy weather. Sturgeon are reported very plentiful and large numbers were caught. Prices ruled lower than usual.

*Overseer W. A. McCrae* who has charge of the Grand River and a portion of Lake Erie coast near its mouth, reports a great improvement in the yield of the fisheries of his division. This he attributes to a more vigorous prosecution of the industry. A severe storm injured the pound nets above the mouth of Grand River so badly as to render them useless. Angling and trolling were good below the dam at Dunnville, on the Grand River, but above the dam the water remained too high, so that only a few fish were caught.

*Overseer W. P. Croome*, who has charge of the upper portion of Grand River, reports bass and pickerel as plentiful as ever. There are ten fish-ways in this division, some of which are in good order. Others have been so much damaged by the ice that it was impossible to have the repairs made in time for the spring run of fish.

### NIAGARA RIVER AND LAKE ONTARIO DIVISIONS.

COMPARATIVE Statement of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1882.	1883.	1884.	1885.
Whitefish..... Lbs.	69,100	34,100	16,600	9,400
Trout..... "	110,300	113,000	102,080	181,340
Herring..... Brls.	1,212	2,116	6,880	6,014
MacKinongé..... Lbs.	100,000	190,000	135,000	177,000
Bass..... "	193,200	182,000	157,562	145,020
Pickerel..... "	58,300	69,200	70,750	85,400
Pike..... "	35,800	70,600	38,555	131,520
Nels..... "	.....	.....	15,500	15,375
Sturgeon..... "	103,800	69,600	44,440	10,050
Coarse Fish..... Brls.	1,878	1,698	lbs. 324,770	lbs. 189,200
Totals in lbs.....	1,298,500	1,491,300	2,281,217	2,147,115
Value..... \$	56,594 00	62,622 00	80,358 97	83,298 15

*Overseer J. W. Kerr's* district extends from the mouth of Grand River, on Lake Erie, to Whitby Harbor, on Lake Ontario, including the Niagara River. He reports a falling off in the catch of herring, especially at Bronté. The total yield of the fisheries in the division under his charge is less than that of last year. This is attributed to prevailing gales, which destroyed a large quantity of fishing material. Whitefish and salmon trout at Niagara and Burlington Beach show a decrease when compared with the catch of 1884, which was considered a poor year. Prices held good on local markets during the whole season, owing to the scarcity of sea fish. Close seasons were well observed.

*Overseer Chas. Gilchrist* has charge of Rice Lake and its tributaries, and of that part of Lake Ontario fronting on the County of Northumberland. He reports salmon trout as plentiful, but whitefish a failure. This he cannot account for, except that these fish may have changed their feeding grounds. Large quantities of coarse fish are shipped to American markets

Angling in Rice Lake is still improving. No infractions of the fishery laws came under this officer's notice. Over 500 permits were issued, 52 of which were granted to United States citizens, the balance to residents and Indians.

PRINCE EDWARD AND BAY OF QUINTE DIVISIONS.

COMPARATIVE Statement of the Yield and Value of Fisheries in these Divisions.

Kinds of Fish.	1882.	1883.	1884.	1885.
Whitefish ..... Lbs.	223,000	62,200	159,800	247,400
Trout ..... "	120,000	183,000	265,500	108,000
Herring ..... Brls.	610	341	364	1,505
Maskinongé ..... Lbs.	2,200	.....	550	1,900
Bass ..... "	32,200	23,800	45,400	75,900
Pike ..... "	40,600	175,400	43,500	93,400
Pickrel ..... "	64,400	76,200	57,300	120,800
Sturgeon ..... "	1,800	.....	40,300	40,000
Coarse Fish ..... Brls.	982	964	lbs. 564,400	576,500
Fish used for local consumption ..... Lbs.	.....	.....	59,600	231,600
Total in lbs. ....	802,600	781,600	1,309,150	1,793,400
Value ..... \$	42,466	62,507	61,949	78,783

*Overseer Chas. Wilkins*, who has charge of the Bay Quinté Division, reports that the catch of every grade of fish largely exceeds that of past years. The removal of nets from the upper gap allowed the fish a free and uninterrupted run into the channels of the bay to their feeding and spawning grounds, and this undoubtedly led to an increase in the catch of the finer grades of fish. The improvement in the catch of whitefish Mr. Wilkins attributes to the large numbers of fry deposited in these waters for several years past. Herring was plentiful and of fine quality. Generally, fishing operations were very satisfactory.

*Overseer J. Redmond*, of the County of Prince Edward, reports a falling off in the yield of the fisheries of his division. This is ascribed to over-fishing in past years, and to the hundred miles of gill nets now lining the coasts of Lake Ontario. The former close season for whitefish and salmon trout really afforded very little protection to these fish, but the present extension will undoubtedly have a most beneficial effect. The law was strictly observed.

## LENNOX, ADDINGTON AND FRONTENAC DIVISIONS.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.
Whitefish.....	Lbs.	15,534	34,400	14,800	107,300
Trout.....	"	9,422	16,100	28,400	24,350
Maskinongé.....	"	30			
Bass.....	"	74	200	2,900	3,500
Pike.....	"	34,000	18,000	4,300	31,000
Pickrel.....	"	2,230	20,350	45,650	33,600
Eels.....	"			1,500	300
Herring.....	Brls.	307	207	153	114
Coarse Fish.....	"	1,175	350	lbs. 84,400	122,800
Totals in lbs.....		422,158	200,250	212,550	345,650
Value.....	\$	10,100 72	8,568 00	9,957 60	18,577 00

*Overseer A. D. Sills*, who has charge of the waters fronting on the County of Lennox and Addington, states that, owing to propitious weather, the catch of fish exceeds that of previous years. With one exception where a net was seized for contravention to the law, there were no other abuses.

*Overseer George Lake*, of Westport, who replaced the late J. A. Cameron, reports a decline in the yield of fish in the inland waters of Frontenac. This he attributes to excessive netting in former years and recommends that net fishing be curtailed.

*Overseer R. Gilbert*, who has charge of the inland waters in the upper portion of the County of Frontenac, reports that no licenses were issued for net fishing in his division. Fishing was limited to hook and line. No violations of the law came under his notice. The close seasons were well observed; the extension to thirty days seems to give general satisfaction.

*Overseer H. R. Purcell*, has charge of the inland waters of the County of Addington. He states that, fish are on the increase since net fishing is curtailed. It is rather a difficult matter to detect poachers in these back lakes. Several nets were however confiscated but the owners could not be found.

WOLFE ISLAND AND KINGSTON DIVISIONS.

COMPARATIVE Statement of the Yield and Value of the Fisheries in these Divisions.

Kinds of Fish.	1882.	1883.	1884.	1885.
Whitefish ..... Lbs.	600	2,400	700	1,200
Trout .....	23,000	21,000	9,700	16,400
Bass .....	18,800	11,800	900	46,000
Pickarel..... "	9,400	3,000	1,900	700
Eels..... "			3,300	3,200
Maskinongé .....				15,000
Pike..... "			1,800	1,900
Sturgeon .....	200	3,600	4,900	5,550
Coarse Fish .....	468	370		60,100
Fish used for local consumption..... "		58	lbs. 125,900	
Totals in lbs.....	143,000	127,400	144,000	150,050
Value .....	\$ 5,148 00	4,614 00	5,277 00	7,445 50

Overseer Thomas Merritt reports a decline in the yield of fish in the vicinity of Kingston, where the impurities from the city drainage are carried by the current into the bay. The finer grades of fish are becoming scarce, while the coarser kinds are said to have been overfished to such an extent, that it hardly pays to set hoop nets for them. Black bass and pickarel are increasing on the reserved grounds for breeding and angling purposes in the neighborhood of Kingston. Several nets were seized and destroyed, but in only one instance could the owner be identified.

Overseer P. Kiel, who has charge of Wolfe Island and neighboring waters, states that, while there is no perceptible decrease of fish in his division, fishing is less vigorously prosecuted than heretofore, and several fishermen are now engaged in other employment.

RIDEAU DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	1884.
Whitefish ..... Lbs.	11,000	2,800	3,200	3,250
Trout .....	3,400	1,600	1,400	
Herring..... Brls.	74	73	61	48
Maskinongé .....	1,000	1,000	800	800
Bass .....	9,050	12,200	7,000	7,300
Pike..... "	18,650	15,400	13,800	9,100
Pickarel .....	3,800	4,200	4,000	6,850
Coarse Fish..... Brls.	424	317	lbs. 51,600	39,300
Totals in lbs.....	146,500	115,200	94,000	76,200
Value..... \$	4,981 50	3,799 00	3,619 00	3,031 00

*Overseer Geo. Jearle*, who has charge of the Rideau Lakes, reports a good catch of salmon trout, pickerel and pike. Coarse fish were not so much fished as formerly. With the exception of two parties, who were fined for illegal fishing, the close seasons were generally well observed.

*Overseer A. E. Mills*, who has charge of Rideau River and Canal, reports that the water remained very high during the whole summer, thus interfering greatly with fishing operations. There are not so many people engaged in the business as there were before the prohibition of nets. Trolling is very little indulged in, owing to the mud caused by the wheels of boats running on the canal. Two parties were prosecuted—one for spearing, and one for fishing with nets, illegally.

ROCKPORT AND BROCKVILLE DIVISION.

STATEMENT of the Yield and Value of the Fisheries in this Division.

	Lbs.
Maskinongé.....	22,200
Pickerel.....	15,000
Pike.....	45,000
Sturgeon.....	10,000
Coarse Fish.....	28,000
	120,200
Total in lbs.....	120,200
Value.....	\$5,810

PRESCOTT AND CORNWALL DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Maskinongé.....Lbs.	2,200	2,500	3,000	3,200
Bass....."	5,500	5,000	5,500	2,000
Pike....."	5,300	6,000	6,000	5,000
Pickerel....."	4,800	5,200	8,000	6,000
Sturgeon....."	50,000	48,000	50,000	3,000
Coarse Fish....."	62,400	65,000	60,000	6,100
Totals in lbs.....	130,200	131,700	132,500	25,300
Value..... \$	4,763 00	4,752 00	5,590 00	1,255 00

CARLETON AND RUSSELL COUNTIES DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.		1883.	1884.	1885.
Maskinongé.....	Lbs.	5,000	5,000	500
Bass.....	"	5,000	4,500	2,800
Pickereel.....	"	6,000	7,000	3,400
Pike.....	"	6,000	5,500	5,600
Sturgeon.....	"	10,000	12,000	1,000
Eels.....	"	.....	2,000	.....
Coarse Fish.....	"	20,000	21,000	20,000
Totals in lbs.....		52,000	57,000	33,200
Value.....	\$	2,160 00	2,595 00	1,332 00

COUNTY OF RENFREW AND LANARK DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.
Whitefish.....	Lbs.	4 200	5,700	2,700	2,400
Trout.....	"	14,400	10,600	8,000	4,800
Maskinongé.....	"	9,000	10,400	5,000	4,850
Bass.....	"	6,200	12,400	10,000	7,700
Pike.....	"	21,900	23,300	20,000	15,600
Pickereel.....	"	8,400	10,000	8,000	6,400
Sturgeon.....	"	2,800	11,400	10,000	5,800
Coarse Fish.....	"	31,400	45,000	50,000	40,000
Totals in lbs.....		98,300	128,200	113,700	87,550
Value.....	\$	4,787 00	5,859 00	5,236 00	3,983 00

MISSISSIPPI RIVER AND LAKE DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.
Bass.....	Lbs.	5,000	4,400	6,000	5,500
Pike.....	"	33,000	26,800	27,400	25,200
Pickereel.....	"	400	1,800	3,400	3,100
Coarse Fish.....	"	41,200	18,400	22,200	20,100
Totals in lbs.....		59,600	51,200	59,000	53,900
Value.....	\$	2,398 00	2,080 00	2,600 00	2,379 00

CHARLESTON AND GANANOQUE LAKES DIVISION.

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1882.	1883.	1884.	1885.
Trout..... Lbs.	2,000	1,800	2,000	20,000
Bass..... "	4,000	3,400	4,400	15,000
Pickereel..... "		1,200		
Pike..... "	1,000		1,500	4,000
Coarse Fish..... "	20,000	25,000	25,000	21,000
Totals in lbs.....	29,000	31,400	32,900	60,000
Value..... \$	899 00	908 00	1,249 00	3,330 00

PETERBOROUGH DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1782.	1883.	1884.	1885.
Whitefish..... Lbs.	8,000	5,000	10,000	1,500
Trout..... "	25,000	21,000	27,000	15,600
Herring..... Brls.	180	225	70	27
Maskinongé..... Lbs.	133,400	168,400	174,400	117,000
Bass..... "	109,200	127,600	120,000	93,000
Pickereel..... "		2,000		
Coarse Fish..... Brls.	305	255	lbs. 30,000	lbs. 22,000
Totals in lbs.....	372,600	420,000	372,300	254,500
Value..... \$	19,316 00	22,105 00	21,874 00	14,763 00

VICTORIA COUNTY DIVISION.

STATEMENT of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1885.
Herring..... Brls.	50
Maskinongé..... Lbs.	15,000
Bass..... "	25,000
Pickereel..... "	2,400
Coarse Fish..... "	5,000
Total in lbs.....	57,400
Value..... \$	2,944 00

## LAKE SCUGOG DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1884.	1885.
Maskinongé..... Lbs.	200,000	200,000
Bass..... "	80,000	60,000
Coarse Fish..... "	100,000	100,000
Total in lbs.....	380,000	360,000
Value..... \$	19,800 00	18,600 00

Overseer Geo. B. McDermot, who has charge of Lake Scugog and tributary streams, reports maskinongé as steadily increasing. Bass are unfortunately on the decrease owing to their habits of frequenting shallow waters where they are dried up and die during the winter months. Were it possible to get over the trouble of the Lindsay mills using such large quantities of water, these fish would in a few years increase considerably.

## LAKE SIMCOE AND COUCHICHING.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.	1884.	1885.
Whitefish..... Lbs.	50,000	35,000
Trout..... "	65,000	51,000
Herring..... Brls.	100	120
Maskinongé..... Lbs.	5,000	4,000
Bass..... "	20,000	15,000
Pike..... "	20,000	20,000
Sturgeon..... "	10,000	7,000
Total in lbs.....	190,000	156,000
Value..... \$	12,700 00	9,970 00

## LAKE SIMCOE DIVISION.

Overseers L. S. Saunders and Wm. Hastings report that, since Lake Simcoe was set apart for the natural propagation of fish, no accurate estimate of the catch can be given. They recommend the issue of permits to spear through the ice, but that no netting of any kind be allowed.

Overseer Wm. McDermott, who has charge of the inland waters of the County of Simcoe, reports a noticeable increase of fish in his division, especially pike.



MUSKOKA DIVISION.

COMPARATIVE Statement of the Yield and Value of the Fisheries in this Division.

Kinds of Fish.		1882.	1883.	1884.	1885.
Whitefish .....	Lbs.	23,000	20,800	18,000	15,000
Trout .....	"	4,600	3,537	3,500	7,230
Herring .....	Brls.	90	83	90	80
Bass .....	Lbs.	1,400	2,418	1,600	1,500
Pickereel .....	"	1,600	12,470	5,200	4,200
Totals in lbs.....		48,600	55,825	46,300	.....
Value .....	\$	4,458	3,255 24	2,578	2,520 40

Overseer *W. E. Foot*, who has charge of Lakes Muskoka, Rousseau and Joseph, speaks favorably of the condition of the fisheries in his district. The close season was fairly observed, and no violations of the law came under his notice.

Overseer *E. C. Roper*, who has charge of Muskoka River and Mary Lake, reports having done his utmost to secure a strict observance of the fishery laws. The great trouble is with mill-owners. The prosecution brought by this officer against one firm is said to have had a good effect.

LAKE NIPISSING DIVISION.

STATEMENT of the Yield and Value of the Fisheries in this Division.

Whitefish, lbs.....	16,000
Pickereel " .....	24,000
Pike " .....	30,000
Total in lbs.....	70,000
Value .....	\$4,220

## No. 10.

## MANITOBA AND NORTH-WEST TERRITORIES

WINNIPEG, 15th January, 1886.

HON. GEO. E. FOSTER, B.A.,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to submit my second Annual Report on the Fisheries of Manitoba and the North-West Territories, for the year ending 31st December, 1885. The industry is, as yet, in its infancy, and this fact, together with the vast extent of territory to be covered, makes it somewhat difficult to get all the data necessary for a satisfactory report. I have, however, great pleasure in announcing that the fishery laws have been promulgated throughout the Province and also in portions of the North-West Territories, and with satisfactory results. Hitherto the close seasons had been entirely disregarded and threatened the destruction of the fishing resources of the country. Several prosecutions, with the imposition of fines, has had a salutary effect, and fishermen now evince a tendency to comply with the regulations. I found many of the streams throughout the Province obstructed with mill dams, and, with a view to the removal of such obstructions, I have visited many localities, and personally instructed owners and lessees of mills to put fish-ways in their dams. I left models and plans with overseers appointed in different districts, who were asked to supervise the construction of passes. The result thus far has proved fairly satisfactory. A few have already been constructed, and the remainder, I have every reason to believe, will be finished before the fish begin to ascend the rivers in the spring. Only two instances of a pollution of water, resulting in the destruction of fish, have come under my observation; one being that of the Red River, through deleterious matter from the gas works and public sewers of the city of Winnipeg; the other, that of the waters at the mouth of the Winnipeg River, near Fort Alexander, where saw-dust has proved destructive to fish. I have taken steps to abate the latter nuisance, but scarcely know how to overcome the former. A large number of dead fish have been noticed by settlers along the banks of the Red River, between Winnipeg and Selkirk, whose destruction I can attribute to no other cause than that just mentioned. In accordance with instructions received from the Department, I have taken measures to have the refuse at the mouth of Winnipeg River burnt. I have warned other mill owners that they must consume all such rubbish in future, a rule with which they seem willing to comply.

## LICENSES.

The development of the fisheries of this country promises to be rapid, and already many are engaging in the trade. I can foresee considerable difficulty in controlling the industry, unless some satisfactory system of licensing traders and leasing grounds is at once established. As it is, traders are not confined to any locality, and do not feel under any obligation to report the result of their operations. The system of fishing varies from angling with hook and line to that of the pound net, the latter being chiefly used in catching sturgeon in Lake Winnipeg. As already intimated to the Department, I think the following scale of license fees would be acceptable to all engaged in the trade:—

Gill and dip nets .....	\$ 5	per annum.
Drag or seine nets.....	25	do
Pound nets.....	50	do

Applications still continue to be made for fishing grounds, and I would respectfully recommend that some regulation be made whereby parties desiring locations could procure them for some specified consideration. While on this subject it may not be amiss for me to suggest some changes in the close season, impressed upon my mind as desirable in this country, from observations made during my visits to the leading fishing districts in the past year. I think in the interests of the fisheries the following dates should be permanently fixed:—

Whitefish from 15th October to 15th November.

Pike (jackfish) no close season.

Pickrel from 15th May to 15th June.

Catfish, no close season.

Sturgeon, from 1st May to 1st July.

#### THE FISH TRADE.

It is somewhat difficult from the causes already set forth, to get accurate statistics under this head. Approximate estimates have, however, been secured from several sources, that warrant me in saying that there has been a marked increase in the trade during the past year. From a statement received from the Customs authorities at Winnipeg and Emerson, and corroborated by a similar statement from the United States Consul here, I find that the export of fish has been greatly in excess of that of 1884. I submit the figures for the purpose of comparison:—

1884.		1885.		
	Quantity.	Value.	Quantity.	Value.
Whitefish... ..	Lbs. 359,000	\$14,036	Lbs. 759,730	\$32,500
Pike.....	561,833	13,855	670,443	21,877
Pickrel.....	.....	.....	33,515	1,340
Tullipie.....	.....	.....	1,600	£0
	<u>Lbs. 920,833</u>	<u>\$27,891</u>	<u>Lbs. 1,465,288</u>	<u>\$55,817</u>

I have also made diligent enquiries from a number of traders with a view to arriving at the home consumption, and from an approximate estimate of the quantity used by the Indian and white population, I believe it to be very little short, in value, of three-quarters of a million dollars. I intend, however, another year to so perfect my system of obtaining statistics under this head that I may be able to get at the exact quantity of fish consumed.

#### LAKE WINNIPEG DISTRICT.

This district has all along and still continues to be the principal fishing station in the Province. This lake abounds in pike, pickrel, perch, gold-eye, catfish, suckers, tullipies (fresh water herring), whitefish, sturgeon, &c. Whitefish, pickrel, pike and sturgeon are the staple food fishes of this district, and are sought after by a large number of traders. Another species of fish analagous to the British Columbia salmon was caught for the first time last summer near the mouth of Little Saskatchewan River. I brought two of the four caught to Winnipeg and exhibited them at the last Provincial Exhibiton, where they were greatly admired. One weighed twenty-five and the other twenty pounds, and when cooked proved an exceedingly savory dish. Among the principal traders in Lake Winnipeg are Messrs. Reid, Clarke & Co., Capt. Bamfield, of Selkirk, J. Hanson, V. Smith, Matheson Bros., W. R. Sinclair, Robert Bullock, David McGregor, J. B. Johnson and the Hudson's Bay Company. Some of these are actually in fishing while others simply trade, buying from Indians and the Icelanders.

Messrs. Reid, Clarke & Co. have handled about 167 tons of fresh fish and 2,270 half-barrels of salt whitefish during the past year. Of this quantity they exported

some 140 tons of fresh fish, and 2,240 half-barrels of salt whitefish. They supplied the local trade here with 27 tons of fresh fish and 30 half-barrels of salt whitefish. In this trade they have one sail boat valued at \$350, and a steam tug worth \$10,000. This firm has icehouses at the following places for the preservation of fish: Winnipeg, Selkirk, Big Island, Swampy Island, Beren's River, and one at the mouth of the Little Saskatchewan River.

Captain Bamfield has a large sail boat, valued at \$2,500, in the service, and also some 20,000 feet of gill net. He has an ice house at Big Island.

Messrs. Matheson Bros. have one sail boat valued at \$400 and 15,000 feet gill net, with an icehouse at Bull's Head, the principal fishing station of the lake.

Mr. J. Hanson owns a sail boat worth about \$400 and uses 18,000 feet of gill net.

Mr. V. Smith has a sail boat worth \$300 and some 15,000 feet of gill net. He also has a pound net worth \$500 but was not in use the latter part of the season.

Mr. David M. Gregor did not export any fish, but caught for the local trade 2,000 pounds of whitefish, which he sold at five and a-half cents per pound; 42,000 pounds of sturgeon at five cents per pound. One sturgeon caught weighed 150 pounds, but the average all round was about sixty pounds; 2,500 pounds catfish, 12,000 pounds pike and pickerel, 500 pounds perch. He used a pound net valued at \$300. Large sail boat and other appliances valued at \$600.

Mr. Robert Bullock, of Selkirk, another trader, purchased during the season 77,000 pounds whitefish, 2,200 pounds pike and 9,200 pounds tullipies.

Fish canning is an industry that promises to be attended with some success on Lake Winnipeg. J. Thoransen, an Icelander, inaugurated this enterprise in March last, and by the month of June had it in successful operation. His factory is at Ginali and is upon the same principle as a similar establishment in Denmark, where he acquired a knowledge of the business. Samples of canned whitefish, catfish, pike and gold eyes, canned at this factory, have been sold here and at Selkirk and proved satisfactory. Fish are cured by other processes that have been found useful in preserving them. Some are smoked, others are salted like herring and codfish, while others, chiefly whitefish and pike are cured by the process employed in the preparation of finnan haddies.

#### LAKE MANITOBA DISTRICT.

This district is second only to Lake Winnipeg itself as a fishery ground. Its resources, however, are only partially developed, but judging from the success that has rewarded the efforts of a few fishermen during the past year, it is safe to predict for this locality a bright future. The principal fishing grounds are at St. Laurent, Totogan, Oak Point, Clandeboye Bay, the Narrows, Manitoba Post, Ebb and Flow Lake, Fairford, Lake St. Martin's, and Water Hen River. At the south end of the lake pike and pickerel are more abundant than whitefish, but at the Narrows and Fairford the catch is entirely whitefish, although other varieties are to be found there. In Lake Winnipegosis there are many good fishing points, but they have not as yet come within the range of traders, and the catch is principally used by Indians and half-breeds for home consumption. At Lake St. Martin's, on the Fairford River, is probably one of the finest spawning beds in the North-West for whitefish. They go from Lake Manitoba down the Fairford to Lake St. Martins. After leaving this lake the Fairford assumes the name of the Little Saskatchewan and empties the waters of Lakes Manitoba and Winnipegosis into Lake Winnipeg. Whitefish from the latter also ascend the Little Saskatchewan to Lake St. Martin's to spawn. There are two other important spawning grounds for whitefish on inlets of Lake Winnipegosis, one at Water Hen Lake at the head of the river of the same name, and the other at Swan Lake reached through Shoal River at the north-west angle of Lake Winnipegosis. Good fishing is also reported in Long Lake, Francis and Shoal Lakes, all of which are in the vicinity of Lake Manitoba, and may be conveniently classed with this district. The opening of the Manitoba and Northern Railway promises a fresh impetus in the fish trade, as it furnishes through the station at

Westbourne, near the mouth of White Mud River, a convenient place for the sale and shipment of fish by rail to Winnipeg.

Messrs. Smalley & Chantler, who keep a large general store at Westbourne, do a large trade in fish, and have done so for the past four years. They shipped 100,000 pounds pike and whitefish during the past year.

Mr. H. Armstrong, a trader, residing at Poplar Point, reports having shipped to the United States during the past year :

	Pounds.
Pike.....	172,000
Pickarel Doré.....	25,000
Whitefish.....	43,000

He corroborates the statement of Mr. Jones as to the number and value of appliances in use in the Lake Manitoba district. I propose, however, making a more thorough inspection of this region myself during the ensuing year.

Mr. Peter MacArthur, a resident of Westbourne, owns a steamer valued at \$25,000, with which he does a large freight and general transportation business. He also takes a deep interest in the fishing trade of Lake Manitoba, and during the past year shipped to Detroit and Chicago, 75,000 pounds of whitefish and pike. Mr. MacArthur augurs a bright future for this industry on Lake Manitoba and other localities in the Province if only properly encouraged and protected, and believes that it will be second only to agriculture, itself, among the varied resources of this country.

Mr. Wm. Sifton, who resides at the Narrows of Lake Manitoba, is another leading trader of this district. He has handled during the past season about 150,000 pounds of whitefish, caught at the Narrows, Manitoba Post and Fairford.

Amongst others who may be mentioned in the Lake Manitoba trade, are Messrs. McKenny, Lundy, & Morrison of St. Laurent, Messrs. Moar & Macdonald of Fairford, Isaac C. Lewis of Westbourne, and Mr. N. D. Bradstock of Clandeboye Bay.

Mr. F. H. Jones, of Winnipeg, who deals largely in fish in this country, speaks in the highest terms of the fishing industry of Lake Manitoba, and believes that in a year or two it will exceed that of Lake Winnipeg. He estimates the catch there during the past year for export as :—

	Pounds.
Whitefish.....	300,000
Pike.....	450,000

And for the local trade :—

	Pounds.
Whitefish.....	50,000
Pike.....	70,000

He estimates that 50,000 pounds of the above fish have been shipped to Ontario. He approximates the values of boats, nets and other appliances in use in Lake Manitoba at about \$25,000. There are about 100 boats, twenty of which are upwards of three tons burden, and 1,200 gill nets used by fishermen.

Mr. L. Collie, writing from Shoal Lake, a short distance east of Lake Manitoba, states that pike or jackfish is about the only species of fish caught there, and principally by Indians. He pronounces them the best fish of the kind he has ever tasted, excelling in flavor, those caught in Lake Manitoba. They are also of a good size and will average six pounds in weight. The Indians of a small settlement on the lake, fish both winter and summer, and use gill nets and hooks. The size of this lake below the first Narrows, is about twelve miles long by twelve miles in width. Above the Narrows five miles by twelve miles, and he speaks of another large extension of the lake above the second Narrows. My informant has navigated the lake

both below and above the first Narrows in a steam launch owned by a Mr. Robertson, who keeps a first-class hotel there, to which sportsmen resort to in large numbers during the shooting season, as the lake abounds in game of all kinds. This steamer is a small pleasure boat, with a four horse-power engine, and has a draught of twenty-six inches. There are no other boats on the lake except a few small flat-bottomed ones used in fishing and hunting.

#### LAKE OF THE WOODS DISTRICT.

This region from what information I could glean and observations made, is no doubt one of the best fishing districts of all those requiring my supervision. I have been unable, however, on account of the time taken in other districts, to give this locality that attention its importance deserves, but hope to do so another year. Lake of the Woods and the Winnipeg River teem with food fish of various kinds; embracing sturgeon, pike, pickerel, trout, whitefish, &c. The myriad lakes, that are arms or extensions of the Lake of the Woods, also contain fish of the species named, whose resources, when they become better known, cannot fail to attract a large number of traders to Rat Portage. This industry must be added to that of mining and lumber, already developing a large centre of trade in this busy town. Hitherto it has been more of a place of resort in summer for tourists and pleasure seekers, to enjoy the angling sports it so richly affords, but since the opening of the Canadian Pacific Railway a fair trade has been already been developed, and promises to be largely augmented during the next year. Large quantities of fish have been shipped *via* Port Arthur to Detroit, Buffalo and other cities of the United States. Amongst the traders who do a fish trade there are Messrs. McRae & Co. and Mr. Wm. Zipple, who exports largely to the United States. An estimate of the business done during the past year at Rat Portage, may be gleaned from the shipments made from that station, which are as follows:—

	Pounds.
Whitefish.....	120,000
Pike and pickerel .....	80,000
Sturgeon.....	75,000
Trout.....	15,000

The above does not include that used for home consumption by whites and Indians. There a number of smaller lakes and the Brokenhead and Whitemouth Rivers between Selkirk and Rat Portage, on the Canadian Pacific Railway, which are said to contain good fish, but I will have to report on another year.

#### FISH-WAYS.

A great deal of my time has been taken up during the past year, in enforcing the regulations regarding the construction of fish-ways in mill dams and other obstructions in rivers and streams, passing through the settled portions of the Province. In the Winnipeg district there was an obstruction by the Canadian Pacific Railway on the Lasalle River, owing to their putting in a dam to secure water for the use of locomotives on the southwestern branch, but I am pleased to be able to state that the necessary fish-way has now been built there. In the Minnedosa district there are two dams in course of construction upon the Rolling River, a tributary of the Little Saskatchewan River, and I have the assurance of the owners, that fish-ways will be built there according to law. There are also two dams on the Little Saskatchewan itself at Rapid City, near mills in the possession of Mr. Thos. Lea, and George Balkwill. The former promises to put in a fish-way provided he leases the mill another term. The latter has a sluice in his dam, which he opens in the spring to protect the dam from freshets and may answer the purpose of a fish-way. In the Birtle district there is a dam at Mr. Barclay's mill on the Bird Tail River, and another at Assissippi, on the Shell River, in both of which passes have been provided. There

is one at Grant Bros. mill at Todburn, on the Bird Tail, where I expect a fish-way will be completed before spring. In the Brandon district, Messrs. McCullough & Herriot have a large dam on Plumb Creek, near its junction with the Souris, and they promise to have the fish-way ready by the time the fish commence to ascend the river in the spring. The Canadian Pacific Railway have put a sluice in their dam at Moose Jaw, which will suffice for the passage of fish.

#### FISH CULTURE.

It is, doubtless, premature as yet to introduce the hatchery and fish-breeding establishments of the older Provinces into a new Province until the adaptability of foreign fish has first been put to the test. With this object, however, in view, I have been keeping a close watch upon the work being done in the adjoining State of Minnesota. The result of my observations has been such as to induce me to make an experiment with German carp (*cyprinus carpio*), commonly known as the scale carp, and bred with unprecented success in many parts of the neighboring republic. Through the kindness of Mr. R. O. Sweeney, President of the Minnesota State Fish Commission, I have been favored with a can containing 100 live fish of this species, six months old. They reached here from the hatchery at St. Paul on the 22nd day of November, a few of them dying in transit. Having secured suitable ponds for them in Springfield, Portage la Prairie and Minnedosa, I at once distributed them between those places, but three years must elapse before they spawn. The carp is an excellent food fish, and requires no elaborate fish-breeding establishments as have hitherto been found necessary for the extensive culture of other varieties of fish, and they are so easily raised that any farmer having a suitable pond may have them upon his own farm. I would suggest the advisability of importing parent fish of this species, so that immediate propagation might ensue in different portions of the Province, where other fish are not available.

Mr. Milton H. Pierce, of the Pennsylvania State Board of Agriculture, and an eminent authority on this subject, says: "The carp is a prolific breeder. A female carp weighing five pounds contains 500,000 eggs. It is partial to stagnant waters, with a loamy or muddy bottom, rich in aquatic plants. They will live and thrive in water where most other fish could not possibly exist. The carp subsists upon vegetable food and, to some extent, upon worms, larvæ of aquatic insects, etc. In a climate where the water freezes or becomes cold, they will hibernate by burrowing in the mud. During the hibernation they do not diminish in weight." All these circumstances point favorably to the successful culture of this species of fish in this country; and I would, therefore, urge upon the Department the favorable consideration of this question.

Appended will be found a report from Mr. F. C. Gilchrist, overseer at Fort Qu'Appelle, giving particulars of the fishery resources of that district.

I have the honor to be, Sir,

Your obedient servant,

ALEX. McQUEEN,

*Inspector of Fisheries, Manitoba and N. W. T.*

## REPORT OF OVEBSEER F. C. GILCHRIST.

FORT QU'APPELLE, ASSA., 12th January, 1886.

SIR,—In accordance with your request of the 4th instant, I have the honor to reply as follows: Some months back I made a very full report to the Department of Fisheries of the extent of the territory under my charge, and the fishing resources of the same. I was about to make a report of the catch (roughly estimated) to the Department when I received your letter.

A great deal of fishing is done in this district by Indians and half-breeds, and it is as yet very difficult to get accurate statistics of their catches; however, I am perfecting arrangements by which in the future I will be able to give comparatively correct estimates of the amount of fish caught. Considerably over 150,000 pounds, half of which was whitefish, the rest pike and pickerel, were caught. The greater portion was sold to the Indian Department to be used as food for the Indians, the rest was sold to the settlers and inhabitants of the various towns, and would average 6 cents per pound. Last fall very little fishing was done during the legal close season. With the permission of the Department I employed an assistant, and during the first few days of the close season for whitefish we were kept very busy lifting and hanging up nets, but two nets were re-set which I seized. A fish-trap built across the river of stones and brush, I tore up. Explosives are not used in these waters, and as yet I have prevented the throwing into the river of deleterious substances. Oil is not made of fish, neither are dogs fed upon them.

The close season for whitefish is altogether too short, I would strongly urge that it be at the very least from 1st October to 1st November, and if possible to obtain it, a close season for the Territory of Assiniboia from 1st October to the 15th November. It would be a long close season, but considering the peculiar formation of these lakes (explained in above mentioned report) and the heavy fishing at present being carried on, and which will be constantly increasing, it is not too long. This last fall I took from whitefish caught on 5th November great quantities of ripe spawn, but on the 15th November very few retained any ova.

I have the honor to be, Sir,

Your obedient servant,

J. C. GILCHRIST,

*Fishery Overseer, Qu'Appelle Lakes and Tributaries.*

TO ALEX. McQUEEN, Esq.,  
Inspector of Fisheries,  
Winnipeg, Man.



## No. 11.

## REPORT OF COMMANDER ANDREW R. GORDON ON THE FISHERIES OF HUDSON BAY.

TORONTO, 26th February, 1886.

HON. E. FOSTER, B.A.,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I desire to again draw your attention to the question of the value of the fisheries in Hudson Bay, Hudson Straits and Ungava Bay. In my report of last year I pointed out the importance of these interests and can only add that further experience only confirms my opinion of their great value.

At present the Hudson Bay Company and New England whalers are the only people who are engaged in the prosecution of these fisheries. The whalers, besides fishing, do a trading business with the natives and enter into competition with the Hudson Bay Company who have to pay Customs duties on all the goods they import. During the voyage of 1885 I met a United States whaling barque bound into the bay, and the fact that they continue to prosecute the fishing may well be taken as evidence of its remunerative nature.

I would strongly urge that in any negotiations with the United States Government had in regard to fishing privileges in the waters of the Dominion of Canada, due weight should be given to the fisheries of Hudson Bay and Straits. As these fisheries are capable of being greatly developed it would be unfair for them solely to be considered on the ground of the use hitherto made of them, nor is it only the whale fishery, for walrus hides being now a valuable article of merchandise, and the American fishermen notoriously careless as to the continuance of the supply, these valuable mammals may soon become as extinct as the whales of the Gulf of St. Lawrence under like circumstances.

The "White Sea" in Russia is analogous to the Hudson Bay in Canada; in the White Sea, fishing is only permitted by vessels of an alien flag after the payment of a heavy license fee, and the Russian authorities prescribe the methods to be used in capturing the fish. I would respectfully suggest that no foreign vessel be granted the privilege of fishing in Hudson Bay and Straits without the payment of a license fee.

The salmon fisheries of Ungava Bay continue to be successfully prosecuted by the Hudson Bay Company, their refrigerator vessel, the "Diana," this year taking home thirty-five tons of fresh frozen fish, worth over twenty thousand dollars. The company have also brought out from England a yawl, of about twenty tons burden, to be used in the bay in connection with this salmon fishery.

There is, I am sure, ample room for the development of the salmon fisheries of Hudson Bay as well as Ungava Bay, and with railroad communication once established, with any point in the bay, I believe the subsequent development would be rapid.

I have the honor to be, Sir,

Your obedient servant,

ANDREW R. GORDON, Lieut. R. N.

*Commanding Hudson Bay Expedition.*

REPORT  
ON  
FISH-BREEDING  
IN THE  
DOMINION OF CANADA,  
1885.

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NEWCASTLE, ONT., 31st December, 1885.

The Honourable GEORGE E. FOSTER,  
Minister of Marine and Fisheries, Ottawa.

SIR,—I beg to submit herewith my annual report of proceedings connected with fish-cultural operations in the Dominion of Canada during 1885.

The progress made throughout the past year has been of a satisfactory character, and shows a considerable increase over former years, in the numbers of ova laid down in the several hatcheries, and a larger number of fry hatched and distributed in numerous lakes, rivers, and other waters throughout Canada.

Reports from the several officers in charge of the twelve hatcheries now located between the Atlantic and the Pacific shores, are of a very satisfactory character. These reports are appended hereto, and will be found very interesting as describing from each local stand point, the operations which have been carried on during the year. The remarks contained in some of them will afford important information to the Government, which could not be obtained except through the practical operations carried on by the fish cultural branch of your Department.

The annual report for the previous year, of 1884, on fish breeding, was made more voluminous than usual, as it dwelt upon many of the questions which had created doubts in the minds of a certain portion of the community regarding the success of artificial fish breeding, as applied to the rivers and inland waters which had received supplies of young fish for some years back. These doubts were met, and, I trust, fairly dispelled by a practical discussion of the points at issue, and by the most satisfactory records taken from official returns of the various fishery officers. Therefore, it will be considered unnecessary for the present to write upon that subject again.

This report for 1885, will therefore, more particularly give a brief account of the several hatcheries, the business carried on at each, with the improvements and repairs which have been made at some of them; and describe the work necessary to be done at others during the coming season, in order to insure a more economical and satisfactory working in the future. The report will also give a detailed statement of the number of fry put out from the several hatcheries, and the quantity of eggs deposited in them during the working seasons of 1885.

The object of your superintendent has been to introduce into the several hatcheries a systematic method of working them, so that the machinery, appliances, and procedure in one shall apply to all; and that the buildings should be constructed and so arranged that mishaps which are liable to arise from freshets in streams, frosts in winter, or sedimentary deposits, could be well guarded against, thereby reducing to a minimum certain losses which must unavoidably take place in the general work of fish breeding, and in the collection and hatching of fish eggs, and in the distribution of the fry afterwards.

The following statement will show the number of young fish of the several species enumerated that were bred and turned into the various waters throughout the Dominion, during the season of 1885, amounting in the aggregate to 81,067,000, and the number of eggs of the various descriptions of fishes (mentioned in the schedule attached), collected and laid down in the several hatcheries during last season, was 112,713,000.

A particular account is also given of the young fish bred in each hatchery in the several Provinces, during the spring of 1885, as follows:—

Hatchery.	Province.	No.
Fraser River.....	British Columbia.....	1,800,000 salmon
Sydney.....	Cape Breton.....	772,000 "
Bedford.....	Nova Scotia.....	670,000 "
Dunk River.....	Prince Edward Island.....	1,100,000 "
St John River.....	New Brunswick.....	155,000 "
Miramichi.....	".....	900,000 "
Restigouche.....	Quebec.....	660,000 "
Gaspé.....	".....	290,000 "
Tadousac.....	".....	720,000 "
Magog.....	".....	300,000 salmon trout
Newcastle.....	Ontario.....	3,200,000 "
".....	".....	2,500,000 white fish
Sandwich.....	".....	43,000,000 "
".....	".....	25,000,000 pickerel
Grand total.....		<u>81,067,000</u>

The above were divided by species, as follows:—

Salmon, <i>S. Salar</i> .....	5,267,000
" <i>S. Quinnat</i> .....	1,800,000
Salmon trout, <i>S. Namaycosh</i> .....	3,500,000
White fish, <i>Coregonus</i> .....	45,500,000
Pickereel or Doré, <i>Luciopercha</i> .....	25,000,000
Total.....	<u>81,067,000</u>

The following statement will also show the numbers of fish eggs laid down in each of the hatcheries in the Dominion during the fall of 1885:—

Fraser River, B.C.....	3,887,000 salmon
Sydney, C.B.....	1,611,000 "
Bedford, N.S.....	950,000 "
Dunk River, P. E. I.....	1,000,000 "
St. John River, N.B.....	1,071,000 "
Miramichi, N.B.....	1,050,000 "
Restigouche, Quebec.....	1,470,000 "
Gaspé, ".....	626,000 "
Tadousac, ".....	1,770,000 "
Magog, ".....	375,000 salmon trout
Newcastle, Ontario.....	12,848,000 "
" ".....	3,000,000 white fish
" ".....	55,000 speckled trout
Sandwich ".....	48,000,000 white fish
" ".....	35,000,000 peckerel
Grand total.....	<u>112,713,000</u>

Divided by species, as follows:—

Salmon, <i>S. Quinnat</i> (sau-quai).....	2,400,000
" " (suck-kai).....	1,487,000
" <i>S. Salar</i> .....	9,548,000
Salmon trout, <i>S. Namaycosh</i> .....	18,223,000
Speckled trout, <i>S. Fontinalis</i> .....	75,000
White fish, <i>Coregonus</i> .....	51,000,000
Pickereel Doré, <i>Luciopercha</i> .....	35,000,000
Total.....	<u>112,733,000</u>

**STATEMENT OF THE GROSS NUMBER OF FRY BRED AT EACH HATCHERY  
FROM THEIR COMMENCEMENT.**

The following statement gives the total number of young fish bred and distributed from each hatchery in the Dominion, since the year of its commencement, up to, and including the spring season of 1885. The gross number now reaches upwards of 393,000,000 of fry, and belong to the most important species of commercial fishes, that inhabit the rivers, and great inland waters of Canada. They include the following kinds: salmon, salmon trout, speckled trout, white fish, pickerel or doré, and black bass.

Year of commencement.	Name of Hatchery.	Province.	No. of Fry.
1869 to 1872.....	Newcastle.....	Ontario.....	40,093,700
1873.....	Restigouche. ....	Quebec .....	9,625,000
1873.....	Miramichi .....	New Brunswick....	7,115,000
1874.....	Gaspé.....	Quebec .....	6,887,000
1875.....	Tadoussac.....	" .....	8,136,000
1875.....	Bedford.....	Nova Scotia.....	9,295,000
*1875.....	Sandwich.....	Ontario.....	298,500,000
1879.....	Dunk River.....	Prince Ed. Island..	5,191,000
1879.....	St. John River.....	New Brunswick....	2,376,000
1881.....	Sydney.....	Cape Breton.....	2,746,000
1880.....	Magog.....	Quebec .....	1,345,000
1884.....	Fraser River.....	British Columbia..	1,800,000
Grand total.....			393,109,700

**TRANSACTIONS AT THE SEVERAL HATCHERIES IN 1885.**

Full details of the work done at each of the hatcheries will be found in the reports of the several officers in charge, in the appendices attached hereto. Brief remarks, however, in relation to important matters concerning the hatcheries are here given as follows:—

**PROVINCE OF BRITISH COLUMBIA.**

**I.—FRASER RIVER HATCHERY.**

The present year of 1885 is the first in which this nursery has turned out any fry. They were bred from the first crop of eggs laid down in the fall of 1884. The principal commercial salmon of the Fraser River are the "Oncorhynchus" species of which the quinnat (Chouicha) and suckeye (Norka) are most numerous taken for canning, and export purposes. The "quinnat" are considered superior to all other Fraser River salmon. They average in weight from ten to sixty pounds; of this species, 2,400,000 eggs were deposited in this hatchery. The "suckeye," (Norka) salmon are more numerous than the (Chouicha) and are highly esteemed for canning purposes on account of their high color and fatness. They run in weight from four to twelve pounds. Of this species, 1,487,000 eggs were obtained, making a total of 3,887,000 ova of these two descriptions, that were deposited in this hatchery last autumn.

Much difficulty was experienced in capturing these parent fish to obtain this supply of eggs; upwards of 7,000 salmon were netted for the purpose, and allowing half to be females, it would take 3,500 to give the above quantity of ova. This appears to be an extraordinary number of fish to secure, comparatively speak-

\*NOTE—Only white fish, and pickerel or doré, are bred at Sandwich.



ing, so small a quantity of eggs; for at the usual average given of about 4,000 to each female, only 1,000 female salmon should be necessary to secure the same result. From the method adopted in catching these parent salmon far up the rivers, and at their spawning time, many, no doubt, would be half spent, and others wholly spawned out. Numbers would escape from the pens, and many also would be killed. These casualties would, therefore, in a measure, explain away the great discrepancy between the small number of eggs collected, and the very large number of salmon originally captured for that purpose. This unnecessary catching, and killing of so many fish, with the labor and expense consequent upon the work, should be avoided in the future; and the system which has been pursued with such satisfactory results at some of the hatcheries in the Atlantic Provinces, should be at once applied to the Fraser River establishment. Some suitable pond, or ponds, should be formed there in proper places on or along the river, where a constant flow of tidal or fresh water would pass through them. In these, the required number of the early "runs" of spring salmon, after being caught in the nets near by, could be penned, and safely kept till ripe for spawning purposes in the autumn. In this way a couple of thousand salmon, half males, and half females, would give at the average laid down of 4,000 to each female) 4,000,000 of eggs, whereas, 3,500 females, with a like number of males, in all, 7,000 salmon, by the most objectionable and expensive system at present pursued, only gave 3,887,000 eggs. It, therefore, behoves your Department to adopt the plan above suggested; not only from a judicious and economical point, but to allay a prejudicial feeling which must naturally arise among fishermen and others, against a system which cannot be upheld, and which, if continued, must naturally interfere with the progress of fish cultural operations in that Province of the Dominion.

Reference is made by the officer in charge of the Fraser River hatchery, to some complaint, that "no preparations to secure the last run of spring salmon had been made, and it was assumed that a repetition of last season when red, white or gualahs were taken, which were entirely useless for the purposes required." This assumed complaint was forwarded to your Department through the medium of an important public body—the Board of Trade of British Columbia. Whilst it is gratifying to find that a particular interest is taken for the well-doing of the fish-breeding establishment in British Columbia, by so influential a body, it may be well to state here, for general information, that the families of salmon, almost exclusively used to stock the hatchery with eggs, were the quinnat (saw quai, or kase) and the suck-kai or talo; The former being the first or spring run are considered to be the largest and best of all others for commercial purposes on the Pacific coast. The latter, or second run, are the most numerous, and form the largest catch used by the canning trade for exportation. The premises upon which the assumed complaint was made to the Board of Trade, were founded upon a want of practical knowledge of the changes which take place in the color of the flesh and eggs of all salmon after leaving the salt water, and remaining for a time in the fresh water of the rivers. Whilst at their first entrance from the sea, the flesh will be found a deep red hue, it, nevertheless, begins at once to change in color, and deteriorates in quality, and when the time for spawning is reached, from September till November, or later in the season, the flesh becomes whitish and flabby, and the eggs become changed in appearance also.

This is such a well established fact amongst all persons practically acquainted with the nature and habits of the salmon the world over, that it will be unnecessary for further comment here. It is, nevertheless, to be regretted that, any "assumed" complaints against the working of an Institution, which has been established in the interests of the fisheries of the Fraser River, should be made at the first commencement of its work, and particularly so, without any real or even intelligent cause being given for the allegation.

Another objection is put forth through the same medium that, "the filter for straining the water is reported to be of the crudest description, &c., and unless this matter is earnestly taken in hand by the Dominion Government, the money voted for the hatchery would be as much as thrown away for the purpose of properly con-

ducting it." This censure is of a somewhat similar nature to the other, and does not bear in any material way upon the proper management of the hatchery. Not having had anything to say or do in locating or constructing the Fraser River Hatchery, I, nevertheless, feel it incumbent upon me, as your superintendent, to meet any objections, be they "assumed" or otherwise that may be made against the management or proper working of any of the fish breeding establishments in the Dominion. Regarding the filtering of any ordinary river water (such, as no doubt, flows in the Fraser), for salmon breeding purposes, it is, to my mind, not only unnecessary, but quite impossible to successfully carry out with the quantity of water absolutely required to supply any hatchery of the capacity of the one on the Fraser river. Eleven extensive nurseries for breeding salmon, whitefish, and other species of fish have been built and run during the past sixteen years in several eastern Provinces of the Dominion, under my special management and superintendency. In none of these is the process adopted of filtering the water which supplies the hatching troughs. Beyond the futility of this laborious work of filtration, it is also expensive and without any compensatory benefits. With proper appliances and under proper attention given by the caretaker of the hatchery, all sedimentary deposits upon the eggs from the river, or other water where the hatchery would be built, can be removed quickly and without doing any appreciable injury to the eggs that may be undergoing incubation.

## II.—SYDNEY HATCHERY, NOVA SCOTIA.

This nursery has now been in operation some four years; the first crop of fry being turned out in 1882, consequently no benefits from it to the salmon fisheries of Cape Breton Island can yet be expected. Indications are, however, favorable, as the report states that "large numbers of salmon 'parrs' are seen in the streams where the work from the hatchery has been applied." This season's operations at this establishment has been of a favorable character and satisfactorily performed; 772,000 salmon fry have been turned out in a healthy condition, and 1,611,000 eggs have been collected during the year.

## III.—BEDFORD HATCHERY NOVA SCOTIA.

Extensive repairs were made at this hatchery during the past summer. The giving away of the foundation, which had become decayed, necessitated a thorough renewal of the lower parts of the building, together with new hatching troughs and other apparatus. The officer in charge reports the establishment now as "very perfect."

The quantity of salmon fry turned out from the institution fell short of previous years, and the number of eggs laid down this season was unsatisfactory. This was occasioned by the misfortune of all the parent fish dying in the pens at Musquidoboit River, where they were impounded. The officer in charge attributes the cause of this calamity to vindictiveness on the part of some of the inhabitants, who were inimical to his work and destroyed these fish in the pens, just previous to the time when they would become ripe for manipulation. If this outrageous act can be substantiated and the offenders found out, the severest penalties of the law should be inflicted unflinchingly.

This serious mishap connected with the work of obtaining the necessary supplies of eggs for the Bedford hatchery, calls upon me to impress upon your Department, for the absolute necessity of providing, for the Bedford establishment, a commodious pen or reservoir, in a proper location, in which all parent fish intended for the uses of the nursery should be safely kept until they become ripe for spawning purposes. The supplies of breeding fish for each hatchery should be obtained from fishermen, or otherwise secured in the early summer months, and kept in these ponds, thus becoming the exclusive property of your Department, from which the ova could be obtained at the proper time without in anywise infringing upon any supposed privi-

leges the fishermen may claim, and without breaking in upon any "close season," which may be set aside for the natural spawning of fish. In addition to this, reliable calculations could always be made beforehand regarding the numbers of eggs to be obtained for supplying that as well as other hatcheries.

The total number of fry distributed from the Bedford hatchery last spring was 670,000, and the total number of salmon eggs put in the nursery last summer was 950,000.

#### IV.—DUNK RIVER HATCHERY, PRINCE EDWARD ISLAND.

The officer in charge reports the establishment in good working order, and that the salmon fry bred in it last spring, numbering 1,100,000, were turned into the rivers of Prince Edward Island in good condition. He also reports laying down in the hatchery last fall 1,000,000 of eggs, being a less quantity by a quarter of a million than the previous year, which is accounted for by a large number of salmon being taken in trap-nets around the island, this being an unusual occurrence. In connection with this catch of salmon, it may be mentioned, that information has been received from good authority, that many tons of salmon of a small size were taken along the coast and frozen for export trade. As this is a somewhat new feature in the fishing trade of the island, and as they were all small-sized salmon, of five and six pounds weight, some have credited the catch to the first crop of salmon fry planted in the rivers of the island from the hatchery in 1880 and 1881. Salmon "parrs" and "smolts" are reported as being visibly plentiful in the streams where the fry were put from this establishment.

#### V.—ST. JOHN RIVER HATCHERY, PROVINCE OF NEW BRUNSWICK.

This hatchery has somewhat recovered from its former inability to procure adequate supplies of eggs from the tributary streams of the St. John River, and although it has not, at the present time, its full complement yet, through the persevering exertions of the officer in charge, last fall, in the upper waters of the Tobique River, he secured for this nursery upwards of 1,000,000 of salmon ova. These, after a difficult carriage of some 125 miles to the hatchery, are reported as doing remarkably well.

The number of fry turned out from this nursery last spring, only amounted to 155,000. These were all planted in the upper parts of the St. John River.

With some slight improvements made last summer, the whole establishment is now said to be in through working order.

A most interesting account is given by the officer in charge of the St. John hatchery in his report hereto attached, (see Appendix No. V) of the appearance in the St. John River of a number of "California salmon." They are said, by him, to have been caught, "not only by twos and threes, nor by the dozens, but by the hundred," and averaged some seven and eight pounds in weight.

This circumstance of "California salmon" appearing in the St. John River, is also referred to by Professor Baird in a letter received by me from him in September last, in which he draws my attention to an article in the Boston *Sunday Herald*, entitled, "Gleanings from Aroostook County and elsewhere," which states that "large numbers of California salmon had been taken in the St. John River from Fredericton to the Falls," presumed to be from a planting under my (Mr. Wilmot's) directions in 1881.

A letter was at once sent to the officer of the St. John Hatchery instructing him to procure specimens of these fish. His absence then, and for some time afterwards, collecting fish eggs up the Tobique River made it too late in the season to comply with my request on his return. I trust, however, that some veritable California's will appear again next season, when provisions will be made to secure some of them.

In connection with this reported catch of California salmon, it may be stated that, to prevent the St. John River Hatchery from lying idle during the season of

1880-81, your Superintendent transferred from the Newcastle establishment some 300,000 California salmon eggs to the St. John River Nursery, where they were hatched, and the fry put into that river in mid-winter, when in due time many of them migrated down to the sea. No return, however, of any of these fish, either as grise or young salmon, could be well expected before the past season of 1885. If the presence of any of these salmon be again verified next year, it will establish the fact of the acclimatization of the "Quinnat" salmon of the Pacific coast to the rivers of the Atlantic in such satisfactory numbers and size, for the time, as to thoroughly prove the importance of the experiment. It is a fact, however, beyond all doubt that quite a few of these fish have been acclimated to the waters of Lake Ontario, as a number have been seen, and caught in that lake, and in the Newcastle stream, ranging in weight from two to seven and eight pounds; these were bred from eggs laid down in the Newcastle Hatchery.

It is, therefore, a matter worthy of the considerations of your Department, whether, having the facilities now for obtaining the "Quinnat" eggs in unlimited numbers from the Fraser River Hatchery, in British Columbia; and a ready means of transport next autumn, by the Canadian Pacific Railway, it would not be advisable to make timely arrangements to obtain supplies, of not only the "Quinnat" eggs, but also ova of the Pacific Coast brook-trout, which are to be had there in great numbers, and are said, by American Fish Culturists, to be well suited to the higher temperature of the streams in many sections of the country, where from this cause trout do not now inhabit.

#### VI.—MIRAMICHI HATCHERY, NEW BRUNSWICK.

The reports from this hatchery show a favorable year's operations. 900,000 salmon fry were distributed from this nursery during the spring of 1885. They were put in the most important salmon streams in that part of New Brunswick.

In October and November last, 1,050,000 salmon ova were collected and placed in the breeding troughs, and are progressing favorably.

The old system of netting the salmon up river during the "close time," for the uses of this hatchery, is still pursued on the Miramichi. The method carried on with decided success, at Tadoussac, and the Restigouche Nurseries, of netting the salmon in early spring, and impounding them in suitable reservoirs, should be adopted on the Miramichi River; thus withdrawing the chances for even a pretext being made by the very many poachers on that river, that "they may also take salmon during the "close season" if the Department does."

Only small repairs were made at this place, as the hatchery was generally overhauled and fitted up during the previous season.

#### VII.—RESTIGOUCHE HATCHERY, QUEBEC.

This establishment is built with a capacity exceeding any other salmon hatchery in the Maritime Provinces. Its location on an important river like the Restigouche, with the best surroundings for obtaining parent salmon, and with great facilities for planting the young fry far up the main river, and its tributaries; together with a superior class of salmon indigenous to the river, famous for their size, quality, and gamy nature—these requisites present a great future to this institution for developing the benefits devisable from artificial salmon culture.

As the building was only completed in time last season for the beginning of operations in fish-breeding, the anticipated supply of eggs was not obtained to fully stock it; but it is proposed to make perfect arrangements for securing such requisite numbers of parent fish hereafter as will give a full complement of ova to this nursery in future years.

Having made an examination in August last, of the "old pen or reservoir," at the head of tide-way, in which a number of salmon had been penned up, it was found that a recent formation of sedimentary matter had lessened the depth and flow of

water, which originally filled the reservoir. In that condition, it was thought to be rather unsafe, for the healthful keeping of the number of salmon then in it; thereupon an inspection was made of the several small channels running between the neighboring islands; these passages being closely examined by myself, accompanied by Mr. Mowat, it was found that another enclosure of ample size could be formed in a small channel of the river, running between a part of the island occupied by the old reservoir and another island near by. This site was so well adapted for the purpose, that arrangements were at once made to secure the privilege of using the shores of the two islands for forming the additional enclosure. Mr. Mowat was at once instructed to enter upon the necessary work for cleaning out this channel, and making the pen; which, comparatively speaking, could be done at small expense. This pen, when completed, will give sufficient area for the healthful keeping of a thousand or more adult salmon during the lowest time of water in the summer months.

The nets employed last season were found inadequate to capture a sufficient number of salmon to stock the large capacity of the newly built hatchery with ova; and as provision had been made, as above described, for an additional retaining pond, it was considered expedient to secure, if possible, the services of two, or more additional fishermen occupying stations adjacent to the reservoir, and purchase from them such numbers of their catch of salmon as might be found requisite. This proposition is now in the hands of Mr. Mowat to complete.

There were bred in the old hatchery last spring 690,000 salmon fry. One hundred thousand of these were planted in the Nepissiquit River, and the balance were carried to the upper waters of the Restigouche, and some of its tributaries also.

One million four hundred and seventy thousand salmon eggs were deposited in the new hatchery in October and November last. The Caretaker reports them to be in "very fine condition, with the embryos quite visible."

An estimate made of the quantity of salmon handled by the dealers operating on the Restigouche River, and its estuary fisheries, during the past season, amounted in round numbers to 497,000 pounds. Of this quantity, some 40,000 pounds, or 2,000 salmon, were taken by "fly surface fishing," by anglers in the fluvial parts of the river, one rod alone killing 98 salmon, during the month of June, giving an average of 23½ pounds each.

These are strong evidences of the success which has attended the artificial propagation and protection of salmon on the Restigouche River.

#### VIII.—GASPE HATCHERY, QUEBEC.

This hatchery appears to be in good condition from the repairs made upon it the previous season.

The report shows that 290,000 fry were turned out from it last spring, "in a lively condition." A retaining pond is formed here upon a small stream, in which the parent salmon are kept during the summer. From the 123 salmon impounded, 71 females gave 626,000 eggs. These salmon were put into the river again in a "healthy and active condition, and without any loss."

The Dartmouth River, upon which this nursery is located, is reported as having had a large stock of salmon in its upper waters in the autumn. The catch by netters and anglers during the open season was good also.

#### IX.—TADOUSSAC HATCHERY, QUEBEC.

This hatchery is evidently in a very dilapidated state, and will require large expenditure to renew its decayed condition. Mr. Mowat, who was placed in charge upon the death of Mr. Radford, the former officer, states that it would be found more economical in the end to put up a new building, rather than repair the old one. His report in the appendix will show the decayed and unsafe condition of the building, and its unfitness for future work.

The location of this establishment is a good one for benefitting the salmon fisheries of the Saguenay. The conveniences alongside of a large salt water pond for retaining the parent fish through the summer, and a small fresh-water lake, which forms an admirable nursery for young salmon until ready to go to sea, are advantages which cannot be easily procured elsewhere. An important feature in connection with this small lake (or large nursery pond), is the fact of its peculiar adaptability for the growth of the young fry placed in it up to smolthood, which is the stage at which they migrate to the sea for their after growth to adult salmon. Furthermore, this little lake possesses the natural requirements for the growth of the fry even beyond the *smolt* size, to that of young salmon varying from one to six pounds in weight, many of these "grilse," or young salmon, having passed down from this lake to the tidal waters of the Saguenay River last fall. In their descent from the very high elevation of the lake down to the river, some were injured by falling over the dams, and others were found dead by employees of the hatchery. This growth and acclimatization of the "*salmo salar*" to the size of five and six pound salmon, in a nursery pond directly connected with a fish-breeding institution, is a circumstance unheard of previously, and opens up a subject for investigation, and utilization, not only on behalf of Piscicultural science, but also gives a wider field to the Government for enlarging its fish cultural operations, and for increasing that description of commercial and fisheries wealth of the country.

A suggestion is made to establish, if possible, one or more fishing stations nearer to the hatchery than Point Rouge fishery, for obtaining the stock of parent fish for this establishment. This proposition carries with it great weight, and a trial should be made in this line during next season. This, and the work of rebuilding or thoroughly repairing the hatchery at Tadoussac, should receive the prompt consideration of your Department.

Seven hundred and twenty thousand young salmon were bred at this hatchery during the spring of 1885. A large number of these were put into the little lake above referred to, and the remainder were distributed in the Marguerite and other branches of the Saguenay.

One million seven hundred and seventy thousand salmon eggs were collected last autumn, and placed on the hatching trays, and are said to be at present in the "finest condition."

#### X.—MAGOG HATCHERY, QUEBEC.

The operations at this hatchery from its own resources last year were not large; only about 300,000 salmon trout fry being the product of the egg secured at Magog. The hatching was, however, very largely supplemented with ova from the Newcastle establishment. Seven and a half millions of salmon trout and white fish eggs were transferred to it from the latter nursery, just previous to the hatching, time in March, 1885.

This "bonanza" of millions of eggs to the Magog hatchery, were duly hatched into fry, and distributed throughout the waters of the Eastern Townships of Quebec.

The difficulties in obtaining parent fish in the Magog Lake, have hitherto resulted almost in failure. To remedy this, I have to recommend that the Magog hatchery be wholly stocked with eggs to be procured from the Georgian Bay, where the system adopted last year, of collecting salmon trout eggs by means of pound nets, proved so thoroughly successful.

The quantity of eggs collected at Magog during the past fall was again small, only some 375,000 being gathered. It is, therefore, intended to supplement this hatchery again from Newcastle, by transferring a million of eggs to it previous to the time of hatching out. The establishment is reported to be "in good working condition."

#### XI.—NEWCASTLE HATCHERY, ONTARIO.

This establishment is at present in good repair throughout, and is largely filled with fish eggs which give every promise for a large and satisfactory crop of fry.

As will be seen from the report of the officer in charge, a very serious breakage of the dam took place last spring, during one of the most severe freshets witnessed here for many years. This mishap, which stopped the supply of water to the hatchery, also necessitated the removal of the whole stock of ova to the Magog nursery in Quebec, where they arrived in splendid condition, and were hatched out and distributed in various waters in the Eastern Townships. This accident, though somewhat detrimental, for the time being, to the progress of the Newcastle works, nevertheless, resulted most beneficially for the interests of the Eastern Townships of Quebec, by depositing in that section of the country upwards of seven millions of young salmon trout and white fish, which otherwise would not have been done. The dam was re-built, and has withstood some very trying floods since, without receiving any injury.

The number of eggs deposited in this hatchery last autumn was much larger than usual. The system adopted to secure this result, although upon its first trial, was very satisfactory indeed, and will warrant your Department in pursuing the same method hereafter, not only for obtaining supplies of ova for this establishment, but elsewhere, when found practicable to apply it. The former custom was to collect the salmon trout ova from the fish as they were taken by the fishermen from gill nets, in open boats many miles from shore, during the month of November, at which time rough, boisterous weather almost invariably prevailed. The consequence was that much labor, hardships and expense were experienced, without obtaining a commensurate return of sound or fruitful eggs. In many instances thousands of the parent fish would be taken from the nets in a bruised and dead or dying condition, in which case the percentage of ripe and sound eggs would be very trifling, and untold difficulties were experienced in stripping the eggs from the fish, and properly impregnating them, under such unfavorable circumstances. It has frequently occurred that, in obtaining a thousand sound eggs, almost as many fish would require to be handled. But in no case would any of the living fish be returned to the water after manipulation, as the fishermen, who permitted the handling of the fish from their nets, being avariciously inclined, would not allow a single fish, dead or alive, to escape their grasp. This system of securing ova for the hatcheries was carried on all through the "close season" also, and under the pretext of aiding your Department in the collection of eggs, the "close season" was violated by the fishermen, and tens of thousands of pregnant, unwholesome fish, were put upon the markets for consumption; and thousands of millions of eggs, which were, or would become, fruitful, were, in this manner, cast away as offal. This deeply reprehensible practice has been well known to your superintendent and his assistants for many years past, and has been for the like period sought to be remedied by seeking for a proper "close season" for salmon trout and white-fish, in which to lay their eggs without molestation. The former "close season" was from the 1st to the 10th of November, which, for all useful or practical purposes, was useless. But by a marked exemplification of wisdom by your Department, a proper "close season," taking the whole month of November, was established. The satisfactory results from which, if rigidly upheld, cannot but be beneficially felt hereafter, in the maintenance of the fisheries, and in the welfare of the fishermen also.

To carry on the work of breeding salmon trout by artificial means, the ova must necessarily be obtained at the proper time, which is the spawning time, when they are mature for impregnation; and as this period is the one now wisely set apart as the "close time," namely, the month of November, the reasonable conclusion must be that, to supply the Government hatcheries with eggs, the parent fish must be taken during that "close season;" but under such judicious arrangements as will least interfere with the objects of the generally established "close season," and not conflict with the legitimate rights of the large class of fishermen and fish dealers in the country.

The wisdom, utility, and practical exemplification of this method, has been conclusively shown by the action of your Department in the collection of salmon trout eggs by my assistants at Wiarton, on the Georgian Bay, during the past

season. A certain fishing district in Colpoys Bay, near Warton, was set aside for departmental fishing only, and an expert fisherman owning pound nets was employed, and the fish taken were exclusively used for obtaining eggs for the hatcheries. The success attending this first trial of the system was beyond all expectations, and resulted in securing upwards of 11,000,000 of the most healthy and fruitful salmon trout eggs yet gathered for this hatchery.

The strongest practical evidence that could be adduced as to the correctness of this present "close season," as established by your Department (for the whole of the month of November) is shown by the daily record kept by Mr. Charles Wilmot, the officer in charge, of the number of fish handled and the quantity of eggs taken, during every day in the month, in which it was possible to work. This record will be found hereto attached in a tabulated form, in Mr. Charles Wilmot's report on the Newcastle hatchery. (See appendix No. xi.)

It is to be regretted that the information submitted to your Department regarding proper times for "close seasons" by politicians, fish dealers and fishermen, should be so much at variance with the true and actual state of the case. Theoretical and selfish motives have hitherto overcome practical and undeniable facts regarding the proper "close times." The breeding season of most fishes is known to be at the time in which they collect or "school" most closely together on particular spawning grounds, and not on their usual feeding grounds in the more open waters which they inhabit. At the breeding time they congregate within circumscribed limits in order to effect a surer impregnation of the ovum, by a closer commingling of the eggs and milt, when emitted from the two sexes. Thus nature has wisely ordained a particular time and a peculiar manner for the reproduction and maintenance of this species of non-copulating animals. But the greed of man, when not restricted by judicious laws, turns this period into a revolting, wealth destroying, and barbarous harvest-time for himself, which, having been abused for many continuous seasons, has well nigh exterminated some of the valuable kinds of fishes, which in former years so largely abounded in the naturally productive waters of Canada.

The estimated number of ova in the hatching troughs of the Newcastle nursery amounts to upwards of 15,000,000, comprising the eggs of salmon trout, speckled-trout and white fish. These are reported to be in prime condition. Of this supply it is intended to transfer a portion to Magog and other destinations, as the fry when hatched out (should they all remain here) would be too numerous in the troughs to warrant their perfect health and safety during the warmer spring months before their final distribution.

## XII.—SANDWICH HATCHERY, ONTARIO.

Many important improvements were carried out in this hatchery during the past season. To insure perfect safety to the great quantities of eggs put in this establishment annually, one steam engine and pump to supply it with water for hatching purposes, was found to be insufficient and unsafe; therefore a superior duplex pump and engine combined, and a second boiler has been added; and also a steam heating apparatus. Any accident happening to the one engine or pump can now be immediately overcome by starting the supplementary one; so that the chances for losses that would arise from a stoppage of water over the many millions of eggs undergoing incubation, will now be practically overcome.

Forty-three millions of young white-fish, and 25,000,000 of pickerel, or "dore," in all 68,000,000 of young fish were turned out of Sandwich hatchery during the spring of 1885, and were distributed generally throughout the western sections of Ontario.

Fifty-one millions of white fish eggs were collected for the uses of this hatchery last autumn; they are now reported as being in the "most prosperous condition."

In order to make this establishment fully perfect for the extensive work connected with it, a residence for the officers in charge is required, by putting an addition to the present building, or erecting one separate from the hatchery. I would recommend this to be done during the next season, together with making a large



out door reservoir, in which a number of the white fish fry could be kept for a certain time to experiment upon their growth, and to learn other matters relating to their nature and habits.

PROPOSED HATCHERY AND MUSEUM IN THE CITY OF OTTAWA.

Before closing this report on fish cultural operations for the past year, I desire to draw the attention of your Department, and of the Government, to the importance that would be attached, and to the benefits that would result, to the industry of artificial fish culture, and the fisheries interests of the country in general, by establishing a fish hatchery at the seat of Government, in the city of Ottawa; where ocular and practical demonstration could be at all times given regarding the *modus operandi* of hatching fish eggs, and for exhibiting the young fry during certain stages of their growth. Great facilities are offered from an economical and practical standpoint for carrying out this work, by utilizing the building in which the present fishery exhibits have been kept since their return from England.

The several flats of this building are well adapted from their size and other conveniences, as well as location, to unite, in one establishment, a general fisheries museum, comprising dead and living specimens of the products of the waters of Canada, and forming a collection of the various descriptions of fishing gear and other general apparatus used in connection with the fishing industries of the country. In this way the Fisheries Department would be enabled, with trifling expenditure, to place before the assembled representatives of the people, and the public generally, an exposition of the great resources which are to be found in the waters of the Dominion for extending wealth, employment and knowledge to its inhabitants, and, at the same time, opening up a wider field for promineny to the newly founded Fisheries Department.

The collection of fish specimens now on hand having obtained the highest awards for excellency over all other competitors at the great International Fisheries Exhibition in London, in 1883, already forms a fitting nucleus upon which to found a great National Fisheries Museum for the Dominion of Canada.

I have the honor to be Sir,

Your obedient servant,

SAMUEL WILMOT,

*Supt. of Fish Culture for the Dominion of Canada.*

## APPENDIX.

### REPORTS FROM THE SEVERAL OFFICERS IN CHARGE OF FISH BREEDING ESTABLISHMENTS IN THE SEVERAL PROVINCES OF THE DOMINION OF CANADA FOR 1885.

#### 1.—FRASER RIVER HATCHERY.

NEW WESTMINSTER, 31st December, 1885.

The Honorable  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to submit my annual report of the operations at this establishment during the past year.

I stated in last year's report that the fry would be turned out in January or February, but the severe cold weather which commenced about the 15th of December and continued up to the 20th of January, retarded the hatching of the eggs, the absorption of the sac on the fry, and their subsequent development much longer than I expected. Therefore, the first fry were distributed in Pitt Lake on the 26th of February in a healthy condition.

The distribution of fry was as follows:—

	Fry.
February 26th, south side of Pitt Lake .....	150,000
do 12th, north do do .....	100,000
March 10th, Stare River.....	400,000
do 12th, Fraser River .....	200,000
do 12th, Fraser River, Noconnon Slough.....	200,000
do 13th, Coquittan River.....	200,000
do 19th, Harrison River.....	550,000
Total .....	1,800,000

An allowance made for weak and deformed fish, bruised in handling or otherwise hurt in transit of 53,000, making a grand total, as per weekly statement sent in, of 1,853,000 fry.

#### *Mode of Conveyance.*

The fry were conveyed to their destination in small scow-shaped cribs, which were divided into compartments with perforated zinc partitions. One end of these cribs was made square, the other sloping, so as to run easily against the current; in the sloping end were two small scupper holes with side doors, which could be opened or closed, allowing any desired amount of water to pass through the cribs. In the back or square end is a slide door which fits close to the bottom and prevents the water running through the crib until it rises four or five inches and flows over the top of the board. By this means, while the steamer used for towing the cribs was in motion a current of water was forced through the crib, abundantly supplying the fry and at the same time not causing enough current in the bottom of the crib to force or bruise the fry against the perforated divisions. These cribs were enclosed in large

ones with high sides to prevent any wash or swell from passing over them, and in this way the fry were conveyed without difficulty up river and through the rapids at the rate of six or seven miles an hour. The cribs were fastened to the side of the steamer and were raised or lowered in the water as occasion required. Having arrived at the distributing grounds, the back board and partitions were removed and the fry allowed to swim from the cribs without further handling.

#### *Examination of Rivers.*

Near the end of March, or nearly one month after I had turned out the first lot of fry, I revisited the spot on Pitt Lake, and found that the shallow water along the gravelly beaches, and the small creeks that ran into the lake from the mountains, were literally alive with young salmon. For some distance along the shore, shoals of young salmon could be seen moving up and down. I captured several of them in a small stream, and found them to be the same kind of "suckeye" salmon which I had turned out in February, and corresponding with those I had in the hatchery of a similar age.

During a visit to the Harrison Lake, in July, I observed in the distance numerous ripples on the water, which I at first thought were due to the action of the gentle winds that usually blows down the gulches leading to the lake. But on nearing the spot, the ripple would disappear, and everything look as smooth as a mirror. For a time I was at a loss to account for this, but on enquiry my Indian canoe man declared the disturbance of the water was caused by numerous shoals of young salmon; and my doubts as to the correctness of this statement were soon dispelled by the capture of several small fish, which proved to be salmon, and there must have been great quantities of them, as I saw many of these shoals. On visiting the rivers that ran into the lake, I satisfied myself that they contained no parent salmon, although the Indians caught fish at the mouth of the Harrison River that were evidently making their way into the lake. The Indians stated that they lie in the deep parts of the lake where the water is cool, and when nearly ready to spawn, proceed up the small rivers and streams for that purpose.

Under instructions from the Inspector of Fisheries for this Province, I visited the Cowichan River on account of complaints made by Lieutenant-Governor Cornwall regarding weirs set by Indians, which completely debarred the fish from ascending the stream. I examined them all—four in number—and found they would let no fish pass through larger than a pound trout. After consulting with the local Indian Agent, Mr. Lomas, I made them lift the weirs for a distance of twenty feet in the channel and close the gates leading to their pounds for forty-eight hours each week, in order to allow some fish to reach their spawning grounds, all of which was approved of by the Inspector. During the same visit I saw lying on the upper side of those weirs a number of spent salmon, the steel head "*salmo gairdneri*," and "quinnat," that had been prevented from returning to the sea. Several of these fish were secured, and, on examination, parasites were found adhering to the head and gills, that would undoubtedly soon have killed them had they not been able to return to salt water. No growth of fungus was observed on the body or gills.

On the 10th June, I was called upon to perform the same duty on the Nanaimo River. On visiting it, I found that it had also been blocked with weirs, which, however, were removed before my arrival. I instructed the Indian chief to see that his men kept the same length of "close time" as those fishermen on the Cowichan River. I found a basket trap had been placed at the falls to catch the fish as they leaped over them. This I ordered also to be removed.

I must here state that, if suitable officers are not appointed for the protection of the Cowichan and Nanaimo Rivers, that in the course of a few years, those beautiful streams will be entirely destitute of salmon. When we consider that the "*Oncorhynchus*" species are only about one-half as prolific as the "*salmo salar*," they should not be allowed to be exterminated, for it will be a difficult matter to increase them, as has been done with the "*salmo salar*" in Eastern Canada. One

officer, I am satisfied, would be sufficient for the island coast, for it only requires some one to keep the whites and Indians in check.

#### *Improvements and Repairs at Hatchery.*

During the summer season all the troughs and tanks in the establishment were cleaned and recoated with coal-tar, and varnished. The entire lot of trays were also varnished. The dam, which had been injured by a heavy freshet last winter, was repaired. The flume was also repaired, and the trees cut away from it. A portion of the lot was logged and cleaned up. Fishing nets, scoop nets, egg cases, fishing boats, &c., were put in thorough repair. The hatchery was furnished with new water taps, and a complete set of wire baskets.

#### CAPTURING SALMON.

##### *The Quinnat Oncorhynchus (Chouicha).*

This species was caught with common dip nets, made short, and shallow so that they could be easily and quickly handled in the swift water, on the Harrison River rapids where the fish lay.

Our work was done at night, and when the fish were caught in the nets they were taken to cribs anchored in the stream to receive them. When the night's fishing was over, the cribs were conveyed to a large pen where the fish were examined, and any that were ready to spawn were there stripped, and those not ripe were put in the pen. This pen was formed of gates, the slats of which were nailed close together and the whole held into position by large pickets driven into the ground.

The pen was about 150 yards from the main river, in a clear, cool creek, with a temperature of from 46° to 52°. The temperature in the river for the same period was from 52° to 59°. The whole catch amounted to 4,568, of which 2,551 were females and the remainder males. Many of these died after being put in the pen, some from fungus, others from bruises received when caught, or while in the pen. Quite a number escaped by jumping over the top of the gates, others by breaking off slats. It was a difficult matter to keep such a lot of fish together. The pen had to be made very secure to hold them. Some of them were found spent, so that not all of the living fish gave ova. According to computation made on the spawning grounds, 2,400,000 "quinnat" ova were secured. This species is very hard to strip, and in some cases requires to be handled two or three times to obtain all the eggs they contain. Their eggs are large and differ more in shape and color than those of any other species of salmon here. The "quinnat" are large, varying in weight, from 10 to 60 pounds, and, as a food fish, excels all other Fraser River fish in richness and delicacy of flavor, but owing to their long and scattering run, as well as the difficulty of securing fish of the marketable color at any one time (for "quinnat" are taken in the same net, both white and red in color) they are not at present as profitable to can as the "suck-eye." Just before spawning, the flesh of the "quinnat," like the "salar" and "suck-eye," turns a greyish white.

##### *The Suck-Eye (Oncorhynchus Norka).*

This species is more plentiful than any other in the Fraser River. They are the principal fish canned here, owing to their high color and even distribution of oil throughout the flesh. It is said that they turn out of the cans firmer than any of the other species. These, as well as other species, vary in size, weighing from four to twelve pounds. The eggs also vary in size, shape and color. I did not keep an account of the number of this species that were caught as some were taken from a small stream in a weir, others were caught by nets in a lake into which this stream empties. The fish that were ready to spawn were stripped at once and returned to

the lake. \*Those that were not ready to yield their ova we endeavored to keep in a pen made in the brook, but it was a difficult matter, for the fish would very often burrow through the loose gravel underneath the pen and escape. The work of stripping fish was very often continued until two and three o'clock in the morning.

This species, as a rule, spawn in the small creeks that flow into the larger rivers and lakes, very few depositing ova in heavy rapid streams as the "quinnat" do. We collected 1,487,000 eggs from the suck-eye." This would require 372 females, estimating 4,000 eggs each, which is a large average for some of them, as they were sometimes found more than half spent. But I think we caught in all 2,500 fish in equal proportions of males and females. A few of these fish were caught in the main Harrison River, where they were heavier in weight and gave larger ova.

From the "suck-eye" and "quinnat" salmon we have laid in the hatchery this season, according to our estimate, 3,887,000 eggs. To obtain this supply we captured 7,068 fish. Some were spent, and many lost. It was difficult to keep fish last season owing to the sudden rising and falling of the streams. Our work of taking fish commenced on the 10th of September, and we finished laying in the crop of eggs on the 9th of December.

*"Coho" Salmon (Oncorhynchus Kisutchu).*

Of the ova of this species we did not secure more than a few thousand for experiment. They are seldom canned, as they do not hold color in cooking; they are not often salted, as they are a drier fish than either the "quinnat" or "suck-eye." They enter the runs later in the season than the other species and commence spawning about the 15th or 20th of October, continuing along until January. The fish vary in size from "grilse" of two and a half pounds to salmon of twelve and fourteen pounds. The eggs vary in size, shape and color like all others.

*"Hump Back" Salmon (Oncorhynchus<sup>hchu</sup> Gorbuschua).*

These salmon are not used by whites, and seldom by Indians, except in the interior of the country. They are a very poor fish and enter the rivers between the 20th of July and the 15th of August, and deteriorate very quickly. They weigh from three to six pounds. The male has a fleshy dorsal hump which is largely developed about spawning season, while the female is symmetrical and plump.

*"Dog" Salmon (Oncorhynchus Keto).*

This species, like the "hump back," is never used except by Indians. They deteriorate very much in form and color after entering the rivers. The jaws are very much hooked and the teeth are extremely long and large. Their average weight is from twelve to fifteen pounds. Their eggs also vary in form, size and color.

These fish gave us great annoyance while capturing others for spawning purposes, their long hooked teeth becoming tangled in the nets and causing the loss of many desirable fish before they can be freed. They spawn principally in quiet creeks, and in the shallow waters along the river banks, often doing so in water so shallow as to leave part of the back exposed.

*Progress and condition of eggs in hatching.*

The ova for a time after being laid in the troughs, especially the "suck eye," after the first picking were very good, and kept so until their first commencement to move in the shell, when numbers of them began to turn white and die. Some of the "quinnat" ova were attacked with fungus invisible at first to the naked eye, but after eight or ten hours it could be seen spreading over the good eggs. In order to prevent this the eggs were gently stirred about in the trays two or three times \*

day, and all dead eggs removed from the good ones. The "quinnat" ova showed development of the embryo quicker than the "suck eye," though both were taken at the same time and kept in water of the same temperature.

Notwithstanding the heavy rain storms this season, the supply of water to the hatchery was remarkably pure, and the eggs were easily kept clean. So far, the water has maintained an equal temperature.

*Coloration of Salmon and Ova.*

It was stated in certain correspondence to your Department last February, and again in September last, that the ova placed in this hatchery were taken from the several species of salmon mentioned in this report, but more particularly from "white" salmon, because some of the eggs were of a pale pink color. As I have already given my views on this subject, I will now add some quotations from reliable authors on the subject.

Messrs. Jordon & Gilbert, writers on "The Fishes of North America," say of the Pacific salmon, as follows:—

"The ova of the 'Oncorhynchus' species, are very large, sexual peculiarities very strongly developed. The snout in the adult males in late summer and fall greatly distorted. The body becomes deep and compressed; a fleshy lump is developed before the dorsal fin, and the scales of the back are imbedded in the flesh. The flesh which is red and rich in spring, becomes dry, pale and poor. Salmon mostly of large size ascending the rivers tributaries to the North Pacific in North America, and Asia, spawning in the fall. Only five species are certainly known."

In speaking exclusively of the "quinnat" they state:—"Color, dusky above, often tinged with olivaceous or bluish sides, and below silvery. Head dark slaty, usually darker than the body, and little spotted; back dorsal fin and tail usually profusely covered with round black spots; these are sometimes few, but very rarely altogether wanting. Males about the spawning season (October) blackish, more or less tinged or blotched with dull red. Usual weight in the Columbia twenty-two pounds, elsewhere, sixteen and eighteen pounds, but individuals of seventy and 100 pounds have been taken. It ascends the large streams in spring and summer, moving up without feeding until spawning season, by which time many have travelled 1,000 miles. After spawning, most, or all of those which have reached the upper waters perish from exhaustion."

Professor Francis J. Day, in an article to *Land and Water*, 12th April, 1884, entitled: "Notes on Fish Breeding," states, "Fish eggs are more or less circular or oval, and of varying colors, being pea-green in some sheat-fish siluroids; while among the salmonidae they may be coral-red, yellow or pure white."

In reply to enquiries made of the officers in charge of some of the eastern hatcheries, with regard to the color of eggs, I have the following from Mr. Alexander Mowat, Restigouche Hatchery: "I have taken very few fish this season that had the same colored eggs." Mr. John Mowat, at the Tadoussac Hatchery, in Quebec, states that "the eggs of the salmon here vary in color, but not as much as on the Restigouche River."

Perhaps it would not now be out of place for me to bring together and respectfully call your attention to those parts of my report that directly bear upon the several vexed questions which have formed the basis of certain charges against my management of the Fraser River Hatchery. 1. During my visit to Harrison Lake in July last, no parent fish were found in the rivers flowing into that body of water. 2. The Pacific salmon spawn in October. (Jordon and Gilbert.) 3. The quinnat salmon taken in Harrison River in September required to be kept some weeks to ripen. 4. The flesh of the Pacific salmon turn a greyish white before spawning. (Jordon and Gilbert.) This is exactly born out by my own observations. 5. The ova of the same species vary in size, color and shape.

How, may I ask, is it possible in the face of all this direct observation, for men who have never seen a fish on the spawning beds to declare as facts that:—1. The

first run of salmon (quinnat) spawn as soon as they reach suitable spawning grounds (which may be as early as May); and that (2) the ova are always of the same color as the flesh of the parent fish.

*Salmon Returning to Rivers on the Pacific.*

Much has been written on this subject; in the annual reports of 1876 and 1877 from this Province—namely, “That these (Pacific) salmon, unlike their Atlantic congeners, do not return to the sea after spawning; they perish after that natural function is performed.” The late Fishery Inspector, A. C. Anderson, Esq., dealt with the return of salmon to the Fraser, and Mr. Livingstone Stone discussed the same subject from observations made on the McCloud River, California. About the upper waters of the Fraser, I cannot speak with any confidence, but Mr. Anderson’s conclusions are certainly wrong with respect to the lower courses of this river. There were as many as a dozen “grilse,” of the “quinnat” family, taken this season in our large mesh nets. Their weight was about four and a half pounds. These “grilse” were thoroughly mature, as I impregnated ova with “milt” taken from them. I also saw large numbers of the “Coho” grilse weighing from two to two and a half pounds; they were mature, and laying on the rids with the full-grown parent fish.

We captured one of our last season’s full-grown fish that had been marked in the adipose fin. The hole had become somewhat grown up, and the fin slightly withered; but on inserting the punch in the hole, we found it had been made with the same instrument, and as we had marked no fish this season at that time, we could not well be mistaken. This, however, is a solitary instance of the possible return of these salmon to their old spawning grounds; but it is not without significance.

I have several specimens of “parr” of the age of seven months that were grown in the tanks at the hatchery last summer. The “quinnat” obtained a length of from three to four inches. The “suck eye” and “coho,” at a similar age, were not as long.

With the view of applying the system instituted by your superintendent, Mr. S. Wilmot, and so successfully carried on at the Restigouche and Tadousac hatcheries in the Eastern Provinces, by netting and impounding some of the early run of fish in salt or fresh water ponds, I would suggest that it might be well to capture some of the first run of fish here, and keep them in salt water pens until maturity; providing a suitable location could be found, and it were not attended with too much expense; or in case no suitable location for a salt water pen could be found, that the salmon should be captured in the Harrison or any other river, and kept in ponds supplied from the clear cool creeks flowing into such rivers.

I have the honor to be Sir,

Your obedient servant,

THOMAS MOWAT.

*Officer in charge Fraser River Hatchery.*

2.—SYDNEY HATCHERY.

CAPE BRETON, 31st December, 1885.

The Honorable

Minister of Marine and Fisheries, Ottawa.

Sir,—I beg to submit the following statement of the work done at this hatchery during the past year:—

The total number of eggs laid down in the hatching troughs in the fall of 1884 was, 931,000; of these, 772,000 were hatched and successfully distributed in the following streams:—

	Fry.
Sydney River, Cape Breton Co .....	250,000
Ball's Creek, do do .....	100,000
Salmon River, do do .....	100,000
Trout Brook, do do .....	100,000
Margaree River, Inverness Co.....	150,000
Middle River, Victoria Co.....	50,000
Hatchery Brook, Cape Breton Co.....	22,000
Total.....	<u>772,000</u>

The distribution of the above mentioned fry was attended with the greatest success, every stream receiving its complement in a most healthy condition. This fall I succeeded in catching 513 fish in the following different rivers:—

Where caught.	Males.	Females.	Total.	No. of Eggs.
Margaree River.....	102	198	300	981,000
Middle River.....	41	35	76	192,000
Sydney River.....	25	52	77	288,000
Salmon River.....	24	36	60	170,000
Total.....	192	321	513	1,611,000

From this you will see that I have 1,611,000 eggs laid down in the hatchery this fall. All of these, I am pleased to say, are in good condition. I may also state that the parent fish did remarkably well after spawning. Of the 300 captured at the Margaree River, only one died after manipulation, One at Middle River; none at Sydney, and none at the Salmon River.

The hatching room, being still in the same good condition as when first started, required no repairs except the usual painting and fitting up.

I built a road down the bank from the fish dam to one of the lower doors of the hatchery, which now enables me to load the teams with the distributing cans with more ease and expedition than formerly. I also built a piece to the coal house in order that I might have two compartments, one for slack coal, and the other for round. I also dug a well, and repaired with square timber a breach in the stone wall that surrounds the building.

I would respectively beg to urge the necessity of filtering the water supply of this hatchery. The brook from which the water is supplied is subject to very heavy freshets, and that too, at a time in which it is sure to do the most damage. These freshets occur during the months of November, December, and April. This fall I have seen the eggs so covered up in twelve hours, with fine muddy sediment, that I could not distinguish a good egg from a bad one. This must be very injurious to the eggs at a time when they are most tender, and if the evil could be remedied, the percentage hatched would be much greater.

This hatchery having been opened first for the reception of ova in the fall of 1881, is only four years in operation, and the first lot of fry being let free in the spring of 1882, is only three years old this season, consequently, no beneficial results are yet to be seen, although young smolts are reported to be so plentiful in the rivers which have been stocked, that they are becoming a pest to anglers.

I have the honor to be sir,

Your obedient servant,

C. A. FARQUHARSON,

Officer in Charge.



## 3.—BEDFORD BASIN HATCHERY.

BEDFORD, N.S., 31st December, 1885.

The Honorable  
Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honor to submit my annual report upon the operations at this hatchery during the past year.

The total number of fry hatched last spring was 660,000, which were distributed as follows :—

	Fry.
Sackville River, Halifax County.....	40,000
Musquodoboit do do do .....	40,000
Little Salmon do do do .....	20,000
Nine Mile do do do .....	40,000
Indian do do do .....	20,000
Meander do Hant's do .....	20,000
Horbert do do do .....	20,000
Gaspereau do King's do .....	20,000
Cornwallis do do do .....	20,000
Salmon do Colchester do .....	30,000
North do do do .....	30,300
Stewiacke do do do .....	30,000
Phillips do Cumberland do .....	40,000
Wallace do do do .....	40,000
East do Pictou do .....	30,000
West do do do .....	30,000
Middle do do do .....	30,000
La Have do Lunenburg do .....	40,000
Gold do do do .....	10,000
Mushamush do do do .....	10,000
Middle do do do .....	10,000
East do do do .....	20,000
Annapolis do Annapolis do .....	20,000
Liverpool do Queen's do .....	30,000
Tuckett do Yarmouth do .....	20,000
Total.....	<u>660,000</u>

The work of distribution, although extended to almost all parts of the Province, was attended with perfect success, and the young fish were deposited in their respective rivers in a perfectly healthy condition. The plan of erecting small hatching sheds on the most remote rivers where it would be impossible to convey the live fish in safety, has been found very satisfactory, as I can now carry the required number of ova to those points before hatching, and at a time when other work is not pressing. The wardens, in whose charge these eggs were left, reported a most successful hatching and distribution. There are some rivers in the eastern portions of this Province that have not yet been stocked, but which by the above plan can be easily reached, and I would recommend that a portion of the stock be placed in them.

*Collection of Ova.*

The work of collecting a supply of ova for this season's work was not attended with the success I had hoped for. Salmon were unusually plentiful in all the rivers, and I had secured about 350 salmon in the Musquodoboit River, from which I would

have obtained a full supply of ova, but, unfortunately, I was not permitted to reap this harvest.

It appears that the operations on this river interfered somewhat with what the inhabitants are pleased to term their *rights* in catching the breeding salmon while on their spawning beds; and having failed to drive me off the river, a vindictive opposition arose to thwart me in those operations in every way, and from some mysterious and unaccountable cause the whole number of parent salmon secured by me at that place were found dead and dying in the tanks provided for keeping them in, until they became ripe for spawning.

As it was now necessary to secure a new supply of fish, I resorted to the West River, in Pictou County, and River Phillip, in Cumberland County, from which sources I had in past years obtained supplies; but as the season was now quite advanced, the greater portion of the salmon had gone up these rivers beyond reach, and the catch was smaller than it would have been had I commenced earlier. I found that in River Phillip fishing had been permitted up to the 20th of October, and that large numbers of salmon had been taken, principally males; and knowing that the later runs would be largely females, I did not deem it advisable to attempt to secure many salmon there; however, I engaged two men to catch salmon, but they were either driven or bought off by the inhabitants, so that I failed to secure any ova there.

In the meantime I had engaged a crew on the Chezzetcook River, in Halifax County, where about 90 salmon were caught, which, with 100 taken in the West River and East River, in Pictou County, making in all 190, was the full extent of my catch. Of these about one half, or 95, were females from which I obtained 950,000 ova, which were safely deposited in the hatching troughs, and are now undergoing incubation.

In my reports to your Department for some years past, I have referred to the opposition I have met with from the fishermen on the different rivers, and had expressed a hope that this opposition would cease as soon as the inhabitants saw some return from the work; but I regret to find that such is not the case. While the numbers of salmon entering the rivers had largely increased during the three last years, the desire to fish has grown with the fishermen, in a much greater ratio, and now that three salmon can be taken with as much ease as one could have been five or six years ago, their work is much more profitable to them, and they are willing to run greater risks, in fact, almost defy the wardens and the law. With this wholesale destruction going on yearly, it will be perfectly useless to attempt to further increase the supply of salmon, and with the natural reproductions almost if not entirely stopped by the actions of these men, it becomes a question worthy of consideration as to how the avaricious desire and illegal proceedings of these fishermen can be stayed.

#### *Repairs.*

Quite extensive repairs were found necessary at this hatchery during the last season. The constant dampness to which the wooden joists and floors of the building had been exposed, caused almost total decay of those parts; and a new floor became a necessity. Having reported this matter to your Department, the suggestion of substituting a stone and concrete floor for that of wood was sanctioned, and this was accordingly done. It was also found necessary to renew the tanks and a number of the hatching troughs. The arrangement of these troughs was also altered, the transverse system being substituted for the old lengthwise plan.

In addition to the above work, the foundation of the building was raised, new sills introduced, and all decayed posts and studs removed, so that the building is now in a better condition than when first built. The stone floor is practically indestructible, and the arrangement much more perfect than formerly; every precaution having been taken to prevent the dampness coming in contact with any

part of the frame. This hatchery may now be considered very perfect, and capable of accommodating some 2,500,000 of salmon eggs.

I am the honor to be, Sir,

Your obedient servant,

A. B. WILMOT,

*Officer in Charge.*

4.—DUNK RIVER HATCHERY.

PRINCE EDWARD ISLAND, 31st December, 1885.

The Honorable

Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honor of submitting the following report of the working of this hatchery for the past year.

As previously reported, there were 1,100,000 young fry hatched out last spring and planted in the following river, namely:—

	Fry.
Dunk River.....	350,000
Wilmot's River.....	250,000
West River.....	200,000
Winter River.....	40,000
Heatly River.....	40,000
Hunter River.....	40,000
Morell River.....	60,000
Brudinell River.....	60,000
Trout River.....	60,000
Total.....	1,100,000

At the present time there are on hand 1,000,000 good healthy eggs in the hatching troughs; 250,000 short of last year. The cause of this decrease is partly owing to a large number of salmon having been taken in nets along the shore of the island this year, and partly owing to the lowness of the water in the first part of the spawning season. When the water is very low in the stream, the salmon will not run into the reception house, but spawn in the river below the hatchery on the spawning grounds. Although we did not collect so many eggs, we had nearly as many parent fish as last season. In all, 215 fish were captured; 150 females, and 65 males. These gave an average of 6,600 eggs per fish, which will go to show that they were nearly all small fish, and in all likelihood, some of our own hatching. Although we did not catch as many fish as last year, I think there were quite as many in the river.

Some other means must be adopted next year to get the salmon into the reception house. If the sticks and roots were cleaned out of the river, I think we could drive them in; but as it is at present, a net cannot be put in the river without getting it fast in the sticks. It would not cost very much to clean it out.

If there was a warden appointed for Wilmot's River, I think we could get some eggs there without much trouble, but if there is not a guardian appointed for that river, there is no use putting young fry in it, for I hear that quite a number of salmon have been taken by poachers this season.

Quite a number of salmon came up the Dunk River in June and July last, but only two were taken. If angling with proper salmon gear were tried, quite a

number could be caught every year. They very often take the trout fry, but the gear is not strong enough to hold them.

Every river that I have planted young fry in gives good accounts of large numbers of "smolts" being seen in them. One man who was very much opposed to the hatchery told me that he never saw so many young "smolts" in the river before, and from the large numbers of salmon that have been caught around the island this summer, I think we may conclude that the hatchery is doing some good. This nursery has not been in operation long enough to show a very large increase in the parent fish, as it has only been working barely six years.

I have had the troughs and trays all varnished over this season, and the dam repaired, so that everything is in very fair order. The floor of the hatchery, will, however, require some repairs next summer, as it is showing signs of decay. It was made of common spruce timber, which being constantly in a wet state, does not last long. I should suggest that a new floor of good pine, or some other lasting material be put in next summer.

Sawdust has been kept well out of the river. Poachers are at their work on the river, we can drive them off but cannot catch them as they escape in the darkness to the woods.

There should be a change with the wardens, The one up the river is not required. A guardian is wanted down at the mouth to look out for the nets.

I have endeavored to give you all the particulars, and hope it will meet with your approval.

I have the honor to be, Sir,

Your obedient servant,

HENRY CLARK,

*Officer in Charge.*

#### 5.—ST. JOHN RIVER HATCHERY.

ST. JOHN RIVER, N. B., 31st December, 1885.

The Honorable

Minister of Marine and Fisheries, Ottawa.

SIR.—I have the honor of transmitting to your Department a report of the operations carried on at the hatchery under my charge for the year 1885.

In the fall of 1884 only 165,000 eggs were collected on the head waters of the Tobique River. They were conveyed to the hatchery and did exceedingly well.

In the months of June and July, by instructions, I planted in the St. John River 155,000 young fry, the product of the above ova.

During the summer the establishment, including the troughs, trays and main tank were thoroughly cleaned and varnished and put in order. The waste water aqueduct, leading from the hatchway to the reception dam, was repaired. The small spawning house on the pond was removed to the top of the bank. These were all the improvements that were made about the hatchery during the past season.

On the 23rd of last September I left Grand Falls for the Tobique River and Serpentine River, in quest of parent salmon with the following results: On the Tobique River I captured 22 salmon, 19 females and 3 males. On the Serpentine River I caught 146 salmon, 107 females and 39 males, making in all 178 salmon; from which I obtained 1,071,000. On the 31st of October, I arrived at the hatchery, and the following day I had all the eggs placed upon the trays, and notwithstanding the fact that they were carried nearly 120 miles, they did remarkably well, and are continuing to do so up to the present time.

Although salmon, as a general rule, were abundant in almost all our rivers last fall; still I attribute my success last season in capturing salmon in a great measure

to the early appointment by your Department of a special guardian on the upper waters of the Tobique River last season; and I also ascribe the failure in previous seasons to not having one appointed until it was too late, in fact, not until the poachers had devastated the river, and the spawning grounds on the Serpentine. I trust the same person will be appointed next season, not later than the 15th of June. If the appointment of a special warden or two is not then made, success cannot attend the stocking of this hatchery with eggs.

I desire to mention a circumstance in connection with artificial fish culture in this hatchery which I consider worthy of note. In the months of March and April, 1881, there were planted in the St. John River about 35,000 young fish hatched from California salmon eggs sent to this hatchery by the Superintendent of Fish Culture, Samuel Wilmot, Esq., as there were no native eggs collected here that season. This operation, or experiment, was condemned, in no measured terms, by several persons who assumed to have a full knowledge of the results of what they considered a worse than useless experiment. In fact I have been frequently asked by many of these would be critics (of which New Brunswick abounds) how many of the young fry, or if I thought any of them would ever come to maturity? My invariable answer was in the affirmative, and that time would tell. The salmon natives of our waters are so much alike in every particular that it would be impossible to tell the difference between the fish produced naturally, and those bred by artificial means. therefore, no certain proof could be given (especially to sceptics) of any artificially bred fry arriving at maturity, and returning to our rivers. But the following occurrence places the matter beyond a doubt:

Just as soon as the fishermen set their nets last spring, they began to capture a strange and to them a peculiar species of salmon with which they were unacquainted with. This gave rise to enquiries and investigations, which resulted in the fact that they were California salmons averaging some seven and eight pounds in weight. Consequently they must have been some of the identical salmon that were hatched in the Rapidides Femmes Hatchery and put into the St. John River four years ago last March. No California salmon were hatched in any other hatchery in the Maritime Provinces to my knowledge, and being positive that, they never migrated from the Pacific Ocean to the St. John River, in New Brunswick; and as these salmon were not caught only by twos or threes, nor by the dozen, but by the hundred, therefore, if the planting of a comparatively speaking small number of California salmon in the St. John River has caused this take of fish, what must be the consequence with regard to our artificially bred native salmon that have been planted in our waters by the million?

Mr. Superintendent Wilmot desired me to furnish him with a few specimens of these California salmon last fall, but I was absent at the time, having gone up the Tobique River, after parent salmon for the hatchery, and it was too late in the season to obtain the specimens when I got home.

I am of the opinion that the above fact, which can be substantiated if necessary, should be sufficient to satisfy the minds of those sciolists and wiseacres that our rivers can be stocked, and kept stocked, by artificial means, and also that all the young fry that have been planted in our rivers are not gobbled up by voracious fishes. Nevertheless, I consider thorough protection with proper "close seasons" are absolutely necessary to complete the success of the whole piscatory science.

The whole quantity of fuel procured for this hatchery this fall was ten cords of wood and three tons of nut coal. The only improvement that will be necessary about the hatchery in the coming year, will be white-washing, painting and underpinning the house. The coal stove is nearly burned out, and it will be necessary to have a new one. Some paraffine varnish and window glass will be required. In all other respects the hatchery is in first-class condition. All the appliances in the nursery are complete, with a good supply of fresh water for all necessary purposes.

I have the honor to be, Sir,

Your obedient servant,

CHARLES McCLUSKY,

*Officer in Charge.*

## 6.—MIRAMICHI RIVER HATCHERY.

MIRAMICHI HATCHERY, N. B., 31st December, 1885.

The Honorable  
The Minister of Marine and Fisheries, Ottawa.

SIR,—I beg to submit to you my annual report of the fish hatchery under my charge.

As was stated in last year's report we had laid down 1,000,000 healthy eggs, of which 900,000 were successfully hatched, and distributed in the following rivers:

	Fry.
North West Miramichi River.....	450,000
Little South West River.....	300,000
South West River.....	50,000
Sevogle River.....	50,000
Barnaby's River.....	25,000
Stewart's Brook.....	25,000
Total.....	900,000

During the past summer season some necessary repairs were done to the dam and to the reception pond. Four new boxes for carrying parent salmon to the hatchery were also built. Towards autumn, after all necessary arrangements had been made, we commenced taking parent fish and succeeded in capturing 300, in spite of difficulties caused by freshets and poachers. From this number of fish, of which 198 were females and 102 males, I procured 1,050,000 healthy looking ova. This estimate shows an average of 5,350 eggs taken from each female fish.

The ova are laid down in the hatching troughs and progressing favorably up to the present date.

I have the honor to be, Sir,

Your obedient servant,

ISAAC SHAESGREEN,

*Officer in Charge.*

## 7.—RESTIGOUCHE RIVER HATCHERY.

RESTIGOUCHE HATCHERY, 31st December, 1885.

The Honorable,  
The Minister of Marine and Fisheries, Ottawa.

SIR,—I beg to lay before your Honor the following report upon the working of this institution during the past year.

The fry hatched last spring were planted in the following rivers as per instructions from the Superintendent of Fish Culture:—

	Fry.
Patepedia River.....	100,000
Metapedia do .....	50,000
Main Restigouche and Kedgewick River.....	400,000
Nepisequit River.....	100,000
Pond at Hatchery.....	10,000
Total.....	660,000

These fish were all distributed in a fine, healthy condition, particularly those towed up river in cribs. Owing to a very high June freshet, it was found necessary to retain a large number of the fry in the hatchery troughs a month longer than usual, it being the 18th of July before all the fish were distributed, by which time the sac had altogether disappeared, and the fish had grown quite large, yet, these were just as lively and stood the towing fully as well as the first batch.

In reference to the experiment of retaining young fish in ponds, with a view of growing them to "smolts" and "parrs", I have no hesitation in stating that such an intricate and delicate work to carry out on an extensive scale without meeting with immense losses of fry, would be found well nigh to an impossibility.

As before stated, 10,000 were planted in the ponds adjacent to the hatchery, but these ponds in many ways are not suitable for this work, and the fish did not seem to thrive, owing, in my opinion to the scarcity of natural food, and the hard, cold brook water, which varies in temperature some 12 or 20 degrees below that of the river water during the summer months.

#### *Supply of Parent Salmon.*

The departmental net at "Tide Head" was set on the 9th of June last, but owing to a very high freshet on the 29th bringing down logs, brush, &c., it was swept away together with some ten other stands of nets belonging to the fishermen sharing the same fate just at a time, too, when the second and a large run of fish were entering the river. As this net could not be set out again until the 12th of July, the best time for fishing was lost, consequently the catch was only 102 fish; 268 salmon, however, were purchased from Messrs. Gillis & Adams, licensed fishermen, but I regret to say about 70 of these fish died from fungus in the gills, leaving a total of 304 fish; 155 females and 149 males, from which was collected 1,470,000 eggs. Stripping began on the 10th of November; 8 female fish would not yield any ova, being injured in removing them from the nets. These, with all the fish that were stripped were again liberated; 30,000 eggs were lost in transit to the hatchery, owing to the river in places being frozen over. I was compelled to carry the last batch from Metapedia to the hatchery by a truck waggon over frozen ground, they either got chilled with the frost or injured from jolting. With this exception the ova in the hatchery are looking very fine. The caretaker says: "They are the best we ever had," the embryo is now quite visible.

Having already laid before your Department a statement of some of the difficulties in connection with the capture and retaining of parent fish in fresh water ponds, as they ascend the river in early spring, it will not be necessary to repeat it here; and although it is by far the most perfect system yet adopted, it is nevertheless necessary to say, no matter how careful the fish are handled, some will be injured. As a rule the fishermen are prejudiced, but if those we have engaged can be prevailed upon to adopt the mode of allowing the fish to run direct into the cribs and save all handling as pursued during the past season in connection with the departmental nets, very few fish need be lost in the future.

With much difficulty some 75,000 speckled trout eggs were secured last fall from small lake trout on the Metapedia, adjacent to Salmon Lake, but these lakes are a long distance from the railway, from water communications and almost inaccessible and very difficult to get ova from. The trout are very small, and are rapidly becoming exterminated. They are fished at all seasons of the year, more especially by the Indians in winter, who toboggin the trout some fifteen miles over the snow toward their homes. As I have already stated the only successful way to obtain ova from the sea trout is to send men up to the heads of the rivers about the 1st of August and capture some of the large trout that pass up river in June and July, and spawn in August and September.

#### *The Hatchery.*

The work of completing this establishment, erected under the superintendency of S. Wilmot, Esq., was begun early in the spring, and consisted in setting up the

troughs and tanks, lathing and plastering the walls, fitting up the dwelling part, 30 by 30 feet, in the upper section of the hatchery, to be occupied by the caretaker; also, building the dam and laying pipes, &c. The building, with all its appliances, was completed, ready for the reception of the ova, by the 15th of September, and is without doubt one of the foremost in the Dominion, and it may be added in America, for carrying on the practical work of salmon culture. There is abundance of water and everything in connection with the whole establishment works very satisfactorily.

#### *The Retaining Pond at Tide Head.*

In order to secure the safety of the parent fish and increase the flow of water it was found necessary during the summer to make certain repairs to this pond and otherwise enlarging and cleaning it out. Mr. Wilmot, the Superintendent, visited this place twice in August and was much surprised to find that, owing to the formation of new sedimentary matter, the pond had become greatly filled up with silt, &c., caused by the high freshets and ice shoves, and had also formed a large sand bar at the entrance of the creek, almost entirely obstructing the flow of water through the reservoir. As Mr. Wilmot inspected and sketched plans which he has laid before your Department for a much larger and better place in every way for retaining parent fish, it would only be necessary for me to state that negotiations are pending to obtain a lease of the land so that a second retaining pond may be established, having a greater flow of water and some five or six times larger area than the former one. Its location is near to the present one, so that both may be utilized together if necessary.

A greater number of the licensed fishermen must be engaged to supply parent fish during the coming season, as some 800 or a 1,000 fish should be secured if possible for the thorough stocking of the hatchery next year. There was also erected during the past summer at the retaining pond a building, 20 by 20 feet, for the caretaker when guarding and manipulating the fish.

#### *General Remarks.*

The beneficial results of artificial fish culture and protection on the Restigouche has been clearly demonstrated beyond all doubts during the past season. I have addressed letters to a number of the fish dealers on the coast requesting them to supply me with figures of the number of pounds of salmon they may have handled during the past summer of 1885; but up to this time I have only heard from the following:

John Mair, Big Point, Tide Head, 26,000 lbs.; I. P. Mowat, Campbelltown, 65,000 lbs.; D. W. Hoegg & Co., New Mills, 86,000 lbs.; (60,000 lbs. sold fresh and 26,000 lbs. canned.)

The following dealers have not furnished any information:—

Simon McGregor .....	Dalhousie.
Jno. Allister Bros .....	New Mills.
A. & R. Logie .....	Black Brook.
J. Windsor .....	New Mills.
A. W. T. Des Brisay .....	Jacquet River
P. Hamilton .....	Petit Rocher.
P. Allard & J. Reid .....	Charlo.

To average these at 35,000 pounds each would be a very low average and would give a total of 457,000 pounds.

Mr. J. Robinson, superintendent of the Restigouche Salmon Club, reports the angling score for the members alone is 938 salmon or 18,760 pounds, the highest figures yet reached. Outside of this there were fully 1,000 fish taken by other parties. Dr. Baxter's Club and Campbellton Club below Metapedia, 300 fish;



Wilmot's preserve at Indian House, upwards of 150; one rod by John Wilmot, Esq., killed 98 fish in June; Mr. George Stephen on the Metapedia and many other persons from whom no record has been obtained, which would give a total of about 2,000 fish, or 40,000 pounds taken with the fly on the Restigouche and Metapedia alone, making a grand total for fly and net on forty miles of estuary and coast, of 497,000 pounds.

Mr. A. Robertson, who has been employed on the river in the service of the Restigouche Club, as chief guardian, and has lived on the river for thirty years, states that he never saw the salmon so plentiful as they were this season. A number of the parent fish were marked in 1883 by inserting a small ring with a tag attached to the adipose fin; several of these fish were caught by anglers in the past season. Many of the settlers on the river, and anglers, and net fishermen who a few years ago were loud in condemning the Government hatchery and all artificial assistance, are to-day outspoken in their belief in the enterprise, and acknowledge freely that the great increase in the salmon catch is largely due to the result of stocking the rivers with the artificially bred fry from the hatchery.

Hoping the above statement of my proceedings in the past year, together with the remarks and suggestions I have felt called upon to make may meet with your approbation.

I have the honor to be, Sir,

Your obedient servant,

ALEX. MOWAT,

*Officer in Charge.*

#### 8.—GASPÉ HATCHERY.

GASPÉ HATCHERY, QUE., 31st December, 1885.

The Honorable

The Minister of Marine and Fisheries, Ottawa.

SIR,—The following is a report of the operations connected with the fish hatchery under my charge during the past year:—

The ova did fairly last winter, about 30 per cent. of the eggs carried from Barachois River, in November, 1884, died. The water supply was low in January, but the snow falls afterwards, which were heavy, kept frost from the pond and the half inch stream flowed the remainder of the season.

The fry commenced hatching the 23rd of May; 27th, water 46 degrees, and many fry coming out of the shell.

The following is the number of fish carried up each river:—

Dartmouth River (above falls).....	175,000
Dartmouth River (below falls) .....	80,000
Malbaie River. ....	30,000
Pond at Hatchery.....	5,000
<b>Total.....</b>	<b>290,000</b>
Number of eggs deposited in hatchery, fall of 1884.....	341,000
Number of eggs died, and lost fry.....	51,000
<b>Balance of young fish.....</b>	<b>290,000</b>

The fry carried well, and no loss worth reporting was sustained during their removal. We commenced distributing on the 23rd of June and finished on the 18th of July. I was at Barachois on the 14th of July, when the last six cans sent there were put in the river. They were planted at the Fork, and were all quite lively.

*Parent Salmon.*

The net for capturing parent salmon was set on the 6th of June and removed the 13th of August. This net was taken up twice during the first two weeks on account of high water and drift timber running down stream.

One hundred and twenty-six fish were captured. Of these three died in the pond, leaving 123 to be manipulated. The salmon were placed in cribs on the 8th of October. There were 71 females and 52 males. The work of taking ova from the fish was commenced on the 13th of October and finished on the 7th of November.

Fifty females averaged 10,000 each.....	500,000
Twenty-one females averaged 6,000 each.....	126,000
Total.....	626,000

Total count of salmon eggs placed on the trays, in 1885, was 626,000, which, at present, appear to be in good condition.

These salmon were all taken back to the main river by scows (except two which remained in the brook), and when liberated were all healthy and smart.

If it is intended to carry young fish over the Dartmouth Falls, some improvement is much needed on the roads. The portage is about one and a quarter miles long.

Mr. Henry Davis, the assistant in charge, was up the Dartmouth River in the week ending the 19th of September, and counted about 300 salmon between the falls and Lewis' Forks, and there must have been many more above that. Thus it will appear that with the number of salmon taken in the tidal waters, with 126 netted for fish-breeding purposes, and thirty-nine caught by anglers, there must be a good run of salmon up the said stream.

The establishment is in good working order, having undergone thorough repairs during last summer.

I have the honor to be, Sir,

Your obedient servant,

PHILLIP VIBERT.

*Officer in Charge.*

9.—TADOUSSAC HATCHERY.

TADOUSSAC HATCHERY, QUE., 31st December, 1885.

The Honorable

The Minister of Marine and Fisheries, Ottawa.

SIR,—From the books of the late Joseph Radford, Esq., the former officer of this hatchery, I find the salmon fry of last season were disposed of as follows:

	Fry.
Lake at Hatchery.....	290,000
North East Branch Margeret River .....	80,000
North West Branch Margeret River .....	180,000
River St. Jean.....	170,000
Total.....	720,000

The number of parent salmon found in the retaining pond, and spawned was 310—80 males and 230 females. These latter gave 1,770,000 eggs, making an average of

about 7,700 each. A number of trout eggs were also secured, these were forwarded to the Newcastle hatchery in Ontario. The salmon were in the very finest condition, none died or had any signs of injury. The ova is in good condition, the embryos perfectly formed, and very few unimpregnated eggs. The trays are very full, and in double tiers over the whole building. So far, about two and a half per cent. of loss has been sustained. No difficulty can occur from overcrowding. The water supply from the lake close by is so far good in its quality, and free from sediment (although somewhat dark in color) that no washing has yet been performed. No difficulty has been experienced in keeping the house at the proper temperature.

I understand remarks have been freely made here, that the young fry only become trout food. That many are dead before reaching the rivers, and are placed in rapids and swept off. These are simply rehashes of the old stories got up by those inimical to pisciculture. From all I can learn, the rivers here are very difficult to ascend, there are no roads to them. All work is done by canoeing, and I have no doubt great difficulties have been experienced in transporting the fry, particularly when small cans only have been used without applying ice.

From what I have seen of the capability of this hatchery, and the supply lake or pond, with its large area of water, and the great amount of fish food it must produce, I desire to suggest that a very large proportion of this season's fry should be placed in the lake, and the brooks which feed it.

Many thousands of fine full grown "smolts" went from this lake to sea last October and November as well as young salmon, weighing from three-quarters of a pound up to six pounds. There may have been probably, 100 fish of the latter size. Seven of them were retained by the caretaker, the balance were allowed to escape. I should imagine the largest were at least three if not four years old. No signs of rudimentary milt or ova were to be found in either sex, and they were in good condition and quite red in flesh.

I would also suggest that some ova be placed next April in a very fine lake which empties into the North-East Margeret River just below its falls. It is without fish of any kind and having free passage to the river. This lake is four and a-half miles from the hatchery, with a winter road part of the way. I would propose planting the ova in the feeders of this lake in April, in the gravel beds, and I have no doubt of its being successful.

It is absolutely necessary that six large cans, with ice reservoirs, be furnished to this hatchery, as there are only five proper ones in stock at present.

Respecting the dams, building, and roads, I beg to say that the dams appear in good condition, excepting the waste sluices in them, which are not low enough in the breast of the dams to take off the water in any extra quantity, consequently they overflow the whole breast; when this takes place the young "smolts" fall over the whole height of the dam and are injured. The sluices are too short and the angle is too steep, and the young fish are dashed with violence against the rocks at the bottom. A good many were found dead from that cause. A new sluice way is required to extend from the roadway into the salt water pond, the present channel is too steep and rocky. A number of young "smolts" were also found injured there last fall.

The foundations of the main building are very much decayed. In many places absolutely rotten. They are quite out of level and much settled. I understand that these foundations were laid fifty years ago. To repair this building, it will require new sills, and the posts will require splicing at the foot. Most of the sleepers, if not all, with the floors, must be condemned. The present floor of the upper storey leaks badly. The two main beams are badly dry-rotted in places, to a depth of six inches. They had to be supported this fall with posts. The troughs and tanks, although kept painted, are also badly dry-rotted. In fact a complete renewal of them is necessary. The whole wharf and surroundings originally covered with deals, are very much decayed and full of holes from rot. On the whole, I would advise temporary repair only, preparatory to building a new two-storey building, say 40 by 40 feet to the eastward of the present site, a little higher up in the pond. The water-

race is also in very poor condition; it is now dangerous to attempt even repairs to it. We tried to stop the leaks in it last fall, but owing to its settled and rotten condition we had to relinquish it. It has not been renewed in any way since it was first built.

The plank road, which it appears the Department is bound to maintain, leading to the wharf, a distance of 230 yards, is also completely rotten and full of holes. A few new planks were placed in it last year. It not only needs a complete renewing, but it seems the lower side, originally built with plank, and refuse material, is actually leaning over the bank or hill, where, in some places it is eight or ten feet high. I believe the cheapest plan would be to wharf and timber the lower side, and fill in with gravel.

My temporary appointment to take charge of this hatchery was made after the time of catching parent salmon had passed; I am, therefore, quite unable to submit any opinion as to the manner in which the work was done; but from the cursory view of this river, and the bay outside, coupled with my long experience in salmon fishing, I believe that, salmon could be caught much nearer to the hatchery than at present; however, until new stations are tried it will be better to continue fishing the old Point Rouge station, and at the same time trying for some other stations next year close to the establishment by using the old nets which are on hand.

I have ordered the Point Rouge fisherman, Mr Hovington, to get out the necessary stakes and brush for another season. He requires twenty pounds of twine, half seal and half salmon thread. This, I believe, cannot be had nearer than Quebec.

I think about 2,000,000 of eggs could be successfully hatched in this building as at present arranged.

The salmon caught last season and put into the pen averaged, I believe, about fifteen pounds. The speckled trout were caught at Little Bergeron River, some 14 miles from here, and towed up in cribs. I am unable to give any opinion regarding the fishing capabilities of the Bergeron River. The inhabitants, however, living there say, there was quite a number of salmon spawned in it last fall, although the unsurmountable falls upon it are just at the head of tide water.

In conclusion, I may mention the care-taker's house is totally unfit for any one to live in, and is too far from the hatchery, as he cannot see the pen in which the parent salmon are kept from the house, which causes an additional watch-man to be maintained throughout the summer. There is neither storehouse, boathouse, ice house or outhouses belonging to the establishment, all of which are necessarily required.

I have the honor to be, Sir,

Your obedient servant,

JOHN MOWAT,

*Officer in Charge.*

### 10.—MAGOG HATCHERY.

MAGOG, 31st December, 1885.

The Honorable

The Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honor to submit the following report of the operations of the Magog Fish Hatchery for the past year.

The salmon trout (or lunge) came on the sand banks near the spawning grounds in Lake Memphremagog about the middle of October. I accordingly commenced seining on the 14th. At this time a storm came on accompanied by high winds which rendered seining impossible until after it abated. When the "lunge" had left the sand-beds and gone on the shoals, which are located at some distance out in the lake, where it is so rough on the bottom as to be impossible to be operated with success. The fish which were caught on the sandbanks were mostly males.

I then moved the fishermen up the lake about eight miles to Lord's Island, and succeeded in capturing a number of salmon trout there, but these turned out to be mostly males, and consequently but few ova were secured at either place that autumn.

On the 5th March, 1885, 4,000,000 salmon trout and 3,000,000 white fish ova came down from Newcastle, Ontario, in charge of Mr. Charles Wilmot, and were successfully deposited in the Magog hatchery. From these were hatched and deposited in the following described sheets of water 3,150,000 strong and healthy salmon trout, and 2,500,000 white fish fry.

To provide for the successful management of so large a number of eggs some slight changes and improvements became necessary, which unavoidably increased the expenditure at this hatchery.

*Distribution of Salmon Trout Fry.*

				Fry
Memphremagog Lake,	County	Stanstead.....		1,500,000
Massawippi	do	do	do .....	400,000
Oxford	do	do	Brome .....	400,000
Brompton	do	do	Richmond.....	100,000
Key Pond	do	do	Sherbrooke.....	100,000
Megantic	do	do	Compton.....	225,000
Little Magog	do	do	Sherbrooke.....	225,000
Brome	do	do	Brome .....	200,000
<b>Total.....</b>				<b><u>3,150,000</u></b>

The distribution commenced on the 20th of May and ended on the 11th of June.

*Distribution of Whitefish Fry.*

				Fry
Memphremagog Lake,	County	Stanstead.....		1,000,000
Massawippi	do	do	do .....	350,000
Oxford	do	do	Compton.....	150,000
Brompton	do	do	Richmond.....	100,000
Key Pond	do	do	Sherbrooke.....	50,000
Megantic	do	do	Compton.....	200,000
Little Magog	do	do	Stanstead .....	500,000
Brome	do	do	Brome.....	150,000
<b>Total.....</b>				<b><u>2,500,000</u></b>

This distribution commenced 2nd May, and was finished 19th May.

After the completion of the distribution of salmon, trout and white fish fry, the hatching troughs, and everything connected with the nursery, were cleaned; the troughs re-painted outside and inside, and the hatchery generally put in order for resuming operations in the fall.

In September, 1885, I cleaned the grounds of Witch Island shoals by removing the stones and impediments in the way of drawing the seine over them; constructed a pier and platform to enable the fishermen to close the seine and secure the fish. I also had a new fish boat built and temporary pens near the mouth of the Magog River, in which to deposit the parent fish when secured.

I may say here that the heavy rain storms caused the lake to rise so that the water on the spawning grounds was deeper than it ever had been known before in the fall of the year, thereby making the work much more difficult and unpleasant than usual.

On the 10th day of October, 1885, I commenced seining on the sand banks and continued until the "lunge" left, and went back on the spawning grounds on Witch Island shoals where we followed them, and continued to seine as long as they remained there.

I succeeded in taking 466 parent fish; 206 being females and 260 males. From these we secured 375,000 eggs, which were duly deposited in the Magog hatchery.

The salmon trout thus taken would average about 6 pounds in weight, many, however, were young fish from which but few ova were taken.

The ova thus deposited in the hatchery are progressing satisfactorily; many for the last few weeks exhibiting unmistakeable signs of life.

I am assured by the most expert and successful fishermen on Lake Memphremagog that, although there is more of less unlawful fishing during the "close season," at and near Georgeville, the salmon trout are more plentiful than ever before, and are increasing each year, the result of artificial breeding.

I am also informed on good authority that grave infractions of the fishery laws are being practiced by residents of Georgeville, and vicinity, and I am convinced that more efficient and summary means will have to be taken to prevent it.

Mr. N. A. Beech, the fishery guardian at Georgeville complains that he is not able to secure sufficient help to enable him to enforce the law with the appropriation made for that purpose.

I have the honor to be, Sir,

Your obedient servant,

A. H. MOORE,

*Officer in Charge.*

## PROVINCE OF ONTARIO.

### II.—NEWCASTLE HATCHERY.

NEWCASTLE, 31st December, 1885.

The Honorable

The Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honor herewith to submit my annual report of the fish cultural operations connected with the Newcastle establishment for the past year.

The number of fish eggs laid down in the nursery in the fall of 1884 was not as large as in the three previous seasons owing to the unexceptionally stormy weather which prevailed. Only 4,000,000 salmon trout and 3,500,000 white fish eggs were laid down in the hatchery troughs. These eggs, and the establishment generally, were in the most satisfactory condition up to the time of the heavy spring freshet which caused such general havoc to mill dams throughout the country, and unfortunately, at this time, a serious breakage was made in the dam, which supplied the hatchery with water; and as it could not be immediately repaired on account of high water, it was considered advisable by the Superintendent and myself, after acquainting your Department of the fact, to have the whole stock of ova removed to the Magog establishment in the Province of Quebec, where there was ample accommodation. This was a necessity, as otherwise the eggs would have perished. The removal of this large number of eggs almost ready to hatch out was successfully performed by myself without loss worthy of mention. I remained in charge of these eggs at Magog until they were hatched out and distributed in the waters of the Eastern Townships in accordance with instructions received from your Department.

The following are the waters in which the fry were planted: Lakes Massawippi, Memphremagog, Little Magog, Megantic, Brompton, Brome, Oxford, and Key Pond; and several smaller ponds belonging to private parties.

Having personally superintended the hatching and distributing of these fry, I am able to report that they were turned out in a remarkably healthy condition. The fact of this large number of salmon trout and white fish having been so successfully transferred to Magog, and put into the waters of the Eastern Townships, where the lakes are so clear, must, in the course of a few years, produce beneficial results to the fisheries of that section of the country, as the waters are so well adapted for the growth of the above description of fish.

#### *Repairs during 1885.*

In the months of September and October last, the dam at Newcastle was rebuilt by contract with Messrs. Simmons Pool. It has since withstood the tremendous freshet of the 3rd and 4th of January, which proved so disastrous in all sections of Ontario, and caused so much destruction to mill owners in this neighborhood. I feel confident, therefore, that its strength and durability is now thoroughly established.

#### *Collecting Eggs.*

The work of collecting salmon trout eggs at Pigeon Island, in Lake Ontario, during the past fall, was fairly successful; about 1,500,000 ova were obtained there during the last days of October, when the weather became too rough and unfavorable for longer operations at that point, and it was considered advisable to proceed direct to Warton, on the Georgian Bay, where arrangements had been made with Capt. J. S. Allan to catch salmon trout for your Department by means of four pound nets, in the waters of Colpoy's Bay. This system having been recommended in former years and finally adopted by your Department upon the Superintendent's report, after a full inspection of the locality, made by Mr. Wilmot and myself, in October last.

This method of collecting eggs, by means of pound nets, cannot be spoken of too highly; and although put in operation for the first time, it was successful far beyond my most sanguine expectations. By this means the parent fish were kept alive and in a healthy condition in the pound nets until they were found ready for manipulation, after which they were liberated alive, without receiving any apparent injury.

The appended schedule will show the large number of eggs collected by means of Capt. Allan's nets, and the small number of fish used for spawning purposes when compared with the former gill-net system.

The number of salmon trout eggs thus obtained at Warton and laid down in the Newcastle hatchery, amounts to 11,340,000. There were also collected at Pigeon Island, in Lake Ontario, 1,500,000, making a total, of salmon trout eggs in this establishment of 12,840,000.

About 55,000 speckled trout eggs were also obtained from the Tadousac and Restigouche hatcheries, and also some 3,000,000 of white fish eggs from Sandwich, making a gross deposit here as follows:—

Salmon trout from Warton .....	11,340,000
Salmon trout from Pigeon Island.....	1,500,000
Speckled trout from Restigouche.....	30,000
Speckled trout from Tadousac.....	25,000
White fish from Sandwich.....	3,000,000
Total.....	15,895,000

## STATEMENT of Operations at Wiarton, Fall of 1885.

Dates, 1885.	No. of Salmon Trout spawned.		No. of Salmon Trout Ova obtained.	No. of Fish injured and found dead in nets.		No. of Nets lifted.	State of Weather and General Remarks.
	Males.	Females		White Fish.	Salmon Trout.		
Nov. 3...	12	18	25,000	5	12	2	Very few fish ripe.
do 4...	8	20	23,000	6	11	2	do
do 5...	40	270	750,000	5	41	1	Running pretty freely.
do 6...							
do 7...	37	250	750,000	4	33	2	do
do 8...							Sunday.
do 9...							Fish not ripe.
do 10...	175	700	2,000,000	3	52	1	Spawning freely.
do 11...	85	300	750,000	5	19	3	do
do 12...							Stormy weather.
do 13...							Unfavorable day.
do 14...	187	590	1,500,000	1	51	1	Spawning freely.
do 15...							Sunday.
do 16...							Did not lift.
do 17...	159	600	1,500,000	3	37	2	Fish very ripe.
do 18...	87	330	1,000,000	1	17	1	Fish spawning freely.
do 19...							Rough weather.
do 20...							do
do 21...							Very stormy.
do 22...							Sunday.
do 23...							Storm still increasing.
do 24...							Very rough and cold.
do 25...							Weather moderating.
do 26...	98	250	750,000	4	29	2	Snowing hard all day.
do 27...							Snow, with wind.
do 28...	100	295	800,000	2	57	2	Fish very ripe.
do 29...	125	570	1,500,000	2	63	2	Spawning freely.
	1,113	3,993	11,348,000	41	422	21	If required, could have continued getting eggs, if weather remained favorable.

No white fish were collected; these fish were very scarce and would not spawn till December.

The appended certificates from Mr. Patterson, a prominent citizen of Wiarton, and from Overseer Miller, of that district, will show that the fish were liberated from the nets in good condition, and will also give satisfactory evidence to your Department, and all concerned, with what completeness the work was performed.

WIARTON, 29th November, 1885.

JOHN TILTON, Esq.,  
Deputy Minister of Fisheries, Ottawa.

SIR,—This is to certify that on the 27th day of November instant, at the request of Mr. Charles Wilmot, I accompanied him to the nets of Capt. Allan's set on the northern shore of Colpoy's Bay, and I personally saw the fish then in said nets set free, and the nets lifted in such a condition that, as I am advised and believe, they could not catch or retain fish.

Yours respectfully,

T. W. PATTERSON,

Barrister, &c.



WIARTON, 29th November, 1885.

JOHN TILTON, Esq.,  
Deputy Minister of Fisheries, Ottawa.

SIR,—I hereby certify that I saw Capt. Allan turn all the fish out which were in the two pound nets on the south shore of Colpoys Bay. The fish, when let go, appeared in good condition and went off very lively. The tunnels were lifted and left in such a position that no fish could possibly lead into the pounds. The two nets on the north shore were lifted on the 27th instant, and were left in the same condition as the ones I personally oversaw to-day.

Mr. Charles Wilmot has closed operations and leaves for home on Monday.

Your obedient servant,

GEO. S. MILLER,

*Fishery Overseer.*

It is a fact beyond question that the fish caught by means of gill nets, as at Meaford and other places for procuring ova from in former years, were unsuitable, as they were, in most cases, taken from these nets in a half dead or dying state, and could not, therefore, yield the same healthy eggs as those taken by the pound net system used last fall in which the fish were as lively as possible and in as sound and healthy a state apparently as in the open lake. I desire, therefore, to strongly urge upon your Department the importance of adopting this method for collecting eggs for the hatcheries in the future.

Capt. Allan, the gentleman with whom the arrangements were made for supplying the parent fish at Wiarton, did all in his power to further the interests of your Department in this undertaking, and I also found him most reliable and accommodating towards me in the performance of my work. A more suitable locality could not well be found for carrying on this enterprise than at Wiarton, on Colpoys Bay. Railway facilities and all accommodations necessary to make the work a success are there at hand. But in order to have next season's operations prove as successful as the one just past, the Department should at once enter into similar arrangements for securing parent fish at Wiarton for the season of 1886. For it is absolutely necessary that the person who undertakes this work of capturing the fish, should be informed of it during the present winter months in order that he may make all necessary and timely preparations indispensably requisite for efficient pound net fishing. If this is not done at once arrangements cannot be properly made for the coming season.

The fish found injured and dead in the nets at Wiarton, amounting to twenty-six half barrels, were, in accordance with my departmental instructions, salted, and left in charge of Mr. Dinsmore, the Customs officer at that place.

If these fish are not immediately disposed of, they will require to be overhauled and repacked about the 1st of March, otherwise they will spoil. It is almost impossible to keep the fish covered with brine unless they are properly looked after.

At the present date the eggs laid down in this hatchery are doing well and advancing rapidly. But a large number, say two or three million, must, however, soon be transferred to some of the other establishments, otherwise, the fish will be too much crowded and suffocation will take place at the time of hatching.

Everything connected with the establishment and the hatching apparatus is in a good state of repairs, and I anticipate a large show of young fish for distribution in the spring.

I have the honor to be, Sir,

Your obedient servant,

C. WILMOT,

*Officer in Charge.*

## 12.—SANDWICH HATCHERY.

SANDWICH, ONT., 31st December, 1885.

The Honorable

Minister of Marine and Fishery, Ottawa.

Sir,—Permit me to lay before you my report of the Sandwich fish breeding establishment for the year 1885.

In my report of last year I stated that there had been gathered, at the various fishing stations, 50,000,000 of white fish eggs, and I now desire to state how many eggs were hatched and the disposal that was made of the young fish. From the 50,000,000 of eggs gathered, some 43,000,000 of fish were hatched and distributed as follows:—

Jos. Meloche's Pound, Detroit River .....	3,000,000
James McKee's do do .....	3,000,000
Chas. Gauthier's do do .....	4,000,000
Noah Jelly's do do .....	4,000,000
Bell Isle.....	2,000,000
Fighting Island.....	2,000,000
Peaché Island.....	2,000,000
Bois Blanc Island.....	3,000,000
Stoney Island.....	3,000,000
Sugar Island.....	2,000,000
At Hatchery and along the River Detroit.....	15,000,000
<b>Grand total.....</b>	<b>43,000,000</b>

I might state that this large number of young fish were planted in the waters under my supervision, and were in a healthy condition when so planted. If nothing foreign or unnatural happens to these white fish they must make a good showing in the catch of fish a few years hence.

The number of eggs obtained from the pickerel (or doré, or wall-eyed pike), and laid down in the hatchery last spring, was 35,000,000, and they were gathered at the following fishing grounds:—

Weir Bros', Lake Huron.....	8,000,000
Jos. Loussau's, do .....	9,000,000
Hitchcock & Stead's, do .....	10,000,000
Harvey Day's, St. Clair River.....	8,000,000
<b>Total .....</b>	<b>35,000,000</b>

Out of this number we succeeded in hatching some 25,000,000 of young pickerel and planted them in the following places:—

Mitchel's Bay, Lake St. Clair.....	4,000,000
Lake St. Clairs, opposite Peaché Island.....	4,000,000
River St. Clair.....	3,000,000
Port Stanley, Lake Erie.....	2,000,000
Rondeau do .....	2,000,000
Peaché Point do .....	2,000,000
At Hatchery and along Detroit River.....	8,000,000
<b>Grand total.....</b>	<b>25,000,000</b>

The catch of white fish this fall has been very much similar to that of last season; at some of the fishing stations the catch being a little more numerous and at other stations a little less; but on the whole the catch has been very much the same. At Bois Blanc Island there was a very remarkable falling off in the catch, said to be on account of the heavy storms which came on just at the fishing season and caused the

fishermen at that point to feel very much dissatisfied with their season's work as they had but a short time in which they were able to "pull out" and "drop," their seines. They were disappointed in not getting a good catch, but they live in hopes that the next season will prove satisfactory in every way.

Last November I filled the hatchery with white fish eggs from the following stations, at which I secured the stated numbers:—

A. Rankin's, Bois Blanc Islet.....	10,000,000
Daniel Reaumie's, Stoney Island.....	21,000,000
C. Gauthier's, Fighting Island.....	20,000,000
Total.....	<u>51,000,000</u>

I would state that the eggs are doing well, and I have every reason to expect to turn out a large percentage of this number of eggs in good healthy fish.

I might here make a statement in regard to the improvements that have been made in and around the hatchery during the past year upon the recommendations and supervision of Mr. Wilmot, your Superintendent. As the Department is aware there has been placed in position a new boiler, steam pump, and heater, and also new iron pipes have been put down to conduct water from the river to the hatchery. In regard to the boiler and steam pump, I would say that they are good in every respect, and do the work for which they were intended with entire satisfaction. We are so situated now that a break down of this new steam pump (should such a thing ever occur) would cause us little inconvenience as we could easily attach the old (or now duplicate) engine and pump and allow the work to go on. The heater is a splendid affair, and is so arranged that we can keep the house at any degree of temperature we wish. It is a great improvement over the old coal stove style of keeping the heat regular; the new conductor pipe laid down enables us to get a great supply of water, and if required will enable this hatchery to turn out a great many more fish than it now does by setting up an additional number of the "automatic glass jars" for the accommodation of ova. I might here state that this "Wilmot jar," invented by your Superintendent, has been a great means of this hatchery meeting with such success in turning out so many fish as it has done since the Department adopted them; besides enabling us to turn out good healthy fish, it is also a great saving in the amount of labor and help required to run the house, and consequently, a great saving in finances.

In winding up my report I would like to say a few words regarding the pickerel fisheries along Lakes Huron and St. Clair. As will be seen by my report, these are the only grounds on which we can rely to secure ova. At one time we could secure as much ova as wished for from the American fishermen, but now the Americans have shut down on us and they utilize all their own ground for their own hatcheries. I would like to impress upon the Department the advisability of granting those fishermen, from whom we secure our eggs, some privileges, and by that means we would be able to secure a more abundant supply of ova.

I have the honor to be, Sir,

Your obedient servant,

WM. PARKER,

*Officer in Charge.*

VIEW NORTHWARD IN PAIRCE OF MILES SOUTH, HILLS AND STEEP  
SLOPES OF THE MOUNTAIN RANGE IN THE DISTANCE.

THE MOUNTAIN RANGE IN THE DISTANCE



**REPORT**

OF THE SECOND

**HUDSON'S BAY EXPEDITION**

UNDER THE COMMAND OF

Lieut. A. R. GORDON, R.N.

1885.

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REPORT OF THE HUDSON'S BAY EXPEDITION OF 1885, UNDER THE  
COMMAND OF LIEUT. A. R. GORDON, R.N.

The Honorable

The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to report on the Hudson's Bay Expedition of this year, under my command as follows:—

In accordance with your instructions I left Toronto on April 27th, and after visiting Ottawa, and receiving your final instructions, I went to Halifax to take command of H.M.S. "Alert," to proceed with the purchase of stores, and generally with the organization of the Expedition.

I arrived at Halifax on May 3rd, and found that the "Alert" had been handed over by the Senior British Naval Officer in command at Halifax to Mr. H. W. Johnston, the Agent of the Department of Marine at Halifax. On the morning of May 4th I brought the "Alert" alongside the Marine Department wharf at Halifax, and proceeded with the work of fitting her out for the Expedition.

The "Alert" is a screw steam ship, barque rigged, of about 700 gross tons, and was specially rebuilt for the Arctic Expedition of 1876 under the command of Sir George Nares. She is so constructed as to be capable of resisting great ice pressure, and her engines being only fifty horse power nominal, the screw is small and strikes when the ship is at her load line several feet below the water, so that in every way she was well adapted for the work of the Expedition.

The engines are compound surface condensing and when running at full speed make about 120 revolutions per minute, which in smooth water and calm weather gives the ship a speed of about eight and a half knots. The consumption of fuel when using the best Welsh coal, and steaming full speed, was a little less than six tons per day, but on ordinary occasions with the expansion gear on, the ship would steam about six knots per hour on an average consumption of about four tons per day, and when steaming slowly in slack ice, only using one boiler, we could make four knots on two tons per day.

As soon as the "Alert" was moored at the Marine Department wharf, I requested Mr. W. M. Smith, Chief Inspector of Machinery for the Dominion, to examine the ship's engines and boilers and to order such repairs and renewals as he considered necessary to fit her for the voyage for which she was intended. After the repairs were made, Mr. Smith again inspected and tested the engines and boilers and reported them to be in good order.

The time from May 3rd to the 27th was spent in purchasing and getting on board all the necessary stores, coal, &c., the ship being provisioned on the basis of a crew of fifty for a voyage of four hundred days.

On May 27th, all the stores being on board and the members of the Expedition having joined, we sailed about 11 a.m., leaving the harbor in company with the D.S.S. "Lansdowne."

The following are the names and positions held by the members of the Expedition and Officers of the ship:—

Officers of the ship—Andrew Robertson Gordon, commanding Dominion steamship "Alert," Hudson's Bay Expedition; John James Barrie, first officer; Edward Watts, second officer; David Mooney, chief engineer; W. F. Esdaile, second engineer; W. F. Yeadon, carpenter.

The crew consisted of—2 boatswains, 12 able seamen, 1 lamp trimmer, 6 engineers' crew, 1 chief steward, 1 chief cook, 2 assistant stewards, 1 assistant cook.

The members of the Expedition were—Dr. R. Bell, F.R.S.C., medical officer, geologist, &c.; Mr. James McNaughton, assistant geologist; Mr. Frank F. Payne, Mr. James Tyrell, Mr. John McKenzie, Mr. Percy Woodworth and Mr. Gilbert Shaw, observers.

Station hands—Télesphore Mercier, John Mercier, William Mills, D. Creelman, Robert Yeadon, Albert Boutillier, Frank Paul, Maurice Fleming, G. P. Gooley, A. R. Bissette, J. R. Bowditch, William Smith.

Besides the above mentioned, Mr. D. G. Beaton, editor of the *Winnipeg Times*, accompanied the Expedition as the representative of the company who are interested in the construction of the railway from Winnipeg to Hudson's Bay, making a total of fifty-two persons in all on board at the date of sailing.

All officers and men who were engaged for the Expedition were carefully examined, as to their physical fitness for the work, by Dr. Wickwire, of Halifax, and passed as being in sound health, and of such a vigorous constitution as to be able to withstand the rigors of an Arctic climate.

In regard to the maintenance of discipline, all signed articles under the Canadian Government Vessels Discipline Act, those appointed as station hands signing a special agreement that the Act should be held to be in force in regard to them while ashore at their observing stations, in the same way as on board the ship.

#### THE VOYAGE.

On getting clear of Halifax harbor, about noon on the 27th, shaped course to the N.E., and steamed along the Nova Scotian coast, passing Scattari Island light at 1 a.m. of the 29th. On 30th May, when off Bay of Islands, about 8:15 p.m., we met a large and apparently compact body of field ice. I steamed to the westward, coasting this pack; and at 9:15 p.m., as it was then nearly dark, I decided to lie off for the night. At 4 a.m. on the 31st started the engines and proceeded to the westward, coasting the edge of the pack; and at 5 a.m., seeing that the ice seemed to extend to the south of west, took the pack, working through to the N.W. This ice was very close, but it was small, and much honeycombed, so that I was able to force the ship through without much difficulty, except on one or two occasions, when it was a little tighter than usual. At 4 p.m. got clear of the pack, having forced through between 35 and 40 miles of ice. I now shaped course for Greenly Island.

On the morning of 1st June I went into Blanc Sablon Bay to fill up with coal and water. I purchased 25 tons of coal from Job Bros & Co., who have a large fishing station here. The wind now set in fresh from the eastward. A good deal of ice came in, passing to the westward through the Straits, and it would have been waste of fuel to go out. I therefore remained here until 4 a.m. of the 4th, when the wind hauled out to the northward. We steamed to the westward under the north shore, finding a steadily widening field of ice, from Point Amour westward, and which filled the whole channel between Chateau Bay and Belle Isle with a tight pack of ice. Close in under the island (Belle Isle) was a narrow streak of open water through which we made our way, and passing close around the north end of the island we headed out through the pack to the eastward. The ice was very heavy, but not very tight together, so that we made good way through it, as long as daylight lasted. As soon as night set in I stopped the engines, and putting the ship under topsails and jib, kept her headed out to the eastward. At daylight on the 5th (2:45 a.m.) started the engines again, and open water being visible from the masthead, headed the ship for it, and got clear of the pack at 3:15 a.m.

5th June.—The edge of the ice at first ran about E.S.E., but at 4:40 a.m. we arrived at its eastern limit and were able to head up to N.N.E. On this course we again made the ice during the day, but whenever ice was reported ahead, the course was altered as necessary to keep the ship on the outer edge of the pack.

There was now lying between us and the Labrador coast about fifty miles of tight and heavy ice and large numbers of icebergs both interspersed through the pack and in the open water to the eastward.

6th June.—Shortly before midnight of the 5th, a dense fog set in which compelled me to take in all canvas and work the engines easy. About 8 a.m. the fog cleared away; took the pack and steamed away to the N.E. all day through heavy ice, which was in some places very closely packed, and in others contained lakes of

open water. At 10:30 p.m. the ice was so close and heavy that I stopped the engines for the night.

7th June.—At 1:30 a.m. the wind veered to E.N.E., and the ice slackened off; started the engines and worked the ship to E.N.E., through heavy slack ice and at 9:30 a.m. got clear, shaped course N. by E.  $\frac{1}{2}$  E., wind blowing fresh and squally.

8th June.—Wind continued increase during the day, and at 6:30 p.m. was blowing a strong gale from the N.E., the ship lying to under fore-and-aft canvas and easy steam, with a very heavy and confused sea running, and the ship laboring a good deal. On the morning of the 9th, the wind moderated and I stood in towards the land, but shortly before midnight made the ice again and stood off. On the morning of the 10th we had heavy showers of snow, and in the afternoon a fresh gale from the N.W. with a heavy sea. On the 11th we were coasting the ice pack, with numerous large icebergs in sight. At one time thirty of these were in sight. About 9 p.m. of the 12th we were in Lat.  $59^{\circ}$  N., abreast of the mouth of Nachvak Bay, where station No. 2 had been established in the season of 1884. I headed the ship direct in for the land, which was distinctly visible, and taking the pack at once steamed in till 10:30, when we found the ice so tight and heavy that it was impossible to force the ship any farther to the west. I therefore headed her out to the eastward, and getting clear of the pack, proceeded to the northward.

On June 15th, at 5 p.m. made the edge of the ice about 35 miles east of Cape Resolution, the ice, though heavy, was slack; steamed in, working as near course as possible. At 1:30 a.m. of the 16th made the land—Cape Best. The ice was now run tight together, so we banked the fires and left the ship to pull under a foretopsail and F. T. staysail. To-day sounded at 10 a.m. no bottom at 120 fathoms, temperature at the surface  $29^{\circ}$ , at 120 fathoms  $32^{\circ}$ . At 6 p.m. the ice set solid to the ship fore and aft, rafting and piling up all round. On the 17th it was reported to me that the iron stem plate had been broken off some distance below the water. This was a most serious injury, as I dare not drive the ship at all hard through the ice, but as the stem was still covered with boiler-plate sheathing, I thought it possible that we might with care still carry out the voyage. From June 15th to July 6th we were drifting with the ice. At times the ice would run abroad and then the ship was worked under steam or sail, in whatever direction seemed most promising. I append hereto a chart on an enlarged scale, showing approximately our drift in the ice.

We got up steam in one boiler at 6 p.m. on July 6th, and worked the ship steadily out to the eastward, and at 1:50 p.m. on the 8th, having made upwards of a hundred miles to the eastward, got clear of the ice and shaped course to the southward.

The voyage from the Straits to St. Johns, Nfld., occupied seven days, as we were delayed a good deal by fog, but we arrived at St. Johns on the evening of the 15th, and I immediately made arrangements to have the ship put in dry dock and for the forging of a new stem plate. All the repairs were satisfactorily accomplished, and on the evening of the 27th, having taken in a supply of coal, fresh provisions, &c., weighed and proceeded for Hudson's Straits.

Leaving St. Johns as before stated on the evening of the 27th July, we had fine weather and no delay from either fog or ice until arriving off Cape Mugford; here we met the ice again, but it was sufficiently open to steam through without difficulty. At 8:45 p.m. on August the 1st, we anchored in Skynner's Cove, Nachvak Bay, and found that the observers were all well and had passed a very pleasant winter.

On August 2nd, got under way and proceeded for Cape Chudleigh Station (Port Burwell). I took Mr. Skynner on board at Nachvak, leaving his two assistants, Messrs. Jordan and Rainsford, to carry on the work during the summer.

We found scattered ice all the way from Nachvak to the Straits, but at 4 a.m., when off Cape Chudleigh, found the ice run tight together; it now shut down dense fog, which, however, cleared off about 9:30 a.m., the ship had meanwhile got fast in the pack and we were carried nearly through Gray Strait by the tide when still fast, then back again for about six miles, but when the tide was about half ebb the ice slackened off and we were able to steam to the westward. Dense fog again set in



just before we were clear of the Strait, I therefore steamed N. W. (mag.) and lay to in the ice for the night.

On the following morning, August the 4th, observed a vessel in the ice in the Straits, supposed to be the Hudson's Bay Company's ship *Diana*, bound for Fort Chimo. The ice was so thick around the shore that it was with difficulty we were able to work our way into the harbour (Port Burwell), and when in there the ice was jammed so tightly that I walked from the ship to the shore without difficulty.

I found Mr. Burwell and his two assistants well, and they reported having spent a pleasant winter; that the house had been comfortably warm, and the supply of provisions ample and of good quality.

Owing to the impossibility of landing stores over the rough ice which filled the harbour, I arranged to leave Mr. Burwell and his men to continue the work of observing until the return voyage, and on the following morning (August 5th) got the anchor up at 6 a.m. and proceeded for Ashe Inlet.

I had concluded to make for Ashe Inlet, as our experience last year was that the north shore of the Straits was clear of ice before the south, and this was in accord with what the prevailing direction of the wind would indicate as being the probable movement of the ice. Outside the harbour we found the ice heavy, but fairly open for the first ten or fifteen miles, after which we found it tightly jammed and very heavy. At 10:50 a.m. I stopped the engines as we could not make any way through it, as the ice opened in leads from time to time, went ahead making nearly north, true, but not averaging on the whole much more than one and a half knots per hour up to midnight.

All day of the 6th met large quantities of ice, some of it very heavy, but as opportunity offered, worked the ship to the westward; made from noon of the 6th to noon of the 7th about 37 miles, nearly all which was made on the afternoon of the 6th. A little before noon of the 7th the ice ran abroad a little, and we were able to work through at about four knots an hour. During the afternoon we passed the Hudson's Bay Company's two ships, the "Princess Royal" (barque) and the "Cam Owen" (brigantine). We exchanged numbers with the "Princess Royal" and steamed up close to the "Cam Owen" and spoke to Captain Hawes. The latter vessel had been moored to a heavy ice-pan for several days, waiting for her consort to come up.

All of the 8th and up to 6 p.m. of the 9th the ship was jammed, but from this time up to midnight the ice ran abroad a little, and we made about 12 miles to the westward, but the ice closing in at midnight, the ship was again fast, and remained so up to 8 a.m. of the 11th. At this time the ice ran abroad, and at 2 p.m., having made about 22 miles to W.N.W., we were clear of the body of the ice. The weather was now very thick, but, as the ice was very much scattered, we had no difficulty in making our course.

On the morning of the 12th we were lying about 12 miles off the shore and just to the south of the entrance to Ashe Inlet, with clear water to the south of us, but between us and the shore a tight jam of ice. I steamed along the edge of the ice for some distance, and finally decided to try and force the ship in, but at 7 a.m. the ship was tightly jammed about 7 miles off shore. About 11 a.m. the ice slacked off a little, and I went ahead again with the engines. We succeeded in forcing our way in to within about 2 miles of the harbor, when the propeller struck a piece of ice and one of the blades was broken off. Got the screw on deck and attached a new blade, but by the time the work was finished (7 p.m.) the ship was beset, and was being carried to the westward. From this date up to August 21st we were either fast in the ice or working through, endeavoring to get up to Ashe Inlet. On the 17th we got within half a mile of the entrance to the harbor, and Mr. Ashe's two assistants came off to the ship over the ice. They reported Mr. Ashe sick, having, as they thought, sprained his wrist. I still hoped to make the harbor, but by the following morning the ship had been carried far to the westward, and on the 21st, when I gave up the attempt, the ship was between 40 and 50 miles to the westward of the Inlet. At 3:30 a.m. on this day I started the engines and at 7:45 p.m. got

clear of the south edge of the ice. I estimated that we had made about 25 miles from the land to the edge of the pack. At midnight stopped the engines to wait for day light, before making the land on the south shore.

At noon of the 22nd arrived and anchored in Stupart's Bay. We had not passed any ice after 9 p.m. the previous evening, nor was there a single particle visible all along the south coast.

I found here letters from Mr. Stupart stating that, in consequence of famine among the natives, he had been obliged to give them some of his provisions, and that, as the ship was later than he expected in arriving, he had thought it best to leave for Fort Chimo in his boat. As he stated that both he and his men were in excellent health, and as I was aware that he was an experienced boat sailor, I concluded not to go in search of them, but to go on with the voyage. Immediately after the anchor was down we proceeded with the work of landing the stores for Mr. F. F. Payne and party. I may here state the stations to which the officers and men were detailed for the year 1885-86.

Station.	Observer.	Station Hands.
No. 1, Cape Chudleigh.....	G. R. Shaw.....	{ Telephore Mercier. John Mercier.
No. 2, Skynner's Cove.....	abolished.	
No. 3 Ashe Inlet.....	J. W. Tyrell, D. L. S.....	{ D. Creelman. William Mills.
No. 4, Stupart's Bay.....	F. F. Payne.....	{ Albert Boutillier. Frank Paul.
No. 5, Nottingham's Island	John McKenzie.....	{ Maurice Fleming. G. P. Gooley.
No. 6, Cape Digges.....	Percy Woodworth.....	{ A. R. Bissette. J. Bowditch.

At 6 p. m. all the stores, coal, etc., having been landed, we weighed and proceeded for Nottingham Island, where we arrived at noon on Monday, 24th, having encountered no ice whatever on the passage. At this station I regret to have to report the death of one of the station hands, A. D. Inglis, of Halifax. Assisted by Dr. Bell, I separately examined both Mr. De Boucherville and Mr. W. F. Esdaile, the surviving station hand. The examination showed clearly to my mind that the man had died from scurvy, brought on by neglect of the precautions mentioned in the printed instructions. The following is Dr. Bell's report on the case:—

“SS. ‘ALERT,’ HUDSON'S STRAITS, August 24th, 1885.

“To Capt. A. R. GORDON,  
“Commanding H. B. Expedition.

“SIR,—Having asked me to give you my opinion of the cause of the death of station man, A. D. Inglis, which we heard of to-day on our arrival at Nottingham Island, I beg to hand you the following statement:

“Mr. Inglis was left at the station in charge of Mr. De Boucherville in August, 1884; the other station man was Mr. W. Esdaile. The two survivors came on board the ship this afternoon, having been relieved by a new party whose stores have just been put ashore. Soon after Messrs De Boucherville and Esdaile reached the “Alert,” we called them into your cabin separately, and in your presence I examined them successively in regard to the illness and death of Inglis, questioning them very fully as to all the circumstances, signs and symptoms of his disease, and on the means which had been employed in the treatment of it. In this way we

obtained a complete history of the whole case. Immediately on Mr. De Boucherville's retiring from the cabin, Mr. Esdaile was summoned and requested to give his account of the case, and to answer a great variety of questions similar to those which had just been put to the former.

"The result, as you are aware, was a complete agreement of the two, and from their statements I have no doubt that the unfortunate men died from scurvy. In describing the case they mentioned nearly all the features which are usually observed in the common form of this disease, as met with on land. I was satisfied, and I think you were also, that the deceased had been kindly and assiduously cared for by Messrs. DeBoucherville and Esdaile, and that no blame can attach to either of them on account of this sad occurrence. As you have requested Mr. DeBoucherville to make a written statement of the case as just related by himself, I need not here report his account of it.

"I have the honor to be, Sir,

"Your obedient servant,

"ROBERT BELL, M.D.,

"*Medical Officer, Hudson's Bay Expedition.*"

The report by Mr. C. V. DeBoucherville states that the unfortunate man spent the greater part of the time during the winter months lying in his bed, and that he was unable to induce him either to take sufficient exercise or to partake of such variety of food as had been recommended by the doctor, and in his examination he stated distinctly that Inglis had not taken his lime juice, as required by the instructions.

It is a noticeable fact that both cases of scurvy which occurred this year were those in which the sufferers had neglected to take the lime juice regularly.

Immediately after the anchor was let go, the work of landing the stores and provisions was commenced, and at 8 p.m. we left for Cape Digges, having landed Mr. McKenzie and his two men and all the necessary fuel and stores. We lay to in the Straits that night and at 10 a.m. on the morning of the 25th anchored in the harbor at Cape Digges, where we found Mr. Laperrière and his men in excellent health, and reporting that they had spent a very pleasant and comfortable winter. I remained in this harbor, shifting coal and taking in ballast till the evening of the 28th, when we sailed for Churchill. Passing to the east of Mansfield Island I took a line of soundings all the way across the bay. We made Knightshill Beacon at 8 a.m. of the 31st, and anchored in Churchill harbor at 2 p.m. the same day; when we found that the Hudson's Bay Company's ship the "Cam Owen" which we had passed in the ice on the 7th of the month, had arrived here two days ahead of us.

I examined the meteorological instruments used here and got all the returns from Mr. Spencer. He reported that last spring had been exceptionally late in regard to the movement of the ice, but that the winter had not been a severe one.

From the 31st August to the 7th September, we remained in Churchill, the weather being very bad; it blew a gale almost continuously from the night of the 31st to the evening of the 6th. On some of the days it was impossible to communicate with the shore. I put up a tide gauge here and had continuous observations taken. I found the rise and fall of the Hudson's Bay Company's wharf to be between 9 and 10 feet, and the velocity of the current at the anchorage at half ebb to be five and a half knots, in the narrows at the entrance of the harbor it runs more rapidly. I estimate the maximum velocity at this point to be about eight knots.

On the morning of the 7th we left Churchill and shaped course across the bay for the North Sleepers, Dr. Bell being anxious to examine their geological formation, and as I wished to test the accuracy of their position as laid down on the chart. On the run eastward a regular series of soundings was taken, the lead being run down every four hours.

We had fine weather all the way across, and made the Sleepers on the afternoon of the 10th, but as the wind freshened so much that we could not have landed from the

boats, I stood out to sea for the night; the following morning (11th) Dr. Bell and his assistant were landed on one of the islands, and I obtained good observations for position. I also made a running survey of the western side of the most northerly portion of this group of islands, and named the islands after those gentlemen who had so generously contributed to Mission Work in Hudson's Bay.

On the following afternoon (12th Sept.) at 6 p.m. we arrived in Port Laperriere, Cape Digges. The 14th, 15th and 16th were spent in shifting coal and taking in ballast and water. On the 13th and 14th it blew a strong gale from the N.E., and on the 15th it continued to blow fresh though not amounting to a gale.

On the morning of the 13th Dr. Bell and party went over in one of the whale boats to the mainland, and the continued blow prevented their getting back to the ship till the evening of the 17th, when I picked them up at sea. At 7 a.m. we arrived off the entrance of Port DeBoucherville, Nottingham Island, and sent the boats in with some additional supplies for the station there. At 8:30 the boats having returned, left Nottingham Island for Ashe Inlet. We made an excellent run to the Inlet, arriving there at 9 on the following morning.

No field ice was met with except a few scattered pans lying off the S.E. end of Salisbury Island; there were, however, quite a number of icebergs, sometimes eight or ten being in sight at one time.

We anchored in Ashe Inlet at 9 a.m., and proceeded at once with the work of landing stores and provisions. Mr. Ashe, the observer in charge, was found to be suffering from an attack of scurvy. He was unable to walk at first, but after coming on board and receiving medical treatment he improved rapidly. Mr. Tyrell and his two assistants were landed here, and at 5 p.m. all stores, provisions, &c., being ashore, weighed and proceeded for Stupart's Bay, where we arrived and anchored at noon on Sunday, the 20th September. On entering the bay the ship touched the bottom aft, but she came off at once without any damage.

The weather was now very threatening in appearance. I, therefore, on the morning of the 21st, shifted berth farther out and at 4 p.m. let go a second anchor. All night of the 21st, the whole of the 22nd, and the morning of the 23rd, it blew a strong gale from the S.E., E. and N.E., with a heavy sea rolling into the harbor. At night on the 23rd the wind went down, and everything for the station having been landed, I left at 5.30 a.m. of the 24th. From this date up to the 29th we had almost continuously, heavy gales accompanied by blinding snow. After 8 a.m. of the 25th I laid the ship to, first on one tack and then on the other, and drifted out of the Straits. On the night of the 28th the wind moderated and I steamed round to the northward of the Buttons, and arrived at Port Barwell at 8 a.m. of the 29th.

The weather had now every appearance of a coming storm, but during the day the wind continued light and we were able to land all the provisions and stores for the station. At 10 p.m. let go the starboard anchor, the wind having increased to a gale from S.W., a heavy sea was coming into the harbor, and the ship rolling and laboring heavily. At 4 a.m. of the 30th it was blowing almost a hurricane and the ship was laboring much, with a very heavy sea breaking on the shore astern. I therefore got steam up and had the engines ready for instant use. At 7 a.m. found the ship dragging, went ahead with engines, and weighed starboard anchor, when we found that it was foul and had not been holding. As soon as it was cleared I let it go again, and then weighed the port anchor, which was found to have been broken short off at the crown, both flukes being gone; the bower chain was then shackled on to the sheet anchor, which was let go. The gale continued up to the afternoon of the 1st. On the 2nd and 3rd all hands were employed in getting ballast and water, and shifting coal, but on the 4th, 5th and 6th it was again blowing a gale from the eastward. On the morning of the 7th the wind had moderated, and at 1 p.m. we left for Nachvak, where we arrived at 11 a.m. on the following day.

At Nachvak I received letters from Mr. R. F. Stupart, informing me of his safe arrival at Fort Chimo, and that he had gone down the Labrador coast in the Hudson Bay Company's steamer "Labrador."

As it was not the intention of the Department to continue the station at this point for another year, I took Messrs. Jordan and Rainsford on board, together with all their instruments and unused provisions, and at 5:30 p.m. left Nachvak homeward bound.

The 8th, 9th and 10th were fine days, but on the 11th we had a heavy N.E. gale and a blinding snowstorm, and at 4:30 p.m. the ship was lying to under storm mizen and reefed main trysail; the sea was breaking over us a good deal, and I determined to try the effect of oil. I therefore placed a keg so that the oil should drip through a discharge pipe on the weather side. The effect of the oil was instantaneous, and in the thirty hours succeeding only two seas struck the ship. The total amount of oil consumed was about eighty gallons. One point which was most noticeable was that before using the oil the engine-room hatch and all hatches except the after companion and the scuttle under the topgallant fore-castle were battened down, and the water was constantly washing about on the deck; afterwards we were able to open one light of the engine-room skylight, and the decks dried up except for the little water that washed up through the scuppers in the waist as the ship rolled.

At midnight on the 12th the gale had abated and sail was made on the ship, but the engines started at half speed only, as there were still frequent and heavy showers of passing snow.

On the 12th at 9.50 p.m. made Bacalieu Island light, and at 8 a.m. on the following morning we anchored in St. Johns, Newfoundland. I here purchased coal and filled up the water tanks, and leaving St. Johns at 3 a.m. on the 15th, arrived and anchored in Halifax harbor at 3 a.m. on the 18th. After daylight weighed and steamed into the Marine wharf and when the ship was secured, discharged ship's company and station hands of 1884-85.

### ICE OBSERVATIONS.

In order that the range of the straits commanded by each station may be fully understood, I have described on the accompanying charts circles representing the horizon limit of the observation post at each station. In locating the observing stations I always had in view the obtaining, if possible, a comparatively sheltered spot for the erection of the dwelling house and then subsequently, selected the observation point from which the ice was to be watched.

The following are the heights of the observing points at the several stations:—

Station No. 1, Port Burwell, height, 250 feet, horizon distance, 18 miles.

Station No. 2, Skynners Cove, height, 90 feet, horizon distance, 11 miles.

At this station observations were frequently made during the spring at altitudes of 400 and 500 feet, and on some occasions at upwards of 1,000 feet.

Station No. 3, Ashe Inlet, approximate height, 250 feet, horizon distance, 18 miles.

Occasionally observations were taken at a height of nearly 400 feet.

Station No. 4, Stupart's Bay, 350 feet, horizon distance, 22 miles.

Station No. 5, Nottingham Island, 120 feet, horizon distance, nearly 13 miles.

Station No. 6, Port Laperrière, about 250 feet, horizon distance, nearly 18 miles.

At this station observations were occasionally made at much greater heights.

### PORT BURWELL.

#### ICE RECORD.

August, 1884.

Record begins on August 10th, when no ice was in sight.

On the 18th. A large iceberg drifted into the mouth of the harbor.

On the 23rd. Several icebergs.

On the 24th. Some of the bergs floated into the harbor and a few were still to be seen in the Straits.

On the 27th. A number of icebergs in the Straits.

On the 29th. The harbor was covered with a thin coating of ice in the early morning.

On 30th and 31st. A number of small icebergs in the Straits.

*September, 1884.*

On September 4th. No icebergs were in view, nor any seen again till the 9th, from which date to the 18th a number were observed each day, some moving down into McLelan Straits and others into Ungava Bay.

On the 19th and 20th. No ice in sight, but on the 21st a number of small bergs off the harbor and in the Straits.

Icebergs continued in sight up to the 25th, on which day Straits are reported clear.

On the 29th and 30th. A few bergs came in sight.

*October, 1884.*

October 1st. A few icebergs in sight which appear to move down into Ungava Bay. Icebergs in sight reported daily after this up to the 8th.

On the 3rd. The fresh water lakes were frozen, and on October 5th the first appearance of drift ice; this, however, in quite small fragments and passed away again.

On the 9th. Straits clear of ice.

10th. Two large bergs in sight.

11th, 12th, 13th. A few bergs in sight.

14th, 15th, 16th. Clear of ice.

On the 17th. Four large bergs.

18th. Clear.

19th, 20th and 21st. A few bergs in sight.

22nd. Drift ice and bergs visible in the Straits.

On the 24th. No ice in sight.

25th, 26th, 27th, 28th and 29th. A few icebergs in sight.

On the 29th. The harbor is nearly frozen over.

30th. No icebergs in the Straits, but a few to be seen in Ungava Bay.

31st. No icebergs in the Straits, but small fragments of drift ice collect in the harbor.

*November, 1884.*

November 1st. Harbor is completely frozen over, but no icebergs or drift ice in sight.

November 2nd. Harbor ice  $1\frac{1}{2}$  inches thick, no icebergs in sight.

November 3rd. One iceberg and some drift ice in the Straits.

4th. Shore ice has formed for four or five miles out from the mouth of the harbor, a large belt of ice can be seen in the central part of the Straits extending as far as the eye could reach, the shore ice extends out four or five miles all the way along the coast.

November 5th. Straits contained a great quantity of ice. Ungava Bay is completely covered with ice as far as can be seen, but the ice both here and in the Straits is much broken up.

6th. Harbor ice is now 3 inches in thickness. Ice continues to collect in the Straits and the Bay is covered.

7th. Harbor ice is four inches thick, drift ice continues to collect.

8th. No open water to be seen, ice continues in Straits about 5 inches in thickness.

9th. Harbor ice 6 inches thick, no open water visible.

10th. Harbor ice 7 inches thick.

11th. Harbor ice 8 inches thick. The ice in the Straits is now very rough, being composed of masses of ice piled over each other in all manners of shapes. Some of the fresh water lakes have now ice eighteen inches in thickness.

- 12th. No open water, harbor ice  $9\frac{1}{2}$  inches thick.  
 13th do do 10 do  
 14th do do  $10\frac{1}{2}$  do  
 15th. No open water.  
 16th. No open water, harbor ice 11 inches thick.  
 17th do do  $11\frac{1}{2}$  do  
 18th. Harbor ice is now 12 inches thick, and the ice in the Straits is much broken up and drifts with the current in places.  
 19th. Harbor ice  $12\frac{1}{2}$  inches thick, Straits' ice much broken up.  
 22nd. Harbor ice 13 inches.  
 24th. Harbor ice  $13\frac{1}{2}$  inches. On this night a very heavy easterly gale set in and at night it reached the force of a hurricane, the anemometer though firmly secured in its place by heavy, coarse thread wood screws was blown down and the house was lifted from its foundations several times.  
 At 4 a.m. on the 25th the gale began to abate. Notwithstanding the severity of this gale the condition of the ice remained apparently unchanged.  
 26th. Harbor ice 14 inches, ice outside unchanged.  
 27th. do 15 do do  
 28th. do  $15\frac{1}{2}$  do  
 29th. do 16 do Ice outside very rough, some pieces standing up 8 or 10 feet above the average level.  
 30th. Straits' ice tightly jammed.

*December, 1884.*

- 1st, 2nd, 3rd, 4th, 5th, 6th. No change in ice reported.  
 7th. Harbor ice  $19\frac{1}{2}$  inches thick.  
 8th, 9th. No change reported.  
 10th. Ice in the Straits continues to jam and pile up, and is in the roughest conceivable condition. A few icebergs are visible dotted here and there in the field ice.  
 11th, 12th, 13th. No change.  
 14th. The ice in the Straits has all frozen together forming a solid mass of field ice, broken only in a few places where there is a current, in which place the ice moves with the tide.  
 15th, 16th, 17th, 18th, 19th. No change in ice reported.  
 20th. A narrow current seems to extend from the north along the coast down into Ungava Bay, in which the ice moves to and fro with the tide, and carrying with it large icebergs. All the rest of the ice appears to be stationary, sometimes the ice jams with very great force in this current, causing a roaring sound.  
 21st, 22nd, 23rd, 24th, 25th, 26th 27th 28th, 29th, 30th, 31st. No change in ice is reported.

*January, 1885.*

- January 1st to 26th. No change.  
 On the 27th large clouds of vapor rise from the different cracks in the ice.  
 28th, 29th, 30th. No change reported.

*February, 1885.*

- February 1st, 2nd, 3rd, 4th. No change in the appearance of the ice.  
 5th. A narrow belt of open water extends from the north down along the coast into Ungava Bay.  
 6th. The ice in the Straits begins to break up, large ponds of water being visible.  
 7th. A very great quantity of ice has drifted out of the Straits, there appears to be now as large a space of open water as there is of ice. A quantity of ice has also drifted out of Ungava Bay.

- 8th. The Straits are nearly clear of ice; Ungava Bay is also open, except a wide belt of ice extending along the coast.
- 9th, 10th, 11th. Same as 8th.
- 12th, 13th. Could not see the Straits on account of drifting snow.
- 14th. The Straits are again completely covered with ice, which is much broken-up, and seems rougher than formerly.
- 15th. Large patches of open water in the Strait.
- 16th. No open water.
- 17th. A few patches of open water, some icebergs are interspersed through the pack, and the whole of the ice seems to be moving.
- 18th, 19th. No change reported.
- 20th. A large quantity of ice has gone out of the Straits.
- 21st. Much open water in Ungava Bay, but not much in the Straits.
- 22nd. No open water is visible, but the ice is all small and keeps moving.
- 23rd, 24th, 25th. Same as 22nd.
- 26th, 27th, 28th. A large body of open water is to be seen in the Straits and Ungava Bay.

*March, 1885.*

- 1st. No open water to be seen in the Straits.
- 2nd, 3rd. A few patches of open water.
- 4th, 5th. No open water to be seen in the Straits, though the whole body of the ice moves with the tide.
- 6th. No open water, ice is tightly jammed, and in some places is piled up to a great height.
- 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th. No open water visible.
- 16th. The ice on the fresh water lakes is now 5 feet 7 inches thick. A large amount of open water is to be seen in the Straits.
- 17th, 18th, 19th. A good deal of open water visible.
- 20th, 21st, 22nd, 23rd, 24th. A small area of open water is to be seen in the Straits.
- 25th, 26th, 27th, 28th, 29th, 30th, 31st. No open water; ice keeps moving.

*April, 1885.*

- 1st. A small quantity of open water visible.
- 2nd, 3rd, 4th, 5th, 6th. No open water.
- 7th. A small quantity of open water.
- 8th. A great quantity of open water.
- 9th. Much open water.
- 10th. No ice in the Straits though there is an narrow belt along the coast.
- 11th. Straits clear of ice.
- 12th. Only a few fragments of ice in sight.
- 13th. A small quantity of ice.
- 14th. Straits completely covered with ice, as far as can be seen.
- 15th. No open water.
- 16th. A small quantity of open water.
- 17th, 18th, 19th. No open water.
- 20th. A small portion of open water.
- 21st, 22nd. No open water.
- 23rd, 24th. A great deal of open water.
- 25th, 26th. Ice much closed up, a small quantity of open water only to be seen.
- 27th, 28th, 29th. No open water.
- 30th. A large quantity of open water to be seen in the Straits. The ice appears in great confusion, pieces dashing against one another with great force.



*May, 1885.*

- 1st. A large quantity of open water to be seen in the Straits.  
 2nd. No ice in the Straits near the coast, but a large quantity is to be seen on the horizon to the west and south-west.  
 3rd. A large quantity of ice is still to be seen in the Straits, but it appears much scattered and broken.  
 4th. Only a small quantity of drift ice in the Straits.  
 5th, 6th, 7th, 8th. Much ice in the Straits to the north, but Ungava Bay is clear.  
 9th. A small quantity of ice in the middle of the Straits, none on the coast.  
 10th. A large quantity of ice and a number of icebergs in the Straits. The ice appears to be going out to sea.  
 11th. Foggy.  
 12th. A large quantity of ice in long narrow strips, with open water between.  
 13th. South-west gale.  
 14th. A great quantity of ice in the Straits and Ungava Bay. This ice is different from any that has been seen here before, consisting of large cakes of solid field ice floating loosely apart, it is not piled up, but smooth.  
 15th. Straits completely covered with ice.  
 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th. Straits and Bay full of ice. No open water visible.  
 25th, 26th, 27th, 28th, 29th. A small quantity of open water.  
 30th. No open water visible.  
 31st. A small quantity of open water.

*June, 1885.*

- June 1st. Open water in Ungava Bay, none in Straits.  
 2nd. A small quantity of open water in Bay and Straits.  
 3rd. A large quantity of open water in the Straits.  
 4th. Much open water.  
 5th. Not much ice in Straits, but a large quantity on the horizon in Ungava Bay.  
 6th, 7th. Only a small quantity of ice to be seen in the Bay and Straits.  
 8th, 9th, 10th, 11th. A large quantity of ice, but floats loosely.  
 12th. Only a small quantity of open water is to be seen in the Straits. Ice much broken up and appears to be moving out to sea.  
 13th. Straits are more open to-day.  
 14th. Straits completely covered as far as the eye can reach. Ice much broken up.  
 16th, 17th. A small quantity of open water is visible.  
 18th, 19th, 20th, 21st, 22nd. No open water.  
 23rd, 24th, 25th. A large quantity of open water is visible in the Straits and Bay.  
 26th, 27th, 28th, 29th. Straits completely covered with ice.  
 29th. The harbor ice is melted through in places.  
 30th. No open water. The ice gets darker in color and is broken up into smaller fragments than before.

*July, 1885.*

- 1st, 2nd, 3rd, 4th. No open water.  
 5th. A large quantity of open water to be seen in the Straits, none near the coast or in the Bay.  
 6th, 7th, 8th, 9th, 10th, 11th, 12th. No open water.  
 13th. A few patches of open water.  
 14th. No open water.  
 15th. A small quantity of open water.  
 16th, 17th, 18th, 19th. A great deal of open water shows up.

20th, 21st. The ice in the Straits gets less in quantity, is much broken up and scattered.

22nd. Only a small quantity of ice is visible in the Straits.

23rd, 24th. A large quantity of ice is to be seen, and it keeps moving in and out of the harbor with the tide.

25th. Only a small quantity of ice is to be seen.

26th. Some ice is to be seen.

27th. Some ice in the Straits, none in Ungava Bay.

28th, 29th, 30th, 31st. A large quantity of ice to be seen in the Straits, the ice in some places is in solid fields and in others is widely scattered.

*August, 1885.*

August 1st, 2nd. The Bay and Straits are again completely blocked, only as small quantity of open water to be seen. The ice looks much cleaner than any that has been seen before.

3rd. A small quantity of open water in the Straits.

4th. Some open water along the coast; none in the middle of the Straits.

5th. A large quantity of the ice has drifted away.

6th, 7th. Much ice still remains in the Straits.

8th. Much ice in the Straits; none in Ungava Bay.

9th, 10th, 11th. Only a small quantity of ice to be seen.

12th. Straits completely covered with ice, only a few narrow belts of open water showing.

13th. More open water to be seen to-day than yesterday.

14th. Only a small quantity of ice to be seen in the Straits.

15th, 16th. A large floe of ice visible in the Straits.

17th, 18th, 19th. Ice still in the harbor; only a small quantity of ice to be seen in the Straits.

20th, 21st. No ice to be seen in the Straits.

22nd. A small quantity of ice visible in the Straits.

23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st. No ice.

SKYNNER'S COVE, STATION NO. 2.

ICE RECORD.

*October and November, 1884.*

October 10th. No ice from this date up to 14th November, when the cove is frozen over and the whole inlet covered with young ice.

November 15th. Ice 3 inches thick; this young ice comes in and goes out with the wind.

November 30th. Ice set, across the inlet.

*December, 1884.*

4th. Ice has made 5 miles out from east point of cove, and from this time forward remains fast.

*January, 1884.*

The thickness of ice half a mile out from station is 2 feet 2 inches.

17th. Unable to see anything out at sea, owing to fog bank hanging apparently over open water.

23rd. No ice visible out at sea.

26th. Observed field ice out at sea to-day for the first time; some open water still shows.

31st. Observed ice out to sea from West Hill (1,000 feet); ice extended as far as the eye could see.

*February, 1884.*

7th. Thickness of ice 3 feet 6 inches; temperature of water 28.5° Fahr.

8th. Fog hangs over ice outside.

9th. Ice set well out, some loose ice visible.

14th. Ice as far out to sea as can be seen.

17th. Ice for four miles out from shore, then clear water as far as can be seen from top of West Hill.

18th. From West Hill, ice out for 20 miles, then open water just visible.

23th, 24th, 25th, 26th. Ice outside as far as could be seen.

27th, 28th, Foggy.

*March, 1885.*

4th. No open water visible out at sea, day clear.

19th. Open water 1½ miles outside the Breaker.

26th. Loose ice and some open water showing about four miles out.

*Note.* The Breaker is a reef which lies about 2 miles outside the entrance of the Bay and the same distance from the south face of Mount Razorback.

*April, 1885.*

4th. Ice as far out as can be seen.

8th. Ice loose from the Breaker eastwards and seems to be drifting in and out.

14th. Ice loose about 100 yards inside the Breaker, and seems to drift in and out with the tide.

18th. Ice as far out to sea as the eye can reach from top to West Hill (1,000 feet).

19th. Open water from one mile east of S.E. point for 20 miles.

29th. Open water from Breaker eastwards for about 3 miles; outside that is loose ice.

22nd. Loose ice as far as can be seen from a spot between 300 and 400 feet high on the S.E. point of Inlet. Open water all closed in with the rising tide.

24th. No open water visible.

*May, 1885.*

On the 2nd strong west wind blows ice out of the mouth of Inlet, after this date it continues to swing off and on the coast, occasionally showing strip of open water five to ten miles in width, and then swinging back tight with no water visible.

*June, 1885.*

1st. Field ice outside blown off and apparently gone south.

10th. Climbed up 400 feet (estimated) on 2nd point east; looking S.E. there is loose ice as far as can be seen; looking east there is a considerable stretch of water widening till clear to the horizon in the N.E.

12th. Open water as far as horizon from anemometer tower (about 100 feet above M.S.L.) ice shows up on the horizon.

13th, 14th, 15th. Ice off the coast as far as the eye can reach, open water only near the shore.

16th. No open water visible.

17th, 18th. Same as 16th.

19th. Ice about one mile from the mouth of the Inlet. A few scattered pieces round the shore.

20th, 21st, 22nd. Ice swings off the coast and back again.

23rd. The Hudson's Bay Officer, Mr. Ford, who is a native of this coast, tells me there are three separate packs of ice recognized as having to pass down the coast each spring. The first is called "Kugiet," or loose ice; the second is in larger pieces and much discolored with sand and dirt, called "Anidlujuck;" the third is clear blue and clean, and is called "Newlowjuck." The second batch of ice is the one with which the seals are got.

23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th. Ice still off the coast at varying distances.

*July, 1885.*

1st, 2nd, 3rd, 4th, 5th, 6th, 7th. Ice visible off the coast, and swinging with the tide at different distances off shore.

8th, 9th, 10th. No ice in sight out at sea. On the 10th the Inlet ice went out in a single pan, two miles across and about six miles long.

11th, 12th, 13th. No ice in sight.

14th. Large masses of ice ten miles out at sea.

15th. Ice visible about ten or eleven miles out.

17th, 18th, 19th. Dense fog.

20th. Field ice about four miles off the coast.

21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st. Field ice off the coasts at varying distances, sometimes close in and fills up Inlet, at other times only visible on the horizon.

*August, 1885.*

1st. Ice off about ten miles.

3rd. No ice visible outside, nor was any seen between this date and 9th October, on which day the station was abandoned.

### ASHE INLET, STATION NO. 3.

ICE RECORD.

*August, 1884.*

25th to 31st. No ice visible in the Straits.

*September, 1884.*

Some icebergs were seen during the month but no field ice, except a few scattered pieces on the 8th.

*October, 1884.*

1st. Ice formed on sheltered parts of the Inlet.

2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th. A few icebergs in sight each day.

10th, 11th. No ice visible in the Straits.

12th. A few bergs seen to-day.

13th, 14th, 15th. No ice visible.

16th, 17th, 18th, 19th, 20th, 21st, 22nd. A few icebergs visible.

23rd, 24th. No ice.

25th. Very few icebergs visible.

*November, 1884.*

- 14th. A few icebergs and some field ice, Inlet frozen over with 3 inches of ice.  
 15th, 16th, 17th 18th. 19th. A few icebergs and loose field ice in sight all the time.  
 20th, 21st. Solid field ice as far out as can be seen.  
 22nd. Heavy field ice and some icebergs in sight.  
 23rd. Field ice carried off shore.  
 27th, 28th, 29th. A few bergs and much field ice in sight.  
 30th. Compact field ice as far out as can be seen.

*December, 1884.*

- 1st. Compact field ice extends to the horizon.  
 1st to 17th. Observer reports ice continues the same solid field extending to the horizon.

*January, 1885.*

- 6th. Field ice now very thick floating as before in one continuous mass with very narrow and short channels along the shore or rarely in the midst of it with the wind off shore, there is a continuous channel between the field ice and the shore, thickness of ice in the Inlet 2 feet 3 inches.

*February, 1885.*

- 3rd. Occasional open channels along the shore with off shore wind, if the wind continues these sometimes attain a width of two miles. Ice in the Inlet is now 2 feet 9½ inches.

*March, 1885.*

- 4th. Field ice continues the same. Ice in Inlet 2 feet 10½ inches.

*April, 1885.*

- 4th. Field ice continues the same as last month. Thickness of ice in Inlet, 3 feet 10 inches.  
 17th. Field ice in smaller detached pieces, with about 15 per cent. of open water amongst it. The continuous north-west wind has carried the field 7 miles off shore.  
 20th. From one to three miles of open water along shore.  
 21st. Cold weather; snow, and on shore, winds have made the ice increase in quantity, thin ice is forming between the pans.  
 23rd. A little ice is forming in the Straits.  
 25th. Ice is set in on this shore.  
 28th. Ice is beginning to open a little.

*May, 1885.*

- 3rd. Ice in Inlet 4 feet 3 inches thick, field ice same as last report.  
 4th. Water now shows on top of the ice in the Inlet.  
 5th. The field ice begins to look very sodden and dirty quite a number of spaces of open water of considerable extent appear.  
 6th. About 10 per cent. of open water shows ice tight in, on the shore.  
 8th. Ice the same with an open channel along the shore. Wind N. W.  
 15th. Ice tight against the shore.  
 23rd. Ice very open to the east of the Island with a good wide channel along this shore.

24th. To the east, as far as the horizon, there is almost perfectly open water continuing as a narrow belt along the shore to the westward, about one and a half to two miles in width.

25th. Wind having shifted to S. E. field ice is returning.

26th. Ice set tight against the shore with about 15 per cent. of open water showing to the eastward.

29th. Ice more off shore.

*June, 1885.*

1st. Ice still on shore but very dirty looking.

3rd. Thickness of ice in Inlet 4 feet  $4\frac{1}{2}$  inches the ice is beginning to honey-comb.

4th to 7th, ice very compact on this shore.

9th. Ice still compact in Straits.

10th. N. W. wind, ice has opened off the shore leaving a channel three quarters of a mile wide all along the shore.

11th. Field ice much piled up one block on another, much open water to the east which however narrows down to about 4 miles, abreast of the station.

13th. Ice about one mile off shore.

14th. N. W. wind has carried the ice 10 miles off.

15th. Ice is heavily set in on this shore, but a number of narrow and disconnected channels show through it.

18th. There seems to be an almost continuous channel, from 1 to 2 miles wide and about 18 miles off shore between here and there the ice is tight.

21st. Open channel along the shore, no ice visible to S. E. and E.

23rd. Ice as before.

24th. Two whale boats of Eskimo came down from the trading station west of here (Capt. Nipkins).

25th. Ice distributed evenly as far as can be seen about 30 per cent of open water shows.

26th. Ice tight on this shore only 15 per cent of open water now visible.

28th. Ice very open to the south-east and well open to the south to-day and since the 26th a wide continuous channel has remained open near the horizon.

*July, 1885.*

1st. Open water still shows about 18 miles off shore, ice tight on the shore.

2nd. Thickness of ice in Inlet 3 ft.  $3\frac{1}{2}$  inches field ice remains the same.

5th. Thickness of ice in Inlet 3 ft.  $1\frac{1}{2}$  inches, ice continues tight one shore but very open to the east and south-east.

6th. Ice well out from shore. Ice in inlet now only 2 feet  $3\frac{1}{2}$  inches thick.

7th. Ice only 2 feet thick in inlet. Field ice the same.

8th. Ice in inlet now 1 foot,  $9\frac{1}{2}$  inches in thickness. Field ice the same as before with open water channel showing 18 miles off shore.

12th. Ice left the Inlet.

17th. Field ice tight on this shore.

18th. Ice about one mile off shore.

19th. Ice very open though close to shore.

22nd. Ice since 20th very close to shore, no open water visible.

23rd. Much field ice.

24th. To the east apparently unlimited open water.

25th. The ice from the Straits grounding in the Inlet, shows a thickness of 30 feet.

27th. No ice visible south-east of station. Large spaces of open water elsewhere.

28th. Ice set in from all directions on shore.

31st. Ice continues.

*August, 1885.*

4th. Eastern edge of field ice is now opposite east end of this Island. Channel of open water 15 miles off shore.

5th. Eastern edge of ice now opposite station. Channel now probably 10 miles wide.

12th. channel now about 10 miles out and in width continues beyond the horizon. No ice to the eastward. "Alert" appeared and broke her propeller trying to force her way through the belt of ice.

17th. Ice as before.

21st. North-west wind is now carrying the ice off shore.

30th. Field ice is all gone since the 21st, only a few straggling pieces have been seen.

*September, 1885.*

18th. No field ice has been seen since last report.

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#### STUPART'S BAY, STATION NO. 4.

##### . ICE RECORD.

*August, 1884.*

During the latter part of this month there was a small quantity of loose ice in the Straits.

*September, 1884.*

During the first week there was a little loose ice floating about but after the 8th, with the exception of a few bergs, there was no ice visible.

*October, 1884.*

Ice began to form in the Straits on the 22nd, and by the 28th was probably between 3 and 5 inches thick, with very little water in any direction.

*November, 1884.*

1st. Ice in Bay about 8 inches thick. For a distance of several miles from shore ice much broken, with a general movement to the south-east; further out it is much more compact.

15th. The ice which has covered Straits for past fortnight seems to have been carried to the south-east and packed in near shore. Water to east and north is now covered with much thinner ice; no really open water to be seen.

19th. Ice quite compact to northward. North-east a large patch of clear water on horizon. To eastward much open water for some miles out from shore, but none visible beyond.

21st. Ice still much broken and scattered; in fact there is now very little for some miles from shore. Ice blink along horizon except at one point to north, where it is doubtful whether there is any ice at all.

23rd. For several miles out very little ice, and in distance it seems much broken and scattered. To northward there is scarcely any.

26th. Ice in Straits much broken and scattered, especially to north-east and east, where there are mere patches of ice here and there.

28th. A patch of old heavy ice to northward; water beyond.

30th. Very little ice to be seen from look-out post to day; two or three patches to north and north-east, the rest is mere scum, clear water along the shore.

December, 1884.

2nd. To north and north-east, Straits covered with loosely packed ice east and south-east it is more scattered and open.

5th. To-day ice is compact for many miles out. To south-east there is no sign of open water but in other quarters the sky along the horizon has every appearance of open water.

7th. Ice in Straits generally compact, but to north and north-east there is some water visible and a sky which would seem to indicate open water.

10th. No water to be seen to-day. From appearance of sky would say there is open water to north, leading east, ice apparently very compact to the east and south-east.

13th. Weather thick, slight fog hanging over Straits. One lake visible to north-east otherwise as far as can be seen the ice except near shore closely packed.

18th. As far as can be seen ice quite compact to north-east and north, to east and south-east there is open water with very little loose scattered ice for some miles from shore. Beyond that a thick bank of fog.

22nd. Ice compact as far as eye can reach, except to eastward where it seems somewhat loose, but fog prevents our seeing any great distance in that direction.

23th. Slight fog over Straits as far as can be seen. Ice compact in all directions

31st. Thick over Straits but not as dense as yesterday. Can see much open water but there are numerous ice fields moving east and south-east.

January, 1885.

1st. Ice in Straits much broken and moving east and south-east; thick fog bank resting at a distance of a few miles, where there is, I think, quite open water, more especially to eastward. No fog over land or near shore, except over patches of water, from which a thick mist rises.

4th. This morning compact ice to north and north-east, a clear horizon; water from this point to east, north-east, away to horizon, and east and south-east dense fog bank in distance in these directions.

6th. Ice has closed down more to eastward but there is still open water to eastward and a dense fog bank.

8th. Ice has closed down to eastward and only a few patches of open water to be seen; fog on horizon; to north and north-east, ice compact, clear horizon.

12th. North of a line drawn eastward, from lookout station ice is compact, a clear horizon and no water. To southward apparently open water but cannot see far owing to fog.

14th. Ice compact between north and north-east, between north-east and south-east apparently open water; dense fog bank to eastward.

15th. Straits very much open to-day. To northward ice is loose, while at some distance out there is a fog bank apparently over water. Between north-east and south-east there is little or no ice to be seen.

16th. Ice for some miles out, but water all along the horizon, water is nearer land to eastward than to northward.

18th. Atmosphere is very thick, but should judge that open water is nearer shore than yesterday; to eastward it approaches almost the mouth of bay, but north-east and north there is still ice for some distance out.

21st. Straits completely packed; no water to be seen; fog bank along horizon from north to east.

22nd. Ice closely packed.

23rd. Morning, ice moving off shore, in afternoon strip of water about half a mile wide near shore.

25th. A line of water along horizon, north to north-east, where a long patch of drift ice separates it from more open water, closer in shore; east and south-east it is well open with loose patches.



28th. A good deal of fog over Straits ; ice rough and broken with long lanes of water running east and west. At one point to north-east, there appeared at 3 p. m. to be open water ; at any rate could see no ice beyond. Too misty to see far.

29th. Thick fog north-east and east, northward a good deal of ice, but water along horizon, open close inshore.

*February, 1885.*

1st. No water to be seen to-day except patch at entrance to bay, ice compact in all directions, weather gloomy but no fog.

2nd. Ice compact in all directions. Ice in bay two hundred yards from low water mark, four feet thick.

4th. No water except close along shore. Ice near mouth of bay three feet six inches thick.

6th. Ice closely packed in all directions, no water to be seen except a small patch close inshore to northward.

8th. Ice more broken up near shore. Straits generally closely packed.

19th. Open water for some distance out from shore, ice beyond seems loose and much broken. Hazy over Straits, so could not obtain a clear view.

14th. A number of lakes of water in all directions, one large one to northward, the outer ice is apparently much more loosely packed to-day.

15th. Water along shore and to eastward for some miles out, ice all along horizon, weather quite clear.

17th. Many patches of water along shore ; to north and north-east a very watery sky and dark horizon but cannot see the open water.

20th. Straits quite blocked, no water except close along shore.

21st. A dark watery horizon to eastward.

23rd. A dark watery sky north and north-east, but can see no water.

27th. Not particularly clear ; ice compact in all directions.

*March, 1885.*

1st. Ice compact no water, fog bank on horizon to east north-east at noon.

5th. Lane of water about a half mile wide along shore, to north and north-east ice not so closely packed as for some time past, there being many small patches of water, no sign of water on horizon ; weather clear.

7th. Lane of water near shore, to eastward thick fog ; to north and north-east ice loose, fog on horizon. Ice in bay two hundred yards from low water mark four feet six inches thick.

9th. No open water in any direction.

15th. Ice opening in all directions, fog along horizon ; to eastward large patches of water within a short distance of shore.

16th. Weather thick, cannot see far, many patches of water to east and south-east.

18th. Straits completely blocked in all directions.

23rd. Afternoon a strip of water widening out along shore with south and south-west winds ; to eastward ice becoming very loose, to northward can see no water but dark horizon.

25th. Large patches of water visible in all directions more especially to north and north-east ; cannot see over five or six miles. Porpoises seen near shore.

27th. To north and north-east water for some miles out and fog beyond ; to eastward where there was water near shore yesterday there is now young ice sufficiently thick to bear a man ; water on horizon.

28th. Much water to-day, especially north and south-east ; ice much broken up and loose, water all along the horizon.

29th. From north to north-east, for say ten miles out, ice loose, with many long lanes of water, fog beyond ; north-east to east-south-east water near shore, and beyond, a dense fog bank.

30th. A little more ice to northward than yesterday; very loose and broken to eastward, water sky all along horizon; water along shore.

31st. Ice a little more compact; water near shore, and a good many lanes and openings to eastward, fog along the horizon; ice in bay four feet nine and a half inches.

*April, 1885.*

1st. To north and north east round shore and for some few miles out, thin newly made ice, beyond this a long band of drift ice with several long lakes in it; water sky horizon; much open water to eastward as far as can be seen, but weather dull and hazy.

3rd. Ice by no means closely packed; many ponds and openings in all directions. Fog all along horizon.

4th. Water along shore increasing in width for many miles to eastward; only ice which has formed during past week. A clear ice horizon, except possibly at one point to N. N. E. and another E. N. E., where there may be water.

7th. Ice in all directions to-day; around shore not very compact, many small openings in newly made ice; fog along horizon.

12th. Thick and misty over Straits; to north and north-east ice, apparently close and compact. To eastward, at a distance of about five miles, water, but cannot see how far it extends. Strip of water running up bay.

14th. A little more water near mouth of bay, but ice generally close and compact in all directions; hazy on horizon, more especially to eastward.

15th. A few small patches of water around shore, otherwise ice compact.

17th. Ice compact in all directions.

21st. Morning. Except one or two small patches, close to shore, no water in any direction. Afternoon. Since last observation south-east wind has moved ice from shore. A band of water about a mile wide and still increasing all around shore. Ice, especially to eastward, loosening and many patches of water.

22nd. No water to be seen.

26th. Patch of water near mouth of bay, but ice in Straits generally compact; no sign of water on horizon.

27th. Band of water around shore; in afternoon ice looser.

29th. Band of water increased much north and north-east; ice looser in all directions.

*May, 1885.*

2nd. A dark horizon; fog north and east; no water near shore. Afternoon. A few patches of water near shore; a dark horizon, but can see no water.

8th. Morning, no water. 4 p. m. Great visibility; could see an immense distance over Straits, but no water. To northward a dark, cloudy appearance, almost looked like land on other side, perhaps mirage, but more likely reflection from water; sky overcast.

10th. Fog on horizon north and east; ice opening out from shore.

11th. Bank of fog along the horizon; ice in bay five feet five inches thick.

13th. Drifting heavily all day. 7 p. m. Band of water around shore; ice easing off fast; large rent in bay; ice east and south.

14th. 7:30 a. m. Belt of water along the shore and running to head of large bay; water on horizon to north-east; other directions can see no water, but weather hazy; ice loose north-east and east.

16th. Still a belt of water around shore, but not as much as yesterday; ice closing in again.

18th. No water.

19th. Ice much looser for some miles out from shore, with patches of water here and there; Ice thick along the horizon.

- 21st. Ice seems very loose for some distance from shore; many lanes and breaks east and south-east; open water for some miles from shore.  
 22nd. Patches of open water at mouth of bay; ice horizon.  
 23rd. Broad belt of open water around in morning; closed up again in afternoon; water sky horizon to north-east.  
 24th. Clear, ice horizon.  
 27th. No water to be seen.  
 31st. Narrow belt of water round shore.

June, 1885.

- 1st. Ice loose near shore, but a clear ice horizon.  
 3rd. Esquimaux report that from a hill some miles distant there is water to be seen to the north.  
 4th. Water round shore; water sky to northward 7:30 p.m. Ice loosening in all directions; large body of water to eastward increasing. To northward some miles off coast, water; I think a large amount, but weather thick; cannot see far; p.m. weather foggy.  
 6th. 7th. Foggy.  
 8th. Water sky horizon between north and east-north east.  
 9th. Dark horizon to north-east, ice opening out from shore.  
 10th. In evening dark fog bank on horizon to eastward.  
 11th. 7:30 a.m. A particularly clear horizon; south-east to north-east no sign of water, ice compact; north-east to north, ice on horizon loose. A long lane of water about eight miles out running east and west, patch of water at mouth of bay, otherwise none near shore 11:30 a.m., no change since last observation, very clear horizon 3:30 p.m. Still a clear horizon; north-east to north, ice still loose but no large patches of water, north-east to south-east ice compact.  
 12th. No water in any direction.  
 13th. Patch of water at mouth of bay, increasing in size, otherwise no water in any direction.  
 14th. No water except patch at mouth of bay; 11:30 a.m. From appearance of sky there is loose or moving ice east-north-east and north-east, and water beyond horizon to north-east; broad patch of water at mouth of bay and several small patches some distance from shore thick to northward, 3:30 p.m. Water horizon sky north and east, ice around shore much the same as last observation; 7:30 p.m. closed up at mouth of bay and round shore, water sky horizon; 11 p.m. very dark sky to east-south-east.  
 15th. Ice loose near shore; weather foggy.  
 18th. Fog all day 7:30 p.m. Open water north-east and east as far out as can be seen through fog. To northward water around shore extending out for two or three miles; ice to south-east of mouth of harbor loose and much broken up.  
 19th. Water and loose ice for some miles out from shore, beyond that there is ice; to north-east and east it is apparently looser than in the other directions.  
 20th. Ice loose and broken up in all directions except east, between east and north patches of water as far out as we can see, fog along horizon.  
 21st. Ice generally not so loose as yesterday, but still by no means compact. About eight miles out north-north-east to east-north-east a long lane of water; dark watery horizon between north and east.  
 22nd. Scarcely any water but a water sky horizon at most points.  
 24th. To north and north-east ice around shore more loosely packed than for some days past, still a water sky horizon.  
 25th. Ice slackening off shore, and in the evening a water sky horizon.  
 29th. 7:30 a.m. Narrow strip of water along shore, very hazy north to east north-east. East north-east to south-east, not so thick; clear ice horizon; no water in any direction 11:30 a.m. Dark hazy horizon east to north, but with exception of bay no water visible, ice compact. 5:30 p.m., dark horizon all round to northward, very

hazy; to eastward, ice may be a trifle looser otherwise no change. 7:30 p.m., dark sky east and north-east, all other directions hazy.

30th. This evening, at 7:30, mirage showed considerable body of water from north-east by north, to east north-east; judge this roughly to be about thirty miles distant; water sky to north, and also to east.

July 1885.

1st. Mirage appearance; line of water with ice beyond, north-east to east, patch E. by N., cannot see ice beyond.

2nd, 3 p.m. Mirage N. N. E. to E. by N., not very distinct, but shows moving ice, with water beyond; from N.E. by E. to N.N.E. ice seems more open, and there is water around shore.

3rd, 7 p.m. Dark watery horizon all round, except north to north-east. I think water on horizon.

4th, 12:45 p.m. Mirage shows open water N.N.E. to E. N.E., looks very open and clear N.E. to E.N.E., ice loose for some miles from shore.

5th, 5 p.m. Mirage along horizon, except N, and S.E., most marked E.N.E. to E., where it appears as a large body of water not very far out.

6th. Ice slackening off shore in morning; in afternoon weather foggy.

7th, 12:45 p.m. Mirage now plainly visible on horizon, between N. and E. water and ice fields. 3.30 p.m., a few breaks visible at a considerable distance from shore; ice on horizon; N.N.E. seems loose.

8th. Ice moved off shore a couple of miles, and seems loose beyond to N.N.E; can see mirage of opposite shore, but thick fog hangs below and prevents seeing anything of ice condition.

9th, 7:30 a.m. The belt of water around the shore has widened very considerably, and beyond more especially between N.N.E. and E. the ice seems much looser; further out there is thick fog. Between E. and S. E. the ice does not look as loose; but owing to fog cannot see far. 11.30 a.m., great change, the ice has moved off many miles, in fact to N.E. can see no ice, and between N.E. and E. it is loose; fog prevents seeing far. East and S.E. there is ice, but even this seems loose. 7.30 p.m., ice closing in; dense fog over Straits; during lift in fog made out ice to northward to be loose, with numerous small openings for many miles out; same to eastward; fog along the horizon.

10th. Morning, inner edge of ice about two miles from shore; afternoon, ice closing inshore again; fog on horizon about ten miles distant.

11th. In afternoon no water to be seen in any direction; mirage of open water and ice between N.N.E. and N.E.

12th. No water to be seen in any direction, ice loose around shore. 3.30 p.m., ice moved off shore a little with falling tide.

13th. Thick fog nearly all day.

14th, 3:30 p.m. Between north and east ice has moved off shore six or seven miles; east to south-east less water. A very dark line, with overhanging cloud bank along horizon, north and east to east ice looks compact. 7.30 p.m., ice closing in again with rising tide. Strips of water to east about eight miles off. Ice in the distance north north-east and north-east, looks loose, dark sky along the horizon.

15th. Water increasing around shore to east and east south-east. Ice loose and broken up for some six or seven miles out. To north and N.N.E. can see three small patches of water about eight miles out; horizon hazy; afternoon and evening dense fog.

16th. Ice slack near shore; weather generally foggy.

17th, 11:30 a.m. Seven or eight miles of water and loose ice round the shore between east and north; weather generally hazy and confused mirage.

18th. Dense fog over Straits, can see only a short distance, ice opening out at mouth of bay, open water round shore, dark fog bank north and east. 11:30 a.m. still foggy, open all round shore and as far as can be seen ice looks loose east and south-east. 8 p.m., can only see some four miles from shore, as far as that it is quite open, some few pieces of floating ice to south-east.

19th. Field of loose ice stretching to horizon north and N.N.E.; water with a little loose ice N.N.E. to E.S.E.; ice E.S.E. to S.E., but weather thick. 11:30 a.m., little change since morning, field ice moving south-east. 3:30 p.m., can see no change, fog over Straits; cannot see much over five miles.

20th. Bank of fog along coast about eight miles off shore, all open within that. 11:30 a.m., can see edge of ice under fog bank N. to E.N.E. E. to S.E. a little loose scattered ice, bay opening out. Noon, fog lifted for a short time, ice shows to E.N.E., but only loose and scattered. N.E. rather more ice with water beyond, very much blurred with mirage; fog to north.

21st, 7:30 a.m. Between north and N.E. eight or ten miles of water, beyond which is field of loose ice to horizon N.E. to S.E., many miles of water and very loose ice fields, beyond which is a fog bank; E. and S.E. confused mirage. In morning ice seemed more compact to northward.

22nd, 7:30 a.m. Open water N. to N.E., about seven miles from shore, beyond, loose scattered ice as far as horizon. In other directions water inshore with loose ice beyond and fog hanging over it. 11:30 a.m., very little ice to north; N.N.E. fog bank about ten miles from shore with edge of loose ice showing underneath. Around shore nothing but a few pieces of loose ice. 3:30 p.m., a line of loose ice with water beyond, N. to N.E. about fourteen miles off. To N.E. all open; E. to S.E. a line of ice along horizon. Altogether what we can see is very loose and abroad. Very little ice N. to N.E. N.E. to S.E. line of loose ice, cannot see beyond; mirage of opposite shore visible.

23rd. Scarcely any ice at all for ten or fifteen miles, beyond that it is scattered and loose with mist hanging over it between east and north. 11:30 a.m., little change, now no ice to northward, but mirage of water and ice, horizon hazy. 3:30 p.m., loose ice along horizon. Tremulous atmosphere and mirage make it impossible to see with any degree of certainty. 7:30 p.m., N. to N.N.E. a little loose ice on horizon. N.E. to E.S.E. can just see line of loose ice; S.E. ice loose and scattered.

24th, 7:30 a.m. Except some small loose scattered pieces around shoals, no ice is to be seen in any direction; thick horizon. 11:30, no change since last. 3:30, very thick, can only see a mile or so from shore; no ice. 7:30 p.m., dense fog six miles off, quite clear as far as that.

25th. Between N. and E. there is more loose ice than for some days past moving east, inner edge of field ice from five to eight miles distant. Between east and S.E. scarcely any ice is to be seen, slight fog in distance, water to north and more ice to N.E. E. and S.E. still scarcely any. 7:30 p.m., scarcely any change since p.m. No ice to speak of E. and S.E., fog in distance in other directions.

26th, 7:30 a.m. Can see a line of loose ice from N.E. to E.S.E., but too thick to see the extent. Can see nothing to north. 11:30, a good deal of loose ice about six or eight miles from shore, reaching from north to E.N.E. and extending as far as horizon to N.E. by N. and E.N.E., open water beyond. All open to east. 5 p.m., a little ice to N.N.E. and N.E. Elsewhere all open, getting very foggy. 7:30 p.m., dense fog, can see no distance.

27th, 7:30 a.m. Fog bank some miles distant resting on Straits between east and north, a small amount of scattered ice between it and shore. 11:30 a.m., for ten or fifteen miles much loose ice, beyond that a fog bank. To E.S.E. many miles of clear water, in other directions very little. 2:30 p.m., loose ice floe to horizon in all directions moving eastward, clear horizon. 7:30 p.m., loose ice in all directions in shore and off shore, very hazy on horizon.

28th. A good deal of loose ice scattered over Straits, especially to north not much east, horizon hazy. 11:30 a.m., can see nothing of Straits, thick fog. 3:30 p.m., weather still thick.

29th, 7:30 a.m. Foggy over Straits between north and N. E. Cannot see more than a mile from shore, no ice N. E. and E. Can see three or four miles, loose ice as far as that; more ice E. and E. S. E., than in other directions. 10 a.m., occasionally during lifts in fog can see many miles, apparently not as much ice as for past few days. 3 p.m., and evening, dense fog over Straits.

30th. Loose ice scattered over Straits especially to northward, where it seem, more compact and reaches to horizon, fog bank along horizon N.E. to E. Noon, very little ice now to north and a good deal to E. N.E., but with open water beyond elsewhere it is loose and scattered, 3:30 p.m.; not much change since last. 7:30 p.m., from N. to N.E. a little loose ice, water beyond, N.E. to E. very little ice, and E. to S.E. a good deal scattered ice. Can see about ten or twelve miles.

31st, 7:30 a.m. Can see about fifteen miles, very little ice in any direction, horizon foggy; weather became foggy shortly after 8 a.m., and continued so until evening.

August, 1885.

1st. Can only see for six or seven miles in any direction, within that very little ice to be seen. 11:30 a.m., a little loose scattered ice around coast with open water beyond; hazy horizon. 3:30 p.m., no change since last 7:30 p.m., a little loose ice in all directions, moving off coast.

2nd. A small amount of scattered ice in all directions. 11 a.m. Ice which has been around inshore to S.E., moving out into Straits, scattered ice in all directions. 2 p.m. Fog bank some miles out 7 p.m. Fog bank about four miles out.

3rd. Thick fog over land and Straits 11:30 a.m. A little loose ice around shore, all open beyond, harbor full of ice 3:30 p.m., no change 7:30 p.m. Straits all open as far as we can see in any direction, a little loose ice around shore and in Bay.

4th. Scattered ice near shore and in large bay; none off shore N.E. to E.S.E., fog some fifteen miles out, 11 a.m.; thick fog, 3 p.m.; and all evening slight fog near shore, dense further out.

5th, 7:30 a.m. Thick fog over Straits. Noon, a little ice near shore, all open beyond, bay jammed. 3:30 p.m., and evening, thick fog over Straits; 3:30 p.m., quite clear. A very little loose ice near shore none off shore. 7:30 p.m. no change.

7th. A little loose ice, scattered near shore and in bay, otherwise none to be seen in Straits. In p.m. thick haze over water.

8th, 7:30 a.m. Fog bank a few miles from shore. 11:30 a.m. Can see mirage of loose ice on horizon to N.N.E., and also to E.N.E., and E., otherwise no ice to be seen, weather somewhat hazy. 3:30 p.m. Notice to be seen in any direction, hazy N.E., to E.N.E. 7:30 p.m. Dense fog bank about four miles out.

9th. No ice to be seen, hazy in p.m.

10th. Fog over Straits in early morning, no ice.

11th. do do do

12th. No ice, clear horizon.

13th. Weather thick, no ice.

## NOTTINGHAM ISLAND, STATION No. 5.

### ICE RECORD.

September, 1884.

1st. Closely packed ice extending across the Straits.

2nd. Ice moving with the tide, large field near Cape Digges, not much change in appearance from yesterday.

3rd. Bay to the south-west clear of ice, straits remaining in same condition as before.

4th. Heavy loose field ice in Straits.

5th. Straits comparatively clear.

6th. Large field of ice off Salisbury Island, elsewhere Straits clear.

7th. Foggy.

- 8th. Large field of ice near Salisbury Island extending over towards the south coast, another field is moving into the Straits from the Bay.
- 9th, 10th. Heavy loose ice in Straits.
- 11th. Ice much scattered but extends to the east as far as the eye can reach.
- 12th. Ice same as yesterday,
- 13th. Heavy loose ice in straits moving west.
- 14th. Straits clear of ice to the east, but to south-west of island it is closely packed.
- 15th, 16th. Ice moving east, pack is loose but extends in every direction.
- 17th. Ice has been driven south and is moving east closely packed, Straits comparatively clear.
- 18th. Straits clear save for some scattered pans.
- 19th, 20th. Straits nearly clear of ice but weather thick from time to time.
- 21st, 22nd, 23rd. Straits clear for navigation but scattered ice seems to come from the west and drift towards the south coast.
- 24th. Some large ice-bergs visible to the east of the island.
- 25th. Heavy ice densely packed to the south-east.
- 26th. Ice has moved east and is much scattered.
- 27th. Scattered ice to the eastward, large pan ice coming in from the westward and moving east.
- 29th. Harbor covered with tight sheet of ice, Straits to the eastward comparatively clear in a.m.; in p.m. a good deal of ice.
- 30th. Heavy pack of ice to south-west seems to be coming from west and is much heavier than usual.

*October, 1884.*

- 1st. Clear water in middle of Straits, heavy pack along the shore.
- 2nd. Straits full of ice as far as can be seen, no open water visible.
- 3rd. Ice loose body of pack has moved east.
- 4th. Fog bank to the south in a.m.; in p.m. cleared and showed heavy field of ice lying north and south to the east of the island, clear water to south-west.
- 5th. Snow storm; ice packed on the shores.
- 6th. Fog and snow.
- 7th. Snow in a.m.; in the afternoon loose drift ice all over the straits.
- 8th. Straits clear to south, heavy ice to west and north-west.
- 9th. Snowstorm.
- 10th. Straits clear (first observation since landing that ice has not been in sight somewhere).
- 11th. Ice near south coast of island moving from the west.
- 12th. Scattered ice moving eastward.
- 13th. Ice very compact to the eastward.
- 14th. Ice extends to the south and is very compact, clear water shows to the southeast.
- 15th. Snowstorm.
- 16th. Straits to the south of us clear of ice, but large fields still to the south of Salisbury Island.
- 17th. Fog.
- 18th. Snowstorm.
- 19th. Straits this a.m. have a wintry appearance, the field of ice seems to extend nearly over to Wolstenholme, a narrow streak of open water only, showing some distance off shore. Straits east of here are also packed as far as can be seen with the telescope.
- 20th. Ice in straits same as yesterday.
- 21st. Ice remains heavy to the south-west, but that to the eastward is moving east.
- 22nd. Much of the ice to the south-west has gone and there is now but little ice opposite the station, the ice still remains off Salisbury Island.

- 23rd. Large icebergs coming in from the westward and any amount of heavy field ice in every direction.  
 24th. Heavy ice closely packed in the Straits.  
 25th. Heavy ice moves east and young ice forms in the Straits.  
 26th. Straits opposite are frozen as far as can be seen.  
 27th, 28th, 29th, 30th. Ice solid and immovable extending in every direction.  
 31st. Ice east of here moving to north-east, ice to south remaining stationary.

*November, 1884.*

- 1st. The south side of the Straits seems lined with field ice from Cape Digges eastward. Some large icebergs in the middle of the Straits, but clear water to the eastward.  
 2nd. Snowing all day.  
 3rd. Heavy field ice up to within five miles of south point of this island, to the eastward one solid and continuous pack.  
 4th, 5th, 6th, 7th. Ice closely packed everywhere.  
 8th. Much of the ice seems to have moved eastward, open water shows some distance off shore.  
 9th. Straits clear of ice to south and east but the field ice off Salisbury Island is now moving west again.  
 10th. Heavy field ice is swinging with the tide.  
 11th. Ice has set fast—no water visible.  
 12th. Ice to the east very compact but to the south only a few large bergs are visible.  
 13th. Snowing.  
 14th. Small strip of open water close to shore, elsewhere ice is fast and close.  
 15th. Ice to the east solid and immovable, but a strip of open water five miles in width is along the shore.  
 16th. Mist on straits.  
 17th. Ice closely packed everywhere.  
 18th, 19th, 20th, 21st, 22nd, 23rd. Ice tight, except for a few hours on the 20th, when a little open water showed up along shore.  
 24th, 25th. Snowing.  
 26th. Hazy over Straits.  
 27th, 28th. Ice tightly packed.  
 29th. Ice has moved to the north-east, Straits comparatively clear.  
 30th. Ice working its way west again.

*December, 1884.*

- 1st. Heavy ice but loose with patches of water showing.  
 2nd, 3rd, 4th. Ice closely packed in every direction.  
 5th. Loose ice to the south-west closely packed to the eastward.  
 6th. Large strip of clear water some distance off shore, elsewhere ice tight but moves with the tide.  
 7th. Heavy ice in every direction with spots of open water.  
 8th. Heavy ice, no open water.  
 9th. Ice has moved southeast, some open water shows off the coast.  
 10th. Snowing.  
 11th. Straits completely blocked.  
 12th to 31st. Straits completely blocked.

*January, 1885.*

- 1st, 2nd, 3rd, 4th. Ice solid in every direction.  
 5th. Snowstorm.



- 6th, 7th, 8th, 9th, 10th, 11th. Heavy ice everywhere.  
 12th, 13th, 14th, 15th. Snowstorm and drift so that straits cannot be seen.  
 16th. Ice in every direction.  
 17th, 18th, 19th, 20th, 21st. Ice in every direction unmoved.  
 22nd. The ice field to the eastward has moved east leaving a space of open water running north and south for some distance, but the Straits to the south are completely blocked.  
 23rd, 24th. Ice close in every direction.  
 25th. Mist some distance off shore.  
 26th. Snowstorm and drift.  
 27th. Drifting snow.  
 28th. Ice packed closely in every direction.  
 29th, 30th, 31st. Straits completely blocked.

*February, 1885.*

- 1st, 2nd, 3rd, 4th. Ice packed solidly in every direction.  
 5th, 6th, 7th. Snowstorm and drift.  
 8th, 9th, 10th, 11th. Straits blocked with heavy ice.  
 12th. Snow drifting.  
 13th. Straits blocked as before.  
 14th. Snow drifting.  
 Straits blocked continuously from the 15th to the 23th of the month.

*March, 1885.*

- 1st, 2nd, 3rd. Ice solid in every direction.  
 4th, 5th. Snowstorm and drift.  
 6th. The Straits to the eastward is clear of the heavy ice and is now covered with a smooth sheet of young ice.  
 7th, 8th, 9th. Young ice remains to the east, south and west, heavy ice is packed as before.  
 10th. Heavy ice again moving up from the eastward, and that to the southward is moving off, the sheet of smooth young ice taking its place.  
 11th. The heavy ice from the eastward is now within a quarter of a mile of the shore, and seems to be working towards the southwest.  
 12th. Ice in much the same position as yesterday.  
 13th, 14th, 15th, 16th. Straits completely covered with heavy ice.  
 17th. Snowdrift.  
 18th. A belt of open water to the north east, heavy ice still solid to the south.  
 19th. Snow drifting.  
 20th. Ice to the eastward swings off and back with the tide.  
 21st. A small belt of open water about two miles off the coast to the east, elsewhere the ice is closely packed.  
 22nd. Masses of vapor rise from the belt of open water which renders it impossible to see any great distance to the eastward, but there is no change in the ice to the south.  
 23rd, 24th, 25th, 26th, 27th. Heavy ice closely packed in every direction.

*April, 1885.*

- 1st. Clear water shows to the east and northeast, but ice is closely packed to the south.  
 2nd. Ice from the south has moved east, clear water shows to southwest.  
 3rd, 4th. Snow drifting.  
 5th. Ice seems loose and a good deal broken up.  
 6th. Ice to the south is loose, but east of this seems very compact.

- 7th. Clear water to the eastward, heavy close ice to south and S.W. of station.  
 8th. Clear water remained all day to the east, but at night the ice seems to be returning; ice very compact in S.W.  
 9th. Only a small strip of open water now shows to the east of this, elsewhere the Straits are closely packed.  
 10th. No open water visible.  
 11th. Snow falling and drifting.  
 12th, 13th. Straits in every direction closely packed with heavy ice.  
 14th. Snow falling and drifting.  
 15th. Ice to south very compact, small amount of open water to N.E.  
 16th. Ice to south and west very compact, more open water shows to east, in which direction the ice seems to be moving.  
 17th. Ice same as yesterday.  
 18th. Snow drifting; cannot see any distance.  
 19th, 20th. Heavy closely packed ice in every direction.  
 21st. Patches of open water show up through the pack to-day.  
 22nd. Ice east of here swings out and back with the tide.  
 23rd, 24th. Heavy ice in every direction.  
 25th, 26th. Ice is moving eastward; the middle of the Strait seems clear of ice.  
 27th, 28th. Snow drifting.  
 29th. Strait completely covered with ice.  
 30th. Snow drifting.

*May, 1885.*

- 1st. Snow drifting.  
 2nd. Heavy ice, closely packed, with ice in every direction.  
 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th. Heavy ice in every direction.  
 11th. Snow drifting, unable to see the Straits.  
 12th. Ice moving south; large sheet of open water east of this station.  
 13th. Open water to the east of this station, but the ice seems heavy and closely packed to the south.  
 14th. Same as 13th.  
 15th. Ice seems loose and a good deal broken up.  
 16th. East and south-east ice is closely packed, but some patches of open water show to the south.  
 17th. Ice close everywhere.  
 18th. Open water to the east, near the Island, and very little ice showing to the southward.  
 19th. Ice swings with the tide again.  
 20th. Ice to the south-east closely packed; open water between here and Salisbury Island.  
 21st. Ice has moved up to-day against the wind; clear water to the west of the station.  
 22nd. The clear water now extends about 10 miles to the east of the station, but the ice at that distance seems set solid, and the Strait completely blocked.  
 23rd. Strait covered in every direction with loose ice.  
 24th. Strait densely packed to south and east.  
 25th, 26th, 27th. Straits covered with closely packed ice.  
 28th. Open water for a short distance south; ice close to the east of this station.  
 29th, 30th. Straits completely blocked.  
 31st. Three or four small patches of open water near the station, elsewhere the ice is closely packed.

*June, 1885.*

- 1st, 2nd. Ice closely packed.  
 6th, 7th, 8th, 9th, 10th. Ice closely packed.

- 11th. Ice is moving east in a body; Straits open to south, but east of here the ice is closely packed.
- 12th, 13th. Straits open to south, heavy ice to the eastward.
- 14th. Ice has again come west, but there is still a small belt of open water to the south.
- 15th. Heavy ice in every direction, but some narrow belts of open water show up in places.
- 16th. Open water shows to both south and east, but heavy ice is still visible to the east beyond the open water.
- 17th. Heavy and closely packed ice to the south.
- 18th. Open water in a narrow belt to S. W.; elsewhere Straits full.
- 19th. Straits full of heavy ice, with small patches of open water showing here and there.
- 20th. No open water showing.
- 21st. Patches of open water in south and S. W., ice solid to the east.
- 22nd. Ice moving to eastward, open water shows to south and west in long belts of varying width.
- 23rd. The ice between here and Salisbury Island is moving west, it seems to extend to the mainland on the south side; and is closely packed.
- 24th. Large sheets of open water showing to south-west.
- 25th. S. W. of station clear water, no movement of the ice to eastward.
- 26th, 27th. Straits packed with ice, apparently all the way across.
- 28th, 29th. S. W. of station clear of ice, but much still remains to the east.
- 30th. Clear water to south and west, ice still extends to south of Salisbury Island.

*July, 1885.*

- 1st, 2nd. Straits to east of here are clear of ice, but ice now shows to S. W. and south.
- 3rd. Ice is moving down from Salisbury Island, and the field to the S. W. is moving up to eastward.
- 4th. Loose ice covers the whole Straits as far as can be seen to south and west, but open water shows beyond the ice to the eastward.
- 5th. Ice is loose and drifting to the eastward, clear water to S. W.
- 6th. Misty weather.
- 7th. The wind having shifted to N. E., ice from Salisbury Island is moving this way, it is however small and open.
- 8th, 9th. Straits covered with ice, somewhat scattered on the 8th, closing upon the afternoon of the 9th.
- 10th. Straits covered with tight fields of ice.
- 11th. S. W. wind seems to be driving the ice towards Salisbury Island, leaving open water to south; in the S. W. loose ice covers the Straits.
- 12th, 13th, 14th, 15th, 16th, 17th. Ice in large fields of varying compactness swings with the tide and wind on and off the shore, occasionally leaving some large belts of open water along the coast, and other clear spaces which apparently lie in an east and west direction, are sometimes observed to the south.
- 18th, 19th, 20th, 21st, 22nd. Ice is visible in every direction, but is loose and swings with the tide and wind.
- 23rd. Foggy weather.
- 24th, 25th, 26th. Loose ice in all directions.
- 27th, 28th. Ice is closely packed to the eastward and south.
- 29th. Foggy weather.
- 30th. Straits to the eastward completely covered with heavy closely packed ice.
- 31st. Foggy weather.

*August, 1885.*

- 1st, 2nd. Compact and heavy ice to the eastward.
- 3rd. Dense fog.

- 4th. Heavy ice is still visible to the eastward.  
 5th. Ice has all moved east towards Salisbury Island; Straits to south-west completely clear, and clear water extends some miles to the east of this station.  
 6th. Ice is still closely packed to the south of Salisbury Island, and seems to extend to the southward.  
 7th. Ice south of Salisbury Island is moving this way; elsewhere the Straits are completely clear.  
 8th, 9th, 10th. Clear water to south and west; but ice still to south of Salisbury Island.  
 11th, 12th. Foggy weather.  
 13th. No ice visible, and none was seen between this date and the 23rd, on which day the "Alert" arrived and the station was relieved.

PORT LAPERRIÈRE (CAPE DIGGES), STATION No. 6.

ICE RECORD.

October, 1884.

- 1st. Heavy ice both in bay and straits, with open water channel showing occasionally.  
 2nd, 3rd, 4th, 5th. Same as 1st.  
 6th. Foggy all day.  
 7th. Foggy.  
 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th. No ice in sight.  
 19th. Heavy field ice in the Strait, four miles off coast.  
 20th. No ice in sight.  
 21st. Drift ice in the Straits all day as far as can be seen.  
 22nd. No open water visible in the Strait.  
 23rd. Same as 22nd.  
 24th. Bay, Straits and Harbor frozen solid with new formed ice.  
 25th, 26th, 27th, 28th, 29th, 30th, 31st. All the ice solid; no water to be seen in the Straits. The 23rd seems to have been the last day on which navigation would have been possible.

November, 1884.

- 1st, 2nd. No water visible.  
 3rd. Bay and Straits open again; ice seems to move north and south.  
 4th. Loose drift ice in Bay and Straits.  
 5th. No open water in Straits, and very little in bay.  
 6th, 7th, 8th, 9th. Large pan ice in bay and straits.  
 10th, 11th, 12th, 13th. No open water visible.  
 14th. A narrow neck of open water, about one-quarter of a mile wide, close to the Island.  
 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th. No open water.

December, 1884.

No entries in page for remarks, Observer states that the ice was rigid during this month, that no open water was seen.

January, 1885.

No entries. Ice fast all the time, no open water visible.

*February, 1885.*

11th. No ice in the Bay all day to-day, a few pans in the Straits, no other ice visible.

12th. All the ice has come back, no open water visible.

*March, 1885.*

2nd. At midnight the ice on the Bay side parted from the Island and drifted away as solid field towards Mansfield Island. The Straits ice remained intact.

3rd. No ice in the bay. Straits' still compact.

4th. Bay ice returned and took its original place, Straits' ice still compact.

5th. Ice is compact everywhere and remained so to the end of the month.

*April, 1885.*

15th. At 3 p.m., the ice parted from the Island and left a narrow channel of open water a few hundred feet wide which closed up again about 7 p.m.

16th. No water visible.

17th. Narrow channel of open water on both sides of Island.

18th. Clear water for five or six miles from the Island.

19th. Ice closed on Straits' side, but still a narrow channel on Bay side.

20th. No open water visible.

21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th. No open water in the Straits, ice does not move.

28th. The Bay ice goes off with the tide a few miles and returns.

29th. At 10 a.m. the Bay ice drifted away and did not return; at 4 p.m., the Straits ice parted from the island and drifted off one-half mile and then returned.

30th. No ice in the Bay, but Straits still solid.

*May, 1885.*

1st, 10:30 p.m. All the ice on the Bay side has drifted back to the Island.

2nd. No open water visible anywhere.

3rd. No open water visible.

4th. Ice on Bay side drifts off and on, floe has broken into two pieces. In the Straits the ice moves half a mile off and then back again.

5th, 6th. Ice is now much broken both in Bay and Straits, very narrow channel of open water on Straits shore.

7th. Very little water in the Straits.

8th. No open water in the Straits, in the Bay the ice drifted out of sight and then back again to within a mile of the shore.

9th, 10th. No open water except narrow belt near Island on Straits' side.

11th. Channel on Straits side a mile wide.

12th. No regular channel open anywhere, but the ice is much broken up, and large pools of water show all through.

13th, 14th. Very little open water anywhere.

15th. Narrow channel in Straits from 5 p.m. to 8 p.m.

16th. No open water seen in the Straits.

17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th. No open water in Straits.

25th. A narrow streak of open water along the Straits shore.

26th. Ice in bay out of sight in a.m. came back within 7 or 8 miles in p.m. In the straits, detached ice fields as far as can be seen.

27th, 28th, 29th, 30th, 31st. No water visible in the Straits.

*June, 1885.*

1st. In the straits the ice seems to be much broken up, large patches of open water showing all over.

- 2nd. Ice all broken into loose drift ice, about a quarter of the visible surface of the Straits is open water.
- 3rd. Foggy.
- 4th. No open water visible in the Straits.
- 5th. Ice tight still.
- 6th. Ice in Bay and Straits is now much broken and open, the waters seem quite navigable.
- 7th. About half the waters of the straits clear of ice.
- 9th. A channel 5 or 6 miles wide, free of ice, beyond that 3 or 4 large icebergs and broken ice.
- 10th. In the morning about one-fifth of the visible portion of the Straits is covered with drift ice; in p.m. none visible except one small iceberg.
- 11th. In a.m. no ice visible in the Straits, but by evening about two-thirds of the visible area was covered with ice.
- 12th. Ice has closed in, leaving only a channel of a couple of miles in width close to the shores of the Island.
- 13th, 14th. Only a comparatively narrow channel of open water near the Island to-day.
- 15th, 16th, 17th, 18th, 19th, 20th, 21st. No open water.
- 22nd. A narrow channel off the Island all day, which at night widened to about two miles.
- 23rd. Ice broken and loose for 4 or 5 miles, beyond that is tight.
- 24th. Streaks and patches of water showing all over.
- 25th, 26th. Ice compact, no water visible from here. From a point about 4 miles east on the top of a high bluff open water was visible east of Cape Wolstenholme.
- 27th, 28th. No open water visible.
- 29th, 30th. No open water visible.

*July, 1885.*

- 1st. On the Bay side the ice is packed close, but in the Straits there is a narrow channel of open water about three miles in width.
- 2nd. Still the same channel, but now only 2 miles wide, all beyond the ice is closely packed.
- 3rd, 4th, 5th. Same as 2nd, except that the channel of open water varies from  $1\frac{1}{2}$  miles to  $\frac{1}{2}$  mile.
- 6th. No open water visible.
- 7th. Climbed the highest spot on the Island, estimated 2,000 feet, no water visible in the bay except two or three small pools. In the Straits there is apparently a narrow channel off Nottingham Island, and a few pools in the centre of the Straits.
- 8th. No alteration, ice tight everywhere.
- 9th, 10th, 11th. Ice still remains solid.
- 12th. From the Island for five or six miles the ice is broken and drifting, beyond that the pack is close.
- 13th. Foggy.
- 14th. No open water in the Straits.
- 15th, 16th. Some long narrow strips of open water visible in the Straits.
- 17th, 18th, 19th, 20th. Very little ice visible in either Bay or Straits to-day and what is seen is small drifting ice.
- 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th. Straits clear, a little ice still visible off Nottingham Island.
- 29th, 30th, 31st. Foggy.

*August, 1885.*

- 1st. Foggy.
- 2nd. No ice in sight.
- 3rd. A good deal of broken ice drifted to the shores, fog very thick.

- 4th. Weather thick, could not see any distance.  
 5th. Ice close in Straits in a.m., but in p.m. ice was broken and scattered.  
 6th, 7th, 8th, 9th, 10th. No ice in Straits.  
 11th. Foggy.  
 12th, 13th. A little drift ice, loose and scattered.  
 14th, 15th, 16th, 17th, 18th, 19th. No ice in sight.  
 20th. A little heavy ice in both Bay and Straits.  
 21st. A little ice in the Straits.  
 22nd, 23rd, 24th. No ice.  
 25th. Station relieved.

#### ICE MET WITH ON THE VOYAGE OF THE "ALERT."

In the foregoing pages the accounts given by the observers at the several stations of the formation and movements of the ice have been given. In the narrative portion of the report the ice met with by the "Alert" has also been recorded, but as it has not been described in detail I will here make some further remarks concerning it. Our observations show that during the first half of the month of June, a belt of ice, varying in width from 30 to 50 miles, extended the whole length of the Labrador coast, from Cape Chudleigh to Belle Isle. Off the entrance of Hudson's Straits at this time the field extended from 35 to 100 miles to the eastward of Resolution Island, and on the 16th of June when I endeavoured to enter the Straits the ship was beset in heavy ice about ten miles to the S.W. of Cape Best. This ice was very heavy and some of it in large sheets, but at the turn of the tide the pack generally slackened off a little when the ship was worked on under steam or sail as opportunity offered; this state of affairs continued until the 6th of July, when, owing to the damage done to the ship, we had to return to St. Johns. Except on one occasion no large amount of open water was seen from our masthead, the ice always seeming to be tight to the westward of the ship. I measured the thickness of many of the pans some were 22 feet, but the common kind was floe ice about 10 feet in thickness. On the 4th of August when we got back from St. Johns there was still a great deal of ice in the Straits and some of the pans were of great size many of them being over half a mile in length. There was at this time undoubtedly a run of clear water to the westward, had I taken a more southerly course; but, in the "Neptune," we had found, in 1884, that the ice all lay over on the south shore and this made me decide to try the north shore again this year.

The Hudson Bay officers who navigate the Straits state that the movements of the ice are both irregular and uncertain, that sometimes they find the north shore clear first, and the following voyage the position of affairs may be completely reversed. I consider that the ice met with in August this year was such that had I been simply endeavoring to force my way through the Straits I could have been clear with less than five days' detention, even taking the route which I did, and had I taken a more southerly course I should most likely have got through with a couple of days' delay.

No ice, other than a few bergs, was met with after leaving Stupart's Bay, on 22nd August.

In the "Alert" the height of the topmast head from the water line was 90 feet, which gives a horizon of almost eleven miles.

#### NOTES ON THE ICE MOVEMENTS IN HUDSON BAY AND STRAITS, 1768-1769.

I am indebted for the following notes to the Rev. Abbé Verreau, taken from the manuscript journal, kept by Capt. Wm. Falconer, who was a sloop master in the Hudson Bay Company's service in the years 1768-69. Capt. Falconer states: "In the month of July, when the above Hudson Bay Company's ships commonly get their passage through the Strait outward bound, it is almost blocked with ice, some of which is aground in 100 fathoms of water,.....and this with the large quantities

of floating ice makes the passage dangerous, and detains the ships, some years, till the latter end of August, before they get clear of the Straits."

The ice mentioned in the above quoted paragraph as being aground in 100 fathoms of water is undoubtedly intended to apply to icebergs, some of which I have myself seen aground in from 80 to 100 fathoms. On the north side of the Straits some of these large masses of ice getting aground at high water of spring tides will remain fast for weeks if they do not break up. Capt. Falconer states that the Bay was only navigable from the latter part of July to the middle of October. On 8th August, 1708, he reports heavy field ice off Severn House; yet on that particular year he states that the Hudson Bay ship from England arrived on 11th August, one of the early dates.

Capt. Falconer further gives his opinion as to the dangers off the mouth of the Nelson River, stating: "Nelson River entrance is so dangerous that no vessel cares to come near it."

#### DOBBS ON HUDSON BAY, 1744.

The author of the above quoted work was a firm believer in the existence of a practical North-West passage to the Pacific Ocean and was, of course, convinced of the feasibility of navigating Hudson Bay and Straits. He quotes from a journal kept by Capt. James, of the Hudson Bay Company's service, who wintered at Charlton Island in the southern part of James Bay, in 1632, as follows: "15th June, sea still frozen; 19th June, saw open water, but sea to the north full of floating ice till the 22nd of July.

I find also in this book a record that on the 1st October, 1741, the ice was fast for two miles from the shore at Fort Churchill. This, however, broke up again and continued to drift off and on.

#### CAPTAIN HAWES.

I asked Capt. Hawes, of the Hudson Bay Company's service, at present in command of their brigantine "Cam Owen," to give me the benefit of his experience in regard to ice movements in the Straits. Capt. Hawes has made fourteen voyages to Hudson Bay. He says:

"I can give no rule for the ice other than to work through the thinnest, if there is any difference, but keep in the fair way. Some say keep to the north shore, and so say I, if clear of ice. If the Straits seem full of ice, keep in mid-channel, for I have in general found the ice there thinner than near the north shore and more open to work through."

Capt. Hawes further told me that the route which he had found clearest of ice of late years had been to enter the Straits on the parallel of 61° N. Keep on this till 40 miles west of the Buttons and then haul up to the northward, towards Cape Hope's advance, and Long Island, thence along the south shore to the east point of Charles Island, along the north side of Charles Island and thence a mid-channel course between Digges and Nottingham.

It is stated in the report of ice met with in the "Alert" that no ice was met with on the homeward voyage. The "Cam Owen" sailed from York Factory on the 27th September, 1855. On the 3rd of October they came up with the ice between Cape Pembroke and Mansfield Island, and from this date to the 21st she was fast in the pack, getting clear of the ice on the 24th and passing out of the Straits, on 27th October pretty well loaded down with ice.

Capt. Hawes places the probable period of navigation for steam vessels properly fitted for ice work as seldom exceeding three months, 15th July to 15th October.

Lieut. Schwatka, of the United States, who spent two years up in the north-west of Hudson's Bay in search of the relics of Sir John Franklin's expedition, in a letter to me dated 29th January, 1885, says:—

"I was in Hudson Bay and Straits and adjoining countries about two years and a quarter, and during that time saw considerable of the navigation of these bodies of



water, and discussed the subject very often with navigators who had spent very many years therein, principally American whaling captains, their officers and crew. From my experience and their conversation, I thought the Straits and Bay could be considered navigable for at least two months of the year for sailing craft and this would probably be more than doubled for steam. Of course the Bay is navigable much earlier and later than the Straits, and the above estimate is for the latter.

"Again, a ship strengthened for the ice might prolong these times on each end considerably, and a complete hydrographic survey of the straits, giving all possible harbors of refuge, would show that there is less danger than there is generally supposed. Signal stations on prominent points could also materially assist vessels essaying the passage by a simple code expressing the conditions of the ice.

"FREDK. SCHWATKA."

In my report last year I described the ice as consisting of three kinds, viz., icebergs, heavy arctic ice and ordinary field ice. The icebergs are stated to have come from Fox Channel. This conclusion was based on the report from No. 3 station made on the homeward voyage of the "Neptune," that the icebergs passed the bluff from west towards east. This report was made on the strength of the few observations which the party had been able to make in the interval between the two calls of the "Neptune" at the inlet. Further and more perfect observations show conclusively that the current sets in the opposite direction and that the icebergs move from east to west. If further proof of the existence of this set were necessary we have it in the drift of the "Alert" when fast in the ice off Ashe Inlet and invariably carried to the westward.

In considering the question of the sources from which the ice affecting Hudson Straits navigation, comes, we must first begin with the east Greenland ice. All those who have made the voyage from any port in Europe to Hudson's Straits seem to agree in the statement that Cape Farewell must not be approached nearer than seventy miles in order to keep clear of the east Greenland ice which sweeps round the cape in an almost ceaseless stream, after rounding which it turns to the northward, and passes up the south-west shore of Greenland, nearly as high as Gothaab, then turns over to the west side of Davis' Straits, and joining the stream of Davis' Straits ice runs south with the arctic current. The limits of the east Greenland ice field, when rounding Cape Farewell, vary greatly, in some years, it moves as far south as the parallel of 58° north. This ice field can be, and is of course always avoided, the rule in making the passage being to keep to the south of 58° north till in longitude 58° west, on which meridian the northing should be made.

The stream of Davis' Straits ice flows right across the entrance to Hudson Straits, and varies in width with the season of the year. The first information which I have of it was derived from conversation with Captain Watson, of the whaling barque "Maude," of Dundee, owned by Captain Adams. Captain Watson had been for many years engaged in the Davis Strait whale fishing, and for the last few years has commanded his present vessel. Their usual routine is to leave Dundee in March, and they arrive off the edge of Davis' Straits ice in the early part of April, cruising off the edge of the ice between latitudes 58 N. and 63 N. Captain Watson told me, that he made the ice, in April of this year about 58 N. and 120 miles off the Labrador coast, and up to the date of our meeting with him, 13th June, he had not been able to get nearer to Resolution Island than 35 miles, and as the average southerly set of the current is about 20 miles per day, this stream of ice must have been flowing uninterruptedly up to 15th June, the date on which the "Alert" took the pack. An examination of the records of the stations at Port Burwell and Nachvak Bay shows that at Port Burwell the ice cleared out of the Straits on the 9th of April. They remained clear up to the 14th, when the ice came in sight again, and was present almost constantly thereafter until its final disappearance in August. At Nachvak the ice swung on and off the shore with the winds and tide, but though sometimes out of sight from the ordinary observation point, it was always seen upon going to a higher elevation. It is therefore certain that

during the months of May, June and July, large fields of ice were present in the entrance of the Straits, and the question remains, at what date was this ice in such a condition as to permit the passage of vessels strengthened for meeting the ice, but which could be used as freight steamers. For in all questions as to feasibility of the navigation I am not considering the date at which one of the Dundee whaling or Newfoundland sealing steamers could be forced through, but when a strongly built iron steamer, sheathed and otherwise strengthened, could make the passage.

On June the 15th, when we went into the ice, it was certainly impenetrable by any vessel of the class referred to, and though the ice would slacken at the turn of every tide, and sometimes run abroad so that it would have been possible to work the ship to the westward, distances, varying from two to five miles at each of these slack times, I only tried to hold my own, generally under canvas; as apart from any question of the injury which the ship had received, I deemed it more desirable to watch the ice at the entrance of the Straits than to force the ship through, when I could only have made at the most 10 to 20 miles a day. I am of opinion that the Straits were passable at the eastern entrance about the date that we returned to St. John's for repairs, viz., 5th July, but any ship going in at this date would still have been subject to these delays, but might have made from 25 to 40 miles a day.

Proceeding westward, from this date, 5th July, the observations at Ashe Inlet and Stupart's Bay show that on the north side of the Strait, and from 18 to 20 miles out, that the ice was present almost continuously, much as we found it in August; some of the sheets of enormous extent and of great thickness. Many of these were in August, over half a mile long and some which we measured were from 20 to 30 feet in thickness. In the middle of July, Mr. Ashe reports that open water is visible beyond the ice, and Mr. Stupart, fog-banks and water sky frequently to the north. The two stations at the western end of the Straits also report that in the middle of July the ice was loose and drifting with the tide. Everything goes to show that though there would have been very frequent delays still it would have been possible for a steamship to have got through the Straits by the 15th or 20th July.

Ice would have been met with again, doubtless, in the bay, but I do not think there would have been any serious delay in reaching either Churchill or York Factory.

Stations on shore for the purpose of watching the movements of the ice, though undoubtedly the best system which we can adopt, cannot tell us with any degree of certainty how soon a vessel might be able to push her way through the Straits, but they do tell, when it is sufficiently run abroad, or when a sufficient amount of open water appears, to make the passage a reasonable certainty, and the date for this year I place at from 5th to 15th July, as it is more than likely that a ship could have got through the Straits in ten days. The ice is, moreover, so sensitive to wind that even if telegraph stations were so placed as to be able to convey to ships' news regarding the position of the ice ahead, long before the vessel arrived at the place, the condition of affairs might, and probably would, be totally changed.

As to the closing of navigation in 1884, Mr. Laperrière reports, at Cape Digges, that on 25th October the ice was solid in every direction, and at Nottingham Island a similar entry is made on the 27th. A distinction must be made between the closing of navigation by the formation of young ice, and the presence of a large field of heavy old ice which is cemented together by the formation of young ice between the pans. In the first case any ordinarily powerful steamer could go through without risk, but in the second case the most powerful of the whaling or sealing steamers would be helpless. The western end of the Straits is always subject to incursions of this heavy ice, from Fox Channel, and especially so in the months of September and October, when strong north-easterly and north-westerly gales are frequent, and we have now evidence that in both seasons, 1884 and 1885, this heavy ice came down in October.

As to the length of season for practical navigation, if we regard the presence of field ice as the only barrier, the information which we have got would point to the months of July, August, September and October as being the months in which the Straits are passable. As a rule, in July there will be delays, but to vessels strengthened and sheathed there would be no danger in making the passage.

All the inhabitants of the Labrador, the Straits and the Bay, spoken to on the subject, agreed in stating that the ice movements this year were much later than the average; at Fort Churchill the season was fully a month late, and on the Labrador three weeks, so that I think that it will be found that on the average four months will be the length of the season for practical navigation by steam vessels which would be freight carriers. There have been, I am informed, seasons when the Straits were clear of ice in the month of June, but they are, according to the logs of the Hudson Bay ships, quite exceptional. Capt. Hawes spoke of such being the case only once in his experience of fourteen years, and the dates which I have seen of the arrival of the Hudson Bay vessels at their ports of destination show no arrival earlier than August.

The next important factor in the navigation, is the weather; and the prevalence of fogs, snowstorms, and gales of wind, is shown in the tables appended hereto, for the sake of comparing Hudson's Straits with the Belle Isle route. I have also prepared a table showing the results of the observations at Belle Isle Lighthouse Station for the same period as that for which the observations in Hudson's Straits were taken.

H.M.S. "TERROR," HUDSON'S STRAITS,  
1836—1837.

The following is taken from the records of the cruise of H.M.S. "Terror," in 1836-1837. These records have lately been examined and the observations discussed by Mr. Richard Strachan, and have been published as part of "The Contributions to Arctic Meteorology," a work issued under authority, from the British Meteorological Council, by Mr. R. H. Scott:—

The "Terror" arrived off Hudson's Straits on 30th July 1836, making the edge of the pack about fifty miles to the east of Cape Chudleigh; she worked through, passing close under the south-west shore of Resolution Island, and was, on 7th, August a little to the west of Ashe Inlet, having made good about thirty miles per day, through ice more or less slack the whole time. From this point they worked to the westward up Fox Channel, and passing to the north of Salisbury Island, arrived off Cape Comfort, on 27th October. The ship wintered in the pack, being logged as frozen in, on 1st November, off Smyth Harbor, in lat. 65°, 16' N., and long. 83°, 44' W.

The ship was much damaged by ice pressure, at different times during the winter, and drifted in the ice, from the point at which she was frozen in, to nearly the east point of Charles Island, passing between Nottingham and Salisbury Islands. She was fast in the ice from 1st November to 11th July.

Water is reported as having been seen first on 31st May, in lat. 63°, 14' N, and long. 76°, 39' W., just east of Port De Boucherville, when a lane, ten yards wide, opened in the pack near the ship.

On 19th June, when a few miles to the north of Charles Island, the entry is made for the first time: "a great deal of open water in sight."

The "Terror" is, I believe, the only ship that has ever passed the winter in the pack in Hudson's Straits, and it should be noted that in June and July, 1837, she was in the regular track of vessels, just north of Charles Island.

Although some open water is reported on 19th June, it was not until 11th July that the ship was released, by the breaking up of the floe. From this date, up to 31st July, the ship was working to the eastward along the south shore, in the pack all the time. On the 31st, the day on which the record ends, the ship was in lat. 60°, 59' N., and long. 69°, 18' W., (about half way between Stupart's Bay and Cape Chudleigh) when the report says "ice close."

These records show distinctly that during the entire month of July, 1837, heavy ice was present in large quantities in the Hudson's Straits, that it occasionally ran

abroad, so that the ship could make way through it, and that there were occasional areas of open water met with. I see no reason to doubt that this is the normal condition of the Straits in the month of July; it coincides with my own experience, with all I can learn from those who have navigated the Straits, and it is the conclusion which I have come to from a study of the temperature charts.

TABLE SHOWING Mean Temperature in Hudson Straits, 1836-37, from the observations made on Her Majesty's Ship "Terror," the means are the arithmetical means of a series of bi-hourly observations

Month.	Temperature.	Remarks.
1836—August.....	+ 31·6	Highest temperature, 11th June—59°. Lowest temperature 2nd December—44·7°.
September.....	+ 26·9	
October.....	+ 16·1	
November.....	— 4·3	
December.....	— 22·7	
1837—January.....	— 18·2	
February.....	— 25·0	
March.....	— 10·4	
April.....	+ 14·2	
May.....	+ 28·8	
June.....	+ 35·0	
July.....	+ 37·5	
Year.....	+ 9·96	

#### METEOROLOGICAL OBSERVATIONS.

The meteorological instruments supplied to the stations were all of the same pattern as those supplied to the regular stations reporting to the Meteorological Office. The thermometer readings have had the corrections applied, and the barometer readings have been corrected for temperature and reduced to sealevel. The anemometers were of Foster's down shaft pattern, except in the case of Stupart's Bay, where an anemograph was used.

In every case, I consider that the wind velocities given are below the actual velocities, as it was almost impossible to secure a good exposure, away from the dwelling houses, that could be regularly visited in all weathers. At Cape Chudleigh I constructed a scaffolding for the anemometer on a hill a short distance to the westward of the house, but before it had been up any length of time, it was blown down and the instrument seriously damaged.

Table I is a general table for the station at Belle Isle Lighthouse, giving temperature from mean of three observations daily, taken at the hours of 2.27 a.m., 8.27 a.m. and 4.27 p.m., also from maximum and minimum, &c. The direction of the wind is tabulated *in number of times reported* on each of the cardinal and quadrantal points. This portion of the table shows the extraordinary prevalence of westerly winds, and also the number and severity of the gales from October to January.

Table II is a general table for the station at Cape Chudleigh. The observations were taken every four hours at 3.08, 7.08 a.m., 11.08 a.m. and p.m., standard time of 75° W. long., this station is in lat. 60°. 22' N. and long. 64° 46' N. The height of the barometer above mean sea level was 30 feet. The thermometers were exposed in the regulation meteorological service shelter, which consists of an outer shed or case, having Louvre sides and door and a double roof, with an air space open at the sides. The bottom of the outer shed is of large mesh (2 in.) wire net, and the back of close half-inch board. The inner screen is louvred on all sides with thin slats of sheet iron. The whole shelter is attached to the north side of a double close board fence, having a free air space of 4 inches between the two sides of the fence and the

shed is held by iron straps, 3 inches clear of the north side of the fence. The thermometers are hung on light metal straps as nearly as possible in the centre of the inner screen.

The site of the thermometer shed at this station was about 40 feet east of the house and about the same distance from the edge of the cliff; to the S.W. of it was a small hill 26 feet high, and about sixty feet off. The height above sea level was 27 feet, the hill to the S. W. cut off a good deal of the sun during the winter months. The anemometer was put up on the roof of the house, but the exposure was a poor one especially between N.W. and S.W.

Table III is the general table for station No. 2 at Skynner's Cove, Nachvak Bay, situated in lat.  $59^{\circ} 6' N.$  long.,  $63^{\circ} 37' W.$  Nachvak Bay is a deep fjord running westwards into the interior. Shortly after entering, the fjord widens, forming two coves, one on the north and the other on the south side. The one on north side was the site selected for the house, the little cove runs nearly half a mile back from the general trend of the coast on the north side of the fjord, and gives fair shelter and anchorage. On the north side of the cove the land rose abruptly from the beach to a little platform about twenty feet above the mean sea level. On this platform the house was erected and the thermometers exposed in the same manner as described at the last station.

On either side of the cove the mountains rose almost precipitously to a height of nearly 3,000 feet. The sun was cut off a good deal by the hills on both the sides of the cove, and also during the winter months by those on the south side of the fjord.

The wind observations recorded here are entirely from estimate of velocity; and directions was taken as a rule from the motion of the lower clouds. The anemometer was at first erected on the south-west point of the cove, but in one of the early fall gales the tower was destroyed, and the instrument so damaged that it was rendered useless.

Table IV results at Ashe Inlet. This station is situated on the north side of the Straits in a small inlet, on the large island which forms the south side of North Bay. It is called by Lieut. Schwatka, Turenne Island. The station was in lat.  $62^{\circ} 33' N.$ , Long.  $70^{\circ} 35' W.$  All the instruments had a good exposure, except the anemometer which was partially sheltered from east and north-east winds.

Table V results at Stupart's Bay. This bay is situated near the north-west angle of Prince of Wales Sound. The sound is itself a deep bay about 30 miles across by 20 miles in depth, with numerous outlying shoals in the line of the coast, but deep water inside. The station at the head of Stupart's Bay was somewhat sheltered from north winds, otherwise the exposure was good. The position of the observatory was lat.  $61^{\circ} 35' N.$  long.  $77^{\circ} 32' W.$

Table VI results at Port De Boucherville, there was not a barometer at this station and the anemometer was somewhat poorly exposed, being sheltered from N. E. to N. W. by the rocks which rose almost perpendicularly behind the house.

The station was situated in a little bay near the S. E. point of Nottingham Island. The house is in lat.  $63^{\circ} 12' N.$ , and long.  $77^{\circ} 28' W.$

Table VII results at Port Laperrière. This station is situated at the outer Digges Island and is in lat.  $62^{\circ} 34' N.$  long.  $78^{\circ} 1' W.$  The anemometer was sheltered from east and S. E., but the exposure was on the whole good. In all cases, except Port Burwell, the anemometers were five feet clear of the ridge of the roof of the house.

Table VIII results at Churchill. The station here was at the residence of the Chief Factor, Mr. Spencer, who undertook the work of taking observations. The station is in lat. approx, and long. It is about five miles south from the ship's anchorage, and the same distance from old Fort Prince of Wales. The thermometers were exposed on the north wall of the house and read through a small window. There was no fire or heating apparatus in the room and the doors of the shed were opened by cords without opening the window. This exposure admittedly an undesirable one, was the best obtainable under the circumstances,

and as the thermometers were read without opening the window and were constantly screened from direct radiation by the doors of the inner screen, I do not think that the mean temperatures are likely to be affected to any appreciable extent.

Table IX gives the mean temperature, and other results, at York Factory, for the period 1876 to 1883 inclusive. The results for this year have not yet been received.

Table X shows a comparison in duration of snow in Hudson's Straits and the Straits of Belle Isle. This is an element which will be found to vary greatly from year to year, but its bearing on navigation is direct, for in the fall snowstorms, navigation in Hudson Straits will always be dangerous; as it is almost impossible to keep a look out. The snow, when the temperature begins to fall, is not in the ordinary flakes, but drives before the wind in minute particles of ice, which the eye does not perceive in time to protect itself.

The observations of snowfall in the Straits during the months of July, August and September, of 1885, show that none fell in July; and only a passing storm, lasting four hours, visited one station on the north shore in August. In September there was some snow, most of which fell in the last few days of the month, so that generally speaking, we may state that snow would not have been any obstruction to navigation in these months. In October, of 1884, a great deal fell, amounting in duration, on the average of the five stations in the Straits, to 109 hours. Whether October, 1884, was exceptional in this particular or not, it is impossible to say. Capt. Falconer, in his diary, 1768-69, states "that gales of wind averaged, in September, about two per week, but were not so numerous in October."

In September, 1884, when homeward bound in the "Neptune," we had, generally speaking, fair weather all through, and the returns from the stations show that there were more gales in October, 1884, than in September. It seems, however, to be the general impression amongst those who have traded and fished to the Northern Labrador, as well as amongst the whalers, that October is, in those latitudes, a finer month than September, so that October, of 1884, may prove to have been quite exceptional.

Table XI shows a comparison between Hudson's Straits and the Straits of Belle Isle in regard to the duration of fogs.

In the matter of fogs, the Hudson's Straits route undoubtedly compares favorably with the Straits of Belle Isle.

If we compare the mean of the six Straits stations, excluding Churchill, with the station at Belle Isle Lighthouse, we find that in September and October, 1884, and June, July and August, 1886, the relative duration of fogs in Hudson Straits, as compared with the Belle Isle Station, was in

1884, September,	40	per cent.
do October,	10	do
1885, June,	26	do
do July,	46	do
do August,	74	do

Table XII is a comparison table between Hudson's Straits and the Straits of Belle Isle, of the number of days on which the velocity of the wind exceeded forty miles an hour.

Tables XIII to XVII show number of winds reported from each of the sixteen points at the stations, and the average velocity for each direction.

Table XVIII shows mean temperature at Frederickshaab, 1856-60.

Accompanying the report are maps showing the mean isotherms for the months September, 1884, to August, 1885. In drawing these isotherms, I have used the actual observations, and have, wherever possible, supplemented this by reducing observations taken at other periods, to that in question.

The January map shows: temperatures over the Bay and Straits of  $-15^{\circ}$ ,  $-20^{\circ}$  and  $-25^{\circ}$ , the higher temperatures being at the eastern end of the Straits.

In February, the temperature, owing to prevailing easterly winds has risen  $20^{\circ}$  on the mean, and shows above zero at Cape Chudleigh.

March, again dips down, the mean temperature ranging between  $-20^{\circ}$ , off Mansfield and Southampton Islands, and  $-5^{\circ}$  at the eastern end of the Straits.

In April, the mean temperature is now everywhere above zero, the  $5^{\circ}$  isotherm passing Mansfield Island about the same place as  $-20^{\circ}$  did in March. Temperature in eastern end of the Straits is  $15^{\circ}$ , showing a somewhat more gradual rise than in the west.

In May, temperature in the Straits lies between  $25^{\circ}$  and  $30^{\circ}$ , whilst over the northern part of the Bay the temperature is still low.

In June, the isotherm of  $35^{\circ}$  passes just south of the Strait, where the temperature is now probably about the freezing point ( $32^{\circ}$ ). The freezing point of salt water being about  $28^{\circ}.5^{\circ}$  I regard this month as the first in which there is likely to be any tendency on the part of the ice to break up or waste. The maps shows temperature in Straits of Belle Isle to range now between  $40^{\circ}$  and  $45^{\circ}$ .

July, in this, the warmest month of the year, the curve for  $40^{\circ}$  passes right through the Straits. Ice wastes rapidly, as shown by the reports of Mr. Ashe, who says the harbor ice decreased in thickness from 3 feet  $3\frac{1}{2}$  inches, on 2nd July, to 1 foot  $9\frac{1}{2}$  inches, on the 8th. All stations report movements of the ice fields, showing distinctly that whether visible or not from the stations there was a considerable extent of open water in the Straits.

August, the temperature is almost precisely the same as in July.

September, in this month, the mean temperature of the Straits is about  $32^{\circ}$ ; but though the ice would form on the fresh water lakes, none would be made on the salt water, and as far as ice is concerned, this is the cleanest month for navigation in the whole year.

In October, the mean temperature of the western end of the Straits has fallen to  $17^{\circ}$ . Young ice makes rapidly, especially towards the end of this month, when I would consider it a great risk to put a ship into a pack of old ice, and the western end of the Straits will always be liable to incursions of old ice from Fox Channel.

In November, the mean temperature of the Strait, west of Stupart's Bay, has fallen to  $5^{\circ}$ , which, I consider, practically closes the navigation. It will perhaps be better understood what an average temperature of  $5^{\circ}$  means, in regard to matters pertaining to navigation, when I point out that this is the mean temperature of the month of January along the north shore of the Gulf of St. Lawrence, from the Saguenay to the Straits of Belle Isle.

In December, the mean temperature ranged from  $-15^{\circ}$  in the western end of the Straits, to  $-5^{\circ}$  at Cape Chudleigh.

#### NOTES BY OBSERVERS.

BELLE ISLE, 1884-85.

*November, 1884.*

15th. SS. "Iceland," last vessel seen in Strait. (Ice closing Strait not given.)

*March, 1885.*

28th. First snow buntings seen.

*May, 1885.*

9th. Straits covered with field ice; no clear water in any direction.

16th. Straits begin to clear.

23rd. Ice formed on pools 2 inches thick.

June, 1885.

13th. Good deal of ice still in Straits.

17th. First thunder.

19th. First steamer passed in.

20th. 100 vessels passed north.

PORT BURWELL, STATION No. 1.

August, 1884.

10th. A heavy sea in the Straits.

12th. Grass grows very scantily, only a few spears showing up through the moss. The moss grows wherever there is any soil; it grows to a height of about 7 inches.

A few cranberry vines here and there.

15th. Hills to the east covered with snow. A number of whales and sharks in the harbor.

17th. Heavy sea in the Straits.

29th. Harbor covered with ice this morning.

30th. Numbers of sea-birds about to-day.

September, 1884.

1st. Numerous whales feed in the Harbor.

5th. Numbers of gulls and sea-ducks in the Harbor.

9th. First snow at station.

15th. Ship seen in the Straits bound east.

18th. Numbers of mers have been here till now, but they seem all to have gone south.

24th. Large numbers of ptarmigan.

27th. "Neptune" arrived, homeward bound.

29th. "Neptune" left for Nachvak.

October, 1884.

22nd. Almost impossible to measure snow; some places it is 5 or 6 feet deep, and in others perfectly bare.

23rd. A number of white foxes seen.

November, 1884.

2nd. Some of the snow drifts are 20 feet deep.

6th. No seagulls or ducks here now; the ducks assembled in large flocks before leaving.

9th. Much of our snow is blown into the sea; so we have less here on the ground than in the interior.

24th, 25th. Tremendous gale; cups blown off anemometer; at 5:15 p.m., 24th it was registering 84 miles per hour.

November, 1884.

26th. A number of ravens here. Lunar halo at 6:30 p.m

December, 1884.

6th. Solar halo.

9th. Brilliant meteor at 7:08 p.m.

10th, 11th. Solar halos.



- 26th. Lunar halo from 5 to 7:30 p.m.  
 28th. Lunar halo at 5:30 p.m.  
 29th. Solar halo at 11:45 a.m.

*January, 1885.*

- 3rd. Lunar halo 10:30 to 11:30 p.m.  
 10th. Solar halo and parhelia 1:30 p.m.  
 25th. Parhelia at 9 a.m.  
 27th. Large masses of vapor rise from the cracks in the ice field.

*February, 1885.*

- 5th. Solar halo 3:30 p.m. Brilliant meteor at 10 p.m.  
 6th. Solar halo 3 p.m.  
 18th. Double solar halo and parhelia.  
 20th. Solar halo and parhelia.  
 24th. The ptarmigan begin to come back.

*March, 1885.*

The tops of the hills have remained clear of snow all winter, but the ravines are full of snow.

*April, 1885.*

- 5th. Solar halo 10:30 a.m. to 4 p.m.  
 6th. Thawing in the sun to-day for the first time.  
 8th. Thawing in the sun.  
 15th. Some small grey birds have come.  
 17th. Eskimo tell us that the deer are coming north. They have seen herds of twenty or thirty at a time.  
 29th. Ptarmigan are very numerous now.

*May, 1885.*

- 6th. The snow has been melting very rapidly the last two or three days, many of the slopes are bare.  
 10th. The snow goes very rapidly, the water running in streams down the hill-sides.  
 20th. Some hawks have been seen lately, and several kinds of small birds.  
 22nd. A few wild geese have been seen here.  
 24th. Several caterpillars seen to-day crawling over the snow.  
 25th. Solar halo.  
 30th. Solar halo and parhelia. Insects are now putting in an appearance, spiders and flies coming together.  
 31st. Snow disappearing rapidly, large streams of water now run in the valleys.

*June, 1885.*

- 1st. The grass on the hill sides begins to sprout and the moss is tinged with green.  
 3rd. Small purple flowers show up here and there through the moss, the grass does not make much headway.  
 4th. Ptarmigan are pairing.  
 9th. Loons flying north.  
 27th. Seals very numerous now. Rainbow 8 to 8:15.

*July, 1885.*

- 1st. Bright yellow flowers are now in bloom.  
 5th. Mosquitos very numerous.  
 6th. Butterflies seen.  
 7th. A number of different flowers are in full bloom.  
 20th. The grass seems to have attained its full growth, but is very short.  
 22nd. Solar halos.  
 26th. Sea gulls and ducks have their young.  
 27th. Various kinds of ducks are now numerous, there are also large flocks of birds which look like plover. No codfish in the harbor yet.

*August, 1885.*

- 13th. Two large whales in the harbor to-day.  
 16th. Meteor at 8:55 p.m.  
 17th. Codfish are now numerous in the harbor.  
 21st. Parhelia from 5:45 to 6 p.m.  
 23rd. A small sailing vessel seen in the Straits to-day.  
 26th. Codfish are in great abundance.

*September, 1885.*

- 10th. The mountains are now covered with snow.  
 29th. Station relieved.

## SKYNNER'S COVE, STATION No. 2.

*October, 1884.*

- 8th. Lunar halo.  
 11th. Visited by Eskimo. Some seals shot to-day.  
 16th. A whale in the Bay to-day.  
 29th. Black ducks numerous in the Cove.

*November, 1884.*

- 9th. Shot a seal to-day.

*December, 1884.*

- 3rd. Visited by Eskimo to-day.  
 4th. White foxes come to the door of the station.  
 9th. Lunar corona.

*January, 1885.*

- 5th. Took the temperature to-day in an Eskimo snow house at the level of the beds; found it to be 28°. Temperature of the air outside—23·4°.  
 12th. Eskimo houses nearly blown away by the gale, though they were plugging them all night.

*February, 1885.*

- 23rd. Shot two ptarmigan.  
 27th. Five starving natives arrived.

*March, 1885.*

- 3rd. Four starving Eskimo at station for the night.  
 10th. More sick and starving Eskimo.  
 20th. Saw a raven to-day for the first time this year.

*April, 1885.*

- 4th. Snow thawed a little to-day, in the sun; deer tracks freshly made <sup>seen</sup> within two miles of the station.  
 6th. A fly seen to-day.  
 10th. First rain, snow thaws rapidly, ground in low places muddy.  
 18th. First small bird seen.  
 22nd. Lunar corona and halo; shot a seal.  
 28th. Solar halo. A deer passed across our valley to-day.  
 30th. Fourteen deer seen to-day.

*May, 1885.*

- 3rd. Saw four deer to-day.  
 5th. Snow thaws very rapidly.  
 7th. Snow slides down the mountains with loud noise.  
 9th. Got fresh trout from Lane the interpreter.  
 10th. Six deer shot in the Bay.  
 16th. The Hudson Bay Officer returned from Mission post to-day; he tells me that they have onions, lettuce and radishes well grown already in a hot-bed surrounded by snow and covered at night.  
 18th. Eskimo have all gone south to the open water.  
 20th. A great many flies outside to-day.  
 23rd. Partial solar halo.  
 27th. Blowing a hurricane to-day.  
 30th. Established "Bench Mark" to-day at twelve feet above mean ice level. The mark is on a rock at the south-west point of the cove. W. S.  
1885.  
 31st. Partial halo visible after sunset.

*June, 1885.*

- 3rd. Rocks are continually running down the larger ones, getting out on the ice.  
 17th. Grass now growing; willows budded on 1st June at the Hudson Bay post twenty miles west.  
 23rd. Trout are now caught with nets at the head of the Bay.  
 24th. Lettuce, cabbage and turnips are up in the garden at the post.  
 26th. Various flowers in bloom.  
 28th. Blew a hurricane last night; small stones and gravel blown against the house.

*July, 1885.*

- 4th. Saw fifty seals on the ice to-day, also a large number of bumblebees.  
 5th. Mosquitoes appeared to-day.  
 6th. A hot wind to-day at 6 p.m.  
 12th. Black duck and a loon in the cove to-day.  
 15th. The sides of the mountains are now green in many places with short coarse grass and willows; there is but little snow except high up on the ravines.  
 18th. A whale in the bay to-day.  
 20th. Cod-fish are expected by the natives to arrive to-day.

- 24th. Trout fishing good; no cod yet.  
 29th. Tiggling for cod, no fish.  
 30th. Hudson Bay trader says the ice is very late this year, is usually all gone  
 20th July.

*August, 1885.*

- 1st. "Alert" arrived at 8.30 p.m. January, and also the Newfoundland schooner  
 "Lassie."  
 4th. 1 dozen cod caught in the traps, fish not in yet.  
 7th. Fish in to-day.  
 8th. The schooner "Vita," of Little Bay, Newfoundland arrived.  
 16th. Steamship "Labrador" passed on her way to the Post.  
 18th. Steamship "Labrador" passed bound out for Chimo.  
 26th. Very heavy surf breaking.  
 29th. Cod very plentiful.

*September, 1885.*

- 3rd. The schooner "Lassie" caught fifty quintals of cod in the traps to-day.  
 12th. The schooner sailed for Fogo, Nfld., to-day; take, about five hundred quin-  
 tals. They have taken longer to get their cargo than for years past.  
 17th. Steamship "Labrador" passed to the Post.  
 22nd. Cod very plentiful.  
 26th. Blew a hurricane from 5 to 10 p.m.

*October, 1885.*

- 8th. Station relieved.

ASHE INLET, STATION No. 3.

*September, 1884.*

- 5th. Velocity of wind 51 miles.  
 11th. Hair hygrometer though set in the usual way seems to give from 10 to 15  
 per cent. less humidity than the wet and dry bulbthers.  
 21st. Anemometer frozen up.  
 22nd. "Neptune" arrived homeward bound, staid only 3 hours.

*October, 1884.*

- 2nd. 9:30 p.m., wind began with a sudden squall, velocity 36 miles per hour,  
 having been previously a dead calm.  
 18th. Snowgauge put in position for trial. Wind began to blow suddenly from  
 N.W. 34 miles per hour at 2 p.m.  
 21st. Sudden squall 45 miles per hour N.W. at 8:45 p.m.

*November, 1884.*

- 24th. Heavy gale from S.E. all day, 10:30 p.m. 74 miles per hour. Min. ther.  
 broken.

*December, 1884.*

- 2nd. Moon at rising surrounded by bright red coloring extending for about 10°  
 from moon; when two hours high still surrounded but color faint.  
 9th. 11 a.m., parhelia.

*January, 1885.*

- 8th. Lunar halo 3 a.m.  
 23rd. Lunar halo and parselenar.  
 29th. Ice crystals fell from a hazy sky all day. Eskimo visited the station.

*February, 1885.*

- 21st. Lunar halos, ice crystals, hoar frost.  
 22nd. Lunar halos, hoar frost.  
 23rd. Hoar frost.  
 24th. Hoar frost.  
 28th. Lunar halo.

*March, 1885.*

- 16th Partial solar eclipse, estimate of extent<sup>2</sup> of eclipse 0.75. Lower portion of the sun uneclipsed.  
 22nd. Doors blown off thermometer screen.

*April, 1885.*

- 11th. Our first real thaw.  
 17th. First snow bird seen.  
 29th. First ducks, a flock of thirty seen.

*May, 1885.*

- 2nd. First rain fell.  
 6th. First flies seen, species unknown, very like ordinary house fly.  
 7th. Sea gulls returned to-day.  
 8th. First caterpillar found.  
 27th. Placed beacon on highest point of Rabbit Island.  
 31st. First bumblebee seen of a deep orange color in the lower body. Lit signal lamp and kept burning 11 p.m. to 3 a.m.

*June, 1885.*

- 2nd. First spider (small black one) seen amongst the moss.  
 4th. First grey linnnet seen and hawk shot.  
 5th. Eskimo arrived, they have shot a goose. First loon heard to-day.  
 6th. First sand pipers seen.  
 18th. Two loons flew past the house to-day, they are the first seen.  
 22nd. Two butterflies seen, a small white and a medium brown.  
 24th. Eskimo arrived in two whale boats.

*July, 1885.*

- 2nd. First mosquitoes.  
 6th. A heavy clap of thunder in the west, heard at 9 p.m. The Eskimos seemed terrified and spoke of rain with thunder as being very rare here.  
 26th. Mosquitoes now very plentiful.

*August, 1885.*

- 9th. Eskimo report a brig hove to, outside the ice pack east of the island.  
 12th. Steamer trying to make the inlet.  
 13th. Steamer in sight drifting with ice.

14th. Steamer passed out of sight to the westward.

17th. Saw the "Alert" in the ice making for the inlet. American barque, "George and Mary," passed west in the pack.

*September, 1885.*

19th. "Alert" arrived at 8 a.m., and station was relieved.

STATION No. 4.—STUPART'S BAY.

*September, 1884.*

1st, 2nd. Fog and rain.

4th. Freezing rain.

6th. Light snow,

*October, 1884.*

6th. Lunar halo 11 p.m.

7th. Easterly snowstorm.

23rd. Most brilliant aurora.

*November, 1884.*

12th. Brilliant aurora.

*December, 1884.*

9th. Auroral arch extending across the sky from west to east, also perfect corona.

19th. A few ducks still remain near the mouth of the bay.

31st. Slight fog nearly all day.

*January, 1885.*

1st, 2nd, 3rd. Lunar halos.

20th. Very heavy gale.

24th. Ice crystals.

29th. Lunar halo 3 a.m.

*February, 1885.*

3rd. Fog and drifting snow.

5th. Heavy easterly gale. All instruments having exposed metallic surfaces are covered with ice.

10th. Easterly breeze has raised the temperature wonderfully. At 3 a.m., wind west, 14', hazy, temperature— $20^{\circ}1$ ; at 11 p.m. wind S.E., 26'10' stratus temperature +  $22.4$ .

11th. Warm all day, maximum  $27.9$ , minimum  $21.9$ .

21st. Brilliant solar halo and parhelia. Two halos rich prismatic colors at times. The arc above the outer circle is occasionally most brilliant. These were vertical and horizontal, with radiants from the sun to the inner halo. At night bright lunar halo and parselenae.

25th. N.W. wind brings the fog in off the Straits, and the moisture falls in a frozen state to the ground. I have called this "frozen fog."

*March, 1885.*

5th. A clear bright day. Aurora, class I, at 11 p.m.

7th. Parhelia at 3 p.m.

- 21st. Heavy N.W. gale, 11 p.m. Squalls of hurricane force, from 80 and 90 miles per hour; drift undecipherable, the night beggars description.  
 25th. School of porpoises passed along shore going west. Lunar halo at 11 p.m.  
 30th. Eskimo report porpoises off the point.

*April, 1885.*

- 2nd. Solar halo.  
 11th. First small bird appeared this afternoon.  
 17th. A few ducks flew over to-day.

*May, 1885.*

- 4th. A few drops of rain fell to-day.  
 8th. Extraordinary visibility; from Look Out Point, could see an immense distance.  
 12th. Thickness of ice in Bay, 5 feet 5 inches. This is the first day on which ducks have appeared in numbers; at 5 p.m. hundreds were flying about and swimming in water near the island. Ptarmigan came near the station to-day.  
 30th. Flock of wild geese seen flying north—first this year.

*June, 1885.*

- 3rd. Eskimo report that from a hill, some distance west, open water can be seen to the north.

*July, 1885.*

- 25th. Hoar frost at night.

*August, 1885.*

- 9th. No ice to be seen in any direction.

STATION NO. 5, PORT DE BOUCHERVILLE.

*September, 1884.*

- 1st. Geese flying south in large numbers.  
 17th. Auroral twilight, sky brightest to N.E.  
 20th. S.S. "Neptune" arrived homeward bound.

*October, 1884.*

- 9th. Auroral display.  
 14th. Brilliant auroral arch from N.E. to N.W.  
 15th. S.E. gale this p.m.

*December, 1884.*

- 14th. Very brilliant auroral arches.  
 21st do do.

*January, 1885.*

- 1st. Faint lunar halo. Several brilliant auroras during the month.

*February, 1885.*

- 7th. Parhelia at 3 p.m.
- 18th. Solar halo and parhelia.

*March, 1885.*

- 1st. Lunar halo 11 p.m.

*April, 1885.*

- 5th. Parhelia at 3 p.m.

*May, 1885.*

- 9th. Shower of hail lasting five minutes between 7 and 11 a.m.
- 30th. Snow is at last melting rapidly.

*June, 1885.*

- 18th. First rain fell.

*August, 1885.*

- 13th. Straits completely clear of ice.
- 24th. "Alert" arrived and station was relieved.

STATION NO. 6, PORT LAPERRIERE.

*October, 1884.*

- 20th. Saw three ships to-day working eastward in the Straits.

*April, 1885.*

- 28th. Three sea gulls seen to-day for the first time.
- 30th. First small land bird seen to-day, the ravens have been here the whole winter.

*May, 1885.*

- 1st. An immense number of ducks seen to-day.

*June, 1885.*

- 1st. The column for "Total Snow on Ground" has not been filled up, but I think that 4 feet would be a good average for the total fall of snow during the winter. We have never had a heavy snow fall, but always light snow and falling during short period. It always drifts, leaving the ground bare in some places, with large masses in others. This has made it impossible to measure the snow fall and fill up the column headed as above.

- 3rd. First rainfall of the year.

*August, 1885.*

- 25th. "Alert" arrived; station relieved.

YORK FACTORY.

1875—1882.

- First rain, 24th March, 13th May. Last rain, 21st September, 29th October.
- First snow, 8th September, 28th September. Last snow, 26th May, 18th June.



Snow birds,	17th March, 9th April.
Summer eagle,	19th March, 20th April.
Geese	appeared 21st April, 3rd May.
Plover	" 28th April, 14th May.
Mosquitoes	" 8th June, 21st June.
Swallow	" 11th May, 26th June.
Frogs	" 26th April, 17th May.
Robins	" 27th April, 13th May.
Ducks	" 23rd April, 10th May.
Snipes	" 25th April, 17th May.
Fire-flies	" July and August.

The two dates are the earliest and latest records in the group of years.

FORT CHURCHILL.

*September, 1884.*

- 21st. Snow showers during day.  
30th. Snow showers throughout day.

*October, 1884.*

- 8th. First appearance of ice forming on shores of river.  
10th. Began wood hauling with dogs and sled. Ice still forming.  
13th. Thin ice drifting on river.  
15th. No ice on river.  
19th. Large quantities of ice are drifting about in the river.  
21st. Ice still floating.

*November, 1884.*

- 6th. Churchill River frozen over as far down as the Old Fort.  
11th. Churchill River opened again to-day.  
21st. River entirely frozen over.

*December, 1884.*

- 24th. Eight inches of snow on ground.

*January, 1885.*

- 5th. Sixteen inches of snow on ground.  
16th. Total depth of ice in channel of river, 3 feet 10 inches.  
26th. Mercury frozen.  
30th. Mercury frozen.

*February 1885.*

- 7th. Mercury frozen.  
18th. 8 inches of snow on ground.

*April, 1885.*

- 1st. Snowbird seen to-day.  
2nd. Rain during night, first of season.

*May, 1885.*

- 28th. First thunderstorm in west at 6 p.m.

June, 1885.

- 10th. Channel of river open opposite the Fort.  
 27th. River open for a little, but below the fort.  
 30th. River opened out to-day.

July.

- 11th. Ice came up the channel with evening tide.  
 30th. Light frost this morning.

August.

- 10th. Light frost this morning.

#### SEA TEMPERATURES.

Table XIX gives the daily mean temperature of the sea surface. The positions given are the noon positions each day.

From May 27th to July 31st, the result entered is the mean of a Bihouly series of observations extending from midnight to midnight. From August 1st to October 18th, observations were only made every four hours.

LABRADOR COAST 55° N. 56° W.

An examination of the table, by charting the temperatures shows, for the Labrador coast, say in lat. 65° N., long. 56° W., that the surface temperature, which, when clear of the ice pack in the early part of June, was 37° nearly. It had by the second week of July, got heated up to 41°; and by July 30th, notwithstanding the presence of numerous icebergs, the temperature had risen to 50°, falling again by Oct. 10th, to 34°.

#### HUDSON'S STRAITS.

In Hudson's Straits, for the first 20 days of August, the ship was always in the ice; the average surface water temperature for this period is 31° 3. On the 21st, the ship got clear, and when clear of the pack, we found the temperature on the south shore, and west to Nottingham and Digges, up to 36° and 35°. In September the temperature of the western end of the Straits, 33°, and at the latter end of the month, in the eastern half, no mean of a day, while at sea, was as high as 32°.

The sea temperature conditions observed in Hudson's Straits this year, are exactly the reverse of those found, in 1884, on the voyage made in the "Neptune." In 1884 the ice met with was heaviest on the south shore and in the west end of the Straits. In 1885 all the ice was on the north shore and the east end of the Straits. Similarly, in regard to temperature on p. 12 of the report of the H. B. Expedition, 1884, the fact is recorded, that the highest temperatures were found in the eastern end of the Straits, in 1885, both going out and coming home, the surface temperatures were higher at the west end of the Straits.

#### HUDSON'S BAY.

In Hudson's Bay the last few days of August, and the 7th to 10th of September, the temperature was 38° 7 to 38° 4, the observations both going and returning, showing slightly higher temperatures on the eastern than on the western shores.

On Hudson's Bay soundings were taken every four hours, both going out and returning; and a Nigretti & Zambra automatic registering thermometer was used to get the temperature at the bottom. The highest bottom temperature recorded was 41°, and the lowest 37° 5.

## SURVEYING WORK.

Owing to the exceptional delays experienced this year, I was able to do very little in the way of adding to our knowledge of the hydrography of the Bay and Straits.

The following work was, however, accomplished:—

- (1.) Track survey from steam launch, of Outer Digges Island, by Dr. Bell and Mr. Tyrell, P.L.S. I also got good observations for position at the observing station in Port Lapièrrière, the longitude results agreeing within 4 seconds of that determined last year. I obtained observations here both going out and returning, at an interval of eighteen days, the assumed rates for the chronometers agreeing most satisfactorily with that found by observation.
- (2.) Running survey of the west side of the northern group of Ottawa Islands.
- (3.) Tidal observations in Churchill Harbor.
- (4.) I also took a series of soundings across Hudson's Bay. Maximum depth found was 94 fathoms.

Copies of the plans and results will be forwarded hereafter.

## THE RESOURCES OF THE BAY AND STRAIT.

Apart altogether from the question of the navigability of the Straits as a practicable commercial route for the transport of produce from the North-West Territories of Canada, the resources of the Bay and Straits are well worthy of attention, and will, in my opinion, amply repay those who undertake their development.

In my report of last year I drew attention to the fact, that the whole of the fishing and trading done in the Hudson's Bay region is at present in the hands of the Hudson's Bay Company and the New England whalers.

The whale fishing, walrus hunting and porpoise fishing are capable of great extension, and are certainly profitable pursuits, since our neighbors to the south of the boundary line can afford to keep ships in commission for eighteen months in order to fish for less than four. The waters of Hudson's Bay are wholly within the Dominion, and the right of Canada to protect these waters and keep them for her own citizens is, I think, unchallenged. In the case of the White Sea in Northern Russia, the Russian Government charge high licenses for the privilege of fishing, and prescribe the methods to be used in capturing the fish. I would strongly urge the advisability of protecting these fisheries; and in any negotiations with the United States Government in reference to right of United States citizens to fish within the territorial waters of Canada, the value of the Hudson's Bay and Straits region as a fishing ground should be strongly insisted on; and under any circumstances, our Government should retain the right to prescribe the methods which may be used.

The salmon and trout fisheries continue to be prosecuted by the Hudson's Bay Company; their refrigerator vessel, the "Diana," taking home this year upwards of thirty tons of fresh salmon and several tons of trout. The Company have evidently in view the development of this branch of their trade, inasmuch as they have this year brought out a small vessel, of some twenty tons, to carry on the coasting trade between their stations in Ungava Bay.

The mineral resources of the Bay, as well as the natural history, have been treated of by Dr. Bell, who has both years accompanied the expedition as medical officer and geologist, and who had also, on previous years, visited both the east and west coasts of the Bay. Dr. Bell's report shows the extent of these resources, and if railway communication were established with any part of the Bay, it would be possible to prosecute the whale fishery, porpoise fishing, salmon fishing and walrus hunting much more advantageously than can at present be done. Suitable vessels, such as strongly built schooners, could winter in the Bay, and the crews be sent up in the spring of each year.

Every U. S. whaler which goes into Hudson's Bay is also an unlicensed trader, competing with the Hudson's Bay Company for the trade with the Esquimaux, the

Company paying full duty on all articles imported for trade, whilst their competitors from New England take, duty free, goods from bonded stores or goods manufactured in the U. S., as best suits their business.

The following is Dr. Bell's report on the Geology of the Hudson's Bay Region :—

## THE GEOLOGY OF HUDSON'S BAY AND STRAIT.

BY ROBERT BELL, B. A. Sc., M. D., LL. D.

*Assistant Director of the Geological Survey, Medical Officer to the Hudson's Bay Expeditions.*

In the following chapter I propose to give the geological results, not only of the expeditions of 1884 and 1885, but also of the various journeys which I have made to these regions in previous years. The description will include references to all the useful minerals which have been discovered around the shores of the Bay and Strait, with their geological relations, and it will be followed by a brief account of the economic minerals of the Hudson's Bay territories generally, which it is believed will prove useful in the present report. James' Bay, the southern prolongation of Hudson's Bay, will be included in the description of the latter.

The opposite sides of Hudson's Bay differ from each other, both in physical characters and geological structure. As a rule, the eastern side, or Eastmain coast, as it is called, is rocky, and much of it is bold and high, while the western shores are mostly free from solid rocks and low, with shallow water extending out considerable distances. In the north, a group of large islands, lying between the Bay and Fox Channel and Hudson's Strait, consists partly of Silurian limestones, and partly of older rocks, apparently Laurentian.

### EAST SHORE OF HUDSON'S BAY.

The following description of the geology of the Eastmain coast will begin in Rupert's Bay, at the southern extremity, and proceed northward. I made a geological reconnaissance of this bay in 1875, and in 1877 the exploration was extended to Cape Dufferin, the western extremity of the Portland Promontory, a distance of 600 miles in a straight line from Moose Factory, at the head of James' Bay. A rough survey was made in the interval between Cape Jones and Cape Dufferin, about 300 miles in length, and a map showing this part of the coast, with the adjacent islands, was published with my report for 1877.

The first high ground met with on the eastern side of James' Bay is Sherrick's Mount, a large elevated peninsula or island. At low tide it is connected with the mainland, but when the tide is high it is separated from it by marshes and a strait of shallow water in its rear. On the north-west shore of Rupert's Bay, between the river of the same name and this island, Laurentian gneiss is exposed at several points. The color is generally gray and the texture rather coarse. It is composed of quartz and felspar with only small quantities of hornblende and mica. The general run of the bedding varies from N. 45° W. to N. 60° W. (magnetic). A small island, about 80 feet high, in the middle of Rupert's Bay, called the Stag Rock, consists of reddish grey, rather coarse gneiss, running east and west. (Geological Survey Report, 1875, page 323.)

Viewed from a distance, the outline of the land on the east side of James' Bay is undulating and rather low. The coast is fringed by a great number of islands, with long points and peninsulas of the mainland among them. The water between

these islands and points, and for some distance out to sea, is shallow. The majority of the islands are rather low and composed of boulders and shingle, with few or no trees, but the solid rock occurs upon a large proportion of them. The shingle is arranged in conspicuous terraces, marking the recession of the waters of the Bay, a subject which will be again referred to. No regularity can be detected in the general arrangement of these islands, points and peninsulas. They present a kind of labyrinth which it would be very difficult to map with accuracy, and which is not unlike that of the north-eastern shore of the Georgian Bay, Lake Huron, except that on the east coast of James' Bay the water is shallow and shows the above-mentioned evidence of receding rapidly, whereas the islands of the Georgian Bay labyrinth are mostly rock, with deep water in front. (Geological Survey Report, 1877, p. 11c.)

In going from Rupert's Bay to Cape Jones, where we enter Hudson's Bay proper, the rocks, as far as observed, consist of Laurentian gneiss, with a belt of Huronian schists at Cape Hope and another at the Paint Hills. The gneiss presents a great variety of characters in this distance, which it would be tedious to give in detail, especially as these rocks appear to be almost destitute of economic minerals, as far as we know at present. At Rupert's Bay the average strike is west north-westward, but in going towards Cape Jones it gradually changes to north-west and north north-west.

All along the east side of James' Bay, dykes of dark-colored compact trap were observed in numerous places cutting the gneiss. They were of all dimensions, up to 80 feet or more in width. In every case where their course was taken it was found to be due north and south (magnetic), or nearly parallel to the shore. This course also corresponds with the general direction of the great dykes which are so prominent along the Mattagami River. (Geological Survey, Report, 1875, p. 315.) Such dykes have, no doubt, had something to do with shaping the topographical features of this region. It is worthy of remark in this connection that the whole east coast of Hudson's Bay runs, in a general way, nearly due north, and that if we trace its meridian on northward we will find that it follows a water-way or a series of north and south breaks in the land all the way to the north pole, or as near to it as our knowledge extends.

#### HURONIAN ROCKS OF THE EAST COAST.

Belts of rocks which may be classified with this series occur at Cape Hope, the Paint Hills and apparently on the southern side of Richmond Gulf. The western extremity of Cape Hope consists of dark grey hornblendic schists with some lighter and more silicious belts. These rocks are mostly divided into small lenticular forms, with granular white calcspar in the interstices. They are cut by numerous irregular straggling veins of mixed calcspar and quartz, intercalated with schists. No metallic ores were noticed in any of them.

The Paint Hills are situated on a point with several islands lying off it at a distance of about 39 miles north of Cape Hope. The name appears to have originated from the circumstance, that here the smooth rounded rocks are stained to reddish and brownish colors by iron oxide. The rocks consist of micaceous and hornblendic silicious schists with epidote in crystals and patches, and epidosite in masses of varying size. The schists are full of disseminated specks of white iron pyrites, which have given rise to the stains just referred to, and they also contain a good deal of white calcspar in the form of partings in the joints and cleavage-planes and as isolated patches. On an islet, half a mile north of the point, the rock is a dark grey mica schist, full of rounded pebbles of light grey, fine-grained granite and of several varieties of silicious schists. The pebbles are mostly small, but some of them measure about eight inches in diameter. The cleavage runs east and west, but the bedding, which is very distinct, strikes N. 10° W. A vein of pegmatite, in which the quartz is reddish-white and the felspar takes the form of a very large white crystals, traverses the islet parallel to the strike. A greenish schist occurs on another islet about six miles northward of the Paint Hills. The breadth of the

Huronian band of this locality may be two or three miles. On the outermost islands, several miles to the south-eastward of the extremity of the point at the Paint Hills, the rocks consist of fine-grained dark greenish-grey hornblende schist, with compact silicious portions. Small veins of whitish granite also occur following the stratification which runs N. 30° W.

#### UNALTERED ROCKS.

*The Intermediate Formation.* Between Cape Jones and Cape Dufferin, the islands and a considerable portion of the mainland are occupied by newer rocks resting on the Laurentian. They consist of two series, unconformable to each other. The upper, which I have called the Manitounuck group, after the chain of islands of the same name in this neighborhood, appears to be equivalent to the Nipigon formation of the Lake Superior region. The lower series is made up of hard, coarse grey sandstones and conglomerates, in which the pebbles are mostly of white quartz, and reddish-grey quartzites or sandstones which are generally thinly bedded. This series had been somewhat disturbed before the deposition of the upper, which is remarkably free from disturbance. The former may be equivalent to the upper part of the Huronian series of more southern latitudes.

At the first fall on the Little Whale River, the hard grey quartz conglomerate of the lower series is well displayed. On the south side of the stream, near the mouth, where the hills are upwards of a thousand feet high, about 150 feet at the base of one of them consists of coarse grey and reddish-grey somewhat altered sandstone, with conglomerate layers, and conglomerate with sandstone layers, in both of which the pebbles are mostly quartz. These form part of the lower series, which is, no doubt, much thicker than the section exposed. In the south-western part of Richmond Gulf and on the north side of its narrow outlet, a remarkable castle-like peninsula runs to a height of 700 or 800 feet. The lower part consists of the coarse grey sandstone, passing into conglomerate with white quartz pebbles and belongs to the older series, while the upper part consists of limestones, slightly unconformable to the sandstones and all capped with columnar trap which resembles the walls of a castle. On the south side of the outlet of the gulf, a section of nearly a thousand feet is exposed, of which the lower four hundred or so consist of the coarse greyish sandstones of the lower group. Reddish-grey and mostly thinly bedded quartzites of this group, occur upon some of the islands and on the south-eastern shores of the gulf. I have proposed to give to this lower group the name of the Intermediate Formation. (See Transactions of the Royal Society of Canada for 1884, p. 242.)

*The Nipigon Formation.*—The islands from Cape Jones to Cape Dufferin and the shores of the mainland from Manitounuck Sound to a point thirty miles north of the entrance of Richmond Gulf consist of a series of unaltered stratified rocks, in none of which could fossils be found. They are probably of the same age as the Nipigon formation, but until this point is definitely determined I proposed, in 1877, to call them, for convenience, the Manitounuck Group—(See Geological Survey Report for 1877, p. 11). They are made up principally of limestones, sandstones and quartzites, shales, ironstones, amygdaloids and basalts. The limestones are mostly magnesian and a large proportion of them are silicious and argillaceous. The strike corresponds with the general course of the shore and of the chains of islands near to it. The dip is at a low angle towards the sea. Glaciation has taken place from the eastward, and as a consequence of these two circumstances, all the escarpments of the islands are on the landward side, and those on the main shore all face inland. Many of the latter rise to heights of 700 feet or more above the level of the sea. The limestones, which are mostly bluish-grey, are generally found at the base of the series. They usually occur in thick beds and contain cherty concretions having a concentric structure. The quartzites and sandstones come next in ascending order and they also occur in massive beds. Their color varies from light to very dark grey, and a few beds are reddish. Associated with and overlying the quartzites is a series of cherts and shales which are mostly darkly colored. These are surmounted by a

great thickness of amygdaloids of various kinds and by diorites of a basaltic character. The last mentioned rocks occur in patches on Long Island, near Cape Jones, and as an almost continuous capping on top of the islands of the Manitounuck chain. From Manitounuck Sound to Richmond Gulf, the main shore consists of very massive beds of amygdaloid, while the underlying basalts, shales, quartzites and limestones appear in the cliffs at a greater or less distance inland.

Further north, the Nastapoka and Hopewell chains of islands consist of quartzites and shales with ironstone bands, capped by basaltic diorites in some places. The general run of all these rocks is interrupted by numerous very low transverse anticlinals. Under the powerful glacial denudation, to which the whole of these shores have been subjected, the effect of this structure has been to allow of the cutting out of the channels which separate the islands from one another, and also to give to each of them its crescent-like form with its convex side towards the main land. The gaps through which Little Whale River and other streams in the vicinity find their way to the sea, and the outlet of Richmond Gulf, have also had a similar origin. There are also many similar gaps in the hills, which were occupied by water, when the sea stood at higher levels, but which are now more or less filled up with sand or shingle and some of them are elevated to considerable heights above the water.

The following approximate section of the rocks on the south side of the outlet of Richmond Gulf, measured from the level of the sea upward, may be taken as a fair representation of the rocks which form the high and narrow tongue of land which separates the gulf from the open sea and also of the first ridge or range of hills all along the coast to the southward as far as the head of Manitounuck Sound:

	Feet.
Coarse grey sandstones, of the Intermediate Formation, upwards of.....	400
Amygdaloids .....	150
Bluish-grey and drab dolomites.....	60
A band of bluish drusy dolomite, carrying galena.....	20
Thick bedded bluish dolomite.....	30
Grey quartzites and argillites .....	100
Basaltic diorite (followed elsewhere by amygdaloids).....	200
	960
	960

Everywhere on this part of the coast, the Manitounuck, series dips to the westward at a uniform angle of about 5°. The upper beds, which slope under the water all along the outside shore of the narrow peninsula between Richmond Gulf and the Bay, consist of amygdaloids, and the same rocks continue along the coast to the southward nearly to Manitounuck Sound. They are usually thickly studded with coarse agates, many of which are very large. A striking feature of these amygdaloids consists in the frequent occurrence in them of large isolated masses of green epidote, from two to twenty feet in diameter. These masses appear to be of a segregated or concretionary character. The proportion of the epidote which they contain, and the intensity of the green color gradually increase from the periphery to the centre of each mass. On the extensive bare rock-surfaces along the sea shore they generally break up, under the weather, into angular fragments which become removed by some natural process, in which frost, no doubt, plays an important part, leaving round pits or holes to mark the former positions of the epidote masses.

The lead-bearing band of dolomite in the above section is worthy of notice. In the cliffs about three miles to the north-east of the Hudson's Bay Company's post at the mouth of Little Whale River it is about thirty feet thick. Here a quantity of galena had been extracted from it long ago by unknown persons and about nine tons of the dressed ore were sent to London and sold by the company in 1858-59.

The ore occurs in the form of isolated bunches in the dolomite. On the south side of the river and near the Hudson's Bay Company's post, this band appears to be richer in galena than where it has been worked. It is traceable thence to Richmond Gulf, at the entrance to which, on the south side; I found bunches of galena in it which would weigh upwards of one hundred pounds. The same band appears to be exposed in the cliffs along the west side of the Gulf. Although comparatively thin, it is probably continuous between the localities which have been mentioned, as both it and the associated beds are very regular, and from its richness in lead ore it may in some parts of its course, prove of economic importance. Dr. Harrington found specimens of the ore from the old "mine" near the Little Whale River post to contain 5.104 ounces of silver to the ton of 2,000 pounds, while that from the entrance to Richmond Gulf yielded him 12.03 ounces to the ton.

The Manitounuck rocks are continued northward in the Nastapoka chain of islands, which begins near Little Whale River and runs northward, parallel to the coast, for about ninety miles. It consists of fourteen principal islands, all of a crescent-like form, narrow and destitute of trees and arranged in a single row, lying at a distance of from two and one-half to five miles from the coast. Four of the larger islands are each ten miles long. They all present nearly the same structure, with cliffs on their eastern sides facing the mainland, and the strata of which they are composed dip westward or towards the open sea at angles varying from 3° to 6°. The following ascending approximate section of the beds on the southernmost large island of the chain and which we called Bélanger's Island, may be taken as representing, in a general way, the rocks of the whole chain. (See Geological Survey Report for 1877, p. 6 C.)

	Feet.
Bluish dolomite, weathering yellow, all in large 'concentric masses, with olive green slate between. These large masses are themselves formed of small concentric concretions from 2 to 6 inches in diameter.....	10
Olive green silicious slate.....	20
Interval of coarse shingle, 30 or 40 chains wide, between the eastern edge of the island and the base of an east-facing cliff, in which the rest of this section is exposed. The strata concealed would be about.....	200
Greenish silicious shale with grey quartzose sandstone .....	150
Single band of light grey sandstone.....	10
Grey quartzose sandstone, interstratified with greenish silicious shales.....	105
Black slate, some of which splits into good flags.....	15
Highly ferruginous impure dolomite band.....	10
Drab-colored manganiferous spathic ironstone' in thin bands, some of which weather to a brown color, others to a black. These form much of the surface of the island.....	18

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538

The greater part of this section is seen in a cliff rising nearly perpendicularly to the height of 348 feet above the sea. The manganiferous iron-stone band, which forms the upper member of this section, is of great economic importance. It also appears to form the summits of nearly all the other islands of the chain. On Flint Island, the small southernmost member of the group, this band is 30 feet thick, but it is here interstratified with beds of greenish argillaceous sandstone. On Davieau's Island, about sixty miles north of the inlet of Richmond Gulf, the ore band is about 20 feet thick.

Analyses of specimens from this spathic ironstone band made by Dr. B. J. Harrington, show that it contains valuable ores of iron and manganese. An average specimen of a compact variety from Flint Island was found to contain 25.44 per



cent. of metallic iron and upwards of 24 per cent. of carbonate of manganese. A crystalline variety from Davieau's Island gave 27.83 per cent. of metallic iron. The average thickness of the iron band is probably not less than twenty feet, and it appears to run through all the islands of the group, a distance of about 90 miles, exclusive of the more northern members which are more widely separated. The band is made up of layers a few inches in thickness. The color, on fresh fracture, presents various shades of drab, buff and brown, and the weathered surfaces are either black or some shade of brown. The ore beds may not be all equally rich, but the greater part of them on the various islands visited appear to be sufficiently so to constitute a valuable ore for the manufacture of spiegeleisen. The abundance of the ore is its great feature. Forming the uppermost band on nearly all these large islands, where the dip is so low and the underlying strata confined to the cliffs along their eastern sides, the ironstone beds are spread over the greater part of their areas, which in the aggregate amounts to many thousands of acres. The islands being destitute of timber and the rocks much shattered by the surface water and the frost, the ore, ready broken, may be gathered up in inexhaustible quantities. The islands offer good shelter for vessels and the ore might be conveniently loaded in many places.

In connection with the subject of iron ores on the Eastmain coast, it may be here stated that along the south-east or landward side of Long Island, for a distance of three miles from its south-western extremity, highly ferruginous beds, varying from ten to fifty feet thick, some of which may be valuable as ores of iron, are seen near the water's edge, overlying sandstones and shales and underlying compact trap. On an island about one mile long and situated half a mile south-west of the southern extremity of Long Island a ferruginous band is seen in a similar position and another one higher, between two thick layers of trap. Loose masses of a shaly, somewhat argillaceous bright red hematite were found along the coast in the vicinity of Richmond Gulf. These may have been derived from some of the red bands interstratified with the sandstones, quartzites, &c., among the lower strata around the gulf. Magnetic iron-sand is washed out of the drift in considerable quantities at various places along the eastmain coast, such as Great and Little Whale Rivers, near Little Cape Jones and Langlands River. (Report Geological Survey for 1877, p. 21 C.)

The thickness of the strata of the Manitounuck group of rocks on the mainland and islands in the vicinity of Nastapoka Sound, may be approximately computed from their angle of inclination and their horizontal width at right angles to the strike. As the strata of the Nastapoka Islands and of the mainland opposite are almost undisturbed, and as both have the same moderate dip, the average strike being parallel, it may be assumed that the measures concealed under Nastapoka Sound are conformable to both, and they would, therefore, amount to about 1,000 feet in vertical thickness. This, with a minimum of 1,200 feet to represent the strata around Richmond Gulf (exclusive of the underlying Intermediate Formation) and 600 feet for the rocks of the Nastapoka Islands, would give a total of 2,800 feet as the thickness of the whole Manitounuck group on this part of the coast.

The Nastapoka chain of islands is continued northward by an island over seven miles long, the south end of which is a short distance beyond the mouth of the Langlands River, and by a somewhat smaller island some fifteen miles further north, both islands lying about two miles off the shore. These two islands and the northern half of the most northern one of the Nastapoka chain proper, are capped by a considerable thickness of trap, which would apparently occupy a higher place in the series than any of the strata of the islands to the southward.

In going northward, the rocks of the Manitounuck group, above described, terminate on the mainland about thirty-one miles north of the entrance to Richmond Gulf, and beyond this point the Laurentian gneiss forms the main shore all the way to Cape Dufferin.

Hopewell Point, which is situated at a distance of about thirty-one miles northward of the last two islands just described, is a much less conspicuous geographical feature than was formerly represented on the imperfect charts of this coast. The

Hopewell chain of islands consists of ten principal members, lying between this point and Cape Dufferin. They resemble the Nastapoka Islands in geological structure and in their forms and general appearance, but they are not so high and most of them lie closer to the mainland, the narrow channel behind them being called Hopewell Sound. They are composed of a single group of rocks which runs through the whole chain and appears to be equivalent to the upper strata of the Nastapoka Islands. The following approximate ascending section which is exposed on the landward side of the first large island of the series, at a point two miles north-west of the extremity of Hopewell Point, will serve as an example of the character and superposition of the rocks of the entire chain :

	Feet.
Black slate.....	30
Dark grey thinly-bedded sandstone.....	30
Massive light grey sandstone.....	10
Black shale with two bands of dark grey quartzite, and one band three feet thick, of iron-stone.....	40
Fine-grained dark greenish-grey trap (maximum of this locality).....	40
	<hr style="width: 100%; border: 0.5px solid black;"/>
	150
	<hr style="width: 100%; border: 0.5px solid black;"/>

All the islands of the group have a structure resembling the above section, but the relative proportions of the different strata vary somewhat in passing from one to another.

The remainder of the east coast of Hudson's Bay, from Cape Dufferin to within about thirty miles of Cape Wolstenholme, has not yet been examined geologically. I have seen numerous pots and lamps made from a greenish-grey compact steatitic rock, in the hands of the Eskimo, which they said they obtained in the neighborhood of Mosquito Bay. This circumstance indicates the probable existence of a band of Huronian rocks in that part of the coast. The description of the shore from Cape Dufferin to Mosquito Bay, by those who have seen it, leaves little doubt that it consists mainly of Laurentian rocks.

Last September, while the "Alert" was lying in Laperriere's Harbor in Outer Digges Island, I was afforded an opportunity of coasting southward in a whale boat to a point about thirty miles from Cape Wolstenholme. From the tops of the rocky hills at this distance I could see the nature of the land for at least ten miles further south. The whole country from the cape consists of barren hills of Laurentian gneiss of the commoner varieties, with patches of fine-grained red granulite, of limited extent, in some parts. Large veins of white quartz and red felspar were noticed occasionally. Judging from the appearance of the land still further south, as seen from the "Neptune" in 1884 and from the "Alert" last year, the coast would appear to maintain the same character all the way to Mosquito Bay; so that we have reason for believing that the Laurentian rocks prevail along the entire coast, between Capes Dufferin and Wolstenholme. As stated in my report of last year, Nottingham Island and the Digges Islands also consist of Laurentian gneiss, as well as both shores of Hudson's Strait at every place where they were examined.

In the eastern part of Hudson's Bay, a number of groups of islands occur between the latitudes of 56 and 60 degrees, and at distances varying from 70 to 100 miles from the Eastmain coast. I have obtained, through the Eskimo, a few rock-specimens from the islands opposite to Little Whale River, from which I infer that trappean rocks occur there. One of the specimens is a large piece of calcite from a vein.

The most northerly group of the islands referred to lies in a north-easterly and south-westerly direction, and mostly between latitudes 59° and 60°. We visited them last autumn, in the "Alert," and a rough survey was made of a part of the group, which was named the Ottawa Islands, in order to avoid confusion in reference to the

two groups called the North Sleepers and the South Sleepers which are the next islands to the south of them. The Ottawa Islands are all of a bare mountainous character and rise to heights of between one and two thousand feet above the sea.

I landed upon one of the outermost of this group and found it to consist entirely of a greenish trappean rock, apparently diorite. The rocks of most of the islands in the northern part of the group had exactly the same appearance and they are, no doubt, of the same geological character, but the most westerly of the larger of these islands to which we approached close enough to see it plainly, consisted of stratified masses in distinct layers of great thickness and of different colors and external appearance, all dipping westward or towards the centre of the bay. The trap of the island on which I landed was cut by small veins of quartz containing copper pyrites, and it also held thin short seams of asbestos.

In 1884 I had opportunities of landing from the "Neptune" at two places on the eastern shore of Mansfield Island, and the greater part of this side of the island was seen sufficiently closely to ascertain that it consisted of greyish limestone in horizontal beds which were mostly thin. Although the fossils collected on the above occasions are neither numerous nor good, they are sufficient to show that these limestones belong to the Silurian system and are probably of the age of the Niagara formation.

As stated in my report for 1884, I had an opportunity of inspecting the south-eastern side of the southernmost island of the Southampton group for a considerable distance northward from Cape Southampton. In this interval the rocks consist of limestones, like those of Mansfield Island on the opposite side of the ship channel. Last season, Captain Wm. Hawes, of the Hudson's Bay Company's brig "Cam Owen," informed me that the northern end of this island, for a distance of 25 to 30 miles southward from Cape Pembroke, consists of rugged rocks, forming dark-looking hills, which he could not distinguish from those of Laurentian gneiss on both sides of Hudson's Strait.

#### WEST SHORE OF HUDSON'S BAY.

From what has been ascertained in regard to the geology of the western shores of Hudson's Bay, including James' Bay, it appears probable that they are everywhere bordered by rocks newer than the Laurentian, except, perhaps, in the vicinity of Cape Henrietta Maria, where there is an interval concerning which but little is yet known, and in which the latter system may come to the coast.

A large area, lying immediately to the south-west of James' Bay, is occupied by almost horizontal fossiliferous strata of Devonian and Silurian age. These rocks form a flat country, which rises very gradually as we advance into the interior. They extend further inland on the Albany River and its great southern branch, the Kenogami, than in any other part, the margin of the basin being 200 miles from the bay on the former, and 230 on the latter. The dip is north-eastward or towards the bay at a low angle. On the southern side of this basin, which begins about Hannah Bay, the Devonian rocks come into direct contact with the Laurentian and Huronian, but in the valley of the Albany a considerable breadth of Silurian limestones and marls is interposed. The late Mr. Billings considered that the fossils, which I collected in this valley, indicated the Niagara formation.

The Devonian rocks are exposed along the main Moose River and the lower parts of its branches, the Abittibi, the Mattagami and the Missinaibi, as well as on the Albany and the Attawapishkat. The late Mr. George Barnston collected and presented to the Geological Survey a number of well-preserved fossils from the two streams last named; and others have been brought by myself from the Moose and its branches, which Mr. Whiteaves considers to indicate the Corniferous formation, while the fossils from the Albany and the Attawapishkat, he finds, belong to the Hamilton group. These Devonian rocks include greyish limestones with ironstone, bluish-grey shales with gypsum, and reddish marls. Agoomska Island, and some

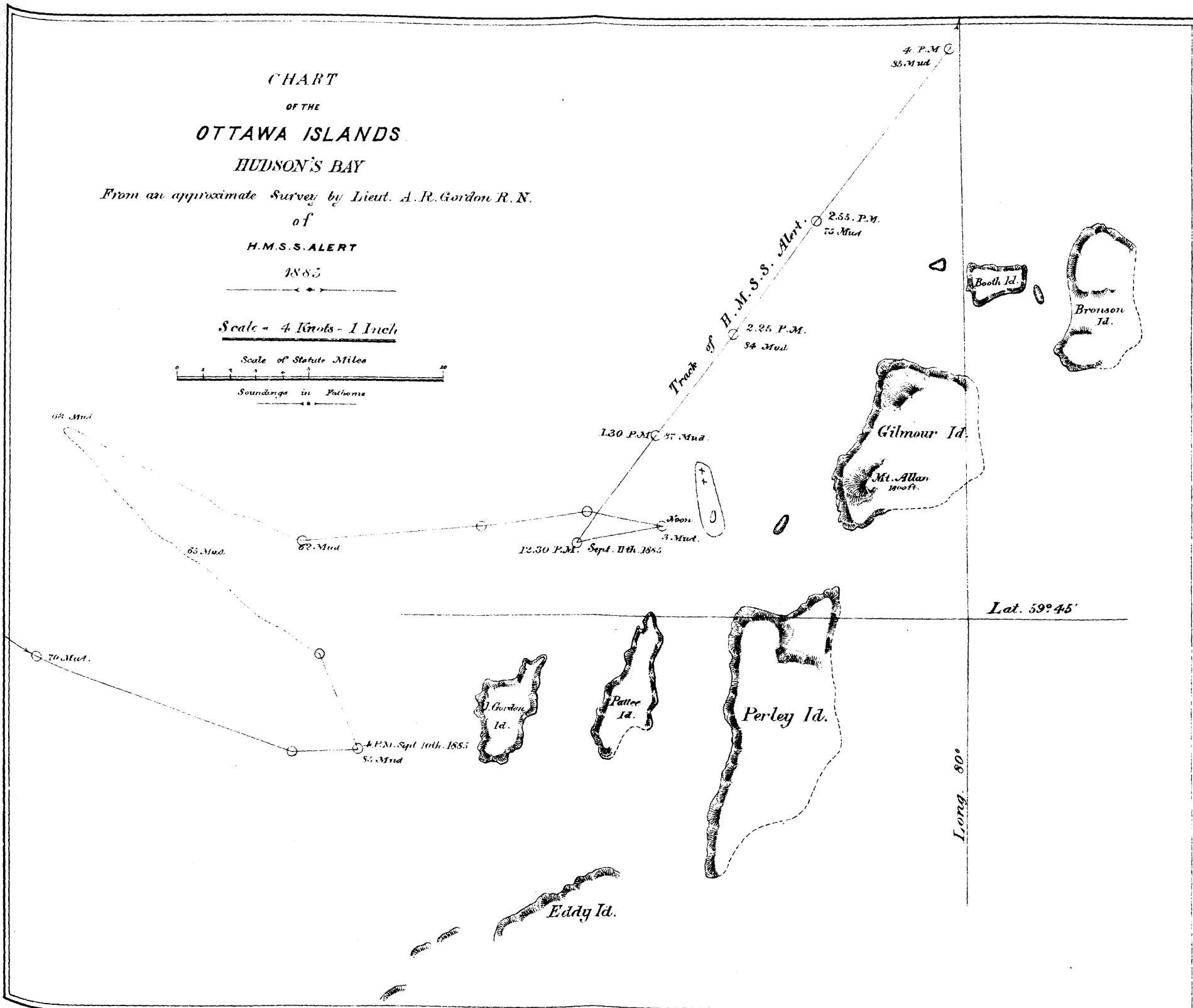
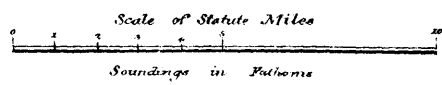
CHART  
OF THE  
OTTAWA ISLANDS  
HUDSON'S BAY

From an approximate Survey by Lieut. A. R. Gordon R. N.  
of

H. M. S. S. ALERT

1885

Scale = 4 Knots - 1 Inch



smaller islands in James' Bay, probably consist of Devonian strata also, as the general dip is in their direction, and it is possible somewhat higher measures may occur on these islands. A large deposit of good clay ironstone, passing into limonite, which occurs in the Devonian rocks at the foot of the Grand Rapid on the Mattagami River, and the probable occurrence of other deposits in these strata will be described in a separate chapter on the Economic Minerals of Hudson's Bay. The gypsum associated with these rocks at the "White Banks" on the main Moose River, from 31 up to 38 miles above Moose Factory, will also be described in the same chapter.

Westward from Cape Henrietta Maria, or following the south side of Hudson's Bay proper, the Indians describe the country, a short distance back from the shore, as being somewhat hilly to a point, a few miles east of the Wainusk River, where it becomes level, and continues so all the way to the Nelson River and beyond. In 1880, the Bishop of Moosonee brought me a specimen of light-colored fossiliferous limestone from the rock *in situ* in the bed of the River Severn, at a point about twenty-five miles above the Fort of the same name. He reported this limestone as abundant in this part of the river, and, from his description of the character of the stream and of the surrounding country, it appears probable that this rock may extend to twice the above distance or more from the sea. In following the boat-route inland, from York Factory, by way of Hayes, Steel and Hill Rivers, the Laurentian rocks are first met with at about six miles below "The Rock," which is the first chute on Hill River, and is situated at a distance of 109 miles, in a straight line, from York Factory. The intervening country is level, and it has all the characters of the regions along the lower stretches of those other rivers of Hudson's Bay, on which the Palæozoic rocks are known to occur. The river in its three sections just named, is broad, and flows with a swift and almost uniform current over limestone shingle, which is no doubt derived from flat-lying Silurian rocks under the drift, out of which the bed of the stream is excavated. On this boat-route, therefore, it may be inferred that the Silurian rocks extend inland to a distance of about 103 miles, in a straight line from York Factory, or about 108 from the extremity of the point between Hayes and Nelson River. (See Report Geological Survey for 1878, p. 8 C. C.)

On the Nelson River the flat-lying Silurian rocks were ascertained to extend inland to a distance of eleven miles above the Third Limestone Rapid, or as nearly as possible 108 miles in a straight line from the extremity of the point between the Nelson and Hayes Rivers, called Beacon Point or "Point of Marsh." The beds highest up the river contain abundance of fossils which prove them to be of Lower Silurian age, but those nearest the sea are probably Upper Silurian. The latter consist of dolomites, and in ascending the river they were first found about two miles above the Puck-wa-ha-gun branch, or at sixty-two miles in a straight line from Beacon Point, where they are exposed at low water on both sides of the stream. The same rock was also met with on the south-east side of the river at two and six miles further up. At the latter place a perpendicular escarpment of it rises out of deep water to a height of thirty feet above its surface. At all of the foregoing localities the rock has a yellowish-grey color, is rather fine grained, soft and generally earthy, although some of the beds appear to constitute a tolerably pure dolomite. It is thinly bedded, with the exception of a few bands, a foot or more in thickness, at the last locality. The only fossil observed was a *Pentamerus*, which was abundant in one of the beds, but none of the specimens were sufficiently well preserved to identify the species with certainty. (Geological Survey Report for 1878, p. 12, C. C.)

The foot of the First or Lowest Limestone Rapid on the Nelson River, which may be considered the head of steamboat navigation, was found to be about 77 miles in a straight line from Beacon Point, or about 90 miles by the river, and to be in latitude  $56^{\circ} 36' 6.1''$ . Here on the north-west side is a cliff of buff colored fossiliferous dolomite in nearly horizontal beds. It is shaly at the base, but at the top some of the beds are two feet thick and the latter hold flinty and white chalky nodules. The fossiliferous rocks crop out here and there on the sides of the river for a distance of 23 miles above the foot of the First Limestone Rapid, or to a point

three miles above the Third Limestone Rapid. On the south east side, just below the Second Limestone Rapid, nine miles above the first, a cliff, twelve feet high, at the edge of the river, is formed of horizontal beds of crumbling buff and greyish dolomite. At about a mile below this locality these beds were observed to be slightly undulating. At the Third Limestone Rapid the rock is exposed in horizontal beds at the foot of the clay bank along the south-east side of the river, and consists of bluish grey, drab and buff somewhat arenaceous dolomite. The Limestone River, a considerable stream from the northward, enters the Nelson just below the foot of this rapid. The last exposure of fossiliferous rock which was seen in ascending the river occurs on the south-east side at the foot of the Broad Rapid, about eleven miles above the Third Limestone Rapid, or 108 miles from Beacon Point. It consists of a finely arenaceous dolomite of a mottled light bluish-grey color. The fossils collected at the three Limestone Rapids were examined by Mr. Whiteaves, who found them to comprise most of the species characteristic of the dolomite which occurs along the Red River in Manitoba, and which he regards as equivalent to the lead-bearing limestone of the Western States, or about the horizon of the Utica formation of the Lower Silurian system.

In descending the Churchill River, the Silurian basin is entered upon at a distance of 80 miles, in a straight line, from the mouth of the stream. The beds first met with consist of rather coarse greyish rusty-looking sandstone, which is seen here and there in the banks of the river, resting on coarse syenitic gneiss, for a space of three miles, or to the seventy-seventh mile from the sea, where we come to Portage Chute, the strongest rapid on the river below the junction of the Little Churchill. The greatest thickness of this sandstone exposed in any one place amounts to about thirty feet. It was not observed to contain any fossils. From Portage Chute, for the next forty-two miles, or to within thirty-five miles of the mouth of the river, Silurian strata are met with, either continuously or at short intervals in the banks or bed of the stream. The last of the red syenitic gneiss, which prevailed higher up the river, is seen in its bed at a distance of eight miles below Portage Chute, but on the left or west bank, a cliff of greyish-buff very crumbling earthy limestone or calcareous marl, varying from thirty to fifty feet in height, extends all the way from the Chute to this exposure of gneiss, and the same rock is also seen at intervals beneath the drift clay in the opposite bank. Similar dolomites, but becoming less earthy as we descend the river and rise in the measures, continue to a point five miles below the commencement of the last or forty-five mile reach of the river, or as above stated, to within thirty-five miles of the mouth. Some of the more strongly dolomitic or least marly of the beds are mottled with white chalky nodules like those already referred to in the dolomites of the Nelson River, while others have straggling dark-colored patches running over their surfaces. The dolomites of the last five miles are more evenly bedded and of a lighter grey or buff color than those further up. The few fossils which were observed in the dolomites and marls of the Churchill appear to belong to Lower Silurian species. (See Report Geological Survey for 1879. C.)

Below the last exposure of these dolomites (at thirty-five miles from the sea) no fixed rocks were observed until approaching Mosquito Point on the west side at the head of tide-water; where, at a short distance back from the river, massive dark grey argillaceous quartzites are exposed in a ridge running in a southerly direction. These Churchill quartzites contain no fossils and they evidently belong to a much older series than the dolomites. They bear a strong resemblance to the auriferous "whin-rocks," of Nova Scotia, and, like them, contain veins of quartz, which, however, did not show any gold in half a dozen specimens assayed by Mr. Hoffmann. The fine harbor in the mouth of the Churchill River owes its existence to these quartzites, which form the sea coast on either side of it. They were also traced for several miles to the eastward. The Silurian dolomites are, however, again met with on the coast several miles south of Cape Churchill.

Northward of Churchill River I have explored the shore of Hudson's Bay for a short distance beyond Button's Bay and have seen the land in places on the north-

west side, but Marble Island was the only part in this direction of which I have personally made a geological examination. I have, however, been furnished with descriptions of the whole coast as far as Chesterfield Inlet, by friends who have travelled along it, and have also received from them considerable collections of specimens of the fixed rocks from a number of places between Eskimo Point and Chesterfield Inlet. Professor James Tennant has also described some rock-specimens from the same part of the coast and Repulse Bay. From these data some idea may be formed of the geology of the whole north-western side of Hudson's Bay.

It would appear that from Seal River to Eskimo Point, a distance of 140 statute miles, the coast is low with the exception of an occasional isolated hill, probably of drift. There is much limestone in the shingle of the beach, and it is not improbable that behind this section of the shore, the flat-lying Silurian rocks form a considerable area similar to those which have just been described further to the south-east. The unbroken or even trend of the shore, like that from Cape Churchill to the Severn River, as well as the low character of the land would, from analogy, indicate the presence of these rocks rather than of the older formations, which would probably give rise to a hilly country and a broken coast line.

From Eskimo Point to Chesterfield Inlet the rocks would appear to consist principally of a variety of schists, which cannot be distinguished from those we have classed as Huronian. Among the specimens from this region are amygdaloids and other trappean rocks, and likewise one of red sandstone which has the peculiarities of that of the Intermediate Formation mentioned in a previous part of this chapter as occurring in Richmond Gulf. The geology of Marble Island is described in my report for 1884. Glossy mica schists, like those associated with the quartzites of which the island is mainly composed, are also found on the mainland opposite. Between Eskimo Point and Chesterfield Inlet, the natives report the occurrence of numerous large veins of granular iron pyrites, of which I obtained a dozen freshly broken angular specimens, having a total weight of about fifty pounds. The only rock associated with the pyrites is a very small quantity of dark greenish soft schist. A specimen of this kind of pyrites which I obtained from Inari on this coast in 1879 had adhering to it a small quantity of light bluish-grey magnesian limestone. In my report for 1884, I stated my belief that "a set rocks very like those of the Township of Ascot (celebrated for its mines) in the Province of Quebec, and holding similar pyrites veins, which are of great economic value, will be found in this part of the western coast of Hudson's Bay." Similar pyrites veins in rocks such as these, have, on working them, been frequently found to contain a profitable percentage of copper, which has generally had a tendency to increase in amount in proportion to the depth from the surface. The specimens from Repulse Bay, described by Professor Tennant, belong to the commoner varieties of the Huronian series, and it would not be surprising if these rocks prevailed all along the coast from Chesterfield Inlet to this bay. The occurrence of specks of gold in quartz from Repulse Bay, mentioned by Tennant is interesting. The Eskimo report finding mica in wide sheets in the interior of the country opposite to Marble Island, and some years ago it was said that an American vessel took a large quantity of this mineral from Chesterfield Inlet. From the foregoing data and the fact that the Huronian rocks, or such as the specimens from this region indicate, are pre-eminently the metalliferous series in the Dominion, I am convinced, as I have frequently stated elsewhere, that we have on the north-western side of Hudson's Bay a promising region for economic minerals.

#### THE ECONOMIC MINERALS OF THE HUDSON'S BAY TERRITORIES IN GENERAL.

The useful minerals which have as yet been discovered near the shores of Hudson's Bay or Strait have been already mentioned in describing the geology of these regions in a previous chapter. But in connection with the subject of this report, it is

believed that a very brief account of what is known of the mineral resources of the Hudson's Bay Territories, generally, will prove interesting. These notes have been gathered partly by myself in the course of the geological explorations which I have made in various parts of these territories, and part of them are derived from the published observations of other travellers who have visited these regions. The Hudson's Bay Territories include the greater portion of the Dominion of Canada north of the watershed of the St. Lawrence and east of the Rocky Mountains. It will be seen that notwithstanding the small amount of exploration which has been made for valuable minerals in this vast region, we have indications of great wealth in various directions. A few words on the outlines of the geology of the territories under consideration will assist in explaining the distribution of the economical minerals.

The Laurentian nucleus of the continent is the principal feature of the geological map of the Dominion. It stretches from Lake Superior to Baffin's Bay, and from Great Bear Lake to the Straits of Belle Isle. Hudson's Bay itself, which is half the size of the Mediterranean Sea of the old world, lies in the centre of this area. Its shores are bordered in places with newer rocks. On the west side of James' Bay (its southern prolongation) these extend inland over 200 miles, and consist of fossiliferous Devonian and Silurian strata. On the western and north-western side of Hudson's Bay, proper, altered rocks are met with, some of which resemble the gold-bearing strata of Nova Scotia, some the Huronian of Lake Huron, some the older Huronian, and others the crystalline series of the neighborhood of Sherbrooke, in the Province of Quebec.

Along the east coast (called the Eastmain), and among the islands lying off it, there is an interesting set of volcanic and sedimentary rocks, which appears to be identical with the Animikie and the Nipigon series of Lake Superior.

The area which I have spoken of in a general way as being Laurentian includes tracts and belts, more or less extensive of the Huronian series. Such areas appear to be most common, and they have been best explored in the country between the Great Lakes and Hudson's Bay.

Most of the islands of the Arctic Sea consist of Silurian strata. On some of the north-western of them, Carboniferous rocks are supposed to be developed, but, possibly, on further examination, these may prove to be Devonian and Cretaceous; and still further north, strata supposed to be of Liassic age have been found.

Between the Laurentian nucleus and the Rocky Mountains, there is a great basin of Silurian, Devonian, Cretaceous and Tertiary rocks, which, towards the Arctic Ocean, becomes, to a great extent, replaced by non-fossiliferous limestones, probably of Nipigon age. On the shores of the Arctic Ocean, similar limestones, associated with trap, are the prevailing rocks between the Mackenzie and Copper Mine Rivers. The copper-bearing rocks of the latter river appear to correspond with those of Lake Superior.

In the following brief account of the economic minerals, I shall begin with the metallic ores, and in order to make this part of the subject as complete as possible, I shall include in it short notices of any valuable minerals which may have been already referred to from a geological point of view in a previous part of this report.

*Iron.*—A fine variety of magnetite, of which I procured specimens, is said to occur in large quantities near the entrance of Black Bay on the north side of Athabasca Lake. On Knee Lake, between Lake Winnipeg and Hudson's Bay, I have examined a large deposit of a laminated finely granular magnetite which however, Mr. Hoffmann finds to contain only 45.86 per cent. of metallic iron; but it is perfectly free from titanitic acid. Magnetic iron ore is reported to occur on the north side of Hudson's Strait, and small deposits of it are not uncommon among the Huronian bands in various parts of the territory.

Hæmatite in bands associated with sandstones, shales and trap, is found on Long Island, Hudson's Bay; and loose pieces of this ore are often met with on the Eastmain coast. A promising deposit of hæmatite has been opened on Big Island in Lake Winnipeg. Two years ago Captain H. P. Dawson, R.A., sent me a fine



specimen of foliated specular iron from a vein on the northern bay on Great Slave Lake.

Clay-ironstone is found on Melville Island, according to Mr. Charles König (in the Supplement to the Appendix of Captain Parry's Voyage of 1819-20). Small quantities of it in the form of nodules and thin layers occur in many places in the Cretaceous and Tertiary marls of the North-West Territories. In 1875, I discovered a large deposit of this ore passing into limonite, at the foot of the Grand Rapid of the Mattagami River, a short distance south-west of the head of James' Bay. There are indications of its existence in considerable quantities in various places among the Devonian rocks to the south-west of this bay.

But probably the most extensive deposit of iron ores in the territories under description is that of manganiferous spathic ironstone on the Nastapoka Islands, on the east side of Hudson's Bay, described in my report for 1877. As stated in a previous part of the present report, the ore occurs as a thick band, divided into layers of a few inches overlying the quartzites and shales, and running through all the islands of the southernmost ninety miles of this chain. The dip of the strata is low and the ore, broken up by the frost, forms much of the surface of these islands, there being no timber or soil. Dr. Harrington has analyzed specimens of the ore from different islands, and found it to contain on an average about 50 per cent. of carbonate of iron and 25 per cent. of carbonate of manganese. It would, therefore, be a valuable ore for the manufacture of spiegeleisen.

*Copper.*—The native copper of the Copper Mine River is described as occurring in amygdaloid, and from private accounts, which I have heard, it would appear to exist in large quantities. I have found small veins containing copper pyrites on Long Island and one of the Ottawa Islands in the north-eastern part of Hudson's Bay. As a set of rocks resembling the copper-bearing series of Lake Superior are largely developed on these islands and the Eastmain coast, copper may be here looked for with a prospect of success. Some of the specimens of granular iron pyrites, which I have obtained from the north-west shore of the bay, look as if they contained a small percentage of copper. The quartzites of Marble Island are stained with the green carbonate in some places. Copper pyrites, generally in small quantities, has been found in the Huronian rocks in various parts of the territories. It occurs mostly in quartz veins, resembling those of the Bruce mines on a small scale. At this locality, which is on the north shore of Lake Huron, two quartz veins in Huronian greenstone yielded sulphuretted ores to the value of \$3,300,000 between the years 1847 and 1875. On the Mattagami River, about 25 miles below Kenogamissee Lake, I have found calcspar veins from three to ten inches thick cutting similar dioritic and containing specks of copper pyrites. A promising deposit of the latter was described by the late Mr. James Richardson some miles southward of the now celebrated Lake Mistassini. Captain Sir John Ross says he "found copper ore near Agnew River and Lord Lindsay River," but he does not state what variety of ore it consisted of.

*Lead.*—Among the rocks of the Manitounuck series, on the east side of Hudson's Bay, a band of drusy bluish grey dolomite, about twenty-five feet thick, was found on both sides of Little Whale River and at Richmond Gulf. This band contains a good deal of galena in the form of bunches, some of which would weigh about 100 pounds. Galena has been found by Mr. E. B. Borron in veins in Huronian rocks at Lake Mattagami, in the southern part of the basin of Moose River.

*Zinc.* in the form of blende, is found in small bunches among some of the rocks of the Manitounuck series. Large workable masses of blende occur north of the Battle Islands, Lake Superior, in hornblende schist.

*Molybdenum.*—A specimen of molybdenite was presented to me at Great Whale River, which was said to have been found in the neighborhood. Specks and scales of this mineral are not uncommon in veins in the Huronian series.

*Silver.*—The galena of Richmond Gulf was found by Dr. Harrington to contain twelve ounces of silver to the ton of 2,000 pounds of ore. The same gentleman found silver in small quantities in the iron pyrites from a vein in gneiss near the mouth of Great Whale River, and in the same mineral from another vein cutting dolomite

near Cape Jones. Nuggets of native silver have been found, with those of gold, in some of the upper branches of the Peace River. Copper ores, which have been discovered three or four years ago in the Rocky Mountains, near the line of the Canadian Pacific Railway contains a notable quantity of silver.

*Gold.*—Traces of this metal were found, along with the silver, by Dr. Harrington, in the pyrites of the two localities which have just been referred to. Specks of gold are mentioned by Professor Tennant as occurring in quartz which had been brought from Repulse Bay, which lies to the north of Hudson's Bay. At the Huronian Mine, north of the height-of-land, and west of Thunder Bay, Lake Superior, gold is found in promising quantities in a large quartz vein cutting Huronian schists, which has been worked to some extent, and a stamp-mill has been erected at the mine. It is met with as specks and small nuggets, also in a quartz vein, at Partridge Lake, a short distance northward of the last named locality. Gold has been known for several years to exist in quartz veins on Lake of the Woods and elsewhere in that section of the country. Openings have been made on some of these veins, and with a prospect of ultimate success. The most promising veins appear to be those which cut the diorites near the large masses of granite about the eastern parts of the lake. There is reason to believe, that to the west of the lower part of the Mackenzie River, a promising region for gold and silver exists. From private sources it has been ascertained that gold has been washed from the sand and gravel of some of the upper branches of the Youkon and the western tributaries of the Liard; and also of the Rat River, which enters the west side of the delta of the Mackenzie. The fine gold found in the bed of the North Saskatchewan, especially about Edmonton, is washed out of the drift, and it may have had its original source in the auriferous upper parts of the Peace or Liard valleys, having come thence during the glacial period.

Although it is probable that it will be many years before the cheaper and more bulky of the non-metallic minerals of this vast wild region will be sought after, still as we never know what circumstances may arise to make them valuable, any facts concerning them are worth recording in advance of the settlement of the country. The knowledge of their existence may sometimes prove a factor in the projecting of railways, or in otherwise promoting the development of the country.

*Gypsum.*—Banks of gypsum, from ten to twenty feet high, occur on both sides of the Moose River, between thirty-one and thirty-eight miles above Moose Factory, which is situated at the south-western extremity of James' Bay. The upper part is mixed with marl, and only the lower ten feet consist of solid gypsum, which is mostly of a light bluish-grey color. A small proportion is nearly white. A similar deposit of gypsum is reported to occur near the shore of James' Bay, between Moose Factory and Fort Albany. I found a fragment of the mineral last summer among the volcanic rocks of the Ottawa Islands, in the north-eastern part of Hudson's Bay. Sir John Ross reports its occurrence at North East Cape. In Manitoba an impure variety has been found in thin layers in the Cretaceous marls of the Riding Mountains, and nodules and crystals of selenite may be found in these rocks in almost any part of their distribution in this Province and the North-West territories. On the Peace River, at a place called Peace Point, about sixty miles from Fort Chipewyan, at the west end of Athabasca Lake, the cliffs, which are of Devonian age, are largely made up of gypsum. It is also said to occur in considerable quantities, a short distance westward of the natural salt deposits of Salt River, a small western tributary of the Slave River, about mid-way between Lake Athabasca and Great Slave Lake.

*Salt.*—At the locality, which has just been referred to, salt of excellent quality, resulting from the evaporation of brine flowing on the surface, is found in considerable quantities in crystals about the size of those of Liverpool salt. It is shovelled directly into the bags in which it is taken to all parts of the district. At a place called La Saline, about half a-mile east of the Athabasca River and thirty-five miles below its junction with the Clearwater River, a white incrustation of salt is deposited from brine flowing over a bank composed of a black indurated mixture of sand and asphalt. Excellent salt was formerly manufactured from brine issuing from Devonian

rocks at the north-western and also at the south-western extremity of Lake Winnipegosis. Springs of weak brine issue from the banks of the White Mud River above Westbourne, in Manitoba. The Devonian rocks are extensively spread in the North-West Territories, and it is to be expected that when the time comes to require it, salt will be found by boring in many localities.

*Soapstone.*—The Eskimo both of the north-western and the eastern sides of Hudson's Bay, as well as those of Hudson's Strait and the coast of Labrador, have been accustomed from time immemorial to make their pots and lamps out of this rock, which they find in various places among the gneisses and crystalline schists of these regions. It occurs in abundance at Red Lake, east of Lake Winnipeg and again near Falcon Island on Lake of the Woods. I have also met with it on the Mattagami River, about twenty miles below Kenogamissee Lake.

*Lignite* is well known to occur extensively in the Cretaceous and Tertiary strata of our North-West Territories, all the way from the United States boundary line to the mouth of the Mackenzie River. The most easterly localities are on the Souris River in Southern Manitoba, and on the Swan River near the north-west extremity of Lake Winnipegosis. The quality of these lignites varies greatly. As a general rule the nearer we approach the Rocky Mountains the better they become. Whenever the beds are disturbed or tilted, the quality is improved. Beds of lignite are found in the drift on the Mattagami, Albany and Rainy Rivers, and on the south-west side of the Lake of the Woods.

*Anthracite.*—In the Rocky Mountains, two beds of anthracite have been found near the line of the Canadian Pacific Railway. When on the east coast of Hudson's Bay, I was presented with a number of small specimens of a very fine variety of anthracite, said to occur on Long Island, about four miles from its southern extremity. Judging from its appearance and from the very small percentage of ash which it contains it has probably resulted from the alteration of a mineral like Albertite. (See Report of Geological Survey of Canada, 1877-78, page 24 C.) It has a bright lustre and a highly conchoidal fracture. Mr. Hoffmann found it to contain, fixed carbon 94.91, volatile and combustible matter 1.29, water 3.45, ash 0.35, in 100 parts. Some one has remarked that this anthracite has been "probably washed on shore from some vessel." Among the reasons why this could not have been the case, I may mention that up to the time of its discovery, no vessel had ever carried any anthracite into Hudson's Bay; anthracite, if thrown into the sea would sink; the composition of this mineral is different from that of any other known variety; and lastly, it does not occur on the sea-shore at all, but in the interior of the island.

*Petroleum and Asphalt* have long been known to occur in abundance along the Athabasca and Mackenzie Rivers. Their mode of occurrence was investigated in 1882 by the writer and described in the Annual Report of the Geological Survey of Canada for that year, pages 14 to 23 C C. The petroleum appears to come up from the Devonian limestones, and it saturates and blackens a great thickness of sandy Cretaceous strata, which immediately overlie the former, through a wide extent of country. On the Athabasca, these black asphaltic sands form banks, sometimes nearly 200 feet high, from which "tar" is constantly oozing. Thickened petroleum or asphalt has been found in various places on Great Slave Lake, along the Mackenzie River and on the Upper Peace River. It is said to have been noted also on one of the upper branches of the South Saskatchewan. The bituminous Devonian limestones of the Abitibi River, near the head of James' Bay, contain indications of petroleum.

*Mica* of good quality and in fair-sized sheets is found on the north side of Hudson's Straits, and specimens of it are brought by the Eskimo to every passing visitor. These people also report the existence of sheet-mica on the north-west side of Hudson's Bay, and it was said that some years ago a vessel was loaded with it at Chesterfield Inlet.

*Graphite.*—Eskimo from the north side of Hudson's Straits brought over specimens both of good amorphous and pure foliated graphite, and reported it to exist there in abundance. (See Report for 1884, p. 24 D D.) A fine grained variety of graphite is found near Fond du Lac, on Lake Athabasca. Plumbaginous schists, con-

taining a large proportion of graphite, have been met with among the Huronian rocks near the north shore of Lake Superior.

*Asbestos*.—This mineral occurs in small quantities near Little Whale River and on the Ottawa Islands in the north-eastern part of Hudson's Bay. Fine specimens of it are found in hornblende schists at Rat Portage, where the Winnipeg River leaves the Lake of the Woods, but the quantity seems too limited to be worth working. I have also obtained specimens of it from both sides of Lake Nipigon.

*Chromic Iron* is mentioned by Richardson as among the minerals of the northern Mackenzie River country.

*Apatite* has been detected near the Copper Mine River and on Trout Lake in the southern part of the basin of Moose River. (See Geological Survey Report for 1881, page 6 C.)

*Iron Pyrites*.—The Eskimo of the west side of Hudson's Bay have brought me numerous specimens of granular pyrites which appear to be derived from large veins. They state that they find it in different places between Chesterfield Inlet and Nevil Bay. A mass of this mineral, apparently of workable extent, occurs on Scottie Island, in Lake of the Woods, and good specimens have been sent me from a rapid in the Mattagami River. It has been noticed in small quantities in hundreds of localities throughout the territories.

*Lime*.—The Devonian and Silurian limestones of the western, and the dolomites of the Manitounuck or Nipigon formations of the eastern side of Hudson's Bay, afford abundance of good stone for burning into lime. Good material for this purpose is also obtainable everywhere among the Silurian and Devonian rocks, which fringe the Laurentian nucleus all the way from Minnesota to Great Bear Lake. Irregular beds or masses of dolomites, often of considerable thickness, are found among the Huronian strata of Lake of the Woods, of Red Lake to the north of it, and elsewhere.

*Hydraulic Cement*.—Beds of ferruginous and argillaceous dolomite occur on some of the islands on the east side of Hudson's Bay near Great and Little Whale Rivers, which would evidently answer for calcining to form hydraulic cement.

*Building Stones* are abundant among the rocks which have been already mentioned as suitable for burning into lime. The walls of Fort Prince of Wales, at the mouth of the Churchill River, were faced with blocks, four feet long, by two feet thick, cut out of the grey argillaceous quartzite of the neighbourhood. The harder quartzites of Marble Island on the west, and of the Manitounuck group on the east side of the bay, occur in blocks of good shape and size for building. A handsome red granite or granulite occurs on Nottingham Island and on the east shore of Hudson's Bay, south of Cape Wolstenholme.

*Glass Sand*.—The pure white varieties of the quartzites last referred to would answer for glass-making. A beautiful white sand is abundant at the Methy Portage and along the Clearwater River, Athabasca district.

Fire-clays and clays for brick-making, moulding sand, shell marl for manure, ochres, peat, flagstones, roofing slates and other substances found in various parts of the Hudson's Bay Territories might be added to the foregoing list as well as various ornamental stones and rare minerals of scientific interest.

## MAGNETIC WORK.

A magnetic observatory was established at Stupart's Bay station; the British Government having kindly placed at my disposal the instruments used by Captain Dawson at Fort Rae. To Mr. Whipple and the members of the Kew Committee, my warmest thanks are due for their prompt action in obtaining for us the use of these instruments.

Besides the regular series of observations carried on at Stupart's Bay, I have, whenever possible, myself taken observations to determine the absolute values of the magnetic elements.

Mr. Carpmael, Superintendent of the Meteorological Service and Director of the Magnetic Observatory, Toronto, has kindly undertaken the examination of these observations, and the following is his report:—

#### MAGNETIC OBSERVATIONS.

It was considered advisable that in addition to the meteorological observations taken at the various stations, a series of magnetic observations should be taken at one of the stations; with this object in view Mr. R. F. Stupart, who had had several years' experience in magnetical work, was selected to take charge of one of the stations, and he was provided with an assistant in Mr. H. Bennet. In order to obtain a set of instruments at short notice, Mr. G. M. Whipple, Director of the Kew Observatory, London, England, was written to with a view to get a loan of the instruments that had been used by Captain Dawson at Fort Rae in connection with the International Arctic explorations. Mr. Whipple promptly obtained the necessary sanction for loaning these instruments, but reported that the balance magnetometer was so defective as to be absolutely useless without a considerable amount of repairs for which there was no time. An inclinometer which had been recently invented by myself was hastily constructed in Toronto and added to the equipment, which in some measure supplied the want of the balance magnetometer.

As has already been stated in a previous portion of this report, Mr. Stupart with Messrs. Bennet, McDaniel and Chapman was located in Prince of Wales Sound in latitude  $61^{\circ} 34' 23''$  north, longitude  $71^{\circ} 31' 42''$  west.

The differential instruments were placed on pillars of artificial stone sunk four feet in the earth in a detached building, 16 by 12 feet, at a distance of about thirty yards south of the dwellinghouse, and a second house was provided in the shape of an octagon, each side three feet six inches, inside measurement, in which to make the absolute determinations. This second house was about twenty-five yards south-west of that for the differential observations.

The arrangement of the differential instruments was as follows:—

The declinometer was placed a short distance in front of the centre of the wall opposite to the door, and the bifilar magnetometer and induction inclinometer were placed near the two corners at the opposite side, so that the three instruments were at the angles of an isosceles triangle. The distance from the declinometer to either the bifilar or inclinometer was about nine feet, whilst that between the bifilar and inclinometer was about eleven feet.

The building was so placed that a line joining the declinometer and the bifilar lay almost in the magnetic meridian with the declinometer to the north, and a line from the declinometer to the inclinometer pointed south of west, magnetic.

The declinometer consisted of a magnet (cylindrical, 3 inch by 0.3 inch) with a mirror attached, suspended by a silk thread, with the reading telescope and scale all on one stand.

The bifilar magnetometer was similar to the declinometer, except that it was provided with a bifilar instead of a unifilar suspension. Both these instruments were used by Capt. Dawson at Fort Rae.

The inclinometer was a bifilar magnetometer, with this modification that instead of the magnet being retained in position nearly at right angles to the magnetic meridian by the longitudinal tension and torsion of the suspension threads, it was so adjusted that when in a position nearly at right angles to the meridian the couple, caused by the tension and torsion of the threads, vanished, with the inclination at nearly its mean value; but the magnet was maintained in this position by the action of two vertical soft iron bars, one placed magnetic north and the other magnetic south of the centre of the magnet, with the north pole of one and the south pole of the other in the same horizontal plane with and equidistant from the magnet.

The adjustments of this inclinometer were effected as follows:—

(1). With the soft iron bars away, the times of vibration  $T_1$  and  $T_2$  of the magnet suspended with the bifilar suspension, in the meridian, with the N end pointing north, and with the N end pointing south, respectively, were determined. The horizontal component  $X_1$  and  $X_2$  of the earth's magnetism as determined by the bifilar Magnetometer at the times when these vibrations were taken, being noted.

(2). An unmagnetized brass bar was substituted for the magnet and the torsion circle turned through a right angle; the mirror was then turned to a convenient reading  $I_0$  near the centre of the scale.

(3). The magnet was then replaced in the carriage with its north end in that direction, which caused a decrease in scale reading from the position with the non-magnetic bar.

(4). The soft iron bars were then placed one to the north and one to the south of the magnet, so that the line joining the lower pole of that to the north and the upper pole of that to the south, was in the magnetic meridian and passed through the centre of the suspended magnet, and were adjusted to such equal distances from the magnet as brought the reading of the scale to nearly  $I_0$ . When  $E, \theta$  were total force and dip respectively suppose  $I_1$  be the scale reading,  $\alpha$  the angular value of one division of the scale. The intensity of the induced magnetism is proportional to  $E \sin \theta$  and the couple due to it, acting on the suspended magnet, is proportional to  $M E \sin \theta$ , where  $M$  is the magnetic moment of the magnet. Let us call this couple  $\mu M E \sin \theta$ . The horizontal couple due to the direct action of the earth's magnetism on the suspended magnet is— $M E \cos \theta$ .

The couple due to the suspension\* is proportional to  $I_0 - I_1$ , let us call it  $i_0$ . \*The magnet, except when the reading is  $i_0$ , will also induce magnetism in the bars. The couple due to this cause will, if  $I - I_0$  is small, be proportional to  $I - I_0$ , and might have been included with  $G$ , had the time of vibration, in the final position, been observed, which, however, was not done. — $G \alpha (I_1 - I_0)$ ; also let  $m M$  be the couple due to permanent magnetism in the induction bars.

Then for equilibrium we must have  $\mu M E \sin \theta - M E \cos \theta - G \alpha (I_1 - I_0) + m M = 0$ . Let the two bars be inverted, and at the same time interchanged, we thus reverse the sign of  $m$ . Hence if  $I_2$  be the new reading

$$\mu M E \sin \theta - M E \cos \theta - G \alpha (I_2 - I_0) - m M = 0.$$

If  $M, E$ , and  $\theta$  have remained unchanged, we have therefore

$$M m = \frac{I_1 - I_2}{2} G \alpha = k G \alpha \text{ suppose.}$$

The constant  $k$  was determined accurately by frequent reversal; then with the bars in their original position, the equation for equilibrium was

$$\mu M E \sin \theta - M E \cos \theta - G \alpha (I - k - I_0) = 0 \text{ (i).}$$

From (i) we see that if  $\beta$  be the dip when the scale reading was  $k + I_0$ , then  $\mu \sin \beta - \cos \beta = 0$  or  $\mu = \cot \beta$ . Substituting this value of  $\mu$  in (i), we get

$$M E \operatorname{cosec} \beta \sin (\theta - \beta) - (I - k - I_0) G \alpha = 0 \text{ (ii).}$$

The value of  $G \div M$  was found from the formula

$$\frac{G}{M} = \left( \frac{X_1}{T_2^2} + \frac{X_2}{T_1^2} \right) \div \left( \frac{1}{T_1^2} - \frac{1}{T_2^2} \right)$$

and the value of  $\beta$  was determined by noting the reading  $I$  of the Inclinometer, whilst the dip of the needle was being determined in the usual way. This gave by

$$(ii) \quad \sin (\theta - \beta) = \frac{G \sin \beta}{M E} \alpha (I - k - I_0) = C (I - k - I_0) \text{ nearly.}$$

The value of the co-efficient  $C$  was calculated to be  $0.265$ , but this must have been too large owing to no account having been taken of the induction in the bars, due to the magnet itself. Accordingly, in reducing the observations the value  $0.25$  has been adopted, which cannot be very far from the true value.

The temperature co-efficient was determined by experiments with hot water.



NORTH SIDE OF ENTRANCE TO NACHVAK INLET, LABRADOR,  
SHOWING THE STEEP AND IRREGULAR CHARACTER OF THE MOUNTAINS.

*Bifilar.*—The scale co-efficient of this instrument was determined from the times of vibration of the magnet with bifilar suspension in three positions, viz.: In the meridian with north end north; in the meridian with north end south, and in final adjustment nearly at right angles to the meridian.

#### ABSOLUTE DETERMINATIONS.

The absolute determinations of the magnetic declination were made with a unifilar magnetometer by Elliott Bros., Strand, London, England. They were referred to an azimuth mark, which was a small cross cut in the rock at about sixty yards from the instrument. The magnetometer itself was on an artificial stone pillar. In making a determination the differential declinometer was read by an assistant simultaneously with the absolute instrument, and every reading of the latter was reduced to a standard reading of the former. The coincidence in the time of reading was secured by signals transmitted from the one house to the other by a string stretched between them. By this arrangement, although the changes in declination between a reading with scale direct and with scale inverted were often considerable, the results were good and the variations were little, if any, greater than were likely to occur from varying torsion, when the total directive force was so small.

Table A, p. 74, shows the result of the individual determinations of absolute declination reduced to standard reading of the declinometer and the adopted values.

The azimuth of the field mark was determined by comparison with numerous time azimuths of the sun and one time azimuth of the planet Jupiter. These azimuths were determined with the magnetometer, which is provided with an arrangement for that purpose. The various separate determinations as well as adopted azimuths are given in Table B.

The absolute horizontal force was obtained with the same magnetometer. Whilst the time of vibration was being determined, the bifilar was read at short and equal intervals, so as to ascertain the mean reading which corresponded to the mean time of vibration obtained, and the time was reduced to what it would have been at the standard reading of the bifilar; also, simultaneously, with every reading in the determination of the angle of deflection the declinometer and bifilar were read, and each reading was reduced to a standard reading of the declinometer, and the mean angle of deflection thus corrected was employed in determining the ratio of the magnetic moment of the magnet to the horizontal component of the earth's magnetism; and this ratio was reduced for the difference between the mean of the bifilar readings and the standard reading. From these, the value of the force indicated by this standard reading of the bifilar, was determined. The resulting values are shown in Table C. They indicate that the bifilar zero was satisfactorily constant, and that the observations were exceptionally well taken, considering the difficulties where the changes of declination were so rapid as was often the case.

The absolute determinations of dip were made with a Barrow dip circle, simultaneous readings of the inclinometer and bifilar being taken at equal intervals of time during the observation, and the value of the dip corresponding to a standard reading of the inclinometer deduced, the results are embodied in Table D.

Tables E, F, G, show the mean monthly and annual averages of the declination, horizontal force and dip respectively corresponding to each observation hour taken from the readings of the differential instruments.

Table H gives results of magnetic observations at sundry stations therein named.

The present report gives only the mean results, but I propose to give the results of the observations in more detail, and to further discuss them in connection with the report of the Magnetic Observatory, Toronto. It may, however, be of interest to note that during one of the magnetic disturbances the declinometer magnet oscillated through an arc of over  $10^{\circ}$ .

C. CARPMARL



TABLE A.

OBSERVATIONS of Absolute Declination for Zero of Declinometer, scale reading 350.

Date.	Declination observed.			Declinometer at observation.	Difference.			Declination at 350 West of North.			Remarks.
	°	'	''		°	'	''	°	'	''	
Sept. 27...	54	5	45	308.2	0	42	19	53	23	26	Adopted value 53° 22'·4 W.
Oct. 7...	54	42	57	270.0	1	21	00	53	21	57	
do 14...	54	42	10	270.0	1	21	00	53	21	10	
do 14...	54	39	43	272.35	1	18	37	53	21	06	Re-adjustment.
Nov. 7...	54	06	15	460	1	51	22	55	57	37	Adopted value 55° 56'·0½ W.
do 8...	54	02	42	460	1	51	22	55	54	04	
do 11...	54	35	31	430	1	21	00	55	56	31	
Dec. 24...	53	55	29	370	20	15		54	15	44	Re-adjustment.
do 29...	54	23	20	360	10	07		54	13	13	Adopted value 54° 15'·5 W.
1885											
Jan. 24...	54	13	19	350	00	00		54	13	19	
do 24...	54	12	48	350	00	00		54	12	48	
do 26...	54	19	40	350	00	00		54	19	40	
do 26...	54	19	30	350	00	00		54	19	30	
do 26...	54	17	13	350	00	00		54	17	13	
do 27...	54	14	07	350	00	00		54	14	07	
do 28...	53	54	4	370	20	15		54	14	19	
do 30...	54	7	53	360	10	08		54	18	01	
Feb. 4...	54	16	36	350	00	00		54	16	36	
do 5...	54	14	33	350	00	00		54	14	33	
do 5...	53	57	39	370	20	15		54	17	54	
do 16...	53	34	40	390	40	30		54	15	10	
do 17...	54	23	09	340	10	08		54	12	01	
do 20...	54	24	12	340	10	08		54	14	04	
do 26...	54	15	36	350	00	00		54	15	36	
Mar. 5...	54	07	25	360	10	08		54	17	33	
do 7...	53	55	31	370	20	15		54	15	46	
do 14...	53	54	53	370	20	15		54	15	08	
do 23...	53	45	17	380	30	22		54	15	39	
do 28...	54	15	10	350	10	07		54	15	16	
April 4...	53	46	36	380	30	22		54	16	58	
do 14...	54	16	11	350	00	00		54	16	11	
do 21...	53	57	53	370	20	15		54	18	08	
do 21...	53	55	46	370	20	15		54	16	01	
do 23...	54	16	24	350	00	00		54	16	24	
do 23...	53	53	22	370	20	15		54	13	37	
do 29...	54	19	29	350	00	00		54	19	29	
do 29...	54	38	01	330	20	15		54	17	46	
May 12...	54	08	44	360	10	07		54	18	51	
do 14...	54	16	54	350	00	00		54	16	54	
do 15...	54	16	12	350	00	00		54	16	12	
do 16...	53	24	13	400	50	37		54	14	50	
do 18...	54	16	02	350	00	00		54	16	02	
do 18...	54	25	19	340	10	07		54	15	12	
do 22...	54	15	21	350	00	00		54	15	21	
do 29...	53	42	30	380	30	22		54	12	52	
do 29...	52	52	23	430	80	60		54	13	23	
June 3...	53	14	09	410	60	45		54	14	54	
do 5...	53	54	33	370	20	15		54	14	48	
do 12...	54	14	13	350	00	00		54	14	13	
do 16...	54	15	35	350	00	00		54	15	35	
do 17...	53	55	38	370	20	15		54	15	53	
do 23...	54	15	22	350	00	00		54	15	22	
do 23...	54	15	31	350	00	00		54	15	31	
do 30...	54	15	23	350	00	00		54	15	23	
do 30...	54	14	02	350	00	00		54	14	02	
July 8...	54	04	08	360	10	08		54	14	16	
do 16...	54	04	31	360	10	08		54	14	39	
do 20...	53	33	52	390	40	30		54	14	22	
Aug. 5...	53	23	56	400	50	37		54	14	33	
do 19...	53	45	8	380	30	22		54	15	30	

TABLE B.  
OBSERVATIONS for Azimuth of Fixed Mark.

Date.	North Reading.			Reading of Fixed Mark.			Azimuth of Mark.			Remarks.
	°	'	"	°	'	"	°	'	"	
Sept. 27.....	345	18	15	162	28	30	S. 2	49	45 E.	Sun.
do 29.....	345	15	43	162	28	30	S. 2	47	18 E.	do
do 7.....	345	19	13	162	28	22	S. 2	50	15 E.	do
do 9.....	345	20	10	162	28	40	S. 2	52	0 E.	do
do 10.....	345	18	39	162	28	30	S. 2	49	59 E.	do
Dec. 10.....	345	18	50	162	28	10	S. 2	50	40 E.	Planet Jupiter.
July 20.....	345	49	7	162	58	0	S. 2	51	7 E.	Sun.
do 22.....	345	48	40	162	58	0	S. 2	50	40 E.	do

Azimuth adopted, S. 2° 50' 40" E.

TABLE C.  
ABSOLUTE DETERMINATIONS of the Horizontal Force.

Date.	Horizontal Force at Bifalar Standard Reading.	Logarithm of Magnetic moment of Magnet.	Date.	Horizontal Force at Bifalar Standard Reading.	Logarithm of Magnetic moment of Magnet.
Oct. 18.....	0.6218	3.9145	March 18.....	0.6237	3.9134
Nov. 5.....	0.6224	.9140	do 26.....	0.6230	.9128
do 10.....	0.6219	.9136	April 24*.....	0.6234	.9126
do 20.....	0.6223	.9139	do 25.....	0.6239	.9127
do 28.....	0.6232	.9139	do 30.....	0.6236	.9125
Dec. 12*.....	0.6246	.9136	May 19.....	0.6236	.9125
do 13.....	0.6244	.9135	June 1.....	0.6233	.9125
Jan. 16*.....	0.6241	.9133	do 2.....	0.6233	.9125
do 21.....	0.6231	.9132	do 9.....	0.6233	.9122
Feb. 2.....	0.6228	.9131	do 18 & 19.....	0.6234	.9123
do 23*.....	0.6239	.9128	do 22.....	0.6234	.9120
do 24.....	0.6244	.9131	July 3.....	0.6237	.9123
March 10.....	0.6236	.9130	Aug. 14.....	0.6217	.9124
			do 18.....	0.6230	.9123

\* Re-adjustment. Adopted values at standard reading.

From beginning to Dec. 3.....	0.62232
“ Dec. 9 to Dec. 29.....	0.62448
“ Jan. 6 to Feb. 5.....	0.62333
“ Feb. 16 to April 4.....	0.62371
“ April 18 onwards.....	0.62350

TABLE D.  
INCLINATION.

Date.	Ob- serva- tion Dip.	Inclin- ometer at Obser- vation.	Difference.	Dip at Reading 50.	Observer.	Date.	Ob- serva- tion Dip.	Inclin- ometer at Obser- vation.	Difference.	Dip at Reading 50.	Observer.
1884.						1885.					
Dec. 17...	84 7:10	43-98	1 50	84 8:60	B	April 4...	84 1:90	99-85	12-46	83 48:44	S
do 17...	7:28	41-40	2-15	9:43	S	do 10...	8:21	82-84	8-21	84 0:00	S
do 22...	8 06	46-26	0-92	9:00	B	do 21...	83 58:24	75:53	6-38	83 51:84	S
do 22...	10:08	53-90	0-97	9:11	S	do 22...	84 3:15	85:03	8-76	54:39	S
do 29...	9:08	43-16	1-71	10:79	S	do 29...	6:38	85:46	8-86	58:02	S
do 29...	6:84	47:11	0-72	7:56	B	May 2...	4 04	97:17	10 54	53:50	S
1885.						do 2...	0 75	69-98	7-49	53:26	B
Jan. 7...	9-67	52-22	0-55	9-12	B	do 8...	1:32	88-92	9 74	51:58	S
do 7...	5:37	44-91	1-27	6:64	S	do 8...	2:63	77-60	6-90	55:73	S
do 12...	6:15	56:42	1-60	4:55	B	do 9...	1 01	75 30	6-33	54:68	S
do 12...	7:80	50:58	0-14	7:66	S	do 15...	2:73	92 40	10-60	52:13	S
do 23...	9:57	54-70	1-17	8-40	B	do 15...	3-66	91:30	10-32	53:34	B
do 24...	6:37	58-43	2-11	4:26	B	do 23...	2 30	81-90	7-97	54:33	B
do 28...	1:24	61-93	2-98	83 58:26	B	do 23...	0 49	72:50	5-62	54:87	B
do 30...	5:43	51:22	0-20	84 5:13	S	June 3...	0-43	73-60	5-90	55:53	B
do 30...	7:67	56-80	1-70	5 97	B	do 4...	4-97	96-10	11-52	53:45	B
Feb. 6...	1:21	55-92	1-48	83 59:73	S	do 15...	4-12	88-70	9 67	54:45	B
do 6...	5:75	51:02	0-25	84 5:50	B	do 15...	83 55:35	62-05	3-01	52:34	B
do 9...	3:88	45 02	1-24	5-12	B	do 24...	84 1:20	84-70	8-67	53:53	B
do 19...	2:96	80-71	7-68	83 55:29	S	do 24...	0-10	77-40	6-85	53:25	S
do 19...	2:75	78-43	7-11	55-64	B	July 2...	0-56	81-43	7-88	52-70	S
do 26...	2:48	82-76	8-19	54-29	S	do 2...	4-27	81-66	7-91	56-36	B
do 26...	4:87	79-17	7-29	57-58	B	do 9...	10:15	104-00	13-50	56-65	B
March 5...	5:30	79-50	7-37	57-93	B	do 9...	83 58:18	74-19	6-95	52 13	B
do 7...	4:50	91-48	10-37	54-13	S	do 14...	84 0-67	80-68	7 67	53-00	B
do 20...	3-56	106-41	14-10	49-46	S	do 20...	8-27	95-27	11-32	56-95	B
do 20...	4-98	98-95	12-24	52-74	B	Aug. 8...	4-10	87-90	9-47	54-63	B
do 28...	5-17	104-38	13-59	51 58	S	do 8...	83 58-51	79-04	7-26	51-25	S
do 28...	3-95	85 62	8-90	55-06	B						

Values adopted for scale reading 50—To Feb. 11th, 84° 6'33"; Feb. 11th to Aug. 20th, 83° 54'11".

TABLE E.

SHOWING monthly and annual averages of Westerly Declination for each observation hour, and for the average of the six hours.

Month.	3 A.M.	7 A.M.	11 A.M.	3 P.M.	7 P.M.	11 P.M.	Means.	Remarks.
1884.	o ' ,	o ' ,	o ' ,	o ' ,	o ' ,	o ' ,	o ' ,	
September.....	54 11.1	54 27.0	54 22.0	53 56.5	54 35.7	54 31.6	54 20.7	18 days.
October.....	54 12.3	54 17.6	54 15.7	54 7.5	54 26.4	54 30.3	54 18.1	
November.....	54 17.0	54 26.3	54 11.3	54 11.7	54 32.2	54 40.1	54 23.1	
December.....	54 16.6	54 21.7	54 17.3	54 13.8	54 26.4	54 30.8	54 21.1	
1885.								
January.....	54 17.9	54 22.7	54 16.3	54 12.7	54 27.3	54 38.2	54 22.7	
February.....	54 10.6	54 23.4	54 12.3	54 1.0	54 33.5	54 39.8	54 20.1	
March.....	54 7.4	54 13.8	54 6.6	54 3.3	54 18.6	54 21.3	54 11.8	
April.....	54 2.8	54 16.4	54 1.3	53 46.5	54 16.2	54 11.9	54 5.9	
May.....	53 57.6	54 8.2	53 55.6	53 26.4	54 25.0	54 4.7	53 59.6	
June.....	54 3.6	54 4.6	53 54.1	53 49.6	54 24.6	54 15.2	54 5.3	
July.....	54 1.2	54 9.7	54 5.5	53 25.3	54 4.8	54 12.5	53 59.8	
August.....	54 2.1	54 1.8	54 8.8	53 18.4	54 16.5	54 11.1	53 59.8	20 days.
Means.....	54 8.3	54 16.1	54 8.9	53 52.7	54 23.9	54 24.0	54 12.3	

TABLE F.

SHOWING monthly and annual averages of Horizontal Force in Gaussian units for each observation hour and for the average of the six hours.

Month.	3 A.M.	7 A.M.	11 A.M.	3 P.M.	7 P.M.	11 P.M.	Means.	Remarks.
1884.								
September.....								
October.....	0.62255	0.61978	0.62338	0.62700	0.62524	0.62514	0.62385	8th to end of month—24 days.
November.....	0.62126	0.61717	0.62297	0.62583	0.62462	0.62334	0.62254	
December.....	0.62135	0.61895	0.62376	0.62530	0.62412	0.62486	0.62331	10th to 28th—19 days.
1885.								
January.....	0.62250	0.61958	0.62384	0.62615	0.62339	0.62336	0.62314	7th to end of month—25 days.
February.....	0.62301	0.61923	0.62285	0.62759	0.62277	0.62346	0.62299	17th to 28th—12 days.
March.....	0.62348	0.61881	0.62255	0.62808	0.62648	0.62566	0.62417	
April.....	0.62339	0.61658	0.62316	0.62967	0.62652	0.62628	0.62427	18th to end of month—13 days.
May.....	0.62429	0.61268	0.62394	0.62894	0.62859	0.62768	0.62436	
June.....	0.62447	0.61350	0.62349	0.62924	0.62960	0.62719	0.62458	
July.....	0.62460	0.61377	0.62294	5.63146	0.62829	0.62746	0.62475	
August.....	0.62504	0.61629	0.62610	0.63178	0.62842	0.62679	0.62552	
Means.....	0.62318	0.61694	0.62354	0.62828	0.62619	0.62557	0.62395	

TABLE G.

SHOWING averages of Inclination from the Inclinator readings at each observation hour and the average of the six hours.

Months.	3 a.m.	7 a.m.	11 a.m.	3 p.m.	7 p.m.	11 p.m.	Mean.	Remarks.
1884.	° /	° /	° /	° /	° /	° /	° /	
December 31..	84 5·25	84 7·80	84 4·66	84 3·63	84 4·34	84 4·91	84 5·18	
1885.								
January .....	9·13	10·15	8·35	7·10	8·37	8·70	8·79	
February .....	9·68	12·44	8·79	7 04	7·58	9·55	9·18	
March .....	6·50	9 07	7·13	3·79	4·47	5·17	6·03	
April.. .....	5·45	10·29	5·32	1·57	2·76	3·08	4·74	
May .....	3·81	8 65	4·21	0·68	0·39	1·84	3·26	
June .....	3·15	9·86	3·72	59 73	59·26	1·37	2·85	
July .....	3·62	9·98	4·17	59·05	0·59	1·72	3·19	
Aug., 20 days.	3·95	9 02	3·70	59·38	1·12	2 61	3·29	
Means. ....	84 5·725	84 9·75	84 5·55	84 2·44	84 3·21	84 4·22	84 5·17	

Inclinometer was not started until December 6.

In October, 1884, the mean inclination from six observations, with dip circle, was 84° 7·88'.

In November do do eight do do 84° 9·01'.

TABLE H.

MAGNETIC OBSERVATIONS at certain places on the Labrador and Hudson's Straits.

Date.	Place.	Lat.	Long.	Declination W.	H. F.	Dip.	Observer.
July, '84.	Nain.....	61 40·7W.	56 32·7 N.	—	O.G.S. Unit.	78 24	Stupart.
do	do .....	.....	.....	—	—	78 20·2	Gordon.
Aug. 2, '84	Port Burwell.....	60 22·2 N.	64 46·4W.	49 26 W.	.....	82 27·7	do
do	do .....	.....	.....	49 30 W.	.....	82 20·3	Stupart.
do	Ash Inlet.....	63 32·7	70 35·2	.....	.....	84 16	Gordon.
do	Port DeBoucherville....	63 11·7	77 28 W.	52 30 W.	0·0434	86 1·7	do
Sept., '84.	Port Laperrière.....	82 34·2	78 1·4W.	.....	.....	85 54	do
Sept., '85	do .....	.....	.....	.....	.....	85 56	Bell.
Aug., '84.	Marble Island.....	62 41·8	91 8·6	8 40 W.	.....	84 20	Gordon.

## WORK PROPOSED FOR THE EXPEDITION OF 1886.

Before entering upon the question of the work proposed for the voyage of 1886, I would point out briefly the results that seem to me to be established by the experience already gained.

1. I consider that *the temperatures* proved to exist in the straits preclude the possibility of practical navigation from November to April, inclusive.

2. It seems a reasonable certainty that in ordinary years the ice will not be sufficiently broken up to permit of the passage of vessels suitable for freight steamers before July 1st.

3. That while making the passage in July will be not attended with any serious risk to the ship, there will usually be delays more or less considerable in different years.

I would therefore propose that the "Alert" should leave Halifax about June 23rd, and endeavor to push through the straits without calling at any of the stations unless opportunity offers. To this end I arranged with the officers now in charge of the stations that they were not to expect the ship to call at their stations on the outward voyage. If successful in getting through the straits without serious delay, I would propose visiting the north-west of the Bay, partly with the view to its geological exploration, but also to examine the fishing ground of the American whalers. I also propose to visit York Factory and examine the lead of the North River to determine the depth of water which we can carry up to Seal Island, the proposed terminus of the railway. If our supply of coal lasted, we could also visit the eastern shores of the bay. I would endeavor to make the western end of the straits, homeward bound, the first week of September, and, relieving the stations, would return to Halifax early in October.

All of which is respectfully submitted.

ANDREW R. GORDON, Lieut. R.N.,  
*Commanding Hudson's Bay Expedition.*

TABLE I.—ABSTRACT of Meteorological Observations at Belle Isle, Labrador,

Months.	Temperature.					Amount of Sky Clouded 0-10.	Rain.			Direction		
	Mean of Tri-Daily Observation.	Mean of Max. and Min.	Highest Temperat.	Lowest Temperat.	Mean Daily Range.		Amount.	Days of	Days of Snow.	Whole No. of Observations.	N.	N.-E.
1884.												
October.....	35·23	35·17	46·0	22 0	6·30	6·8	12·69	9	6	90	3	6
November.....	24·65	25·15	40·0	9·0	7·07	6·3	0·11	5	11	90	18	7
December.....	10·69	11·11	40·0	—13·0	6·68	5·9	0·08	2	6	93	18	5
1885.												
January.....	6·39	6·69	39·0	—19·0	6·50	6·4	0·12	2	8	93	8	9
February.....	17·68	18·00	33·0	—9·0	7·64	6·7	0·00	0	6	84	21	22
March.....	15·70	15·39	35·0	—9·0	8·90	5·8	0·24	3	5	93	5	7
April.....	27·99	27·12	34·0	3·0	6·23	6·9	1·17	4	13	90	24	14
May.....	34·06	34·06	45·0	18·0	5·87	7·6	2·42	12	14	93	2	9
June.....	40·54	41·89	60·0	26·0	6·97	7·9	3·41	11	3	90	5	9
July.....	52·47	53·58	69·0	42·0	7·04	6·9	2·02	15	.....	93	3	14
August.....	54·52	55·69	68·0	46·0	7·32	6·1	1·28	9	.....	93	0	8
September.....	47·71	46·77	59·0	30·0	5·67	7·0	7·71	14	.....	90	6	3
Year.....	30·64	30·88	69·0	—19·0	6·85	6·7	31·25	86	62	1092	113	113

Lat. 51° 53', Long. 55° 22', from October, 1884, to September, 1885, inclusive.

E.	of Wind.						Velocity of Wind.					Fogs.		
	S.-E.	S.	S.-W.	W.	N.-W.	C.	Average Velocity.	No. of times the Velocity was					No. of Days	Average No. of days, 1872-1883
								20 mites.	20 milt.s.	40 miles.	50 miles.	60 and upwards.		
9	4	2	17	22	27	0	20 0	9	11	9	6	5	8	11
6	5	1	15	17	21	0	24·0	31	23	5	1	4	6	11
7	2	2	10	21	26	2	21·0	32	6	4	10	5	5	7
5	1	4	14	27	25	0	24 0	14	6	12	10	10	9	8
11	7	1	1	10	10	1	14·0	30	14	2	2	0	6	8
9	13	11	14	27	6	1	14 0	27	3	8	1	1	8	9
9	9	0	9	16	8	1	12 0	12	9	5	2	0	7	10
23	16	7	12	18	4	2	10·2	19	7	2	0	0	12	13
7	15	0	11	34	6	3	11·4	14	2	2	1	3	19	15
13	6	1	8	34	12	2	6·0	7	1	0	0	0	17	15
15	6	0	20	28	16	0	6·8	10	3	0	0	0	11	15
0	4	3	36	16	21	1	14 4	20	5	6	2	1	5	14
114	88	32	167	270	182	13	14·82	225	90	55	41	29	113	136



TABLE II.—PORT BURWELL STATION, "No. 1,"

Months.	Barometer at 32° and Sea Level.				Temperatures.							
	Mean.	Highest Obs.	Lowest Obs.	Range.	Mean.	Highest Obs.	Lowest Obs.	Mean of Warmest Day.	Mean of Coldest Day.	Mean. Max.	Mean. Min.	Range.
1884.												
August .....	29·743	30·078	29·049	1·029	37·69	47·9	31·9	44·0	34·2	42·4	33·8	8·6
September .....	29·702	30·194	29·180	1·014	32·85	41·0	27·3	38·8	28·9	35·3	29·5	5·8
October .....	·719	·272	28·941	1·331	25·70	36·3	12·0	34·7	15·3	28·5	22·0	6·5
November .....	·726	·426	29·018	1·408	10·14	31·9	— 9·3	24·3	— 4·5	14·6	4·8	9·8
December .....	·832	·272	28·922	1·350	— 7·80	18·8	—29·8	12·0	—25·1	— 2·8	—13·9	11·1
1885.												
January .....	·631	·389	29·096	1·293	—17·70	5·7	—33·2	0·1	—29·4	—12·5	—23·2	10·7
February .....	30·061	·632	·385	1·247	2·30	29·9	—19·9	27·1	—16·0	7·8	— 5·2	13·0
March .....	29·771	·355	28·860	1·495	— 7·25	18·8	—21·9	12·1	—16·0	— 1·8	—14·6	12·8
April .....	·907	·246	29·261	·985	16·24	34·6	— 9·0	33·9	— 5·2	21·0	9·4	11·6
May .....	·912	·552	·268	1·284	28·05	40·1	14·4	36·1	19·3	31·8	23·3	8·5
June .....	·743	·212	·194	1·018	33·42	46·5	25·1	40·7	30·2	36·5	29·1	7·4
July .....	·762	·265	·084	1·181	41·85	63·1	33·9	47·3	35·2	49·0	35·6	13·4
August .....	·780	·327	·320	1·007	41·69	62·0	31·9	53·7	33·9	47·4	36·9	10·5
Year .....	29·795	30·632	28·860	1·772	16·62	63·1	—33·2	53·7	—29·4	22·23	11·14	10·00
September .....	29·729	30·037	29·018	·956	35·41	42·8	28·9	40·4	30·4	37·9	32·1	5·8

10th August, 1884, to 27th September, 1885, inclusive.

Pressure of Vapour.	Relative Humidity.	Dew Point.	Wind.			Cloudiness to Tenths.	Rain.		Snow.		Number of Days Auroras Reported.
			Mean Hourly Velocity.	Highest Daily Mean.	Highest Velocity		Duration in Hours.	Depth in Inches.	Duration in Hours.	Depth in Inches.	
·202	90·0	34·9	15·6	33·1	42·5	7·8	56·30	1·21	25·30	0·45	3
·185	93·3	32·4	15·4	30·8	46·0	8·5	79·00	0·97	64·40	2·68	
·167	99·7	29·9	16·9	33·0	42·0	8·1	.....	.....	67·35	44·8	11
.....	.....	.....	16·5	51·7	84·0	8·4	.....	.....	234·00	66·50	5
.....	.....	.....	16·8	35·0	41·0	5·5	.....	.....	131·00	49·00	22
.....	.....	.....	14·8	31·5	50·0	4·7	.....	.....	73·25	34·90	14
.....	.....	.....	14·2	56·0	70·0	6·3	.....	.....	146·00	35·71	9
.....	.....	.....	16·4	29·5	48·0	5·2	.....	.....	116·30	26·60	7
.....	.....	.....	16·2	39·5	54·0	8·3	.....	.....	119·50	24·66	1
·147	93·9	26·5	15·8	34·8	44·0	8·3	38·10	0·09	177·55	16·30	1
·174	90·9	31·0	11·7	21·3	30·0	7·8	73·10	0·84	53·35	1·53	.....
·225	84·9	37·4	6·6	17·2	36·0	6·5	61·25	2·03	.....	.....	.....
·230	87·1	37·8	8·9	21·2	36·0	7·0	74·30	1·14	.....	.....	6
·188	92·5	32·5	14·2	33·8	48·4	7·05	326·15	5·07	1,284·30	302·68	79
·189	90·0	32·9	16·2	44·0	34·8	7·7	59·40	0·18	41·40	5·17	8

TABLE III.—SKYNNER'S COVE—6th October, 1884,

Months.	Barometer at 32° and Sea Level.				Temperature.							
	Mean.	Highest Obs.	Lowest Obs.	Range.	Mean	Highest Obs.	Lowest Obs.	Mean of Warmest Day.	Mean of Coldest Day.	Mean Maximum.	Mean Minimum.	Range.
1884.												
October .....	29 616	30 248	28 956	1 292	25 73	37 0	11 0	35 2	16 0	29 60	25 65	3 92
November .....	725	409	749	1 660	13 08	31 5	0 5	26 6	4 8	17 23	7 92	9 31
December .....	813	486	722	1 764	3 20	15 2	21 8	11 8	16 8	2 40	7 20	9 60
1885.												
January .....	569	393	925	1 468	10 57	9 9	27 8	5 4	23 3	3 39	17 15	13 76
February .....	30 048	632	29 363	1 269	0 92	30 8	25 3	27 8	21 3	10 50	6 80	17 30
March .....	29 739	363	28 655	1 708	2 78	18 0	18 3	9 7	12 1	6 76	9 60	16 36
April .....	849	320	29 214	1 106	19 17	39 0	4 7	34 4	1 0	28 00	12 60	15 40
May .....	913	520	287	1 233	31 10	44 5	17 5	38 0	23 1	37 40	26 40	11 00
June .....	740	207	142	1 065	38 70	67 0	25 5	55 6	29 1	44 90	32 50	12 40
July .....	769	252	087	1 165	46 20	77 0	34 0	59 0	39 0	54 10	38 70	15 40
August .....	785	350	286	1 064	46 02	71 5	35 0	60 8	39 5	53 20	39 20	14 00
September .....	724	075	033	1 042	37 80	60 5	29 0	45 2	34 1	42 60	33 40	9 20
	29 773	30 632	28 655	1 977	20 18	77 0	27 8	60 8	23 3	26 90	14 60	12 3

NOTE.—Mean Temperature for October being for last 26 days of the month a correction of approximate 0.7° should be added to the Mean for that month—given above.

to 31st December, 1885, Station "No. 2."

Pressure of Vapour.	Relative Humidity.	Dew Point.	Wind.			Mean Cloudiness to tenths.	Rain.		Snow.		No. of Auroras.
			Highest Velocity	Highest Daily Mean.	Mean Hourly Velocity.		Duration in Hours.	Depth in Inches.	Duration in Hours.	Depth in Inches.	
·109	75·8	19·2	50·	30·0	7·60	5·09	19·30	0·02	73·35	17·04	26
·063	77·4	7·3	40·	29·1	9·36	5·03	.....	.....	64·00	11·10	14
·032	78·4	7·6	45·	29·5	7·76	3·83	.....	.....	88·30	6·40	9
.....	.....	.....	60·	26·6	8·04	3·76	.....	.....	157·00	15·10	10
.....	.....	.....	40·	26·7	5·65	5·10	.....	.....	201·00	12·70	9
·035	85·0	5·8	40·	35·0	10·20	4·70	.....	.....	158·00	10·60	15
·095	84·4	15·4	30·	18·8	7·18	6·30	.....	.....	146·30	27·20	6
·144	81·0	25·7	45·	22·5	9·23	6·79	108·00	0·23	100·00	9·70	.....
·170	73·8	30·1	50·	25·8	9·22	6·89	70·30	1·14	43·00	19·20	.....
·240	77·9	38·9	40·	19·2	6·95	6·12	99·00	1·93	.....	.....	2
·237	76·8	38·4	40·	19·7	6·80	6·63	155·30	4·26	.....	.....	10
·180	78·0	31·2	50·	26·6	8·83	7·07	135·30	2·80	43·00	6·10	11
·117	86·4	16·0	44·16	25·8	8·07	5·61	578·00	10·38	1074·35	133·14	112

TABLE IV.—ASHE INLET STATION No. 3.—

Months.	Barometer at 32° and Sea level.				Tempera				
	Mean.	Highest Obs.	Lowest Obs.	Range.	Mean.	Highest Obs.	Lowest Obs.	Highest Daily Mean.	Lowest Daily Mean.
1884.									
August, 13 days .....	29·741	30·055	29·137	·918	36·36	47·0	32·0	41·3	33·0
September .....	29·751	30·238	·214	1·024	31·35	46·5	19·0	41·3	24·6
October .....	·695	·310	28·891	1·419	20·25	34·2	2·4	33·2	5·6
November .....	·575	·399	·710	1·689	9·06	31·0	-13·5	30·0	-10·4
December .....	·812	·499	29·199	1·300	-11·05	8·2	-28·2	4·4	-25·0
1885.									
January .....	·604	·202	28·977	1·225	-19·22	-4·2	-30·1	-5·9	-29·0
February .....	30·054	·604	29·302	1·302	1·60	29·0	-14·2	28·4	-11·5
March .....	29·747	·306	·144	1·162	-12·59	-0·3	-24·6	1·8	18·8
April .....	·919	·366	·349	1·017	10·36	35·4	-20·6	32·8	11·2
May .....	·922	·600	·277	1·323	26·66	40·9	4·8	36·9	19·7
June .....	·750	·173	·156	1·017	33·80	46·0	26·8	38·8	31·0
July .....	·734	·159	·129	1·030	40·25	54·3	31·4	45·9	36·4
August .....	·734	·294	·171	1·123	39·22	48·4	32·7	45·3	34·7
Year .....	29·775	30·604	28·126	2·478	14·14	54·3	-30·1	45·9	-29·0
September, 18 days ....	29·890	30·045	29·702	·343	35·87	43·9	26·9	41·1	31·0

18th August, 1884, to 18th September, 1885.

Temperature.			Wind.			Relative Humidity.	Cloudiness to Tenths.	Rain.		Snow.		Days Auroras Reported.
Mean. Max.	Mean. Min.	Range.	Mean Velocity.	Highest Daily Mean.	Highest Obs.			Duration in Hrs.	Depth in Inches.	Duration in Hrs.	Depth in Inches.	
39.97	32.07	7.90	13.1	24.0	37.5	91.4	7.1	.....	.75	2.7	.29	3
34.49	26.47	8.02	12.4	24.8	31.0	80.2	6.7	.....	.97	.....	6.85	11
23.73	15.41	8.32	15.5	32.7	45.0	76.8	7.2	.....	.18	.....	8.60	8
13.83	4.63	9.20	17.3	49.2	68.0	78.9	8.0	.....	.....	.....	11.20	5
-7.10	-14.51	7.41	11.1	31.3	40.0	85.2	4.5	.....	.....	.....	.90	12
-16.00	-22.52	6.52	12.5	3.60	48.0	.....	3.3	.....	.....	.....	1.80	15
7.44	-3.97	11.41	12.2	43.2	48.0	.....	6.8	.....	.....	.....	16.80	8
-7.99	-17.25	9.26	13.5	31.7	46.0	92.4	4.3	.....	.....	.....	3.80	7
16.44	4.27	12.17	15.7	38.3	44.0	93.2	7.3	.....	.....	.....	24.32	2
30.59	22.33	8.26	15.9	36.7	60.0	90.8	8.1	.....	.02	.....	23.95	.....
37.47	30.17	7.30	13.7	26.0	48.0	87.1	7.3	.....	.02	.....	9.00	.....
45.89	36.01	9.88	12.8	34.0	40.0	86.3	7.0	.....	2.86	.....	.....	.....
44.76	35.08	9.68	15.1	36.3	42.0	83.0	3.6	.....	3.16	.....	.02	.....
18.63	9.68	8.95	14.0	35.0	47.0	85.4	7.2	.....	7.21	.....	107.24	68
39.4	32.4	7.0	10.2	22.3	38.0	79.7	6.4	.....	.01	.....	.21	4

TABLE V.—STUPART'S BAY, Station No. 4.—

Months.	Barometer at 32° (sea level).				Temper				
	Mean.	Highest Obs.	Lowest Obs.	Range.	Mean.	Highest Obs.	Lowest Obs.	Mean of Warmest Day.	Mean of Coldest Day.
1884.									
September .....	29·728	30·215	29·150	1·065	32·1	42·1	21·1	37·3	27·8
October .....	29·684	30·309	28·805	1·504	19·9	35·9	— 1·8	33·2	2·5
November .....	29·678	30·414	28·592	1·822	5·1	29·9	—13·4	23·6	— 8·0
December .....	29·822	30·445	29·178	1·267	—12·4	7·8	—32·2	6·6	—29·5
1885.									
January .....	29·624	30·192	29·138	1·054	—22·6	— 5·0	—34·6	— 7·9	—32·0
February .....	30·023	30·581	29·176	1·405	— 3·9	29·2	—26·6	26·8	—20·7
March .....	29·752	30·266	29·126	1·140	—15·5	— 1·1	—31·5	— 7·6	—23·0
April .....	29·892	30·354	29·305	1·049	9·1	32·2	—18·4	29·3	—10·0
May .....	29·895	30·531	29·310	1·221	25·2	39·7	— 2·8	34·5	16·7
June .....	29·731	30·119	29·165	0·954	33·9	49·8	24·6	43·6	30·2
July .....	29·692	30·146	29·087	1·059	42·6	64·6	32·9	55·0	36·4
August (20 days) .....	29·633	30·224	29·145	1·079	42·7	62·4	32·9	53·4	38·1
Year .....	29·7628	30·581	28·592	1·989	13·02	64·6	—34·6	55·0	—32·0

1st September, 1884, to 20th August, 1885.

Temperature.			Relative Humidity.	Wind.			Cloudiness to tenths.	Rain.		Snow.		Auroras, No. of days.
Mean Maximum.	Mean Minimum.	Range.		Mean Hourly Velocity.	Highest Daily Mean.	Highest Velocity.		Duration in hours.	Depth in inches.	Duration in hours.	Depth in inches.	
35.3	28.5	6.8	.....	9.5	21.2	30	8.4	70	1.44	26	3.1	9
24.4	14.8	9.6	.....	11.7	22.8	36	7.8	.....	.....	100	41.8	16
11.0	-1.1	12.1	.....	11.5	40.0	49	7.7	.....	.....	163	46.3	12
-7.8	-17.1	9.3	.....	7.1	19.9	40	6.3	.....	.....	42	6.3	17
-18.6	-27.3	8.7	.....	8.2	38.9	52	4.7	.....	.....	18	2.1	22
3.3	-10.4	13.7	.....	8.9	34.2	45	7.1	.....	.....	65	31.7	14
-9.9	-22.6	12.7	.....	12.2	43.0	61	5.2	.....	.....	3	0.2	11
16.0	0.0	16.0	.....	11.7	29.2	48	7.0	.....	.....	63	15.9	4
30.1	18.2	11.9	89.5	10.9	21.9	34	8.3	2	0.01	57	16.9	3
38.1	29.1	9.0	86.4	9.2	22.8	40	8.0	3	0.27	87	4.7	.....
50.0	36.1	13.9	84.1	5.9	23.5	44	7.2	98	4.42	.....	.....	.....
49.4	37.3	12.1	85.6	8.1	13.0	24	7.6	53	3.00	.....	.....	.....
18.4	7.1	11.3	.....	9.6	43.0	61	7.1	226	9.14	624	169.05	108



TABLE VI.—PORT DEBOUCHERVILLE, Station No. 5.—

Months.	Temperature.							Range.
	Means.	Lowest Obs.	Highest Obs.	Mean of Warmest Day.	Mean of Coldest Day.	Mean Maximum.	Mean Minimum.	
1884.								
September.....	31·20	24·8	39·0	35·8	26·0	33·26	29·19	4·07
October.....	16·00	— 9·8	31·2	32·0	— 2·7	18·96	12·60	6·36
November.....	5·21	—14·8	29·2	24·9	— 7·2	10·05	— 1·08	11·13
December.....	—15·52	—32·5	13·8	7·3	—28·1	—11·90	—19·50	7·60
1885.								
January.....	—26·29	—35·0	—10·8	—13·7	—33·5	—22·59	—29·34	6·75
February.....	— 5·43	—29·9	29·6	28·4	—24·5	·10	—11·30	11·40
March.....	—18·69	—30·1	— 7·5	—10·1	—24·5	—13·80	—23·80	10·00
April.....	6·74	—23·1	30·0	20·7	—14·3	11·21	1·26	9·95
May.....	24·67	10·0	37·6	34·7	17·4	37·85	20·34	7·51
June.....	33·13	25·2	40·3	36·6	28·5	36·12	30·05	6·07
July.....	39·13	33·1	56·9	47·4	35·4	43·42	35·13	8·29
August 23.....	37·67	33·1	45·0	42·3	30·7	40·30	35·55	4·75
Year.....	10·65	—35·0	56·9	47·4	—33·5	14·41	6·59	7·82

1st September, 1884, to 23rd August, 1885.

Pressure of Vapour.	Relative Humidity.	Dew Point.	Wind.			Cloudiness to tenths.	No. of days Auroras reported.	Rain.		Snow.	
			Mean Velocity.	Highest Daily Mean.	Highest Obs.			Duration in hours.	Depth in inches.	Duration in hours.	Depth in inches.
'148	83.3	27.6	8.9	27.3	41.	9.3	2	.....	.....	9.00	.1
'088	85.1	12.8	10.3	22.0	34.	7.4	3	5	.31	111.50	23.2
'052	84.6	2.6	10.8	34.0	40.	3.2	3	.....	.....	54.30	10.7
'021	91.3	-16.8	5.7	22.5	31.	4.7	11	.....	.....	42.30	1.3
'009	72.5	-26.9	5.6	27.8	32.	3.8	11	.....	.....	1.55	1.7
'037	90.4	7.1	9.2	31.5	40.	6.1	7	.....	.....	62.30	9.2
'016	91.4	20.2	6.5	25.8	27.	4.5	7	.....	.....	.....	.....
'060	91.6	4.7	8.2	18.6	28.	6.9	3	.....	.....	92.30	9.2
'111	86.1	21.1	10.6	22.5	32.	7.7	2	.....	.....	5.20	.7
'137	72.3	28.3	10.9	26.5	34.	7.0	.....	.....	.....	6.15	.2
'201	84.6	34.5	11.1	23.6	34.	6.9	.....	35.	1.08	.....	.....
'199	88.6	34.5	13.8	19.8	28.	7.9	.....	51.	2.36	.....	.....
'0886	85.15	12.4	9.3	23.5	33.4	6.29	49	91.	3.75	386.20	56.3

TABLE VII.—LAPERRIÈRE'S HARBOR—1st October, 1884,

Months.	Barometer at 32° and Sea Level.				Temperature.							
	Mean.	Highest Obs.	Lowest Obs.	Range.	Mean.	Highest Obs.	Lowest Obs.	Mean of Warmest Day.	Mean of Coldest Day.	Mean Maximum.	Mean Minimum.	Range.
1884.												
October.....	29·690	30·395	29·019	1·376	19·60	38·0	1·7	35·7	4·2	22·7	15·8	6·9
November.....	·670	·375	28·656	1·719	5·40	30·0	-13·6	18·8	-6·4	11·3	-·3	11·6
December.....	·835	·366	29·122	1·244	-13·56	9·6	-34·5	5·5	-29·5	-10·0	-18·4	8·4
1885.												
January.....	·654	·270	·223	1·047	-27·40	-8·0	-36·7	-12·0	-36·0	-23·6	-31·8	8·2
February.....	30·000	·529	·029	1·500	-6·01	29·0	-31·2	20·0	-24·7	-·0·6	-13·9	14·5
March.....	29·779	·248	·146	1·102	-19·17	-8·4	-32·0	-11·3	-27·8	-14·3	-23·9	9·6
April.....	·894	·355	·019	1·336	6·12	25·6	-18·0	21·7	-15·2	12·0	-·0·4	12·4
May.....	·913	·486	·358	1·128	23·80	35·6	9·2	33·3	14·9	29·2	18·4	10·8
June.....	·747	·067	·290	·777	35·23	42·5	22·6	36·5	27·1	38·1	29·2	8·9
July.....	·627	·026	·186	·840	40·20	62·2	30·9	53·3	34·5	48·2	34·7	13·5
August.....	·596	29·911	·116	·795	39·63	60·8	32·1	51·3	34·5	46·5	35·2	11·3
11 mos. nearly	29·766	30·529	28·656	1·873	9·44	60·8	-36·7	53·3	-36·0	14·60	4·05	10·65

to 24th August, 1885, Station No. 6.

Pressure of Vapour.	Relative Humidity.	Dew Point.	Wind.			Cloudiness to Tenths.	Rain.		Snow.		No of Days Auroras.
			Mean Velocity.	Highest Daily Mean Velocity.	Highest Obs.		Duration in Hours.	Depth in Inches.	Duration in Hours.	Depth in Inches.	
·104	90 0 .....		16 2	38 5	48 0	8 3	8 30	·5	44	10 5	2
·056	91 5 .....		16 5	40 9	60 0	7 7	.....	.....	44 45	13 5	7
·032	90 5 .....		11 2	23 8	60 6	5 0	.....	.....	10 30	3 5	15
·010	85 5 .....		12 6	29 9	39 0	4 6	.....	.....	9 30	·1	18
·036	86 0 .....		14 1	32 2	52 2	6 4	.....	.....	.....	.....	9
·015	82 0 .....		11 8	27 3	36 6	5 1	.....	.....	.....	.....	13
·061	82 0 .....		14 9	34 5	41 4	7 9	.....	.....	11 00	3 5	4
·124	73 0 .....		14 2	27 0	36 6	8 8	.....	.....	74 40	0 1	0
·168	79 0 .....		11 3	21 5	32 4	8 8	12	2 8	36 45	2 25	0
·218	79 0 .....		11 1	22 8	37 8	7 4	36	1 58	.....	.....	0
·224	89 0 .....		16 1	32 8	39 6	8 5	60 15	2 09	.....	.....	0
·095	84 3 .....		13 5	30 1	44 0	7 1	116 45	6 97	231 10	33 45	68

TABLE VIII.—ABSTRACT of Meteorological Observations at Fort Churchill, August, 1886,

Month.	Barometer at 32°.				Temperature.				
	Average.	Highest.	Lowest.	Range.	Average.	Highest.	Lowest.	Average of Warmest Day.	Average of Coldest Day.
1884.	Inches.	Inches.	Inches.	Inches.	°	°	°	°	°
October .....	29·931	30·528	29·005	1·523	24·44	60·0	4·0	53·00	7·67
November .....	29·890	30·500	29·030	1·470	4·96	34·0	-25·0	31·67	-21·33
December .....	29·991	30·509	28·800	1·709	-16·45	29·0	-37·0	23·33	-35·67
1885.									
January .....	29·799	30·358	29·191	1·167	-24·79	-4·0	-40·0	-6·67	-36·00
February .....	29·961	30·441	29·211	1·230	-16·51	12·0	-40·0	6·33	-34·00
March .....	30·055	30·500	29·386	1·114	-14·36	16·0	-35·0	-4·00	-28·33
April .....	29·958	30·390	28·998	1·392	9·02	34·0	-16·0	26·67	-8·33
May .....	29·964	30·403	29·407	0·996	22·48	44·0	-8·0	39·33	2·67
June .....	29·898	30·228	29·512	0·716	40·47	75·0	28·0	69·00	30·67
July .....	29·611	29·932	29·201	0·731	55·99	84·0	35·0	76·33	37·33
August .....	29·721	30·225	29·306	0·919	47·20	68·0	37·0	60·33	39·67
Sept. (estimated) .....					36·70				

Mean temperature for year, 14·1°.



TABLE IX.—ABSTRACT of Meteorological Observations at York Factory, H.B., of Years,

Months.	Barometer		Temperature.				
	Monthly Average.	Monthly Average.	Average of Highest Temperatures.	Average of Lowest Temperatures.	Range.	Highest in Series.	Lowest in Series.
	inches.	°	°	°	°	°	°
October.....	29.910	27.60	45.1	5.1	40.0	56.0	- 2.0
November.....	29.944	7.46	34.3	-24.8	59.1	38.0	-40.0
December.....	29.915	-13.23	18.2	-34.9	53.1	29.0	-50.5
January.....	30.008	-20.74	7.3	-45.3	52.6	26.5	-51.0
February.....	29.926	-14.26	19.2	-42.0	61.2	41.0	-53.0
March.....	30.164	- 6.48	31.9	-33.1	65.0	40.0	-48.0
April.....	30.036	+19.36	47.5	-16.1	63.6	54.0	-22.5
May.....	29.962	35.86	73.5	2.9	70.6	82.0	-15.5
June.....	29.942	53.64	93.0	27.9	65.1	101.0	32.0
July.....	29.876	63.30	98.5	40.9	57.6	106.0	37.0
August.....	29.867	53.91	85.1	35.4	49.7	99.0	29.0
September.....	29.910	42.33	68.4	30.4	38.0	83.0	24.0
Year.....	29.957	20.73	98.5	-45.3	143.8	106.0	-53.0

Lat. 57° 0', Lon. 92° 23', Height above Sea Level 55 feet, Derived from a group 1876 to 1883.

Prevailing direction from—	Wind.		Mean Relative Humidity.	Amount of Cloudiness.	Rain.		Snow.		No. of Fogs.	No. of Auroras.
	Average Total Mileage in Month.	Average Hourly Velocity.			Amount.	Days of.	Amount.	Days of.		
N.W. & N.E.	9 217	12·38	94	0—10 5 7	1·22	2	9·1	12	3	8
N.W., S.W..	9·420	13·08	92	5·4	0·03	1	15·1	14	2	9
N.W.....	8·497	11·54	85	5·5	0·00	0	11·3	15	2	10
N. & N.W...	8·953	12·04	91	3·7	0·00	0	7·1	12	3	12
N.E. & S.E..	8·797	13 04	85	4·3	0·00	0	4 5	10	3	11
N.E.....	9·603	12 92	80	4·1	0 00	0	7·3	13	3	12
N.E.....	8·410	11·67	88	4·8	0·12	1	4·8	6	3	9
N.N.E.....	9·397	12·62	90	5·0	2·34	4	9·2	6	4	6
N.N.W.....	8 617	11 96	83	4·2	3·40	8	0 8	2	5	3
N., S.W.....	8·775	11 92	77	4·4	7·69	10	.....	.....	3	3
N.E., N.W...	9·565	12·87	87	4·7	6·47	10	.....	.....	4	6
N.W., N.E...	8·603	11 96	84	4 6	3·83	8	0·9	5	2	8
N.W., N.E.....	.....	12·33	86	4·7	25·10	44	70·1	95	37	97



TABLE X.—Table showing number of hours of Snow observed at Hudson Straits Stations and at Belle Isle Island Lighthouse.

Months.	Skyner's Cove, Nachvak.	Port Burwell.	Ashe Inlet.	Stupart's Bay.	Port DeBoucher- ville, Notting- ham Island.	Port Laperrière.	Belle Isle.
1884.							
August.....	—	25	—	—	—	—	0
September.....	—	64	104	26	9	—	24
October.....	73	67	160	100	111	44	78
November.....	64	234	252	163	54	44	82
December.....	88	131	60	42	42	10	44
1885.							
January.....	157	73	36	18	1	0	76
February.....	201	146	200	65	62	9	52
March.....	158	116	92	3	0	0	30
April.....	146	119	236	63	92	11	119
May.....	100	177	172	57	5	27	19
June.....	43	53	100	87	6	36	53
July.....	0	0	0	0	0	0	0
August.....	0	0	4	0	0	0	0
September.....	43	41	—	—	—	—	0

The — when entered in the tables signifies that there were no observations at the stations during the month, or that the observations were for a broken period.

TABLE XI.—Fog Comparison.

Months.	Nachvak, Skyn- ner's Cove.	Chudleigh, Port Burwell.	Ashe Inlet.	Stupart's Bay.	Nottingham Is- land, Port De- Boucherville	Digges Island, Port Laperrière.	Churchill.	Belle Isle.
	hours.	hours.	hours.	hours.	hours.	hours.	hours.	hours.
1884.								
August.....	—	76	{ ½ month 16 }	—	—	—	—	184
September.....	—	48	.....	48	28	—	—	76
October.....	.....	.....	.....	.....	12	24	8	60
November.....	.....	.....	.....	.....	.....	.....	.....	56
December.....	.....	.....	.....	.....	.....	.....	.....	64
1885.								
January.....	.....	.....	.....	.....	.....	.....	.....	96
February.....	20	4	4	24	8	4	.....	72
March.....	.....	.....	8	.....	8	.....	.....	32
April.....	12	.....	.....	.....	.....	.....	.....	72
May.....	.....	.....	20	32	.....	24	8	152
June.....	36	32	8	152	12	124	16	248
July.....	92	100	40	220	132	224	32	288
August.....	100	148	120	{ 20 days 33 }	152	116	32	171
September.....	136	88	{ 18 days. 32 }	.....	.....	.....	.....	40

The above table gives the actual number of hours of Fog observed at the Hudson's Bay and Straits Stations, and at Belle Isle Lighthouse. The entries for Ashe Inlet, in August, 1884, cover only the last half of the month; those for Stupart's Bay, in August, 1885, only include the period from the 1st to 20th of the month; and those for Ashe Inlet, September, 1885, only include from the 1st to the 18th of the month.

TABLE XII.—Showing the number of days in each month on which the wind reached the force of a gale at Belle Isle and at the Stations in Hudson's Straits, 1884-8.

Month.	Belle Isle.	No. 1. Port Burwell.	No. 2. Skynner's Cove.	No. 3. Ash Inlet.	No. 4. Stupart's Bay.	No. 5. Port DeBoucher- ville.	No. 6. Port Laperrière.
1884.							
August.....	5	1	—	—	—	—	—
September.....	10	1	—	0	0	0	—
October.....	10	1	2	3	0	0	4
November.....	7	1	2	3	4	2	2
December.....	8	0	3	1	2	0	1
1885.							
January.....	15	4	2	3	4	4	0
February.....	1	4	3	4	4	2	2
March.....	7	2	6	2	2	0	0
April.....	5	4	0	2	2	0	3
May.....	2	1	2	2	0	3	0
June.....	3	0	4	1	1	0	0
July.....	0	0	1	1	1	0	0
August.....	1	0	1	2	0	0	2
Sum for year, September to August.	69	18	26 11 mos.	24	20	11	14 11 mos.

NOTE.—The dash entered in the columns signifies that no observations were taken or that the period was incomplete.

TABLE XIII.—PORT BURWELL, Station "No. 1."

Months.	No. of Observations.	No. of Calms.	N.		N.N.E.		N.E.		E.N.E.		E.		E.S.E.		S.E.	
			Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.
1884.																
September .....	180	9	2	6 50	6	8 84	31	13 81	7	23 15	25	19 24	1	7 00	11	25 09
October .....	186	8	5	12 80	1	5 00	4	11 50	7	7 72	22	13 91	—	—	7	7 85
November .....	180	19	8	13 64	2	3 00	3	14 00	3	24 33	9	47 67	3	4 66	5	6 40
December .....	186	19	4	19 00	1	18 00	16	15 00	7	15 86	7	16 6	—	—	—	—
1885.																
January .....	186	38	5	30 40	1	16 00	7	26 86	5	16 40	—	—	—	—	—	—
February .....	168	41	1	18 00	5	10 20	29	21 00	8	24 75	22	33 63	3	5 66	5	12 20
March .....	186	23	4	31 25	1	3 00	11	21 81	1	23 00	14	12 37	2	17 00	3	5 66
April .....	180	8	11	9 45	3	4 33	13	20 31	18	23 28	26	25 08	9	13 78	5	7 80
May .....	186	11	3	10 33	—	—	11	11 27	30	18 03	26	19 81	2	5 50	2	7 50
June .....	180	16	6	9 67	—	—	12	12 17	23	18 04	23	12 30	—	—	13	6 76
July .....	186	61	2	9 00	1	10 00	2	10 00	4	22 25	24	16 58	3	11 00	21	7 95
August .....	186	29	4	11 75	2	13 00	8	12 00	5	16 80	31	14 42	6	13 17	14	6 43
Year <sup>2</sup> .....	2190	282	55	14 82	23	8 70	147	16 62	118	19 08	229	20 29	29	10 66	86	9 84

Year, 1st September, 1884, to 31st August, 1885.

Observation.	S.S.E.		S.		S.S.W.		S.W.		W.S.W.		W.		W.N.W.		N.W.		N.N.W.	
	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.
1	35-00		2	8-00	4	9-25	11	12-18	5	14-20	18	18-88	8	16-75	25	18-73	14	10-21
4	7-75		5	20-00	12	13-60	35	19-03	8	20-63	17	19-00	16	24-44	31	22-32	6	17-33
6	7-80		8	18-00	10	17-06	48	24-06	3	16-00	14	16-07	3	15-00	23	15-52	12	16-58
1	19-00		12	14-08	18	15-06	68	21-75	7	21-00	15	18-47	5	13-00	4	15-75	2	28-50
1	9-00		18	9-94	23	13-42	63	23-08	1	31-00	7	17-28	12	10-40	4	15-25	1	28-00
4	4-75		22	11-00	9	15-00	12	14-75	2	20-00	3	16-33	1	6-00	—	—	1	12-00
2	7-00		13	11-31	21	17-38	56	21-94	9	24-22	11	18-55	2	8-00	4	24-50	9	15-22
1	3-00		6	8-83	10	15-29	31	17-61	15	16-28	3	11-00	8	15-88	8	11-62	5	9-40
3	13-66		3	8-33	5	21-20	33	18-12	14	24-43	15	15-60	12	14-92	8	12-25	8	8-75
2	4-00		3	10-00	2	9-50	21	10-67	20	16-40	18	13-77	12	14-21	2	16-50	7	7-29
17	5-23		8	3-89	7	5-56	18	10-89	6	9-67	6	6-59	3	3-66	1	10-00	2	16-00
7	9-57		10	6-30	12	6-25	25	8-00	11	10-18	8	12-26	4	13-25	3	10-00	7	16-00
48	9-31		108	11-10	133	13-90	421	15-72	101	17-85	135	16-27	66	14-32	118	14-86	75	12-70

TABLE XIV.—ASHE INLET, Station "No. 3,"

Months.	No. of Observations.	No. of Calms.	N.		N.N.E.		N.E.		E.N.E.		E.		E.S.E.		S.E.	
			Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.
1884.																
September .....	180	22	28	10·01	8	7·95	16	6·94	4	13·50	9	14·50	3	13·33	25	21·12
October .....	186	20	37	16·65	9	11·22	16	12·69	4	8·75	2	7·00	4	9·00	34	22·97
November .....	180	19	29	14·86	14	17·14	39	15·49	—	—	4	19·50	4	14·00	31	30·86
December .....	186	24	25	11·00	17	7·00	8	7·25	—	—	5	8·40	6	12·50	—	—
1885.																
January .....	186	27	30	5·63	—	—	2	6·50	—	—	8	15·63	—	—	10	12·60
February .....	168	32	19	6·05	14	11·71	9	8·88	3	10·00	19	19·95	25	30·72	15	13·46
March .....	186	35	14	6·89	4	12·50	6	8·83	1	6·00	4	5·75	4	13·75	9	10·88
April .....	180	20	11	8·00	3	5·66	5	12·80	9	21·55	20	26·50	16	16·19	11	20·55
May .....	186	16	7	8·57	5	10·00	4	14·00	11	20·10	33	24·70	14	13·07	6	14·83
June .....	180	9	1	4·00	4	8·25	1	6·00	3	11·33	22	12·27	17	12·18	24	8·93
July .....	186	20	2	7·00	1	6·00	—	—	2	16·00	37	18·81	41	15·84	35	9·06
August .....	186	9	4	6·75	—	—	6	9·67	4	15·50	70	23·33	15	8·33	12	5·60
Year .....	2190	253	207	10·52	79	10·68	112	11·66	41	16·29	203	20·33	149	16·47	212	16·97

Year, 1st September, 1884, to 31st August, 1885.

Observation.	S.S.E.		S.		S.S.W.		S.W.		W.S.W.		W.		W.N.W.		N.W.		N.N.W.	
	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.
4	16.25	2	13.00	1	4.00	1	1.00	—	—	2	9.00	2	32.00	29	18.52	24	13.33	
10	19.20	11	20.64	—	—	2	7.50	2	17.50	7	10.57	6	18.00	13	22.69	9	18.22	
5	38.80	2	10.50	—	—	10	12.90	1	34.00	3	15.00	2	25.00	9	17.22	8	15.88	
2	7.00	5	9.20	1	4.00	4	5.50	—	—	7	10.72	12	17.75	51	18.08	19	9.35	
—	—	1	4.00	—	—	—	—	1	10.00	13	25.00	14	14.78	68	18.45	12	8.58	
3	13.66	2	7.90	—	—	1	4.00	—	—	2	7.50	2	10.00	17	11.30	5	7.90	
13	19.70	3	10.66	1	5.00	3	14.00	7	13.57	10	16.50	13	16.50	46	23.27	13	16.07	
2	10.50	2	12.40	—	—	1	12.00	5	8.60	24	12.25	3	16.66	41	21.54	7	13.29	
4	10.90	6	9.83	—	—	3	10.00	3	11.00	21	19.90	20	18.85	30	16.33	3	8.00	
2	5.00	5	6.00	—	—	10	7.90	5	13.60	26	20.65	26	20.73	22	18.18	3	13.66	
—	—	3	5.33	—	—	—	—	—	—	8	11.25	5	17.80	28	13.43	4	10.25	
3	4.00	1	4.00	2	7.00	3	5.00	6	8.00	15	15.33	14	15.78	21	12.38	2	9.00	
47	17.55	43	11.65	5	5.40	38	9.18	30	12.18	138	18.00	119	18.14	375	18.24	109	12.41	

TABLE XV.—STUPART'S BAY, Station No. 4.—

Months.	No. of Observations.	No. of Calms.	N.		N. E.	
			Observation.	Velocity.	Observation.	Velocity.
1884.						
September .....	180	20	43	12·23	12	9·83
October .....	186	11	5	7·80	1	14·00
November .....	180	22	3	12·60	—	—
December .....	186	35	6	5·83	1	1·00
1885.						
January .....	186	37	1	20·00	—	—
February .....	168	46	9	10·44	2	8·00
March .....	186	34	3	11·33	—	—
April .....	180	21	14	11·07	13	11·23
May .....	186	17	23	11·78	18	8·44
June .....	186	21	25	8·28	22	7·53
July .....	186	66	13	10·77	3	10·00
August (20 days) .....	120	22	12	9·67	4	7·60
Year .....	2,124	252	157	10·46	76	8·83

1st September, 1884, to 20th August, 1885.

Observation.	E.		S.E.		S.		S.W.		W.		N.W.	
	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	
24	10.08	5	4.00	—	—	—	—	—	11	10.63	65	12.65
16	14.56	15	10.20	10	11.20	7	9.10	50	9.16	70	17.53	
14	29.36	6	10.50	6	10.30	5	16.60	67	8.40	57	16.50	
4	7.50	—	—	1	4.00	10	7.30	63	7.92	66	12.72	
—	—	—	—	—	—	5	9.80	89	8.10	54	18.52	
27	19.93	9	15.55	5	4.60	3	5.33	16	8.19	51	12.41	
—	—	1	9.00	7	9.14	14	11.86	59	9.41	68	22.30	
16	13.63	5	10.60	8	7.13	16	7.06	28	9.08	59	20.53	
26	12.73	5	6.60	1	2.00	10	12.30	35	12.66	51	12.94	
23	6.83	12	4.75	3	3.00	9	4.22	19	14.63	46	14.80	
25	5.24	9	2.33	10	3.10	12	8.67	25	7.52	23	19.74	
30	9.70	5	4.20	8	3.00	3	6.00	26	12.62	10	11.70	
208	12.60	73	7.94	59	6.58	94	10.08	438	9.34	620	16.26	



TABLE XVI.—PORT DE BOUCHERVILLE, Station No. 5

Months.	Observations.	Calms.	N.		N.N.E.		N.E.		E.N.E.		E.		E.S.E.		S.E.	
			Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.
1884.																
September. ....	180	15	4	8·00	13	8·93	42	8·40	1	23·00	7	19·00	2	8·50	2	5·50
October. ....	186	21	27	13·63	4	5·25	12	11·17	...	...	16	12·63	2	14·00	4	22·50
November. ....	180	39	7	14·58	3	10·00	28	16·36	...	...	8	24·63	...	...	13	5·54
December. ....	186	84	1	21·00	2	10·50	6	13·17	...	...	4	10·00	1	4·00	12	9·25
1885.																
January. ....	186	107	...	...	...	...	...	...	...	...	1	7·00	...	...	2	1·50
February. ....	168	29	17	7·42	7	7·00	25	14·08	2	31·00	20	20·95	...	...	3	14·60
March. ....	186	87	10	11·30	3	13·33	8	9·88	...	...	6	7·84	...	...	...	...
April. ....	180	44	12	10·83	10	9·60	14	13·21	...	...	7	11·00	...	...	6	9·33
May. ....	186	28	14	13·07	9	6·66	34	11·35	2	21·00	10	10·90	3	14·33	2	10·55
June. ....	166	2	19	10·00	11	10·18	28	8·28	...	...	10	4·00	1	4·00	5	6·40
July. ....	186	5	4	7·50	5	10·00	36	11·14	1	4·90	17	4·77	3	3·33	14	6·86
August. ....	132	5	1	4·00	2	12·00	30	12·46	...	...	17	11·88	4	12·50	4	10·25
Year. ....	2122	466	116	11·19	69	8·97	263	11·60	6	21·83	123	13·77	16	9·65	67	10·55

June fourteen observations missed. August observations to 22nd only.

—1st September, 1884, to 22nd August, 1885.

S.S.E.		S.		S.S.W.		S.W.		W.S.W.		W.		W.N.W.		N.W.		N.N.W.	
Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.
.....	.....	7	7.72	1	13.00	27	8.78	4	7.25	26	9.77	3	17.00	26	11.69	...	.....
5	21.20	5	12.40	.....	.....	11	11.34	6	15.50	27	12.36	5	4.40	41	7.58	...	.....
.....	.....	11	17.09	1	4.00	29	13.31	2	8.00	23	8.27	3	4.68	14	8.43	...	.....
.....	.....	2	12.50	.....	.....	34	12.64	11	12.64	27	6.63	.....	.....	2	7.00	...	.....
.....	.....	2	14.00	2	11.50	51	15.66	2	20.50	19	7.05	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	28	9.75	6	8.50	15	6.94	4	2.75	11	10.91	1	14.00
.....	.....	2	19.00	2	9.50	34	13.35	2	18.50	24	11.28	.....	.....	7	11.15	1	8.00
.....	.....	6	7.83	11	15.82	42	10.33	2	10.50	21	9.91	1	23.00	2	6.00	2	7.50
.....	.....	5	11.00	3	16.33	27	16.70	.....	.....	26	13.00	5	12.20	17	11.88	1	3.00
.....	.....	13	9.23	4	13.50	36	18.33	.....	.....	19	16.26	4	14.75	14	7.79	...	.....
.....	.....	18	7.17	14	11.00	55	15.60	.....	.....	6	14.17	1	6.00	7	17.00	...	.....
.....	.....	7	12.86	4	16.85	44	14.13	.....	.....	9	14.00	1	14.00	4	21.75	...	.....
5	21.20	78	10.89	42	13.21	418	13.73	35	12.20	241	10.47	27	9.66	145	8.81	5	8.00

TABLE XVII.—PORT LAPERRIÈRE, Station No. 6.—

Months.	N.		N.N.E.		N.E.		E.N.E.		E.		E.S.E.		S.E.		
	Observation.	Calms.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	
1884.															
October .....	186	9 4	13·25	2	12·00	3	17·00	2	10·00	16	13·00	5	20·80	29	21·20
November .....	180	8 4	14 00	10	15·20	15	22·20	12	23·59	6	7·50	9	19 33	25	20·76
December.....	186	9 2	12 00	5	13·40	17	13·35	11	16 82	5	15·80	2	4·50	35	6 86
1885.															
January.....	186	19 4	7·25	3	6·00	6	7·50	4	10·50	.....	.....	3	5·66	29	7·72
February.....	168	19 7	9·86	4	15·50	7	22·14	31	20·77	12	19·17	18	19·22	14	12·36
March.....	186	17 5	19·20	8	18·13	3	19·67	1	10·00	14	18·79	1	3·00	11	9·09
April.....	180	7 9	20·33	6	10·67	11	8·17	4	17·50	15	22·87	.....	.....	1	20·00
May.....	186	22 16	14·66	2	9·00	4	17·25	16	12·56	33	18·39	5	12·20	6	14·50
June.....	180	10 22	9·86	9	10 33	9	10·88	15	15·00	21	20·48	1	5·00	3	12·66
July.....	186	10 7	12·29	2	4·00	3	6·00	2	16·50	9	18·78	6	20·83	6	15·17
August.....	186	6 15	14·73	4	20·50	1	8·00	2	16·00	19	25·68	2	8 00	14	13·57
Year.....	2010	136 95	13·34	55	13·36	79	14·60	100	17·45	150	19·14	52	17 98	173	13·28

Seven months, 1st October, 1884, to 31st August, 1885.

S.S.E.		S.		S.S.W.		S.W.		W.S.W.		W.		W.N.W.		N.W.		N.N.W.	
Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.	Observation.	Velocity.
8	14-13	4	21-00	4	11-50	17	12-48	10	11-90	24	17-42	16	19-62	28	17-43	5	14-20
6	17-33	11	13-18	13	18-40	11	12-91	12	8-25	13	8-39	12	16-92	5	21-80	8	10-50
27	10-93	19	17-58	14	16-43	12	8-50	5	10-60	4	7-75	2	9-00	11	10-64	6	14-67
47	12-89	56	18-89	4	13-50	7	22-86	.....	.....	.....	.....	1	6-00	1	3-00	2	10-50
20	14-05	21	11-30	2	11-00	5	7-60	1	10-00	1	2-00	2	15-50	1	13-00	3	10-66
47	8-51	37	13-73	18	13-77	6	13-83	3	10-34	6	13-67	2	19-50	2	16-00	5	15-60
24	11-42	23	17-65	24	21-79	9	13-44	12	12-26	11	12-18	5	11-20	11	9-91	8	16-38
3	22-00	7	24-71	7	14-57	9	16-22	13	16-68	11	14-00	12	13-83	12	14-58	8	16-00
.....	.....	5	7-40	6	13-33	19	12-37	12	9-17	15	7-73	7	14-57	15	8-73	11	10-82
15	11-00	31	16-13	49	12-24	35	10-23	2	5-50	.....	.....	.....	.....	3	9-66	6	12-00
8	15-13	14	15-85	23	12-26	45	11-91	6	12-83	6	8-67	1	3-00	10	10-20	10	18-50
206	11-83	228	17-34	164	14-50	175	12-19	76	11-50	91	12-06	60	15-23	99	13-21	72	12-28

TABLE XVIII.—Table showing the Mean Temperature of the Air at Frederikshaab, in Greenland, taken from Mean of Observation, at 7 a.m. and 6 p.m., as published in Part I of "Contributions to Arctic Meteorology," issued by the British Meteorological Council. Observations taken by Mr. F. F. Barfoed.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1856.....									39.7	28.5	33.8	23.9
1857.....	19.0	6.8	20.5	28.9	35.6	41.4	42.5	43.5	39.5	27.3	21.0	15.4
1858.....	12.7	19.35	26.3	30.7	33.6	39.5	43.8	41.4	35.6	29.6	26.3	15.7
1859.....	11.5	16.00	15.7	29.9	36.0	39.0	41.0	38.2	37.5	30.5	23.1	21.4
1860.....	12.9	20.30	16.5	25.9	36.3	42.3	44.3	.....	38.5	28.5	.....	.....
Means.....	14.02	15.61	19.75	28.85	35.3	40.55	42.9	41.0	38.15	28.88	26.05	19.1

Mean of year from above table is 29.18.

TABLE XIX.—Mean daily Temperature of Sea Water at the surface, with corresponding position of Ship.

Date. — Months.	Sea Temperature.	Position.		Date. — Months.	Sea Temperature.	Position.			
		Lat. N.	Long. W.			Lat. N.	Long. W.		
May 27...		Left Halifax.		June 17...		61 8	65 32		
do 28...	43.8	44 59	61 09	do 18...		61 12	65 24		
do 29...	38.8	47 01	59 34	do 19...		61 8	65 56		
do 30...	35.3	49 03	58 55	do 20...		61 14	66 18		
do 31...	31.0	50 16	58 42	do 21...		61 16	66 26		
June 1...	34.8	Blanc Sablon.		do 22...		61 14	65 35		
do 2...	35.8			do 23...		61 21	66 26		
do 3...	35.3			do 24...		61 22	65 45		
do 4...	31.8			51 48	55 40	do 25...		61 19	65 37
do 5...	32.1			52 59	54 42	do 26...		61 20	65 24
do 6...	31.0			55 01	54 56	do 27...		61 20	65 29
do 7...	36.8			55 58	55 11	do 28...		61 17	65 2
do 8...	37.5			57 43	57 27	do 29...		61 8	64 33
do 9...	36.1			58 42	58 54	do 30...		61 14	64 54
do 10...	31.0			58 49	60 13	July 1...	In close field ice.	61 15½	64 54½
do 11...	30.9	58 45	60 39	do 2...	61 15	64 27			
do 12...	30.7	59 18	60 47	do 3...	61 7	64 27			
do 13...	31.2	60 30	61 6	do 4...	61 11	64 42			
do 14...	30.8	60 44	62 1	do 5...	29 8	61 15		64 38	
do 15...	31.5	61 36	62 29	do 6...	30 0	61 15		64 37	
do 16...	29 8	61 11	64 40	do 7...	33 0	61 1		63 20	

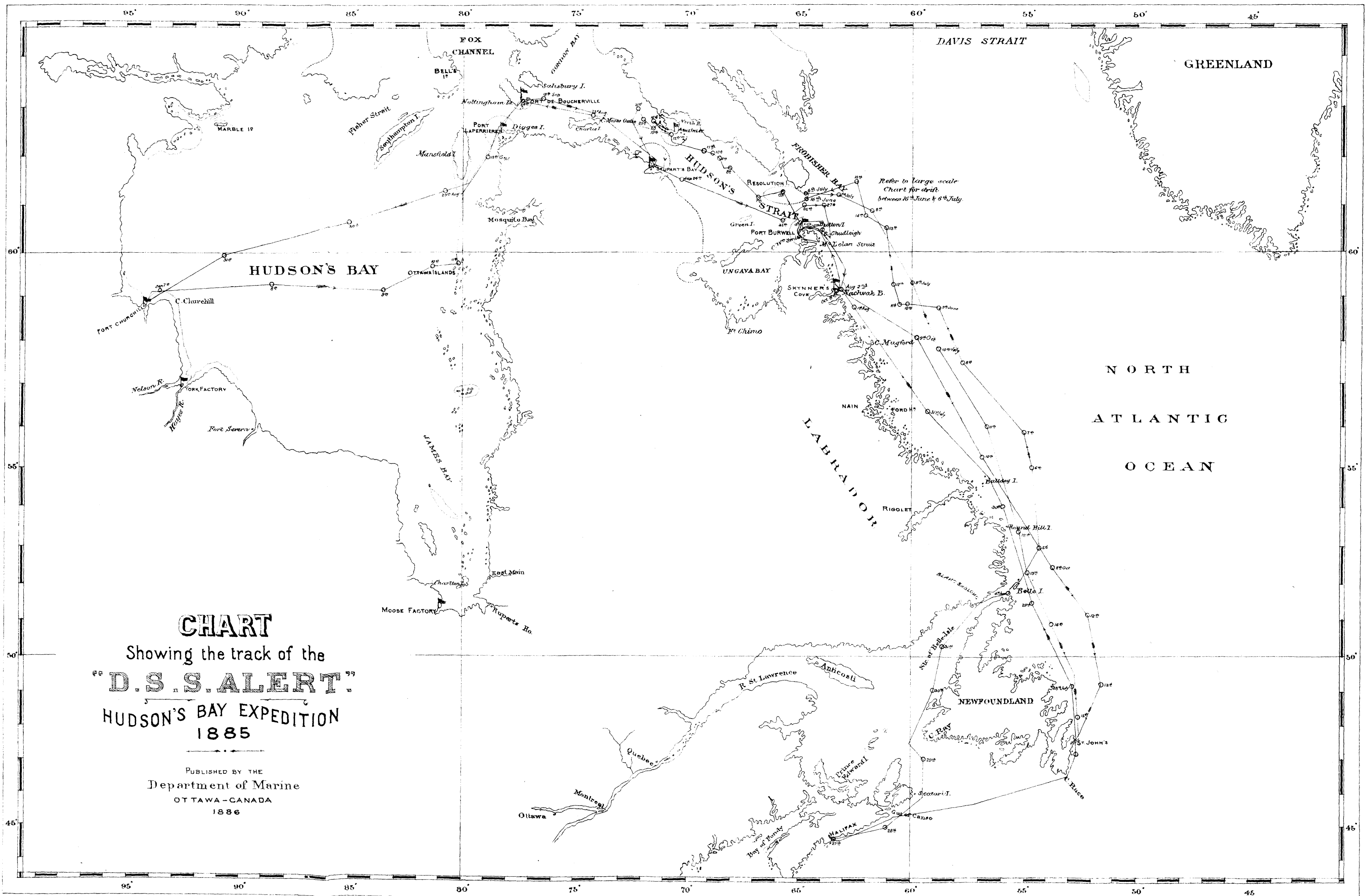
TABLE XIX.—Mean daily Temperature of Sea Water, &c.—Concluded.

Date. — Months.	Sea Temperature.	Position.		Date. — Months.	Sea Temperature.	Position.			
		Lat. N.	Long. W.			Lat. N.	Long. W.		
July 8...	35·6	60 56	61 41	Aug. 29...	38·8	61 21	80 52		
do 9...	37·6	59 20	59 59	do 30...	38·7	60 40	85 2		
do 10...	40·8	57 45	58 51	do 31...	38·7	59 58	90 40		
do 11...	49·5	56 2	56 40	Sept. 1...	42·8	Off Churchill.			
do 12...	46·6	53 28	55 17	do 2...	44·5	In Churchill Harbor.			
do 13...	48·7	52 22	54 54	do 3...	43·6				
do 14...	49·4	50 55	53 47	do 4...	45·0				
do 15...	53·8	48 21	52 38	do 5...	43·7				
do 16...	.....			do 6...	44·8				
do 17...	.....			do 7...	39·9			59 12	93 32
do 18...	.....			do 8...	38·3	59 23	88 34		
do 19...	.....			do 9...	38·4	59 12	83 35		
do 20...	.....			do 10...	40·1	59 48	81 20		
do 21...	.....	In St. Johns, Nfld.		do 11...	41·5	59 48	80 19		
do 22...	.....			do 12...	37·6	62 00	78 51		
do 23...	.....			do 13...	32·5	In Laperrière's Harbor.			
do 24...	.....			do 14...	31·8				
do 25...	.....			do 15...	34·2				
do 26...	.....			do 16...	33·3				
do 27...	50·0			do 17...	35·2			P.M. left Diggs.	
do 28...	52·1	49 9	52 57	do 18...	33·0			A.M. at Nottingham, lat. 63° 11'; long 76° 20'.	
do 29...	51·8	51 29	54 35	do 19...	32·0	In Ashe Inlet.			
do 30...	50·7	54 5	56 8	do 20...	33·8	Off Stupart's Bay.			
do 31...	41·5	56 21	59 22	do 21...	38·7	In Stupart's Bay.			
Aug. 1...	34·2	58 48	10' off shore.	do 22...	33·5				
do 2...	35·2	59 10	63 15	do 23...	31·0				
do 3...	30·7	60 32	64 30	do 24...	31·7			61 29	70 21
do 4...	32·0	60 24	64 46	do 25...	31·6			60 53	65 37
do 5...	31·4	In Burwell.		do 26...	31·4			61 2	64 41
do 6...	31·3	60 36	64 48	do 27...	31·7	61 1	63 50		
do 7...	31·0	61 23	65 29	do 28...	30·5	60 30	64 4		
do 8...	31·1	61 46	68 04	do 29...	33·4	In Port Burwell.			
do 9...	33·6	61 46	68 16	do 30...	32·2				
do 10...	30·8	62 00	68 36	Oct. 1...	32·5				
do 11...	34·2	62 07	68 45	do 2...	32·2				
do 12...	30·6	Off Ashe Inlet.		do 3...	31·9				
do 13...	29·9	Drifted 18' west.		do 4...	31·1				
do 14...	29·8	Ship a little farther west.		do 5...	31·5				
do 15...	29·9	62 37	71 34	do 6...	31·6				
do 16...	30·0	63 00	71 27	do 7...	31·2	In Nachvak.			
do 17...	30·3	7' west of Bluff.		do 8...	32·0				
do 18...	30·0	14' do		do 9...	32·8			58 4	59 48
do 19...	29·9	42 47	71 17	do 10...	33·6			55 17	56 54
do 20...	29·8	20' farther west.		do 11...	36·8			52 27	53 40
do 21...	36·7	60 59	72 7	do 12...	35·7			51 12	52 2
do 22...	36·7	Noon in Stupart's Bay.		do 13...	40·4	49 14	51 34		
do 23...	35·9	62 50	74 6	do 14...	44·6	In St. Johns.			
do 24...	34·5	Off S.E. part of Nottingham.		do 15...	46·9			47 11	52 42
do 25...	35·0	Diggs.		do 16...	49·4			45 43	57 14
do 26...	34·8	In Port Laperrière.		do 17...	51·3			Cranberry Island, N. $\frac{1}{4}$ W. 5'.	
do 27...	35·5			do 18...	.....			Halifax.	
do 28...	33·7								

TABLE XX.

WEEKLY Results of Meteorological Observations taken on board Dominion Steamer "Alert," 1885.

Week ending	Barometer at 32°.			Temperature.				Hours Snow.	Hours Fog.	Hours Wind, 25 miles and over.
	Highest.	Lowest.	Range	Mean.	Max.	Min.	Range			
June 3.....	30 186	29 839	·347	40 52	50 7	31 9	18 8	.....	2	4
do 10.....	·068	·405	·663	36 12	43 0	30 2	12 8	4	6	74
do 17.....	29 897	·135	·762	34 00	42 5	30 5	12 0	8	16	8
do 24.....	·887	·428	·459	33 55	42 1	27 0	14 1	40	12	.....
July 1.....	30 282	·459	·823	34 88	40 8	30 1	10 7	18	8	6
do 8.....	·131	·749	·382	36 59	43 5	31 0	12 5	.....	24	2
do .....	·117	·139	·978	48 05	62 8	38 5	24 3	.....	60	2
Aug. 1.....	29 989	·457	·532	52 70	68 7	40 5	28 2	.....	.....	14
do 8.....	30 361	·856	·505	45 67	60 0	31 2	28 6	.....	28	.....
do 15.....	·068	·152	·856	36 75	43 0	31 3	11 7	4	40	4
do 22.....	29 982	·379	·603	36 81	43 0	32 9	11 1	.....	16	8
do 29.....	30 056	·885	·171	40 24	57 1	34 0	17 1	.....	4	.....
Sept. 5.....	·078	·465	·613	41 94	48 0	37 2	10 8	4	.....	8
do 12.....	·253	·827	·426	40 12	46 0	34 0	12 0	4	16	16
do 19.....	·205	·747	·458	33 0	39 0	31 0	8 0	.....	12	40
do 26.....	·205	·034	1 171	32 49	39 8	21 0	18 9	56	.....	60
Oct. 3.....	·182	·342	·840	33 06	45 0	29 3	15 7	16	.....	92
do 10.....	·418	28 956	1 462	32 70	37 0	30 0	7 0	40	.....	32
do 17.....	·411	·728	1 683	41 75	54 0	34 0	20 0	32	.....	92
Season.....	30 418	28 728	1 690	.....	68 7	21 0	47 7	226	248	482



**CHART**  
 Showing the track of the  
**"D.S.S. ALERT"**  
 HUDSON'S BAY EXPEDITION  
 1885

PUBLISHED BY THE  
 Department of Marine  
 OTTAWA-CANADA  
 1886



RESOLUTION I.

C. Best

23 JUNE

21

20

19

17

18

24

25

27

26

28

1 JULY

30

5

5

16

JUN 29

3 JULY

7 JULY

Ship's horizon June 17<sup>th</sup>

Ship's horizon July 3<sup>rd</sup>

Station horizon

**TRACK CHART**  
Showing drift of  
**"D.S.S. ALERT"**

In Ice June and July, 1885.

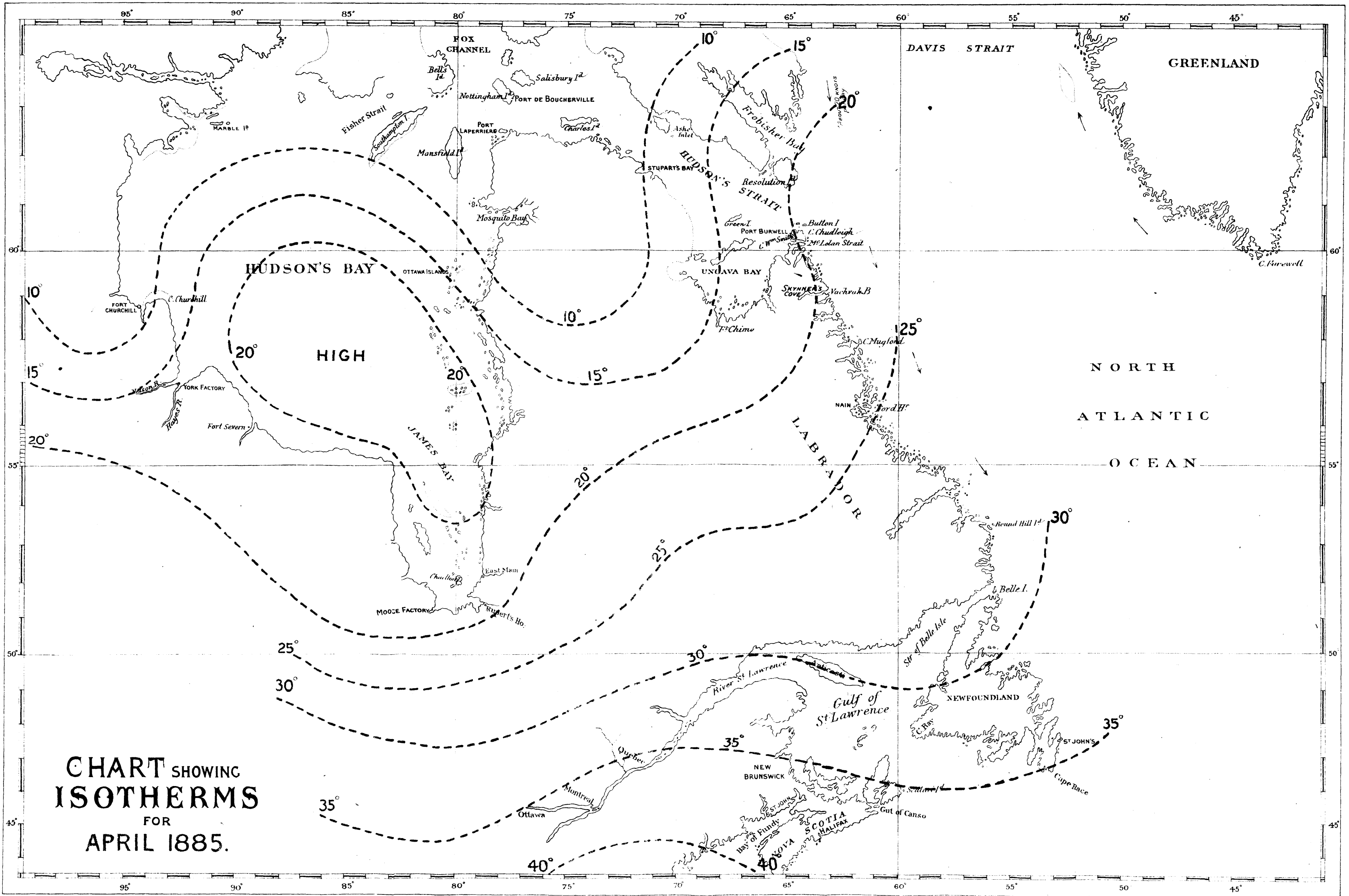
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Department of Marine  
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1886

Buttons I<sup>s</sup>

PORT BURWELL

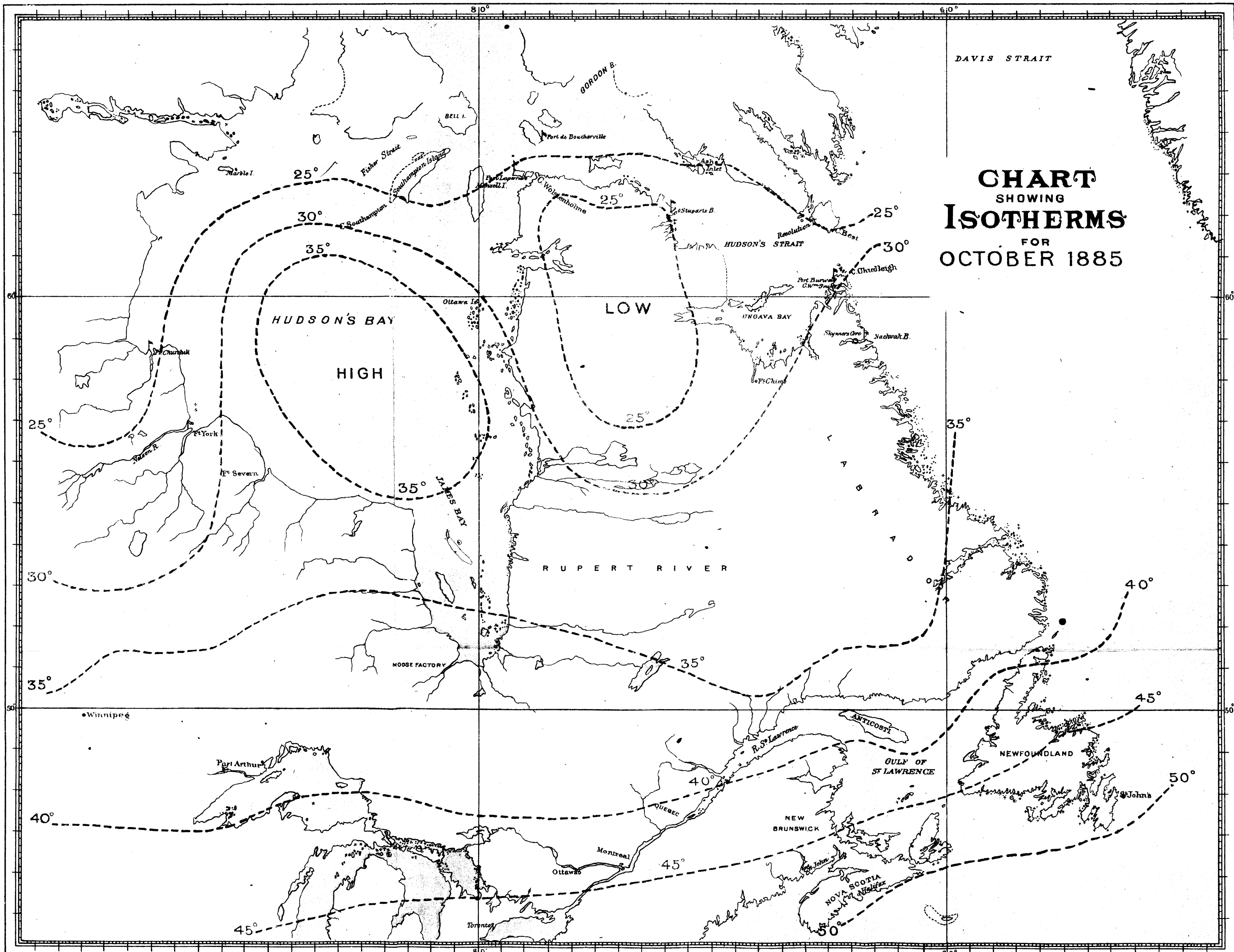
Cape Chudleigh

Long W. of Greenwich



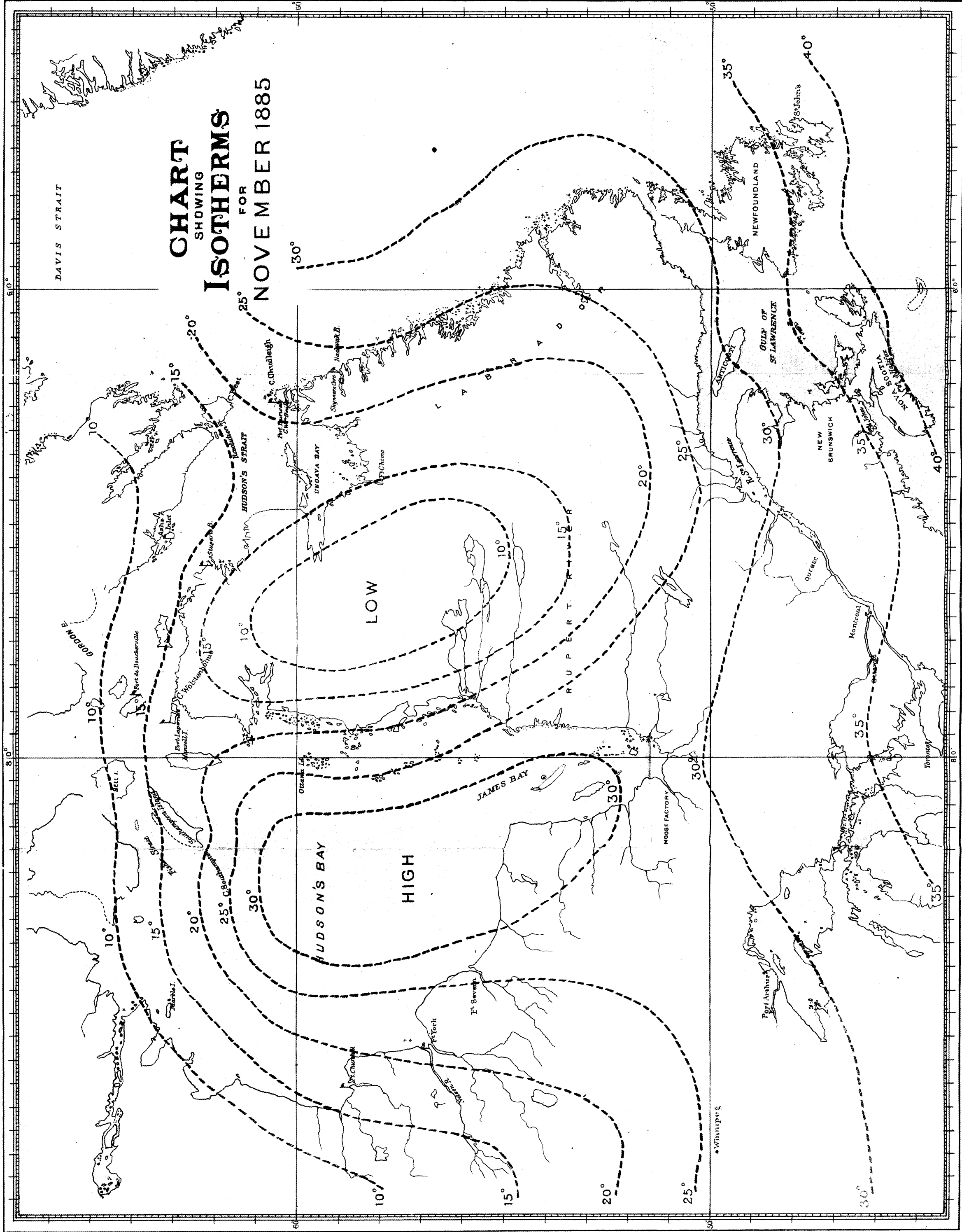
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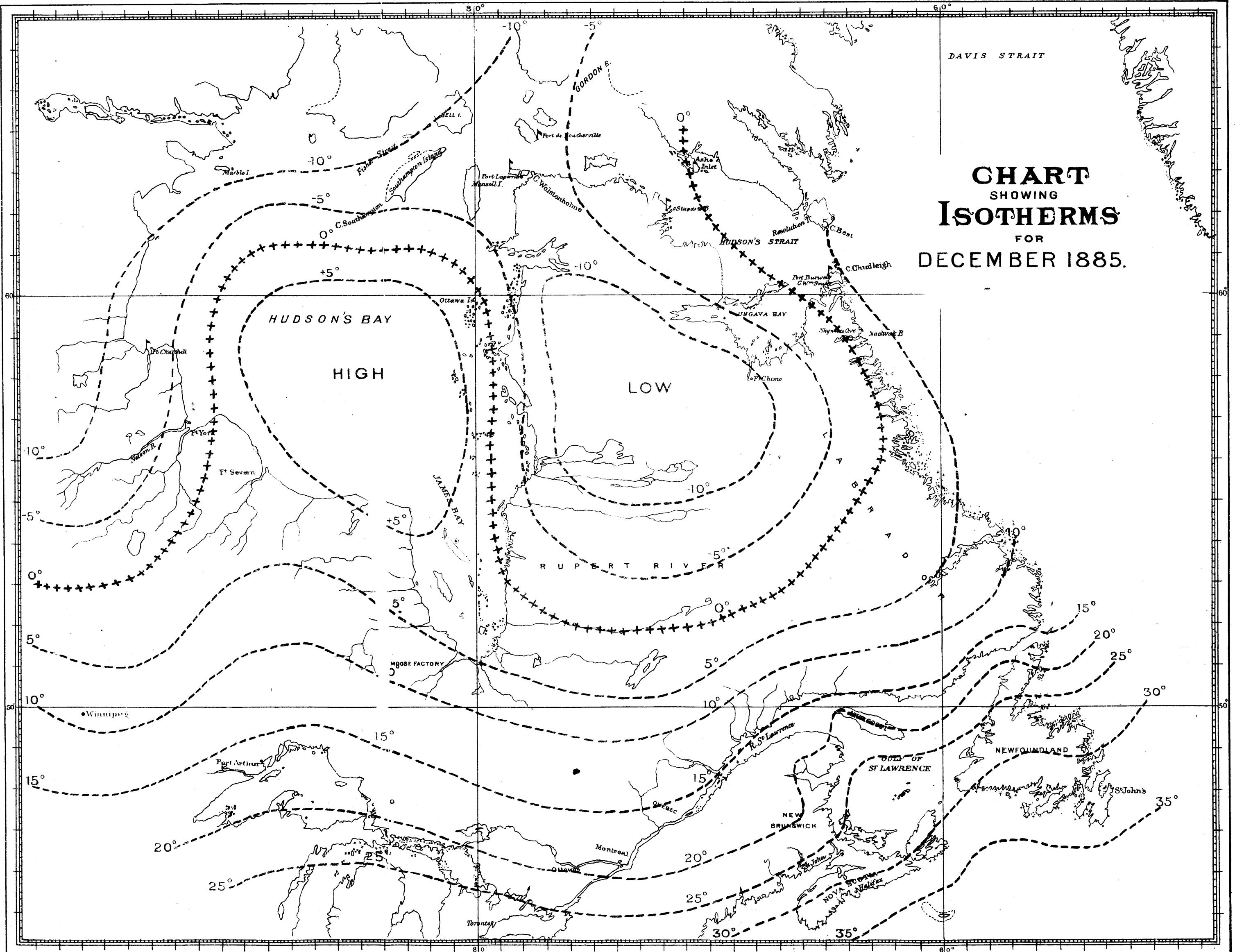
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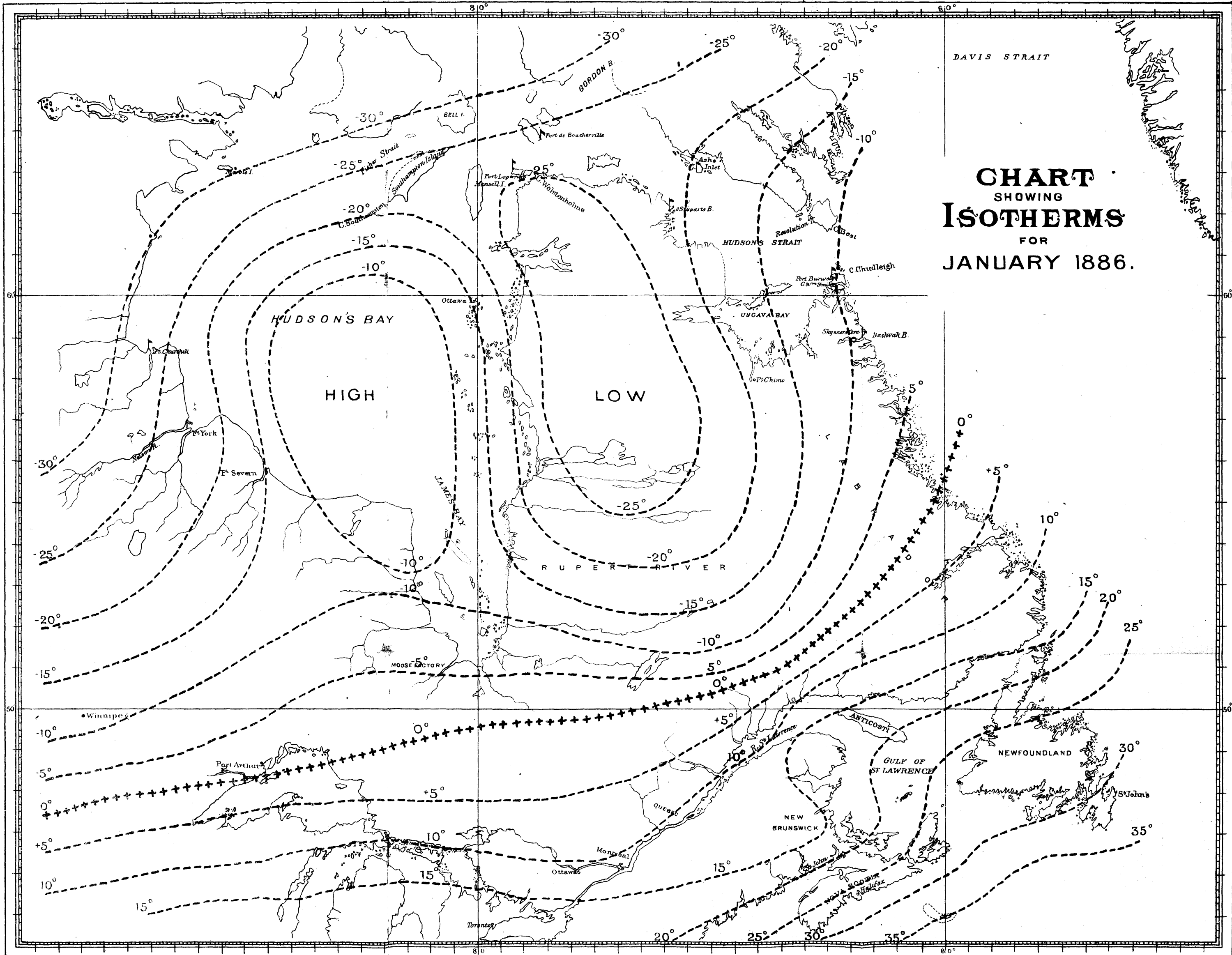
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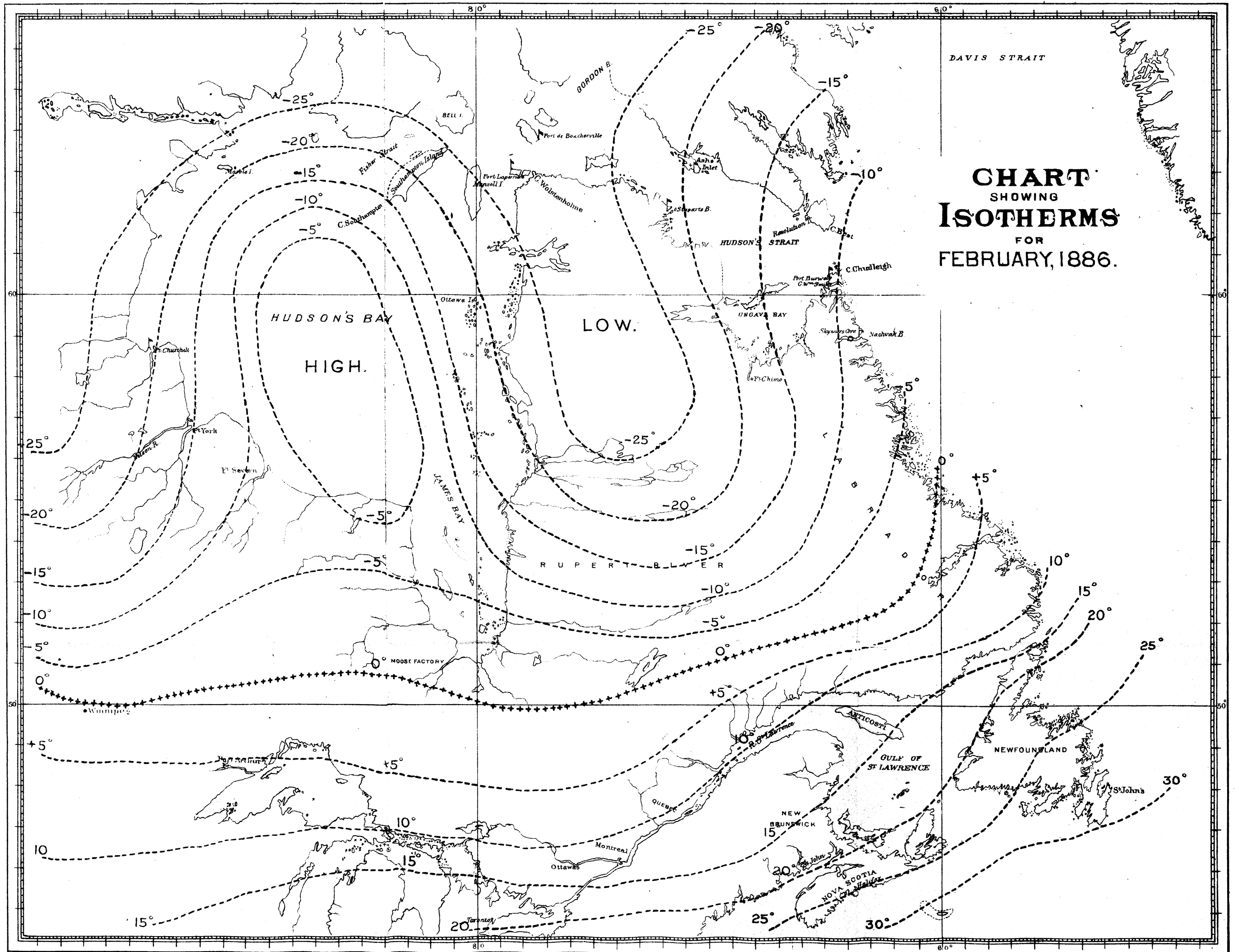
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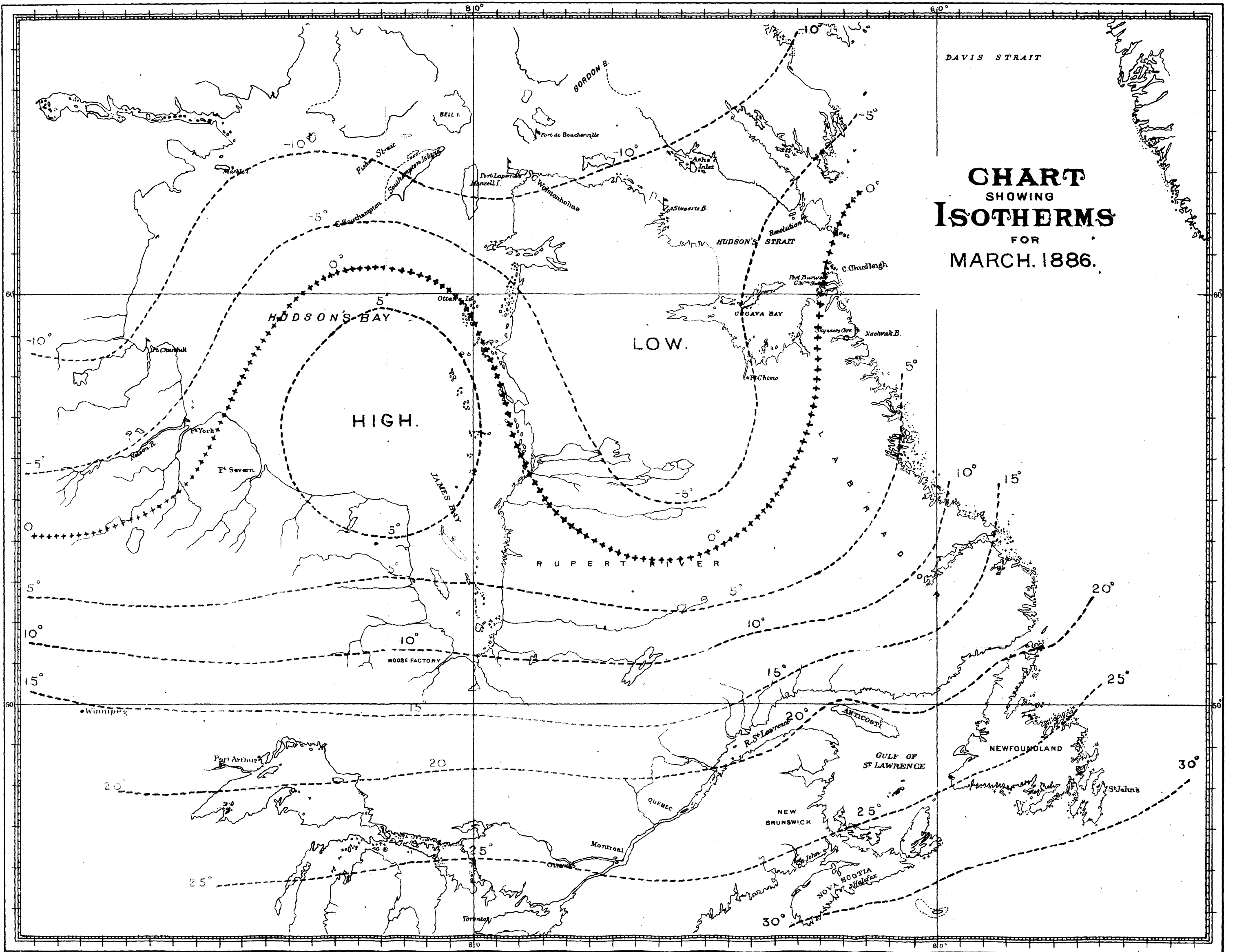
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W. Tyrrell, F.L.S. Draughtsman

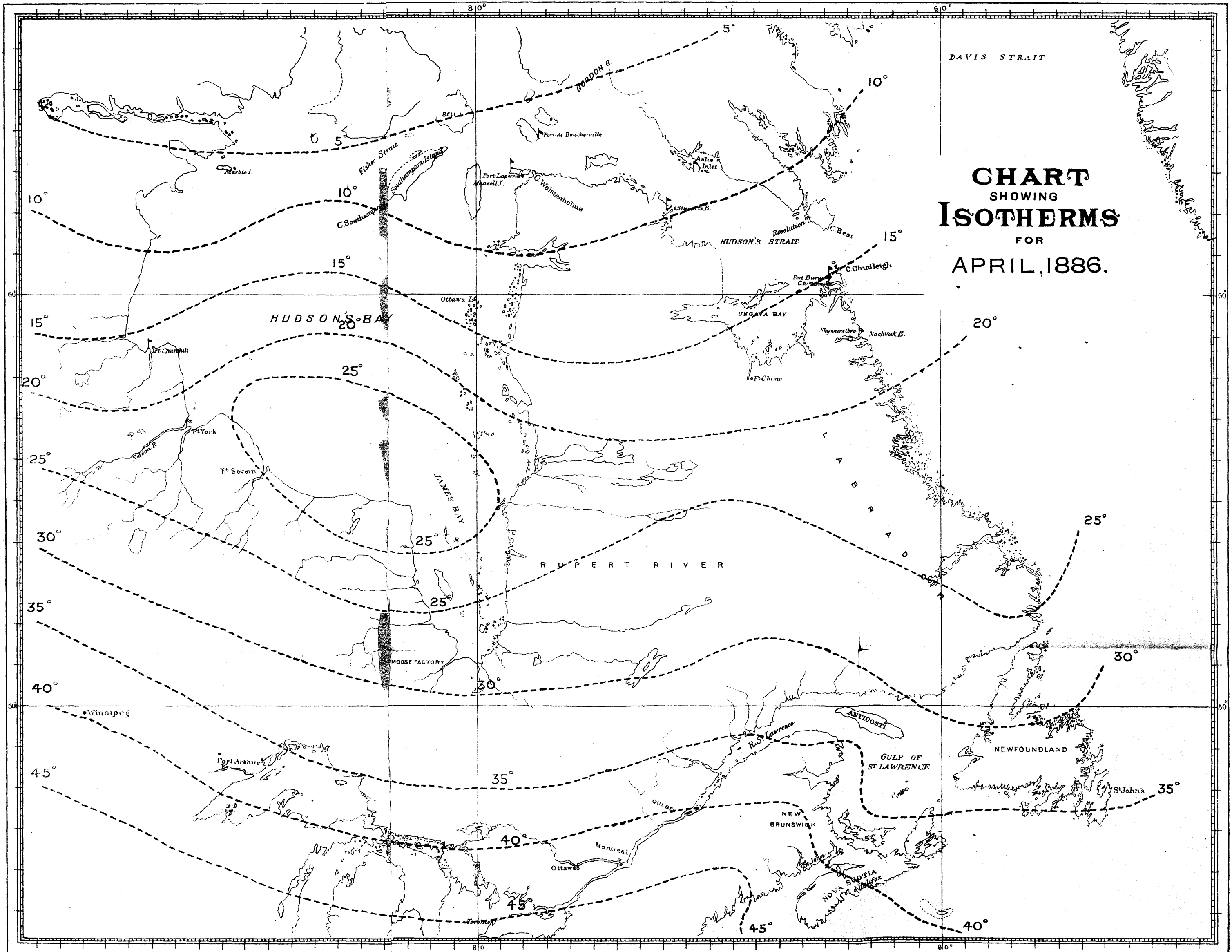
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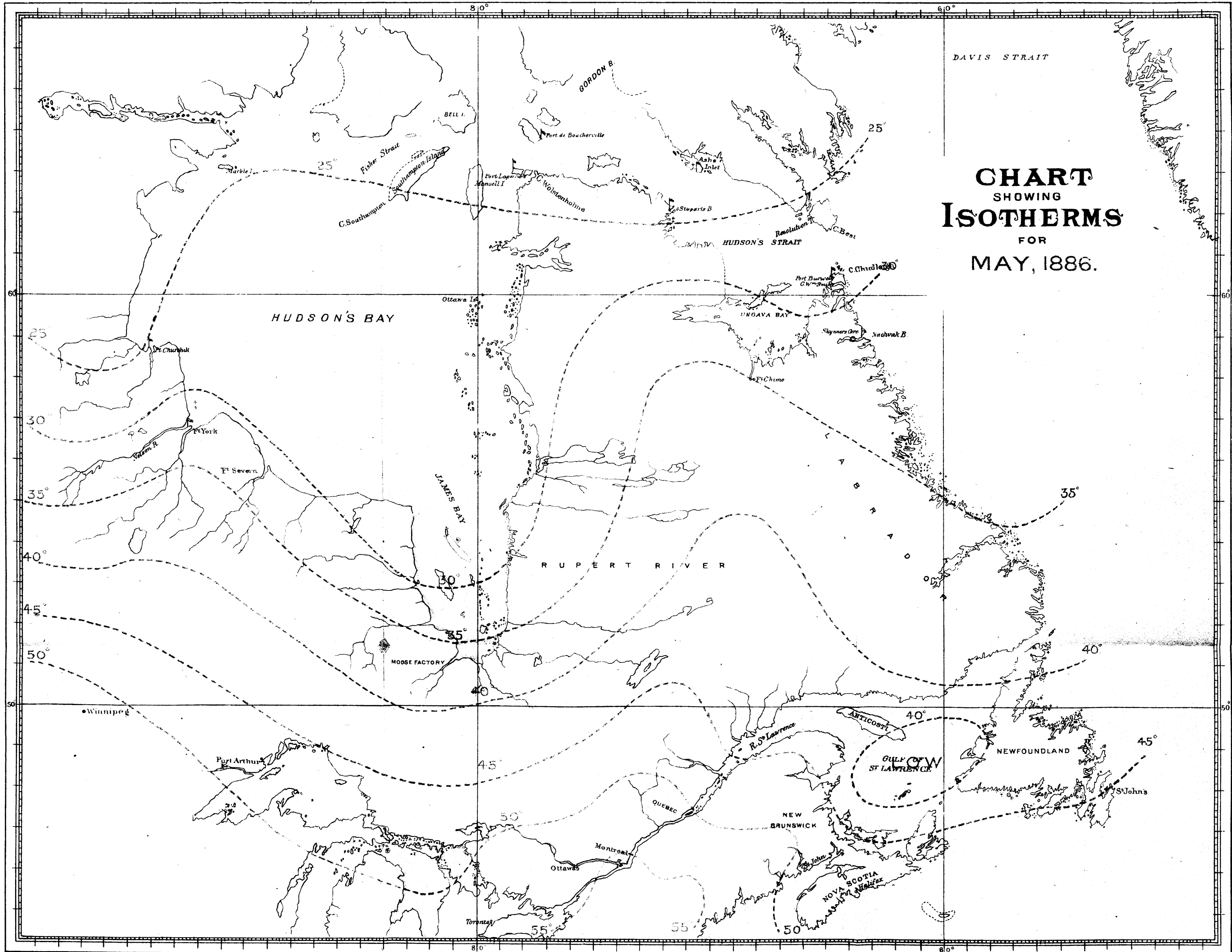
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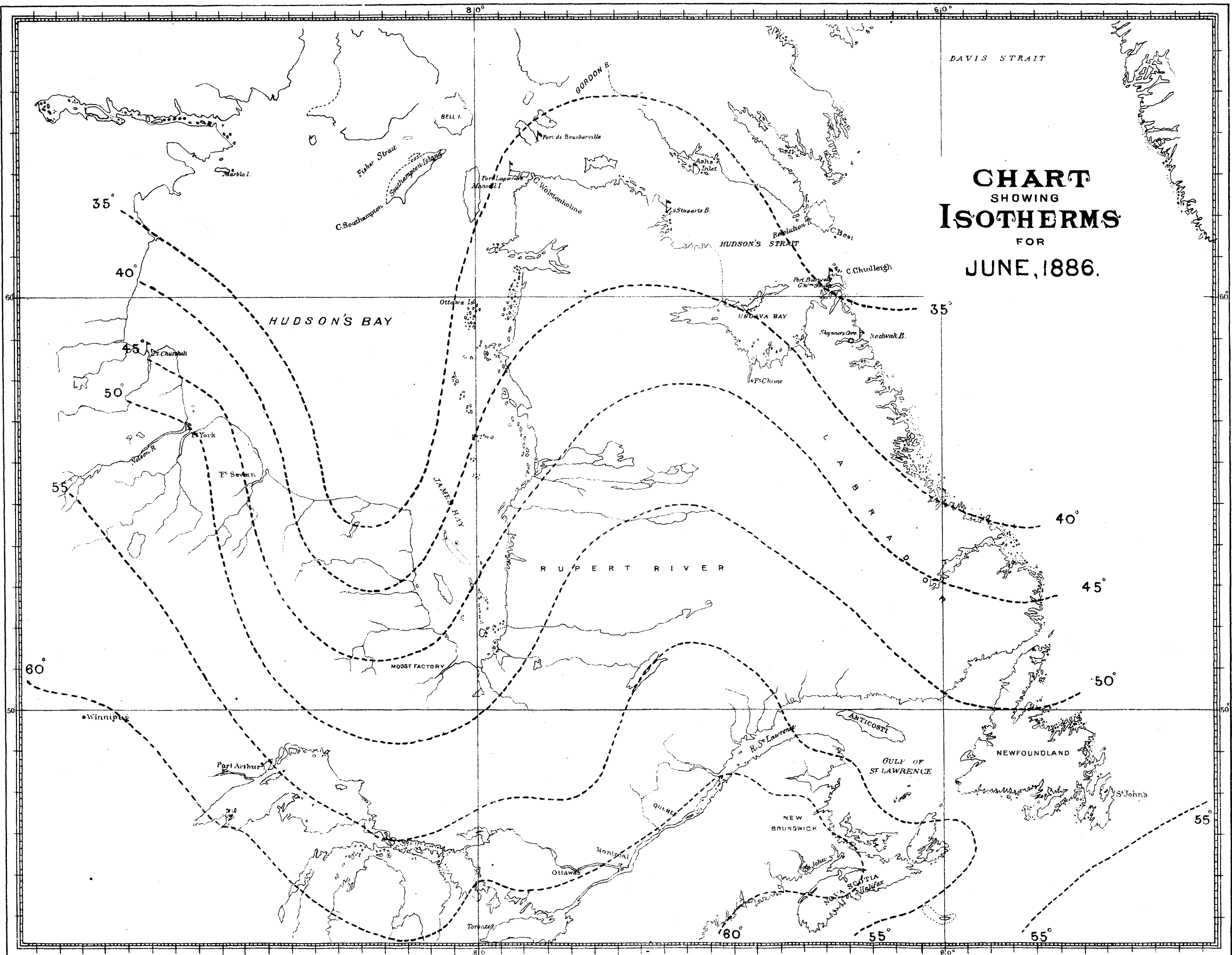
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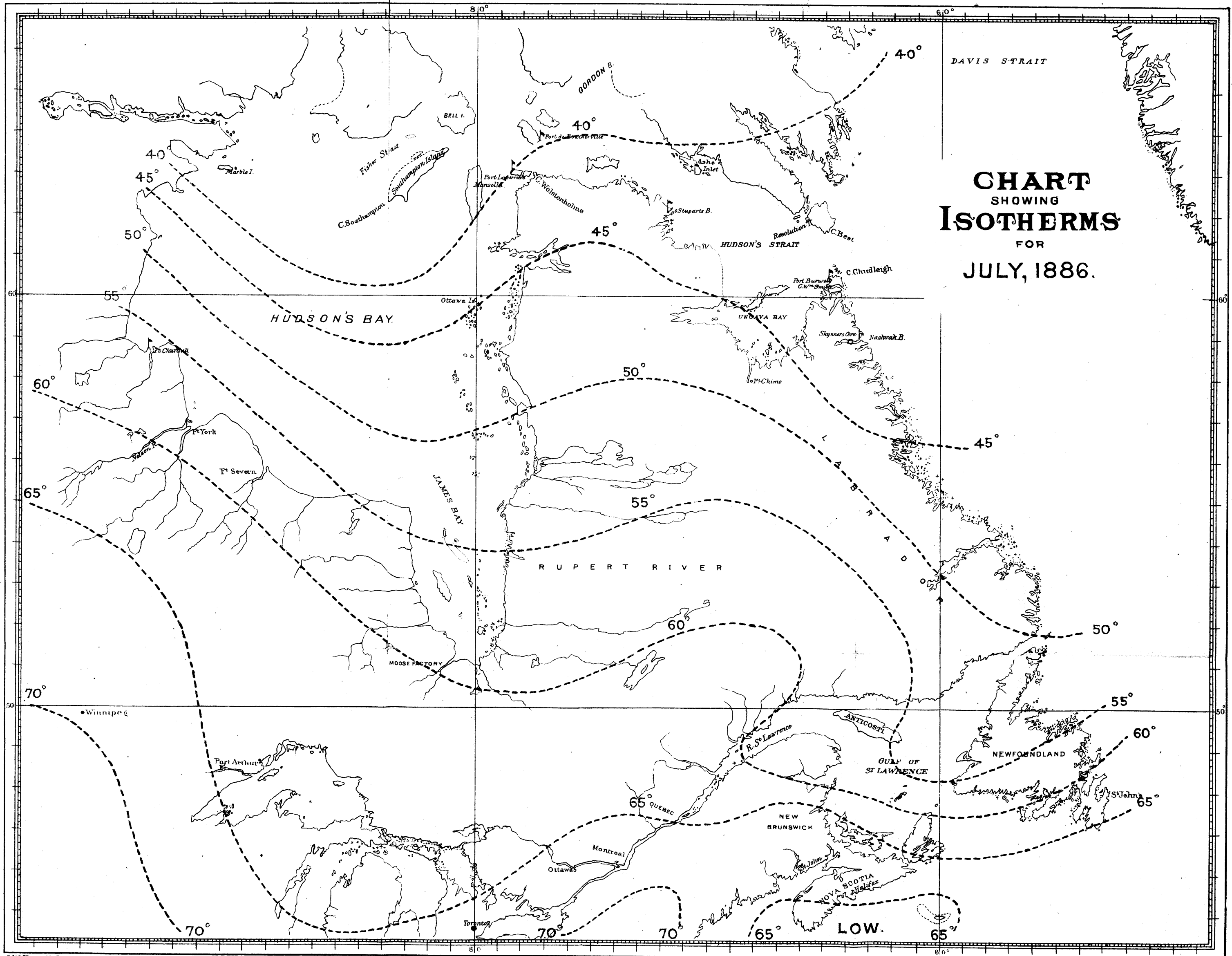
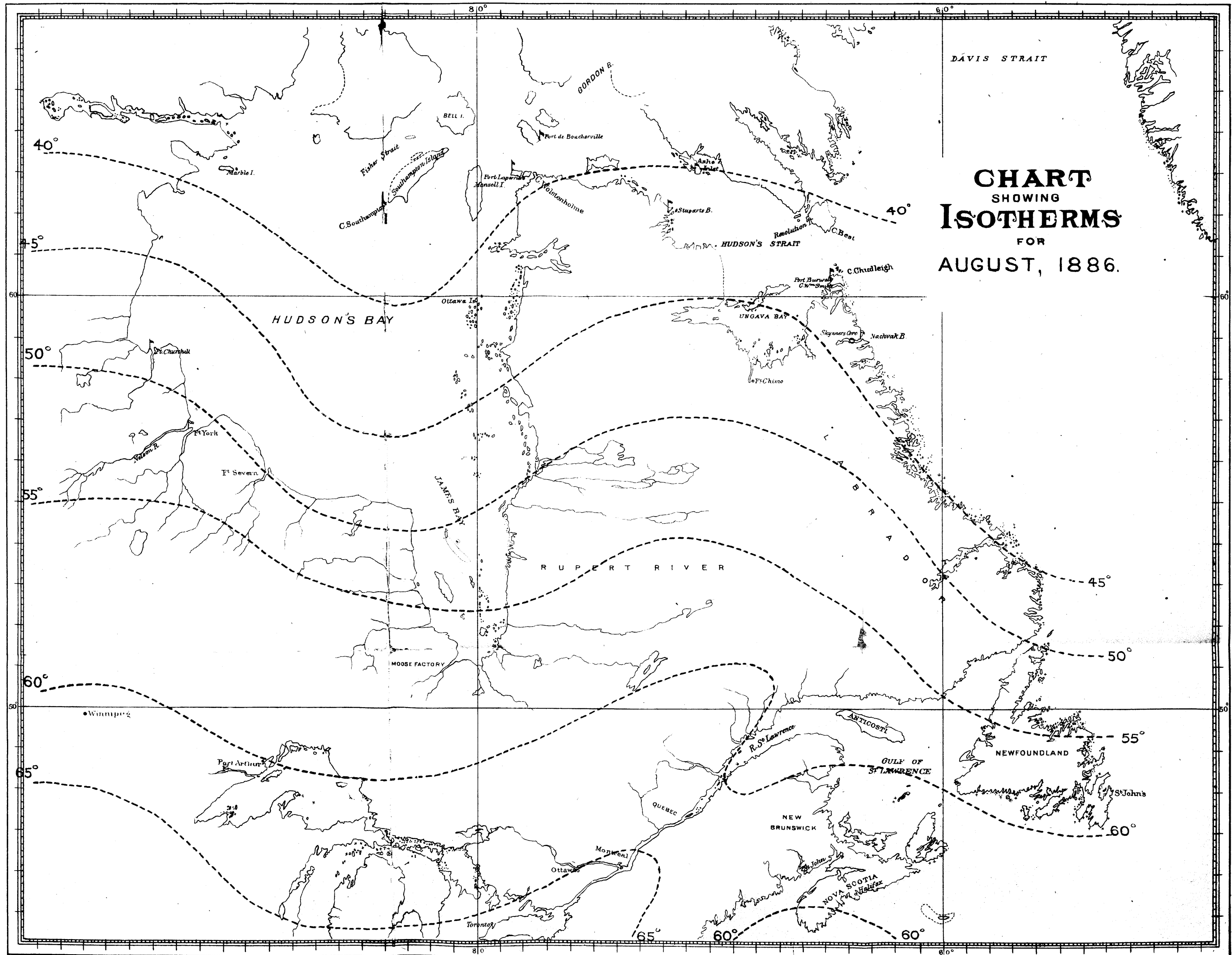


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J.W. Tyrrell, P.I.S., Draughtsman.

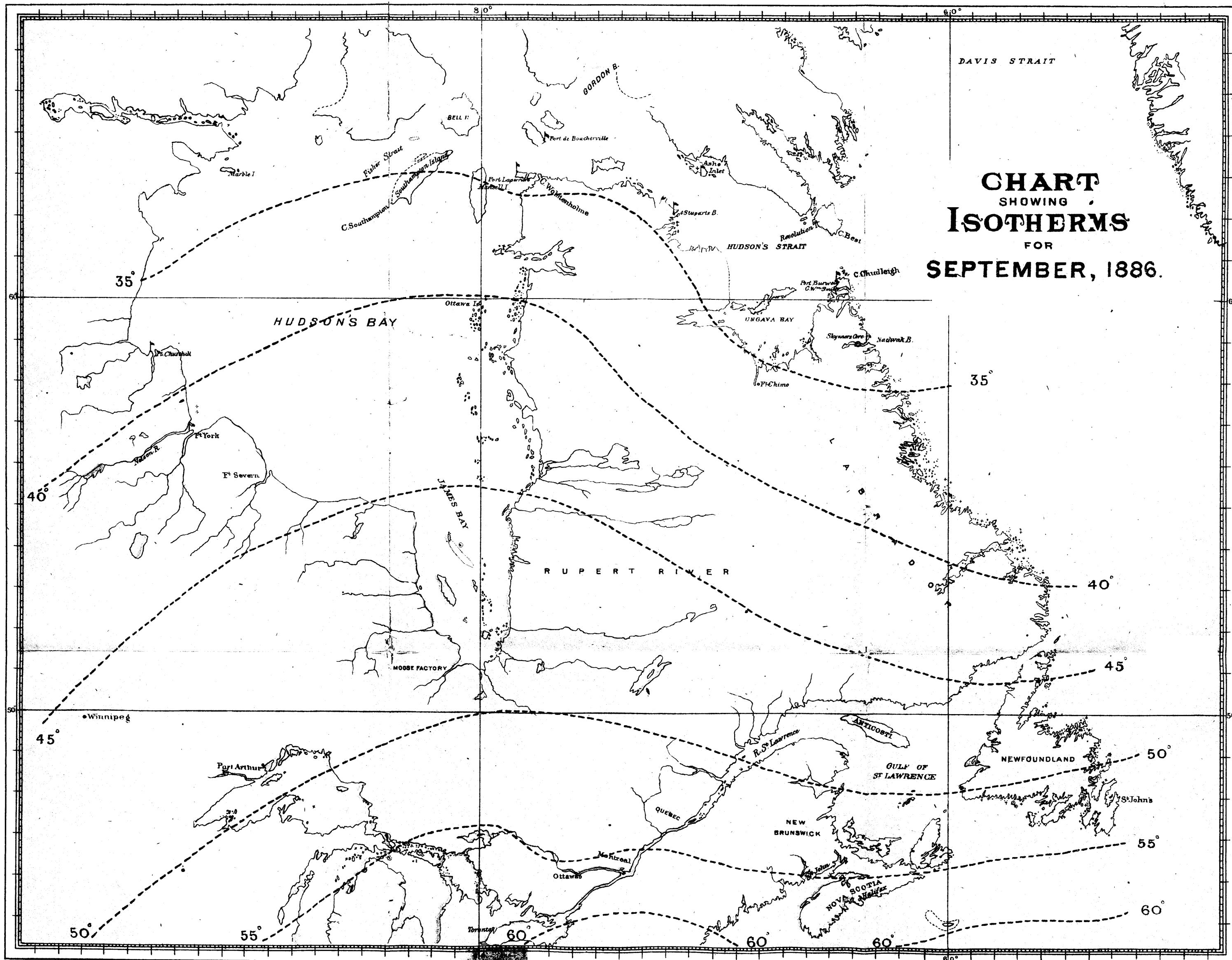
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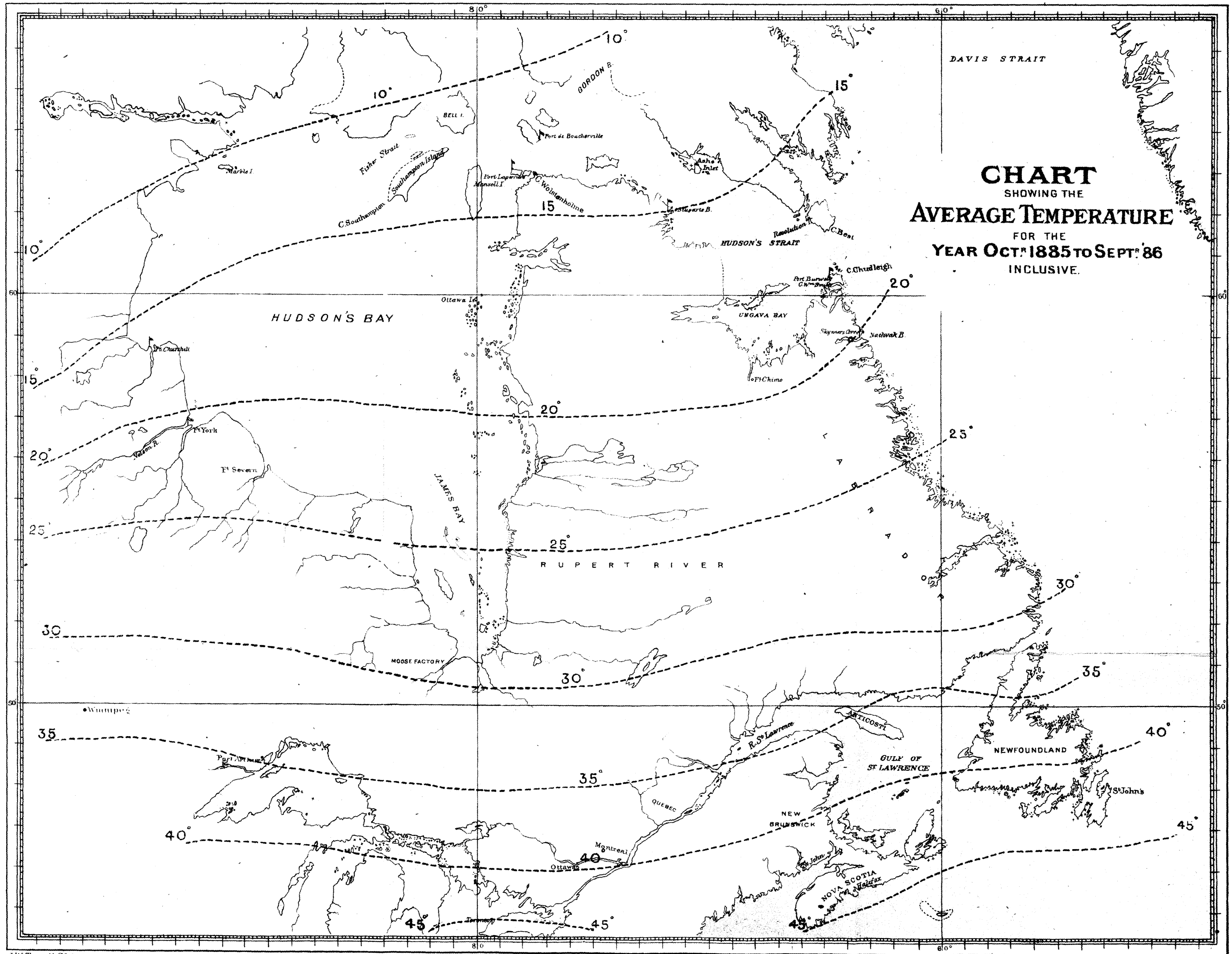
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 FOR  
**AUGUST, 1886.**





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**CHART**  
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 FOR  
**SEPTEMBER, 1886.**



**CHART**  
 SHOWING THE  
**AVERAGE TEMPERATURE**  
 FOR THE  
**YEAR OCT. 1885 TO SEPT. '86**  
 INCLUSIVE.

J.W. Tyrell, P.L.S. Draughtsman.

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