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In Sessional paper No. 11, pages 66, 78-79, 89 are incorrectly numbered pages 78, 66, 76, 96.

In Sessional paper No. 11A, pages 133, 136-137, 140 & 201 are incorrectly numbered pages 136, 133, 140, 137 & 20.

In Sessional paper No. 11A, number on page 196 is upside down.

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In Sessional paper No. 11C, page 143 is incorrectly numbered page 134.

SESSIONAL PAPERS

VOLUME 8

SIXTH SESSION OF THE SEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1896



891030

See also Numerical List, page 4.

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OF THE

PARLIAMENT OF CANADA

SIXTH SESSION, SEVENTH PARLIAMENT, 1896.

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CONTENTS OF VOLUME 1.

1. Report of the Auditor General on Appropriation Accounts, for the year 1894-95. Presented (First Part) 29th January, 1896, by Hon. G. E. Foster (second and concluding part presented 18th February, 1896). *Printed for both distribution and sessional papers.*
- 1a. Return of Treasury Board Overrulings since session of 1895 on appeal from the decision of the Auditor General *re* purchase of land for Manitoba Penitentiary. Presented 17th January, 1896, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada for the fiscal year ended 30th June, 1895. Presented 17th January, 1896, by Hon. G. E. Foster. 2a. Estimates for the fiscal year ended 30th June, 1897; presented 27th January. 2b. Supplementary Estimates for the year ending 30th June, 1896; presented 6th April, 1896. *Printed for both distribution and sessional papers.*
3. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1895. Presented 13th April, 1896, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 3a. Report of dividends remaining unpaid and unclaimed balances in the Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1895. Presented 17th April, 1896, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 3.

4. Report of the Superintendent of Insurance for the year ending 31st December, 1895. *Printed for both distribution and sessional papers.*
- 4a. Preliminary statements of the business of Life Insurance Companies in Canada, for the year ending 31st December, 1895. Presented 2nd March, 1896, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 4b. Abstracts of Statements of Insurance Companies in Canada, for the year ended 31st December, 1895. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

5. Report of the Department of Trade and Commerce, for the year ended 30th June, 1895. Presented 7th February, 1896, by Hon. W. B. Ives. *Printed for both distribution and sessional papers.*
- 5a. Reports of the High Commissioner in connection with the Department of Trade and Commerce. *Printed for both distribution and sessional papers.*
6. Tables of the Trade and Navigation of Canada for the fiscal year ended 30th June, 1895. Presented 24th January, 1896, by Hon. J. F. Wood. *Printed for both distribution and sessional papers.*

 CONTENTS OF VOLUME 5.

7. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 30th June, 1895. Presented 9th January, 1896, by Hon. J. Costigan.....*Printed for both distribution and sessional papers.*
- 7a. Inland Revenues of Canada. Inspection of Weights and Measures and Gas, for the fiscal year ended 30th June, 1895. Presented 9th January, 1896, by Hon. J. Costigan.
Printed for both distribution and sessional papers.
- 7b. Inland Revenues of Canada. Adulteration of Food, for the fiscal year ended 30th June, 1895. Presented 9th January, 1896, by Hon. J. Costigan.
Printed for both distribution and sessional papers.
8. Report of the Minister of Agriculture for the calendar year 1895. Presented 21st February, 1896, by Hon. G. E. Foster.....*Printed for both distribution and sessional papers.*
- 8a. Report on Canadian Archives, 1895. Presented 24th March, 1896, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.
- 8b. Conference on the Copyright Question. Presented 23rd January, 1896, by Hon. W. H. Montague.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

- 8c. Report of the Director and Officers of the Experimental Farms, for the year 1895. Presented 6th April, 1896, by Hon. G. E. Foster.....*Printed for both distribution and sessional papers.*
- 8d. Criminal Statistics for the year 1895.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 7.

9. Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1895. Presented 26th February, 1896, by Hon. J. A. Ouimet....*Printed for both distribution and sessional papers.*
10. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1895. Presented 6th February, 1896, by Hon. J. Haggart.
Printed for both distribution and sessional papers.
- 10a. Railway Statistics of Canada, for the year ended 30th June, 1895. Presented 30th January, 1896, by Hon. J. Haggart.....*Printed in No. 10.*
- 10b. Canal Statistics for season of navigation, 1894. Presented 30th January, 1896, by Hon. J. Haggart.
Printed in No. 10.

CONTENTS OF VOLUME 8.

11. Annual Report of the Department of Marine and Fisheries (Marine) for the fiscal year ended 30th June, 1895. Presented 10th February, 1896, by Hon. J. Costigan.
Printed for both distribution and sessional papers.
- 11a. Annual Report of the Department of Marine and Fisheries (Fisheries) for the fiscal year ended 30th June, 1895. Presented 28th February, 1896, by Hon. J. Costigan.
Printed for both distribution and sessional papers.
- 11b. Report of an investigation into the Pilotage System at St. John, N.B. Presented 24th January, 1896, by Hon. J. Costigan.....*Printed for both distribution and sessional papers.*
- 11c. List of Shipping issued by the Department of Marine and Fisheries: being a list of vessels on the registry books of the Dominion of Canada on the 31st December, 1895.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 9.

- 11d. Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1895.....*Printed for both distribution and sessional papers.*
12. Report of the Postmaster General, for the year ended 30th June, 1895. Presented 23rd January, 1896, by Sir A. P. Caron.....*Printed for both distribution and sessional papers.*

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- 13.** Annual Report of the Department of the Interior, for the year 1895. Presented 12th February, 1896, by Hon. T. M. Daly.....*Printed for both distribution and sessional papers.*
- 13a.** Summary Report of the Geological Survey Department, for the year 1895. Presented 13th March, 1896, by Hon. T. M. Daly.....*Printed for both distribution and sessional papers.*
- 14.** Annual Report of the Department of Indian Affairs, for the year ended 30th June, 1895. Presented 7th February, 1896, by Hon. T. M. Daly.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 11.

- 15.** Report of the Commissioner of the North-West Mounted Police Force, 1895. Presented 23rd March, 1896, by Hon. T. M. Daly..... *Printed for both distribution and sessional papers.*
- 15a.** Supplementary Report of the Commissioner of the North-west Mounted Police Force, 1895. Presented 16th April, 1896, by Hon. T. M. Daly....*Printed for both distribution and sessional papers.*
- 16.** Report of the Secretary of State of Canada, for the year ended 31st December, 1895. Presented 23rd March, 1896, by Sir Charles Tupper... *Printed for both distribution and sessional papers.*
- 16a.** Civil Service List of Canada, 1895. Presented 17th January, 1896, by Hon. J. A. Ouimet.
Printed for both distribution and sessional papers.
- 16b.** Annual Report of the Department of Public Printing and Stationery of Canada, for the year ending 30th June, 1895, with a partial report for services during six months ending 31st December, 1895. Presented 9th March, 1896, by Hon. Sir Charles Tupper.
Printed for both distribution and sessional papers.
- 16c.** Report of the Board of Civil Service Examiners for the year ended 31st December, 1895. Presented 20th March, 1896, by Sir Charles Tupper . . . *Printed for both distribution and sessional papers.*
- 17.** Report of the Joint Librarians of Parliament for the year 1895. Presented 2nd January, 1896, by the Hon. The Speaker.....*Printed for sessional papers only.*
- 18.** Report of the Minister of Justice as to the Penitentiaries of Canada, for the year ended 30th June, 1895. Presented 7th February, 1896, by Hon. A. R. Dickey.
Printed for both distribution and sessional papers.
- 19.** Report of the Department of Militia and Defence of Canada, for the year ended 30th June, 1895. Presented 30th January, 1896, by Hon. A. R. Dickey.
Printed for both distribution and sessional papers.
- 20.** Statement showing the bounty paid on steel billets, manufactured in Canada, from 31st March, 1895, to 31st December, 1895. Presented 17th January, 1896, by Hon. J. F. Wood.
Not printed.
- 21.** Statement showing the bounty paid on pig iron manufactured in Canada, from 4th April, 1895, to 9th January, 1896, and quantity produced. Presented 17th January, 1896, by Hon. J. F. Wood.
Not printed.
- 22.** Statement of Governor General's Warrants issued on account of the fiscal year 1895-96, made as directed by the Consolidated Revenue and Audit Act. Presented 17th January, 1896, by Hon. G. E. Foster.....*Not printed.*
- 23.** Statement of all superannuations and retiring allowances in the civil service during the year ended 31st December, 1895, giving name, rank, salary, service, allowance and cause of retirement of each person superannuated; also whether vacancy filled by promotion or new appointment, and salary of any new appointee. Presented 17th January, 1896, by Hon. G. E. Foster.. *Not printed.*
- 24.** Statement of expenditure on account of miscellaneous unforeseen expenses, from 1st July, 1895, to 2nd January, 1896. Presented 17th January, 1896, by Hon. G. E. Foster.....*Not printed.*
- 25.** Return to an order of the House of Commons, dated 3rd February, 1896, for a return showing the names of the operators and location of mills in which corn was ground for human food during the year ending 30th June, 1895. The number of bushels ground by each, and the gross amount of rebate made to each, and the amount of rebate yet due or claimed by each and not paid, if any. Presented 20th February, 1896.—*Mr. McMullen*.....*Not printed.*
- 26.** List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the year 1895. Presented 17th January, 1896, by Hon. J. A. Ouimet.
Printed in No. 16.

 CONTENTS OF VOLUME 11—*Continued.*

27. Report of the Commissioner of Dominion Police, for the year 1895, under Revised Statutes of Canada, chapter 184, section 5. Presented 17th January, 1896, by Hon. T. M. Daly. . . . *Not printed.*
28. Return to an order of the House of Commons, dated 8th July, 1895, for a copy of all memorials, petitions and other documents from the Indians of St. Peter's Reserve, Manitoba, and of all correspondence in relation thereto, since 1st January, 1892. Presented 20th January, 1896.—*Mr. Laurier* *Not printed.*
29. Copy of an order in council of the 8th January, 1896, continuing for the current year the issue of licenses to United States fishing vessels to enter any ports on the Atlantic coast for the purchase of bait, etc. Presented 20th January, 1896, by Hon. J. Costigan *Not printed.*
30. Statement in reference to fishing bounty payments for 1894-95, required by chapter 96 of the Revised Statutes of Canada. Presented 20th January, 1896, by Hon. J. Costigan *Not printed.*
31. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, in accordance with the provisions of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 21st January, 1896, by Hon. T. M. Daly *Not printed.*
- 31a. Return of orders in council which have been published in the *Canada Gazette*, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54, Revised Statutes of Canada. Presented 21st January, 1896, by Hon. T. M. Daly *Not printed.*
32. Return under resolution of the 20th February, 1882, in so far as the same is furnished by the department of the interior, respecting the Canadian Pacific Railway Company. Presented 22nd January, 1896, by Hon. T. M. Daly *Not printed.*
- 32a. List of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1894, to the 1st October, 1895. Presented 10th February, 1896, by Hon. T. M. Daly *Not printed.*
33. Return to an order of the House of Commons, dated 10th June, 1895, for a return showing: 1. Number of manufacturing industries in the city of Chatham, specifying the name of each and name of the proprietor. 2. Number of hands employed in each factory. 3. The value of the output of each factory. 4. Amount of capital invested in each factory. 5. Total wages paid by each factory. 6. Value of raw material in each factory. Presented 23rd January, 1896.—*Mr. Campbell* *Not printed.*
- 33a. Return to an order of the House of Commons, dated 10th June, 1895, for a return showing: 1. Number of manufacturing industries in the town of Wingham, specifying the name of each and name of proprietor. 2. Number of hands employed in each factory. 3. The value of the output of each factory. 4. Amount of capital invested in each factory. 5. Total wages paid by each factory. 6. Value of raw material in each factory. Presented 23rd January, 1896.—*Mr. McDonald (Huron)* *Not printed.*
34. Detailed statement of all bonds and securities registered in the department of the secretary of state for Canada, since last return, 1895, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 23rd January, 1896, by Hon. J. A. Ouimet *Not printed.*
35. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of the contract made between the postmaster general and Mr. Jos. Lamontagne, on 1st July, 1894, for carrying the mail between Lake Etchemin and St. Rose de Watford; also of all documents, correspondence, tenders and reports, other than confidential, in relation to the cancelling of the said contract, and of the new contract subsequently made by the government and of the tenders that preceded it. Presented 24th January, 1896.—*Mr. Vaillancourt* *Not printed.*
- 35a. Return to an order of the House of Commons, dated 3rd June, 1895, for a return showing all correspondence, reports, tenders received and contracts entered into for carrying mail matter between Battleford and Saskatoon, in the North-west Territories, during the past three years. Presented 24th January, 1896.—*Mr. Martin* *Not printed.*
- 35b. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all petitions, letters and papers with reference to a daily mail service between Matane, in the county of Rimouski, and Ste. Anne des Monts, in the county of Gaspé. Presented 24th January, 1896.—*Mr. Joncas* *Not printed.*

 CONTENTS OF VOLUME 11—*Continued.*

- 35c.** Return to an order of the House of Commons, dated 25th March, 1896, for copy of mail contracts with the Canadian Pacific Railway from Winnipeg to Pilot Mound, and points west of same. Presented 13th April, 1896.—*Sir Richard Cartwright*..... *Not printed.*
- 35d.** Return to an order of the House of Commons, dated 17th February, 1896, for copies of tenders received during the year 1895 for the conveyance of the mails between the 108 Mile House, British Columbia, and Horsefly, with the amounts in each case. Any correspondence had between the post office inspector (Mr. Fletcher) or the department, and the members representing Cariboo or Yale in relation to the conveyance of the mail over the said route. The copy of the contract now in force, its amount, and the party with whom such contract has been made. Copies of the tenders received during the year 1895 for the conveyance of the mails between the 150 Mile House and Keithley Creek, showing to whom was the contract awarded and for what amount, and whether such contract was transferred to any one, and if so, to whom, and on what terms. Presented 17th April, 1896.—*Mr. McMullen*..... *Not printed.*
- 35e.** Return to an address of the House of Commons to his excellency the Governor General, dated 9th March, 1896, for copies of all correspondence between the Canadian Pacific Railway Company and the government relating to claims for an increase of the amount paid to that company for the carriage of mail matter, and for copies of any orders in council or departmental regulations respecting such claims. Presented 17th April, 1896.—*Mr. Borden*..... *Not printed.*
- 36.** Return to an order of the House of Commons, dated 26th April, 1895, for a return showing : 1. The names of all superannuated officers on the superannuated list on the 1st day of January, 1895. 2. The date of their appointment as permanent civil servants. 3. The amount of salary at time of appointment. 4. The number of years in the service. 5. The amount of salary at time of superannuation. 6. The date of their superannuation and number of years added to time of service, if any. 7. The amount of annual retiring allowance granted. 8. The gross amount paid into the fund by each retired officer on the list on the 1st of January, 1895. 9. The gross amount drawn by each superannuated officer on the superannuated list up to the 1st of January, 1895. 10. The age of each superannuated officer on the list on the 1st of January, 1895, at the date of his superannuation. 11. The names of all persons who have been on the superannuation list since the act came into force and have died before January 1st, 1895, and the information concerning each which is asked for in the preceding nine paragraphs with respect to those mentioned in paragraph one. Presented 27th January, 1896.—*Mr. McMullen*..... *Not printed.*
- 37.** Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1895. Presented 28th January, 1896, by Hon. G. E. Foster..... *Not printed.*
- 38.** Return (in part) to an address of the House of Commons to his excellency the Governor General, dated 28th January, 1896, for a copy of an order in council relating to the quarantine and transit through Canada of cattle from the United States, especially with reference to the port of St. John, New Brunswick, and of all other orders in council and departmental or other regulations applicable to the transit of cattle from the United States through Canada, and a statement showing what provision has been made for the transit of such cattle being carried out according to the requirements of such orders in council and regulations; also statement showing what numbers of American cattle, if any, have already been shipped via St. John under the terms of the order in council. Presented 28th January, 1896.—*Mr. Foster* and *Mr. Mulock*..... *Not printed.*
- 38a.** Supplementary return to No. 38. Presented 17th February, 1896.—*Mr. Foster* and *Mr. Mulock*.
Not printed.
- 39.** Copy of further correspondence between the government of Canada and the government of the province of Manitoba, respecting the Manitoba school question. Presented 30th January, 1896, by Hon. G. E. Foster..... *Printed for both distribution and sessional papers.*
- 39a.** Return to an address of the House of Commons to his excellency the Governor General, dated 29th January, 1896, for a return of all orders in council and official correspondence, and all other documents, not already laid on the table of this house, in reference to the Manitoba school question. Presented 6th February, 1896.—*Mr. LaRivière*... *Printed for both distribution and sessional papers.*
- 39aa.** Copies of papers with reference to the sending of a deputation to Winnipeg to confer with the Manitoba government, regarding the Manitoba School Law. Presented 26th March, 1896, by Sir Charles Tupper..... *Printed for both distribution and sessional papers.*

 CONTENTS OF VOLUME 11—*Continued.*

- 39b. Return to an address of the House of Commons to his excellency the Governor General, dated 16th March, 1896, for copy of the report made by his honour the lieutenant governor of the North-west Territories to his excellency the governor general respecting the bill intituled: "An ordinance to amend and consolidate, as amended, the ordinances respecting schools," passed by the legislative assembly at its last session, and which was reserved for the assent of his excellency; any order in council or report made in respect thereof and the said bill. Presented 26th March, 1896.—*Mr. McCarthy* *Printed for both distribution and sessional papers.*
- 39c. Report of the commissioners appointed to confer with the government of Manitoba on the subject of the schools in that province. Also extracts of reports of the committee of the honourable the privy council of the 17th and 27th March, 1896, with reference to the appointment of a commission to confer with the government of the province of Manitoba on the subject of the schools in that province. Presented 6th April, 1896, by Sir Charles Tupper.
Printed for both distribution and sessional papers.
40. Return to an address of the House of Commons to his excellency the Governor General, dated 8th July, 1895, for copies of all petitions, correspondence, documents, or other papers from the electors of the riding of South Renfrew, or any one or more of them, or any other person, addressed to the governor general or the minister of railways, in reference to the "closing of the railway station at Barry's Bay, a station on the Ottawa, Arnprior and Parry Sound Railway, in the county of Renfrew, and for papers or correspondence, as above, containing complaints of any persons against the said railway company, for inconvenience and business losses occasioned by the closing of said railway station, and for papers or correspondence, as above, complaining against the action of said railway company, so largely assisted by government moneys, for inconveniencing and injuring public business, in attempting to coerce an individual into giving the company land or privileges which the company could not obtain by action at law. Presented 6th February, 1896.—*Mr. Casey.*
Not printed.
41. Return to an address of the House of Commons to his excellency the Governor General, dated 27th January, 1896, for copies of correspondence by letter or telegram between the government and Sir Charles Tupper, Bart., concerning his present visit to Canada. Presented 7th February, 1896.—*Mr. Casey.* *Not printed.*
42. Return to an address of the House of Commons to his excellency the Governor General, dated 29th January, 1896, for copies of all petitions, applications, letters, etc., asking for a commutation of the sentence of death recorded against Valentine Shortis, into imprisonment for life, and of all letters and memorials asking that the law be allowed to take its course; also the report of Mr. Justice Mathieu, and the report of the Minister of Justice, and any decision, order or warrant dealing with the said case. Also a statement showing whether any petitions for commutation of the death sentence were submitted to council, and, if so, what decision (if any) was arrived at in regard thereto. Also for copies of any correspondence between his excellency the governor general and the colonial secretary, whether by cablegram or otherwise, on the same subject. Presented 11th February, 1896.—*Messrs. Bergeron, Mulock and Davies.*
Printed for distribution only.
43. Report of the Board of Visitors for the Royal Military College, for the year 1895. Presented 12th February, 1896, by Hon. A. R. Dickey *Printed for distribution only.*
- 43a. Report of Mr. Sandford Fleming, C.M.G., a member of the Board of Visitors of the Royal Military College. Presented 25th March, 1896, by Sir Adolphe Caron *Printed for distribution only.*
- 43b. Letters from the Commandant of the Royal Military College, submitting remarks on the Report of the Board of Visitors of said College, and also on the Report of Mr. Sandford Fleming, C.M.G., a member of said board. Presented 25th March, 1896, by Sir Adolphe Caron.
Printed for distribution only.
- 43c. Letter and report from the general officer commanding the Canadian militia, in reference to the Royal Military College at Kingston. Presented 26th March, 1896, by Sir Adolphe Caron.
Printed for distribution only.
44. Return to an address of the House of Commons to his excellency the Governor General, dated 3rd February, 1896, for copies of all orders in council and correspondence relating to the appointment of the Honourable E. G. Prior, and of the Honourable John F. Wood, to the privy council of Canada; and copies of the commissions or instruments appointing them to the privy council, and appointing them also to the respective offices which they now hold in the administration. Presented 12th February, 1896.—*Mr. Laurier* *Not printed.*

 CONTENTS OF VOLUME 11—*Continued.*

45. Return to an order of the House of Commons, dated 3rd February, 1896, for a statement of the total expenditure in connection with the central experimental farm at Ottawa, up to the 1st day of January, 1896: The price paid for the land. The total cost of buildings, and labour in making permanent improvements, and the total cost of other labour on the farm. The amounts paid for manure and fertilizers. The amount paid for live stock. The total amount paid for machinery and implements. The amount paid for harness. The value of live stock on the farm, 1st January, 1896. The total revenue from sales of live stock, butter, cheese and produce of the farm, to 1st January, 1896. Presented 17th February, 1896.—*Mr. McMillan*.....*Not printed.*
46. Return to an address of the House of Commons to his excellency the Governor General, dated 27th January, 1896, for a statement showing the names of all persons appointed to any positions in connection with the customs at Toronto since 1st July, 1891, with dates of appointments and salaries of such appointees. Presented 17th February, 1896.—*Mr. McMillan*..... *Not printed.*
47. Return to an address of the House of Commons to his excellency the Governor General, dated 10th February, 1896, for copies of the order in council appointing the Hon. Désiré Girouard one of the judges of the supreme court of Canada. Presented 17th February, 1896.—*Mr. Tarte*.
Not printed.
48. Return to an address of the House of Commons to his excellency the Governor General, dated 27th January, 1896, for copies of all orders in council, instructions from the government or any department, and other documents relating to the appointment of a high commissioner in London, or the nature of his duties, or his discharge of those duties, which have not already been laid before this house. Presented 17th February, 1896.—*Mr. Casey*.....*Not printed.*
49. Return to an address of the House of Commons to his excellency the Governor General, dated 10th February, 1896, for copies of orders in council in relation to appointments of senators, made since 1st January, 1896. Presented 20th February, 1896.—*Mr. Tarte*.....*Not printed.*
50. Return to an order of the House of Commons, dated 10th June, 1895, for copies of all papers and correspondence connected with the part ownership of the Moose Jaw town site by the government of Canada, including a statement of the amount of money received by the town site trustees, the amount received by the government of the Dominion, the number of lots still held by the Dominion government, and the amount of taxes paid annually by the government since Moose Jaw was erected into a municipality. Presented 24th February, 1896.—*Mr. Davin*.
Not printed.
51. Return to an order of the House of Commons, dated 3rd February, 1896, for copies of all correspondence with regard to the granting of a license to manufacture and sell beer in the town of Neepawa, in Manitoba. Also copies of all petitions from residents of said town protesting against said license. Presented 24th February, 1896.—*Mr. Martin*.....*Not printed.*
52. Return to an order of the House of Commons, dated 29th January, 1896, for a return of: 1. All fees received by the government under the provisions of the Act commonly known as the McCarthy Act, from the several municipal corporations or from parties applying for licenses under that act, in the electoral district of Provencher, in the province of Manitoba. 2. A list of unpaid claims and amount thereof in connection with the said act in the same electoral district. Presented 24th February, 1896.—*Mr. LaRivière*.....*Not printed.*
53. Return to an address of the House of Commons to his excellency the Governor General, dated 10th February, 1896, for copies of all reports to council and orders in council, judge's report and other papers and correspondence respecting the release of Charles Chamberlain from confinement at Stony Mountain penitentiary in Manitoba on a conviction for perjury in connection with the last Dominion election in the city of Winnipeg. Also copies of all letters, petitions or other communications to the government, or any member or department, or to his excellency; and of all letters by or on behalf of any member of the government or any department, in reference to commutation of Chamberlain's term of imprisonment. Presented 24th February, 1896.—*Mr. Martin and Mr. Mulock*.....*Not printed.*
54. Return to an order of the House of Commons, dated 10th February, 1896, for a full return of the census of the North-west Territories recently taken by the mounted police, showing the number of male and female inhabitants in each division and showing boundaries of divisions. Presented 27th February, 1896.—*Mr. Martin*.....*Not printed.*

CONTENTS OF VOLUME 11—*Continued.*

55. Return to an order of the House of Commons, dated 10th February, 1896, for a return showing the amount of money paid to each of the several parties who have received a bounty during the year 1895 from the appropriation to encourage the production of the beet root. Presented 4th March, 1896.—*Mr. Mills (Bothwell)*.....*Not printed.*
56. Return to an address of the House of Commons to his excellency the Governor General, dated 2nd March, 1896, for a copy of the contract entered into between the Minister of Trade and Commerce on behalf of Her Majesty and the trustees for the bondholders of the Canada Shipping Company, for a steamship service between St. John, New Brunswick, and Liverpool, Great Britain. Presented 6th March, 1896.—*Mr. Hazen*.....*Not printed.*
57. Return to an order of the House of Commons, dated 26th February, 1896, for a return showing the number of vessels that passed through the Chambly canal in each of the years 1892, 1893, 1894 and 1895; the said return to show, separately, the number of vessels loaded with coal and those loaded with wood, as well as those bound upwards and those bound downwards. Presented 9th March, 1896.—*Mr. Langelier*.....*Not printed.*
- 57a. Return to an order of the House of Commons, dated 17th February, 1896, for a statement showing amount of each claim made by the government for damages alleged to have been occasioned by vessels navigating the new Welland canal from the date of its first opening up to the 31st December, 1895, giving names of the respective vessels and owners thereof; the nature of the damages and how each claim was settled, whether by being paid in whole or in part or not at all, and if any such claims are still unsettled. Statement showing amount of each unsettled claim, and name of each vessel (with names of owners) in respect of which any such unsettled claim exists. Presented 9th March, 1896.—*Mr. Gibson*.....*Not printed.*
58. Return to an order of the House of Commons, dated 17th February, 1896, for copies of all letters, petitions, correspondence or documents of any nature whatsoever, asking the government to take the necessary steps to secure the ownership of the Baie des Chaleurs Railway, with a view to making it a branch of the Intercolonial Railway. Presented 9th March, 1896.—*Mr. Joncas*.....*Not printed.*
59. Return to an order of the House of Commons, dated 26th February, 1896, for copies of all correspondence, papers and documents relating to the sale or chartering of the steamer "Alert." Presented 9th March, 1896.—*Mr. Langelier*.....*Not printed.*
60. Return to an order of the House of Commons, dated 10th February, 1896, for a return showing the amount of corn and other grain imported by each of the distillers for the year 1895. The total amount of corn imported required for human food. Presented 9th March, 1896.—*Mr. Mills (Bothwell)*.....*Not printed.*
61. Report upon the Sweating System in Canada. Presented 13th March, 1896, by Sir Charles Tupper.
Printed for both distribution and sessional papers.
- 61a. Supplementary return to No. 61. Presented 24th March, 1896.
Printed for both distribution and sessional papers.
62. Return to an address of the Senate to his excellency the Governor General, dated 2nd May, 1895, for a return of the number of bushels of wheat delivered to the elevators at Fort William and Port Arthur, and the grade; the number of bushels loaded on vessels, and the grade; the nationality and destination of the vessels carrying the grain; also a copy of the conditions of the grade as fixed by the board of inspectors assembled for the purpose of fixing the grade for 1894. Presented 25th February, 1896.—*Hon. Mr. Boulton*.....*Not printed.*
63. Return to an address of the Senate to his excellency the Governor General, dated 11th February, 1896, for a return showing the names of all civil service employees, belonging to the secretary of state department and to the department of agriculture, who have been superannuated since the 1st day of July, 1894; also giving their age, the number of years they have been in the service, their salary and amount of superannuation allowance granted in each case. In the case of employees not having reached the full age of sixty years, or who had not completed thirty-five years of service, the reasons for their superannuation and the report of the treasury board in each such case. Also the names, ages and years of service of all employees belonging to the aforesaid departments to whom notice has been given of the intention to dismiss or superannuate them. Presented 3rd March, 1896.—*Hon. Mr. Poirier*.....*Not printed.*

 CONTENTS OF VOLUME 11—*Continued.*

64. Return to an address of the Senate to his excellency the Governor General, dated 10th February, 1896, for copies of all maps, reports, estimates, etc., regarding the Ottawa canal, and especially those of T. C. Clarke and Walter Shanly; also copies of all correspondence, petitions, resolutions, reports and other papers which have been filed with the honourable the minister of railways and canals, regarding and in favour of the Montreal, Ottawa and Georgian Bay canal. Presented 13th March, 1896.—*Hon. Mr. Clemow*.....*Not printed.*
65. Return to an address of the Senate to his excellency the Governor General, dated 13th June, 1895, for copies of all correspondence and telegrams that have passed between the postmaster general, or any member of the government, and the British Columbia board of trade, the city council of Victoria, the members representing the city district of Victoria in the house of commons, the postmaster of Victoria, or any one else, from the 1st of January, 1894, to the 1st May, 1895, relative to the "provisional allowance," and the withholding of the same from the post office clerks and letter carriers of the city of Victoria, British Columbia. Presented 19th March, 1896—*Hon. Mr. McInnes (Victoria)*.....*Not printed.*
66. Return to an order of the House of Commons, dated 16th March, 1896 for a copy of the list of electors for the constituency of Yale and Cariboo. Presented 23rd March, 1895.—*Mr. Martin*.....*Not printed.*
67. Return to an order of the House of Commons, dated 27th January, 1896, for a return showing: The number of employees on the Intercolonial Railway on the 30th June last, distinguishing between temporary and permanent employees. The number of miles of railway operated at same date. The number of stations and stationmasters. The number of cars put on the line during the fiscal year ending 30th June, 1895, and charged to working expenses. The number of engines put on the line and charged to working expenses. The number of cars put on and charged to capital account. The number of engines put on and charged to capital account. The number of tons of new rails put down and charged to working expenses. The number of tons put down and charged to capital account. The number of ties put down and the number charged to working expenses and capital account respectively. The number of bridges repaired or put in and charged to capital account and the number put in or repaired and charged to working expenses. The number of overhead bridges renewed and charged to working expenses and the number to capital account. The amount spent on fencing and charged to working expenses and the amount charged to capital account. The total amount spent on new buildings of any kind along the line, and the portion charged to capital account and working expenses respectively. The total amount spent in repairs of buildings and the amount charged therefor to capital account and working expenses respectively. The amount spent on drains, ditches and culverts along the line, over and above what was done by section-men, and the portion thereof charged to working expenses and the portion to capital account. Presented 23rd March, 1896.—*Mr. McMullen and Mr. Davies*.....*Not printed.*
68. Return to an order of the House of Commons, dated 8th July, 1895, for: 1. Return showing the names of the several railways in the Dominion to which a cash subsidy was paid. 2. The province in which said railway is located. 3. The number of miles subsidized. 4. The number built. 5. The amount per mile granted and the gross amount paid. 6. The number of acres of land granted per mile, and the gross number of acres given or now due to each company. 7. The gross amount of cash subsidy given to railways in each province. 8. The gross number of acres of land granted in each province, and the grand total of money and land given to railways in the Dominion. Presented 23rd March, 1896.—*Mr. McMullen*.....*Not printed.*
- 68a. Supplementary return to No. 68. Presented 26th March, 1896.—*Mr. McMullen*.....*Not printed.*
69. Return to an order of the House of Commons, dated 9th March, 1896, for copies of all papers, correspondence and reports relating to the claim of Dr. Wall, of Emerald, Prince Edward Island, for damages for alleged injuries received by him on the Prince Edward Island Railway. Presented 23rd March, 1896.—*Mr. Davies*.....*Not printed.*
70. Return to an order of the House of Commons, dated 9th March, 1896, for a detailed statement of the cost of the Freight Rates Commission. Presented 23rd March, 1896.—*Mr. Martin*.....*Not printed.*
71. Detailed statement of correspondence between the high commissioner's office in London, and the privy council office, 1880 to 1896. Presented 23rd March, 1896, by Sir Charles Tupper.....*Not printed.*

CONTENTS OF VOLUME 11—*Continued.*

- 71a. Detailed memorandum showing the nominal value and actual cost of the Canadian silver and copper coinage, procured through the high commissioner, between the years 1883 and 1895, inclusive, and also the saving effected. Presented 24th March, 1896, by Sir Charles Tupper. *Not printed.*
72. Statement of the affairs of the British Canadian Loan and Investment Company, on the 31st December, 1895. Presented 23rd March, 1896, by the Hon. The Speaker *Not printed.*
73. General statements and returns of baptisms, marriages and burials in the districts of Montmagny and Ottawa, for the year 1895. Presented 23rd March, 1896, by the Hon. The Speaker.
Not printed.
74. Copy of the Joint Report of the Commissioners appointed under Article I of the Convention between the United States of America and the United Kingdom of Great Britain and Ireland, for the delimitation of the boundary line between the United States and the Dominion of Canada, dividing Alaska from British Columbia, together with an approved minute of council thereon of 25th February, 1896. Presented 25th March, 1896, by Sir Charles Tupper.
Printed for both distribution and sessional papers.
75. Return to an order of the House of Commons, dated 27th January, 1896, for copies of all correspondence in connection with the territorial exhibition held last summer at Regina, and all papers showing the connection of the lieutenant governor of the Territories with the same, and detailed accounts of receipts and expenditures of said exhibition; also amount still owing on account of same. Presented 17th April, 1896.—*Mr. Martin* *Not printed.*
76. Return to an address of the House of Commons to his excellency the Governor General, dated 9th March, 1896, for copies of all contracts and correspondence between George Goodwin and the department of railways and canals, or any other department of the government, in connection with contracts 4, 5, 6, 7 and 12 on the Soulanges canal. Also copies of all correspondence between the department of railways and canals and the department of justice in connection with said contracts. Also copies of all orders in council bearing upon the claims of George Goodwin, in connection with such contracts. Also copies of the reports to the department of railways and canals, or to any other department, made by the government engineer in charge of said works, bearing upon the work performed by contractor George Goodwin, and bearing upon said contractor Goodwin's claim against the government for extra compensation in connection with water-tight embankment, or in connection with any other claim he has made relating to his contracts on the Soulanges canal works. Presented 27th March, 1896.—*Mr. Davies* *Not printed.*
77. Return to an order of the House of Commons, dated 3rd February, 1896, for a copy of the report of the engineer appointed to examine and report on the state of the breakwater at Tignish, Prince Edward Island, during the year 1895. Presented 2nd April, 1896.—*Mr. Perry* *Not printed.*
- 77a. Return to an order of the House of Commons, dated 26th February, 1896, for a statement showing the amount expended by the Dominion government on each of the following breakwaters, piers and wharfs in Prince county, Prince Edward Island, from 1890 up to date:—1. Malpeque breakwater. 2. Cape Traverse breakwater. 3. McGee's wharf, Egmont Bay. 4. Higgins wharf. 5. Brea breakwater. 6. West Point wharf. 7. Mimingash breakwater. 8. Tignish breakwater. The work let by tender, the amount of each contract, the names of contractors, work done by day's work, names of parties in charge, and name of inspector in each case. Presented 2nd April, 1896.—*Mr. Perry* *Not printed.*
78. Return to an order of the House of Commons, dated 16th March, 1896, for copies of all correspondence with regard to improvements of St. Andrew's rapids, not already brought down. Presented 2nd April, 1896.—*Mr. Martin* *Not printed.*
79. Return to an order of the House of Commons, dated 26th February, 1896, for copies of all petitions, letters, correspondence or documents of any nature whatsoever, asking the government to construct wharfs or piers at Paspébiac, in the county of Bonaventure, with a view to making a harbour of refuge at that place. Presented 2nd April, 1896.—*Mr. Joncas* *Not printed.*
80. Return to an address of the Senate to his excellency the Governor General, dated 5th March, 1896, for copies of all maps, reports, etc., regarding what has been styled the "guard pier," now in course of construction at Montreal; also copies of all correspondence, petitions, resolutions, reports, protests and other papers regarding and in favour of, and opposed to, the said structure, and especially the views thereon expressed by the medical faculty of the city of Montreal, the board of health of the province of Quebec, and the health board of the city of Montreal. Presented 19th March 1896.—*Hon. Sir William Hingston* *Not printed.*

 CONTENTS OF VOLUME 11—*Continued.*

- 81.** Return to an order of the House of Commons, dated 16th March, 1896, for a return showing the name of each licensee to whom fishing licenses were granted by David Sharp, of Port Dover, Ontario, fishery overseer, for the years 1894 and 1895, together with the amount received for each license so granted in the years 1894 and 1895 aforesaid. Presented 13th April 1896.—*Mr. Charlton.*
Not printed.
- 82.** Interim report on the effect of the Chicago drainage channel on the levels of the great lakes. Presented 13th April, 1896, by Hon. J. Costigan.
Printed for both distribution and sessional papers.
- 83.** Return to an order of the House of Commons, dated 16th March, 1896, for copies of all papers relating to the sale of lots numbers fifteen and sixteen, on the west side of Cayuga street, in the village of Cayuga, in the province of Ontario, to W. A. Mitchell, or any other person, including copy of petition and signatures, asking for the sale of said lots; also information as to whether at any time in the past, application has been made to the government for permission to use the said lots as a burial place, and whether permission by the government or any official of the government, was given for the use of the said lots for such purpose; also whether the government at the time the said lots were sold was aware that they had been used as a burial place, and that several hundred bodies were buried there. Presented 13th April, 1896.—*Mr. Charlton**Not printed.*
- 84.** Return to an order of the House of Commons, dated 25th March, 1896, for copies of all correspondence, papers, documents, telegrams, etc., from steamship and shipowners and agents, marine underwriters, manufacturers, merchants and others, of the city of Montreal and elsewhere, in the hands of the government, in reference to a harbour of refuge in Little Metis Bay. Presented 13th April, 1896.—*Mr. McShane.**Not printed.*
- 84a.** Supplementary return to No. 84. Presented 22nd April, 1896.—*Mr. McShane.**Not printed.*
- 85.** Return to an order of the House of Commons, dated 3rd June, 1895, for a return showing the amount paid in each department of the government in the inside service at Ottawa for temporary clerks during the several years from 1st July, 1880, to 30th June, 1894, separately in each department for each year. Presented 20th April, 1896.—*Mr. McMullen**Not printed.*
- 86.** Return to an order of the House of Commons, dated 25th March, 1896, for copies of all papers and correspondence between E. Adams, formerly inspector of boilers, etc., at Kingston, and now chairman of board of steamboat inspectors, and the department of marine and fisheries, relative to any complaints by said Adams against T. Donnelly, hull inspector at Kingston, or relative to his discharge of the duties of that office. Presented 20th April, 1896.—*Mr. Borden**Not printed.*
- 87.** Return to an order of the House of Commons, dated 1st April, 1896, for copies of all correspondence between the department of the interior and D. J. O'Donoghue, secretary legislative committee, trades and labour council, Toronto, concerning the alleged misquotation in the report of the committee on immigration, 1895, of a certain letter relating to the success of Dr. Barnardo's boys as settlers in Canada. Presented 22nd April, 1896.—*Mr. Casey.**Not printed.*
- 88.** Return to an address of the House of Commons to his excellency the Governor General, dated 3rd June, 1895, for a return showing: 1. The names of the several railways in the Dominion to which Dominion aid has been granted, except the Canadian Pacific main line. 2. The province within which the said railway in whole or in part is located, and if in two or more provinces, the number of miles in each. 3. The county or counties through which the said lines run in each province. 4. The amount of money actually paid to each up to the 1st January, 1895. 5. The railways built in the Dominion by the Dominion since confederation, excepting the main line of the Intercolonial and main line of the Canadian Pacific. 6. The province within which built. 7. The entire cost of each line built or assisted by the Dominion in each province, including equipment. 8. The entire sum spent up to the 1st January, 1895, last, on the construction of the Dominion roads in each province, except the Intercolonial Railway and Canadian Pacific Railway main lines. Presented 22nd April, 1896.—*Mr. Davies**Not printed.*
- 89.** Return to an order of the House of Commons, dated 10th February, 1896, for a statement of the sums appropriated by parliament for improving the navigation of the St. John river, New Brunswick, and its tributaries, during the years from 1887 to 1895, inclusive; also statement as to what amount of such appropriation was annually expended in such improvements in said river and its tributaries during the same period, together with memorandum as to what points in said river

 CONTENTS OF VOLUME 11—*Concluded.*

- these sums were expended, by whom the same was expended, and the character of the work done in each case. Statement as to what portion of the above appropriation was expended at Gibson's Creek, in the county of Carleton; the amount spent, and the nature of the work done. Presented 22nd April, 1896.—*Mr. Colter*.....*Not printed.*
90. Return to an order of the House of Commons, dated 1st April, 1896, for copies of all petitions, letters and correspondence in favour of an indemnity for Joseph Beliveau, for injuries incurred by him while working under the public works department at Sorel. Presented 22nd April, 1896.—*Mr. Bruneau*.....*Not printed.*
91. Return to an order of the House of Commons, dated 25th March, 1896, for a statement giving full particulars of the expenditure of \$5,000 on Port Stanley harbour four years ago, including pay-lists, and detailed account of all payments in connection with such expenditure. Presented 22nd April, 1896.—*Mr. Casey*.....*Not printed.*
92. Return to an address of the House of Commons to his excellency the Governor General, dated 16th March, 1896, for a copy of the report of the mechanical engineers of the department of public works, also the order in council passed in relation thereto, and all other correspondence and papers with reference to the unpaid claims of the Ottawa Gas Company, for gas consumed in the parliament buildings of this city, during the years 1866 and 1867. Presented 22nd April, 1896.—*Sir James Grant*.....*Not printed.*

59 Victoria.

Sessional Papers (No. 11.)

A. 1896

TWENTY-EIGHTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1895

MARINE

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1896

[No. 11—1896.] *Price 10 cents.*

Marine and Fisheries—Marine Branch.

*To His Excellency the Right Honourable SIR JOHN CAMPBELL HAMILTON-GORDON, EARL
OF ABERDEEN, Governor General of Canada, etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Twenty-Eighth Annual Report of the Department of Marine and Fisheries, Marine Branch.

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

JOHN COSTIGAN,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 31st December, 1895.

Marine and Fisheries—Marine Branch.

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REPORT OF THE DEPUTY MINISTER.

To the Honourable
JOHN COSTIGAN,
Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of the Marine Branch of this department for the fiscal year ended 30th June last, and to give an account of a portion of the business up to date.

In the appendices to this report will be found reports from the Chairman of the Board of Steamboat Inspection; Chairman of Board of Examiners of Masters and Mates, the reports from the Chief Engineer, the Inspectors of live stock shipments, the Director of the Meteorological and Magnetic service, the Inspector of Signal service, and reports on the life-boat stations, messenger pigeon service, rewards for humane service, together with statements of revenue, expenditure, sick mariners' dues, wharfage and wrecks and casualties.

The total amount expended on the various branches of the public service comprised in this department during the fiscal year ended 30th June, last was \$824,488.46. The salaries of the established staff, including Marine and Fisheries, amounted to \$54,992.50.

The total amount voted by Parliament was \$901,285.00, not including the departmental salaries. It will thus be seen that during the fiscal year the expenditure was \$76,796.54 less than the amount voted by Parliament.

The whole number of persons in the outside service of the Marine Branch at the date of the report is 1,679.

During the past fiscal year the expenditure for maintenance of lighthouse and coast service amounted to \$463,683.93, and for construction of lights \$12,219.29; total for maintenance and construction, \$475,903.22, while for the previous year the expenditure for lighthouse and coast service, including construction, was \$476,225.85, showing a decrease of expenditure for the year ending 30th June last, of \$322.63. The appropriation for this service was \$525,720.00, the expenditure being \$49,816.78 less than the appropriation of Parliament for the fiscal year.

LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows:—The Ontario division, embracing all lights from Montreal westward to the North-west Territories; the Quebec division, extending below Montreal and including the River and Gulf of St. Lawrence and Strait of Belle Isle; the Nova Scotia division, including St. Paul's Island, Cape Breton, Sable Island and Cape Race, Newfoundland; the New Brunswick division, the Prince Edward Island division, and the British Columbia division, each including lights within the provincial boundaries. The total number of light stations, light-ships and fog-alarm stations in the Dominion on the 30th of June, 1895, was 632, and of lights shown, 768, the number of steam-whistles and

fog-horns, 81; the number of light-keepers and engineers of fog-alarms with masters of lightships, was 710. Appendix No. 16 contains the number of stations, lights, fog-alarms and steamers in each agency in detail.

ONTARIO LIGHTHOUSE DIVISION.

This division includes the lighthouses and other aids to navigation in that part of the province of Quebec lying west of Montreal, all the lights in the province of Ontario, lights above Montreal, embracing the lights on the Ottawa River, the Great Lakes, and some of the smaller inland lakes, as well as the lights on Lake Winnipeg, in the province of Manitoba.

The number of lighthouses, lighted beacons and lightships maintained by the Dominion in the Ontario division, as above described, is 224, located at 182 different stations.

The number of light-keepers in this division paid directly by the government, is 172, but in several cases assistants are employed by keepers, and paid by them out of the allowance made by the government for that purpose.

There are in Ontario, two fog-whistles, eleven steam fog-horns, and three fog-bells, all located at light stations, as well as four bell-buoys.

Besides the lights maintained by this department, as above described, there are in Ontario the following aids to navigation: two lights on swing bridges; a system of lights on the Murray Canal, maintained by the Department of Railways and Canals; four pairs of range lights on the Detroit and St. Clair Rivers, maintained by the American vessel owners principally interested; thirteen wharf lights maintained by the municipalities or corporations to which the wharfs belong, and two range lights established this year at Pine Tree harbour.

Eight of these last described stations are aided by this department to the extent of being furnished with the necessary oil for their maintainance.

The lights in this division, with the exception of those on the Bay of Quinté, the Ottawa River, and the small lakes, were inspected during the months of July and August, by Mr. Patrick Harty, Superintendent of Lights, and supplied with the necessary stores for annual maintenance. It was found impossible, this season, to make a regular inspection of the lights in the Ottawa River.

NEW AIDS TO NAVIGATION.

Toronto East Gap Light.

For some years past, extensive work has been performed by the Department of Public Works in dredging a deep channel through the East Gap or eastern entrance to Toronto harbour, Lake Ontario, and in protecting this channel by breakwater piers of cribwork. This department proposes to mark the new channel, when completed, by a system of leading lights. In consequence of the low water which prevailed in the lake this summer, steamers preferred using this channel, although not completed, to the west entrance, and urged the early establishment of a light. A temporary light was consequently put in operation on the 9th September last; it is a fixed red light, elevated 16 feet above the water, and visible 6 miles from all points of approach. The illuminating apparatus is a dioptric lens of the seventh

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order. The galvanized iron building from which the light is shown is an experimental one, designed by Messrs. Noah L. Piper & Son, of Toronto and was furnished the department at a cost of \$140. The lantern is hoisted in a cylindrical column surmounting a hexagonal shed which stands 100 feet from the outer end of the east breakwater pier. It is hoped that lights of a more permanent character will be established next year.

Pine Tree Harbour, Range Lights.

On representations made by parties interested in shipping from Pine Tree Harbour, on the west coast of North Bruce, Lake Huron, two headlight lanterns with accessories, were provided by this department, at a cost of \$54.50, and two range lights were, in July last, put in operation by private enterprise, to lead into the harbour, and will hereafter be regularly maintained. The poles on which the lanterns are hoisted, and the cost of maintenance are provided by the shipping interested, the government only supplying oil.

Cabot Headlight and Fog-alarm.

The construction of a lighthouse and fog-alarm on Cabot Head, on the eastern coast of Georgian Bay, has been undertaken. This station will be a very important one, as Cabot Head is the principal point of departure for all vessels entering Georgian Bay and bound for ports south of Parry Sound, including Midland, Collingwood and Owen Sound. It will also mark Wingfield Basin, which, when the entrance is properly dredged, will make an important harbour of refuge. The contract for the necessary buildings has been awarded to Mr. John George of Port Elgin, for \$3,475, and construction is now in progress. The fog-alarm boilers and machinery have been made by Messrs. Carrier, Lainé & Co., of Lévis, and the iron lantern and illuminating apparatus by the Chanteloup Manufacturing Co., of Montreal.

Western Islands Lighthouse and Fog-alarms.

The Western Islands, off the Eastern coast of the Georgian Bay, have always been a menace to navigation, as they are on the route from Collingwood to Parry Sound, and on the route from the gap to Midland Bay, a route greatly used by grain vessels in the stormy nights towards the close of navigation. It was therefore considered desirable to mark them by a light and fog-alarm, which have been erected on Double Top Rock, at the south-western extremity of the group of islands, and which were put in operation on the 24th October, 1895. In consequence of the exposed location of these islands, it was necessary to erect buildings capable of resisting heavy spray.

The lighthouse tower stands on the south-west part of the rock. It is an octagonal wooden building with sloping sides and is painted white. It is surmounted by an iron lantern painted red. The height of the building from the rock to the vane on the lantern is 59 feet.

The light is fixed white, elevated 74 feet above the level of the bay, and should be visible 14 miles from all points of approach. The illuminating apparatus is temporarily dioptric of the seventh order, but it is intended to replace this by a more powerful apparatus.

The fog-alarm building stands on the west extremity of the rock, N.N.W. 80 feet from the lighthouse. It is a square wooden building painted white, with the duplicate horns issuing from the west face.

The fog-alarm consists of a horn operated by steam and compressed air, which gives blasts of 8 seconds' duration, with intervals of 40 seconds between the blasts. The machinery is in duplicate, so that in case of a horn or boiler becoming inoperative, the other can be used.

The buildings were constructed by Messrs. Reed & Green, of Owen Sound, whose contract price was \$4,788. The fog-alarm boilers and machinery were made by Messrs. Carrier, Lainé & Co., of Lévis, at a cost of \$2,400, and were set up by Mr. W. H. Noble; the lighthouse lantern was made by the Chanteloup Manufacturing Company of Montreal. The total expenditure on the installation of this station, up to date, has been \$8,393.28.

Canadian Canal at Sault Ste. Marie and Approaches.

The ship canal constructed by the Canadian Government on the north side of Sault Ste. Marie, to connect the navigable waters of the upper River St. Mary and Lake Superior with those of the lower River St. Mary and Lake Huron, was opened to general traffic on the 9th instant, and will be kept in operation hereafter while navigation is open.

In connection with the opening of the canal, the Chief Engineer of this department visited Sault Ste. Marie and completed arrangements for lighting and buoying the approaches.

Location and Dimensions of Canal.—The canal is cut through red sandstone rock on the north or Canadian side of Sault Ste. Marie, about 4,000 feet north of the existing United States canal. The cut is straight and is 5,900 feet long between the extremities of the cribwork approaches. The canal prism is 156 feet in width at the surface, 143 feet at the bottom, and the water is 22 feet 3 inches deep. There is one lock, which is 900 feet long by 60 feet wide, with a depth on the mitre sill of 20 feet 3 inches. The lift is about 18 feet, varying somewhat as the waters above or below the canal are affected by drought, rain, wind, etc. Outside the canal, at each end, a channel 18 feet deep by 250 feet wide has been dredged, connecting with the American channels.

Buoys.—The approaches are marked by spar buoys. The dredged channel east of the canal is indicated by 8 red and 4 black spar buoys. The lowest red spar buoy, near Plummer's dock, is distinguished by being surmounted by a slatwork cone, and the lowest black spar buoy, opposite the International dock, is surmounted by a slatwork drum. Below this easternmost black buoy there is at least 15 ft. of water across to the wharf on the American side of the river, and vessels desiring to cross the river need not keep close to the red buoys any farther east. Above the canal there is an octagonal timber crib surmounted by a day beacon built on the starboard side of the channel off Davignon Point, to mark the only turn above the canal. There are two red buoys between the end of the canal embankment and this beacon. There is a black buoy on the south side of the same stretch, and two black buoys to mark the turn opposite the beacon. Off Vidal shoal there are four red buoys. The outermost of these buoys is a square platform buoy on which stands a pyramidal slatwork surmounted by an inverted cone. On the port side of

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the channel are four black spar buoys. The platform buoy indicates a point where vessels upwards bound can leave the dredged channel and make a course for Algoma Park light, and where vessels bound down require to take Canadian dredged channel.

Lights.—It is intended to mark the dredged channel approaching the canal from the eastward by two electric arc lights shaded by red globes, placed in a prolongation of the axis of the dredged cut. These two lights in line will lead vessels from the American channel up the middle of the dredged approach to the east end of the canal. Further details of these lights will be given when established.

The canal itself is marked by white electric arc lights established at regular intervals along both sides of the canal bank and cribwork approaches.

A group of incandescent electric or white lights is to be placed on top of the beacon at the turn in the western approach to the canal, and an incandescent bright light on a pole is to be established on the eastern extremity of Davignon Point. These two lights in one, N.E. $\frac{1}{2}$ E., will guide from the turn at the beacon through the middle of the dredged channel, past Vidal shoal, to the American channel. Further particulars of these lights will be given when established.

Sailing Directions.—Vessels bound upwards should keep the usual course in making for the American canal until they bring the Canadian range lights below the canal in one bearing N.W. $\frac{1}{2}$ N. They should then follow the alignment of these lights, between the red and black buoys, until they reach the axis of the canal, due west. They moor to the cribwork at the north side of the entrance while waiting to go through the lock; after passing through the lock and the upper end of the canal, their course will be W. $\frac{3}{4}$ S., passing 125 feet south of the beacon. On reaching the beacon they haul S.W. $\frac{1}{2}$ W. and rounding the westernmost of the two black buoys and keeping the range lights in one astern, pass up through the middle of the channel between the red and black buoys. After passing the red pyramidal buoy off the west extremity of Vidal shoal there is good water up to Algoma Park light and vessels can make for that light.

Hay Lake Channel.—In connection with the opening of the canal, it may be mentioned that the American government greatly improved the approach to it from the eastward by opening Hay Lake channel last year. It is cut, principally in American waters, south of Sugar Island, through Sugar Island rapids and Middle Neebish. It leaves the present channel of River St. Mary about $2\frac{1}{2}$ miles below the canal, rejoining it at the foot of Sugar Island and shortens the distance to Lake Huron by several miles. This channel is now properly buoyed, and on the 5th of October last was further marked by a system of 27 lights established by the United States Government.

Pie Island lighthouse.

A new light was put in operation on the 15th September last, on the west extremity of Pie Island, at the western entrance to Thunder Bay, Lake Superior, District of Algoma.

The light is a fixed white light, elevated 29 feet above the level of the lake, and should be visible 10 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The light building is a small wooden tower, square in plan, painted white, surmounted by a square wooden lantern, painted red. The height of the building, from its base to the vane on the lantern, is 23 feet.

The tower stands upon the rocky shore of the island upon the extremity of the point adjacent to and south of the wharf on Pie Island. The wharf extends about 500 feet in a north-westerly direction at right angles to the shore line, and is distant about 400 feet north-east of the lighthouse. The light is intended to guide through the inside channel west of Pie Island, and will also indicate the position of the wharf.

The building was erected under contract by Mr. A. W. Daby, of Pie Island, for \$325. The total expenditure in connection with the establishment of this light was \$441.27.

Lake of the Woods Lights and Buoys.

In consequence of complaints from the shipping interests, the Chief Engineer of the department made an inspection of Lake of the Woods light and buoy service in September, 1894, and reported considerable improvements desirable in view of the extensive steamboat traffic in connection with lumber and fishing interests, as well as settlement and mining on Rainy River. A lighthouse had been maintained at the mouth of that river since 1886, but was found to be too far inland to be a safe guide in entering the river. During the past summer it was, consequently, removed from its old location on the main land on the Hungry Hall Indian Reserve, and placed on a pile foundation on the port side of the steamboat channel, off the south extreme of Sable island, lying in Lake of the Woods, outside the mouth of Rainy River, a distance of $2\frac{1}{2}$ miles N. $\frac{3}{4}$ E. from its former position.

The tower stands about 200 feet from the sand point running south from Sable Island; it is placed in about six feet of water, on a pile foundation. The height from the water to the tower sills is six feet, and from the sills to the top of the lantern, 30 feet. A shelter shed for the keeper stands near the south end of Sable Island.

The light is a fixed white light, elevated 32 feet above the level of the lake, and should be visible 10 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order. The light in its new position was put in operation for the first time on or about the 10th September.

A pole light was at the same time established about $\frac{3}{4}$ mile S. E. by S. $\frac{3}{4}$ S. from the above described light. It is located on a pile foundation in about six feet water in a reed bed off the main land. The piles rise six feet above the lake, and support a mast on which the lantern is hoisted. The height from the piles to the top of the mast is 25 feet.

The light is a fixed red, shown from a seventh order dioptric lantern hoisted to the top of the mast. It is elevated 28 feet above water and should be visible 7 miles in, and over a small arc on each side of the line of range.

The two lights in one, bearing S. E. by S. $\frac{3}{4}$ S. lead up Lake of the Woods from Sugar Point to the mouth of Rainy river, between the middle ground shoal on the starboard hand, and Sable Island shoal on the port hand. Before reaching the front light, vessels must haul sharply S. W. $\frac{1}{2}$ W., from which point the channel into the river is marked by buoys.

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The lighthouse was removed, and the extra buildings erected, by Mr. Chas. Cole, of Norman, whose contract price was \$1,150.00. It was found desirable at the same time, to reorganize the buoy service on the lake, and a three-year contract has been entered into with Capt. F. W. Brydges, of Rat Portage, to maintain 144 buoys at a cost for the first year of \$2,000 for making and placing, with a cost of \$500 additional for each following year. A chart of the lake is in course of preparation.

Red River Range Lights.

The Red River of the north empties into Lake Winnipeg, Manitoba, by several mouths through a delta, and the best channel into the lake has from time to time varied from one mouth to another. In 1880 a lightship was established by this department outside the eastern mouth; a few years later the western mouth carried the best water. The lightship was removed to it and beached, the light being continued as if it were a shore light. In 1893 the eastern channel again became the deepest, and extensive dredging operations have since been carried on by the Public Works Department to improve the bar outside the river at this eastern mouth. In that year the lantern was removed from the lightship and established on a pole at this east channel. In consequence of a visit of inspection made by the chief engineer in August, 1894, it was determined to replace this temporary light by two range lights, which were accordingly erected and put in operation on the 2nd of September, 1895, when the temporary light was discontinued.

The back tower is built on a pile foundation in a hay marsh on the east side of the channel, 2,020 feet south 10° W. of the position of the temporary pole light above described.

The tower is a wooden building, square in plan, rising with a taper, and surmounted by a square wooden lantern. It is 47 feet high from the pile foundation to the vane on the lantern. The lantern and lantern base down to the cornice on the tower are painted red, the remainder of the tower is painted white, with a red stripe three feet wide, extending from top to foot of the tower upon the north side, or the side facing the channel.

The light is a fixed white catoptric light, elevated 46 feet above the summer level of the lake. It should be visible 12 miles from all points of approach by water.

The front range light tower is located on a pile foundation on the shoals on the west side of the channel, and is distant about 3,600 feet N. $1^{\circ} 15'$ W. from the back tower and is so placed that the line of range leads up the lake to a point midway between the two outermost pile beacons.

The tower is a wooden building, square in plan, tapering to the lantern, which is of wood and square. It is 27 feet high from its base to the vane on the lantern. In the lower portion the framework is left open; the upper portion is inclosed. The lantern is painted red and the remainder of the tower white with a red stripe three feet wide in the middle of the side facing the channel.

The light is a fixed white catoptric light, elevated 23 feet above the summer level of the lake. It should be visible in, and over a small arc on each side of, the line of range, ten miles. It should also be visible in the dredged channel and the mouth of the river.

The two lights in one, bearing N. $1^{\circ} 15'$ W., lead vessels, coming up the lake to enter Red River, to the dredged channel midway between the two outermost

beacons. The dredged channel is a curved one, and is marked by pile beacons on each side surmounted by barrels. After making the outermost beacons the range lights must be left on the starboard hand, and after passing the bend the channel leads midway between the two buildings.

CHANGES AND IMPROVEMENTS AT EXISTING STATIONS.

Isle Perrot.—The light on Madore's Point, or Pointe à Brusy, on the north shore of Isle Perrot, at the entrance to the Ottawa River, has proved so useful, especially to steamers towing barges, that it was found desirable to replace the pole light, maintained since a former tower was destroyed by fire, by a small inclosed wooden tower standing on an open framework base. This tower is 18 feet high and is painted white with a red roof. It stands on a rip-rap foundation just outside the shore line of the island.

The light shown from the new tower is fixed white with a red and green sector. It is elevated 16 feet above ordinary river level and should be visible across the channel which it is intended to define. The light is strengthened by a pressed glass lens.

Vessels coming up the river keep the north shore channel as indicated by buoys, until they open the white sector of the light when they bear for that light across the channel, until they pass the buoy indicating the south extremity of the shoals lying between Isle Perrot and the north shore; they then bear for the light on the pier at the south-eastern end of Ste. Anne dredged channel crib.

Before taking the channel crossing they will open the red sector of Isle Perrot light and will pass into the white sector only when abreast of the channel. If the green sector is opened it will indicate that the vessel is too far up the river for the channel crossing. Vessels going down the channel on the Isle Perrot shore will open the green sector first and should turn as soon as the white sector is open. The white sector, being very narrow, must be closely watched and the turns made promptly.

The tower was built under the direction of Mr. W. H. Noble, foreman of works, at a total expense of \$97.07. It was proposed to erect range lights at this place to lead across the crossing, but in consequence of difficulty in obtaining a suitable site, the system of sectors was arranged by Mr. Noble, and serves a good purpose.

Point Pelée Spit.—Much trouble has been experienced in protecting this important station from damage by waves and ice. The lighthouse and fog-alarm are built upon an octagonal pier, sunk 20 feet or more into a sand bar, whose surface is continually shifting. At times the bar comes to the surface, at other times there is deep water close up to the pier. When the sea comes from such a point that shoal water breaks the waves before they reach the pier, spray flies over the lantern, completely deluging the structure although over 80 feet high. When the steam fog-alarm was established at this station in 1889, the whole of the cribwork pier above the water was replaced by concrete, built into an iron casing or shell fitted to the cribwork below water. The force of the sea and ice have continued to damage this

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pier particularly about the water line, and continual vigilance and expense are required to keep the pier intact and safe. This year it was necessary to fit a broad steel band round the base of the iron casing, which had been partially split and ripped off. The extremely low water made it possible to carry this lower than could have been done in previous years. The work was done under Mr. W. H. Noble's supervision at a cost of \$546.56.

Owen Sound.—This important harbour, the eastern terminus of the Canadian Pacific Railway Company's line of steamers, has been improved both by the company and also the Government. In consequence of the approach having been widened and deepened, it was found necessary to move the range lights leading into the mouth of the river, and the opportunity was taken to greatly improve their character.

The back range tower was moved from the embankment on the west side of the entrance, and now serves as the front tower of the new range. It stands on a pile foundation, at the outermost angle of the sheet piling, on the east side of the mouth of Sydenham River, its middle 18 feet from the face of the pilework. It is a square wooden building, surmounted by a square iron lantern, and is 34 feet high from base to vane. It is painted white with a vertical red stripe on the north side, or side facing the channel.

The light is a fixed red light elevated 39 feet above the level of the water. It should be visible seven miles in, and over a small arc on each side of, the line of range. The illuminating apparatus is catoptric.

The back range light tower, which is new throughout, is located on a pile foundation 915 feet S. by W. $\frac{3}{4}$ W. from the front tower, or 225 feet north-eastwardly from the north-east corner of the Canadian Pacific Railway elevator.

It is a square wooden building, surmounted by a square wooden lantern, is 46 feet in height from its base to the vane on the lantern, and is painted white with a vertical red stripe on the north side, facing the line of range.

The light is a fixed red light elevated 46 feet above the level of the water, and should be visible eight miles in, and over a small arc on each side of, the line of range. The illuminating apparatus is catoptric.

The front tower of the old range, on a crib outside the river's mouth, is still standing, and marks a point where vessels entering should have the alignment of the new range, and head for the river midway between the breakwater piers. This is no longer lighted, and the pier will probably be removed to suit extension of dredging. The axis of the new range of lights is 10° farther to the westward than the old one, and leads up the west shore of the sound, clear of all obstructions, and is consequently a great improvement on the old arrangement. The change was made on the opening of navigation this year. The work of removal and building was done under contract by Mr. John Riely, of Owen Sound, for \$498.

Oakville.—The breakwater piers at Oakville, in Lake Ontario, are owned by the municipality and have of late years been seriously damaged by storms, and for the sake of protecting the government lighthouse it has been necessary from time to

time to move it shoreward. Last spring it was finally moved to the inner end of the pier. In this position it is not so good a guide to vessels as in its former location at the outer end of the pier, but until the pier is repaired and the foundation protected it will be unsafe to have it maintained in the more exposed position.

Burlington Beach.—An agreement has been made between the Department of the Interior and the city of Hamilton whereby the Parks Committee of that municipality obtain control of certain portions of the Government reserve at Burlington Beach. The lots of land on which the lighthouse and keeper's dwelling stand have however been set aside and permanently reserved for the use of this department and fenced in at a cost of \$57.74, and the surroundings of the lighthouse have been improved by the removal of several unauthorized and unsightly buildings.

Kingsville.—On the opening of navigation last year, the front range light maintained on the outer end of the east breakwater pier at Kingsville, on the north shore of Lake Erie, was improved by substituting a seventh order dioptric lantern for the pressed glass lens lantern hitherto used. The light remains as heretofore fixed red but is greater in power. The lantern was procured from Messrs. Chance Bros' Lighthouse Works, England, at an approximate cost of \$100. A new mast fitted up by the keeper on which the lantern could be hoisted cost \$30.15.

Kaministiquia Range Lights.—As indicated in last year's report, the range lights at the north of River Kaministiquia, Thunder Bay, at the western terminus of the Canada Pacific Railway Co.'s lake steamers, were each increased in height 10 feet.

The back tower, with dwelling attached, is now 40 feet high to the vane on the lantern, and is painted white, with the square wooden lantern surmounting it painted red.

The front tower is a square wooden building painted white, surmounted by a square wooden lantern painted red, and is 30 feet high.

The lights are respectively 40 and 30 feet above the level of Thunder Bay, and should be visible 11 and 10 miles respectively in, and over a small arc on each side of, the line of range.

At the same time some repairs were made to the station, the whole at a cost of \$236. Last spring it was found necessary to protect the foundation of the front light building in consequence of scour by freshets, at a cost of \$47.25, the work being done under the superintendence of the lightkeeper. An expenditure of \$45.25 has also been authorized on repairs to road and chimney.

GENERAL REPAIRS.

At the several stations in this district, whatever was required to keep the buildings in good order and properly painted was done. In many cases materials were supplied to the lightkeepers who performed the necessary labour themselves for making the repairs. Materials for painting are also delivered on the annual supply trip and the keepers are required to do the painting at their stations personally, being allowed, in the case of high towers, some assistance in reaching the more inaccessible portions of the work. Hereto appended is a list of expenditure in connec-

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tion with the repairs at the several stations. Some items of less than \$10 each being omitted.

Station.	Description of Work.	Cost.
		\$ cts.
Aylmer Island	Inclosing lamp	38 21
Battle Island	Boat	32 00
Buckum's Point	Boat-house	23 00
Burnt Island	Shingling and plastering dwelling	43 72
Campbell's Island	Purchase of site	20 00
Caribou Island	New boat	66 00
Centre Brother	Enlarging and lining kitchen	25 00
Chantry Island	Materials to repair sheds	30 00
Clapperton Island	Boat	175 00
French River	Rebuilding front range light tower	20 00
Ganaoquo Narrows	New boat	28 00
do	75 cords stone and inspection	276 25
Gin Rock	Ceiling kitchen	39 00
Green Shoal	Reshingling and repairing store	16 79
Griffith Island	Lumber for a kitchen	27 67
Hope Island	Moving boat-house and addition to wharf	122 33
Isle Perrot	Boat	16 50
Kincairdine	Replacing gravel in front of tower and new steps	24 45
Lachine Pier	New boat	18 00
Lightship No. 2	Repairing damage by collision	29 50
Lamb Island	Materials for new building	368 09
W. End Long Point	Repairs to kitchen	28 00
Middle Island	Boat	55 00
Morrison's Island	Boat	38 00
Fox Island	Boat	50 00
North Sister	Materials for reshingling dwelling	44 35
Nottawasaga Island	Whitewashing tower	50 00
do do	Lumber for repairs to pier	12 00
Point Clark	Painting and whitewashing	78 00
Point Pleasant	Repairing fence	19 73
Presqu'île Point	Stand for new apparatus	14 00
Presqu'île Range Lights	New roof to dwelling house	56 72
Rondeau	Repairing damage done by lightning	18 37
do	Repairs to dwelling	41 76
Salmon Point	Repairs to kitchen	24 55
Scotch Bonnet	New boat-house	217 42
St. Anicet Bar	Stone rip-rap and repairs, including increasing height of pier	439 15
Sulphur Island	Freight and stand for new illuminating apparatus	44 25
Tobermory	Boat	50 00

QUEBEC LIGHTHOUSE DIVISION.

The Quebec division covers river and coast service of over 1,200 miles, comprising all the lighthouses, buoys and beacons in the Richelieu River and Lake Memphremagog; all the lighthouses, lightships, gas buoys, wooden buoys and beacons, fog-alarms, bombs and cartridge fog-signals in the River St. Lawrence below Montreal, Saguenay River, north side of Baie des Chaleurs, Gulf of St. Lawrence, Strait of Belle Isle, north and west coasts of Newfoundland and Labrador. This division is under the control of J. U. Grogory, agent of the Department of Marine and Fisheries at Quebec.

The agent attends to any other duties required by the department for the marine and fisheries services, and is also shipping master, attends to the requirements of the British Board of Trade in connection with shipwrecks and distressed seamen, casualties at sea, and is receiver of wrecks, and supervisor of wharfingers in the province of Quebec.

His staff consists of Mr. L. A. Blanchet, accountant and deputy shipping master; Mr. Alphonse Hamel, clerk; Mr. N. Fitz Henry, store-keeper, and Mr. George D. O'Farrell, who was on the 2nd March, 1895, promoted to the position of lighthouse inspector. The workshops are under Mr. O. J. Samson, master carpenter, and Mr. G. Vézina, master shipsmith, and the gas works under Mr. G. Bélanger, engineer, with such assistance as required.

Mr. Gregory again bears testimony to the willingness and courtesy with which his staff have individually and unitedly aided him to carry out his orders.

The steamers at the disposal of the agency have been the SS. "Druid," which supplied the lights on the first trip to the Strait of Belle Isle, and was employed during the remainder of the season in buoy and lighthouse maintenance in the river St. Lawrence; and the "La Canadienne," which supplied the lights in the Gulf of St. Lawrence, and made a fall trip to Belle Isle. The service between Quebec and Montreal was by passenger boats and hired tugs or by rail.

The inspection of the light stations was made by Mr. Geo. O'Farrell, the newly appointed inspector of lights.

There are in this division 154 lights and 117 stations; 8 lightships, 3 of which are supplied with powerful steam fog-whistles; 9 explosive bomb signal stations in connection with lights; 2 steam fog-whistles, and 9 steam fog-horns; 10 gas buoys, 4 of which are supplied with bells; 140 wooden buoys and 59 day beacons.

NEW LIGHT ESTABLISHED.

A new lighthouse was erected on Newport Point, on the Chaleurs Bay, coast of Gaspé, and put in operation for the first time on the 18th September, 1895.

The lighthouse is a square, wooden, pyramidal building, painted white, surmounted by a square wooden lantern, and is 27 feet in height, from its base to the vane on the lantern. It stands on the bare rock in the middle of an island off the extremity of the point.

The light is fixed white, elevated 36 feet above high water mark and should be visible 12 miles from all points of approach seaward. The illuminating apparatus consists of a single lamp, strengthened by a pressed glass lens.

Tenders had been called for the erection of this lighthouse, but the lowest received amounted to \$825.00; the department considering this price altogether too high, had the tower erected by days' labour, the work being put in charge of Mr. Chisholm, a carpenter from Nova Scotia agency previously employed in similar work, who had the structure built at a cost of \$294.57.

IMPROVEMENTS TO LIGHTS.

Greenly Island Station.

The steam fog-horn building at Greenly Island light station, in the Strait of Belle Isle, has been moved to a new site 900 feet S.E. by E. from its former position south of the lighthouse, and the building now stands at the southern extremity of Greenly Island as near the shore as the waves will permit. The signal is a blast of 10 seconds' duration, with intervals of 80 seconds between the blasts.

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Thirty-nine large sized reflectors tarnished by age and otherwise injured were brought up to Quebec during the winter, repaired, re-silvered and returned to their respective stations.

The re-silvering was done by three different firms at same rate, viz., 2 cents per square inch—4 grains silver—the workmanship was equally good.

The total cost was \$355.16, or an average of about \$9 each. The reflectors are now equal to new, and the lights in consequence much improved, especially above Quebec.

PRINCIPAL REPAIRS AT EXISTING STATIONS.

The following is a statement of the more extensive repairs and improvements made at the several stations during the past year. In addition to those mentioned, ordinary repairs and replacing of supplies were made and painting done wherever required.

Amherst Island.—Extensive repairs are being carried out at this lighthouse. The estimates for labour having been considered too high, a foreman from Quebec was sent with another man to attend to the work. These repairs are not yet completed. The sum of \$284.18 has been spent for material to 30th June, 1895.

Anticosti, Heath Point.—Workmen were sent from Quebec on the supply trip to attend to urgent repairs reported necessary. Five thousand shingles required to complete the shingling of the barn and the Sailors' Home, and two thousand feet of lumber to make general repairs were provided at a cost of \$50.25.

Anticosti, South-west Point.—Repairs made to the old boat at this station and spars supplied, and the old buildings repaired at a total cost of \$351.90, by men sent from Quebec.

Anticosti, West Point.—Repairs made at this station during the last fiscal year amount to \$226.17. The water pipes at this station, although inclosed in a wooden box laid in a deep trench, again froze last winter and are reported by the keeper as a complete failure owing to frost.

The flag staff and signal house have been removed at a cost of \$20, the removal of the building being necessary owing to the encroachment of the sea. The breakwater is also undergoing considerable repairs by men sent from Quebec. In addition to the repairs being made, the breakwater is also to be lengthened 100 feet.

Belle Isle.—This station was provided with a large iron tank at a cost of \$40. The wharf was completely carried away on the 20th November last, and two men and material were sent from Quebec to repair it and make necessary repairs to buildings. On the 30th June, 1895, \$99.45 had been spent for lumber. The landing will be made stronger by filling with stone, plenty being near at hand.

Biquette.—A boat 18 feet long was supplied this station, at a cost of \$30, and an alarm clock also provided. A change in the revolving gear was made in November last by renewing the hoisting apparatus, and the keeper has reported it in good working order. The necessary material for the work was sent from store at Quebec.

Bird Rocks.—A powerful telescope has been supplied the light-keeper, at a cost of \$16. The sum of \$53.20 has been spent for lumber for different repairs at this station.

Cape Bauld.—The construction of a boat-house having been authorized, the cost not to exceed \$75, the frame was fitted up in Quebec last winter. The sum of \$140.78 has been spent at this station on repairs, shingles, lumber, &c.

Cape Charles.—A new lantern was erected this spring, and repairs also made to mast. This was performed by men sent from Quebec, at a cost of \$60.21.

Cape Despair.—A storehouse and barn required at this station have been built, at a cost of \$296.50, by Mr. Philip Vibert, a joiner of that locality. The sum of \$51 was also spent in repairing kitchen and painting.

Cape Gaspé.—The jib on roof of gun-shed for firing fog signals having been blown down on the 5th October, 1894, a new one was at once put up. The total sum of \$84.58 was spent on lumber and repairs.

Cape Norman.—The Holmes horn has been overhauled and fitted up for use at this station as a spare horn in case of emergency, and repairs have also been made to the boiler, at a total cost of \$166.83.

Cape Ray.—A coal shed for this station was built in Quebec and sent by supply steamer at a cost of \$221.72.

Cape Rosier.—A well was dug at a cost of \$200, and a pump fitted which can deliver 10 gallons per minute. A telescope, an alarm clock and thermometer have also been supplied this station. Repairs to the buildings have been made at a total cost of \$155.41. A new fence was also put up, at a cost of \$20.

Cape Salmon.—Placing this new station in an efficient condition has caused an unusual outlay. A large well was dug in the rocks to collect surface water for the steam fog-horn. A new boat was provided, a road made to the highway, and cut down and cleared surrounding wood, bringing the expenditure to \$780.68.

Champlain.—A larger building was erected for the pole light of the Back Range provided with the necessary hoisting apparatus. The cost of this improvement was \$65.06.

Crane Island.—The lighthouse at this station had to be levelled up on its foundations, and six rooms in the dwelling repaired. The work was performed by men sent from Quebec, at a cost of \$260.00.

Eboulements.—An inclosed lantern was erected by the keeper, Mr. Mag. Tremblay, on the freight shed, at a cost of \$50.00, to replace the pole lantern previously used. A further sum of \$19.50 was spent for ventilators, glass, illuminating apparatus, etc.

Egg Island.—This station was supplied with a suitable telescope—the one on hand not being worth repairs.

Isle à la Baugé.—The pier which was badly damaged by ice, was repaired at a total cost of \$201.65. The "Druid" is also to take down 20 toise of rip rap stone to protect the pier against further damage during the winter, at a cost of \$124.00.

Isle Ste. Thérèse.—The low range was painted. Repairs to the tower and pier have been completed for the sum of \$112.90, including material, wages, board and passage of workmen to and from Isle Ste. Thérèse, the work having been performed by men sent from Quebec.

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Kamouraska.—The slip at this station having been considerably injured by the ice last winter, a contract was entered into with Mr. Onésime Bélanger, of Kamouraska, for the repairs required, for the sum of \$100.00, this being the lowest tender received. The chimney was also repaired at a cost of \$25.52.

Lark Islet.—A No. 2½ Blake pump for the fog signal was purchased from Messrs. Robert Buchanan & Co., of Montreal, for \$114.66. Lumber was sent down from Quebec for repairs, at a cost of \$22.25.

Lower Traverse Lightship.—Extensive repairs were done to the boiler and engine of this lightship this spring, at a total cost of \$592.04.

Macquereau Point.—The signal mast at this station was blown down on the 11th October, 1894, and was put up again at once. Double windows have been provided at this station; new flooring has been laid, and the foundation cemented, and the middle room of building repaired, the cost in all amounting to \$74.50.

Matane.—Four panes of glass were ordered from Messrs. A. Ramsay & Son of Montreal at a cost of \$12. The fence around the lighthouse was also renewed at a cost of \$32.

Montée du Lac.—The two range lights at this station have been repaired, at a total expenditure of \$451.31.

Percé.—A new set of lamps with mammoth flat wicks and large reflectors have been fitted in the agency's workshop at Quebec and have been put in the place of the inferior lamps used here previously.

The Pillars.—A new dwelling has been built at this station at a cost of \$975. The work has been satisfactorily done by Mr. Trudel, the contractor. The work required at the breakwater for protecting the boat harbour was performed at a cost of \$125. A new boat for this station has been built at a cost of \$88. The illuminating apparatus was readjusted by Mr. Noble, foreman of works, and it is now working satisfactorily.

Plateau Rock.—The work of painting, cementing and clearing the cistern was done by the keeper with local assistance. The foundations of the buildings were also repaired, and material for the work sent from Quebec—the amount of these repairs being \$55.

Port St. Francis.—The back range having been destroyed by fire on the 18th August, 1894, a new tower was built at Quebec, and taken to the station, where it was put up on the pier, which was also repaired, the total cost of the work amounting to \$294.25.

Red Island Lighthouse.—Repairs were made to the dwelling and the pointing of the stone work was also carried out. The total cost of the work was \$203.28.

Red Island Lightship.—Extensive repairs were made to this lightship last winter, while on the patent slip. The engines were also repaired and everything put in good order. The total expenditure incurred in repairs was \$1,040.79. The vessel was also supplied with a suitable boat, at a cost of \$88; as also an anchor and chain, the cost of which was \$154.85.

Upper Traverse Lightship.—The decks were caulked last spring, and new water closets and scuppers were supplied; the total cost of the work amounting to \$268.46.

White Island Reef Lightship.—Extensive repairs were made to the engine and boiler during the winter, which were put in first class order at a total cost of \$786.20.

The following are the principal minor expenditures made in connection with maintenance of lights in this district:

Station.	Description of Work.	Cost.
		\$ cts.
Algernon Rock.....	Reglazing lantern.....	15 00
Anticosti, South Point.....	Painting and repairs.....	115 12
Batican.....	Trees obstructing light cut.....	10 00
Bay St. Paul.....	Assistance in painting.....	13 60
Bellechasse.....	Materials for repairs to oil shed.....	13 10
Brandy Pots.....	Small boat repaired.....	8 84
Cape Magdalen (en haut).....	Repairs to window.....	2 00
do (en bas).....	Lumber for repairs.....	25 72
Contrecoeur back.....	Painting and repairs to platform.....	10 00
Etang du Nord.....	Shingles for re-roofing buildings.....	19 50
Fame Point.....	Boards for repairs.....	28 56
Father Point.....	Repairs to lighthouse.....	21 28
do.....	Repairs to coal shed.....	15 00
Green Island.....	Boat.....	25 00
Greenly Island.....	Boat supplied.....	.....
Lacolle.....	Repairs to roof of lantern.....	14 75
do.....	Pier deck renewed and painting.....	15 00
Lavaltrie.....	Piers refilled and ballasted.....	50 00
Lake St. Peter, Lightship No. 3.....	New boat.....	45 00
Lotbinière front.....	Roof repaired and painting.....	30 00
Platon.....	General repairs.....	13 50
Pointe du Lac.....	Ventilator renewed.....	11 50
Pointe St. Jean.....	Base of tower renewed.....	83 17
Point Rich.....	Lumber for repairs.....	25 00
Portneuf (en bas).....	Assistance, painting.....	15 00
St. Pierre les Becquets.....	Repairs to roof of lantern.....	17 00
St. Pierre d'Orléans.....	Boat.....	22 50

FOG-ALARMS, STEAM WHISTLES, COMPRESSED AIR HORNS, AND GUN COTTON, EXPLOSIVE BOMBS AND CARTRIDGES.

Canadian manufactured gun cotton, bombs and cartridges were sent to Quebec last fall by Mr. Hand, of Hamilton, Ontario, and were stored in the magazine with a quantity of imported ones. In the spring, a test of both was made at Quebec and at stations in the Gulf, which resulted in establishing the fact that the Canadian manufactured explosives stand the climate and are as effective in report as those imported. They can be more conveniently obtained, and cost no more than the imported ones.

Inquiry into complaints of fog-alarms not being properly attended to, have thus far resulted in establishing that there had been neither neglect nor incompetency on the part of the operators, but the defect was owing to the sound not being distinguished on account of atmospheric influences, even when vessels were but a comparatively short distance away.

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BUOY SERVICE.

The buoys in the ship channel, between Quebec and Montreal, are maintained under a contract with the Sincennes-McNaughton Line.

The total cost of the buoy service in the Quebec district including contracts, for the wintering, repairing, replacing, taking up and renewing buoys and beacons, for the last fiscal year was \$3,495.18.

The buoys in the Dominion of Canada, as a rule, are maintained in position during the season of navigation. In districts where the lights are maintained in operation throughout the year, the buoys are kept in position all the year round; in districts where navigation is closed in winter, buoys are kept out in the autumn until the last vessels are cleared, or as late as the ice will allow, with due regard to their safety; and replaced in spring as soon as the state of the ice will admit of their being placed in position.

All the can buoys in the River St. Lawrence below Quebec, are removed after the 14th November; all the gas buoys in the same river are set out as soon as possible after the 11th May each spring, and taken up as soon as convenient after the 10th November each autumn.

The following buoys in the River St. Lawrence, when removed for winter, are replaced by large wooden spar buoys, each topped by an evergreen bush to make it more conspicuous:—

Barrett Ledge, gas buoy; Pilgrim's Shoal, gas buoy; St. Roch, wooden can buoy; Middle Ground, gas buoy; Channel Patch, gas buoy; Crane Island Patch, wooden can buoy; Crane Island Flats, gas buoy; Beaujeu Bank West End, gas buoy.

The gas buoys on Trembles Shoal, and off Ste. Croix, in the River St. Lawrence, Quebec, will also be replaced by spar buoys, if the last heavy draught vessel has not passed these points before it is necessary to remove them.

These spar buoys are intended for the use of belated vessels to pass outwards and inwards the eight principal points below Quebec, and have now become a necessity, and are much appreciated by navigators, as they are placed in position after all other buoys are taken away for the winter.

The White Island lightship now maintained off the north-west extremity of White Island Reef leaves her station each year for winter quarters in Quebec, on the 15th November, the same day as the other lightships below Quebec, and she returns to her station in the spring as early as ice will permit.

Barrett Ledge Gas Buoy.

On the opening of navigation, the spherical gas buoy on Barrett Ledge, in the River St. Lawrence below Quebec, was replaced by an iron buoy cylindrical in plan, with a domed top, surmounted by a wooden slat work, shaped like a can buoy, above which the little red lantern from which the gas light is shown, stands. The focal plane is 9 feet above water.

Middle Ground Gas Buoy.

The spherical gas buoy on the Middle Ground near the east end of South Traverse in the River St. Lawrence has been replaced by a buoy similar to the new Barrett Ledge buoy, surmounted by a conical slat work. The focal plane is about 10 feet above water.

These two new buoys were brought from England by the SS. "Aberdeen" and landed at Pictou, N.S., and brought over to Quebec by the "La Canadienne."

They are solidly built and stand more upright in currents, and consequently show better light than the old pattern spherical buoy. They are also less liable to serious injury to the lanterns from collisions. The body of the buoy being welded seamless, no gas can escape from starting of seams.

In the event of either of these buoys, or any of the large gas and bell buoys in the River St. Lawrence being lost, their places may be temporarily taken by spherical buoys.

Beaujeu Bank Gas Buoy.

Owing to representations made by the Quebec corporation of pilots and others, the gas buoy moored on the west end of Beaujeu Bank has been moved to a point about 35 feet south from the point where it formerly stood.

The cost of the gas buoy service for the past year was as follows:—

Two new buoys.....	\$ 2,216.07
Repairs and fitting, scraping, painting, wages of engineer and assistant.....	1,621.16

Total.....	\$ 3,837.23
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The red can buoy on the reef west of Red Islet, in the River St. Lawrence below Quebec, was discontinued on the opening of navigation this year.

Removal of Murray Bay Buoy.

The red wooden can buoy moored on the outer end of the shoal extending east of the Government pier at Pointe au Pic, Murray Bay, on the north shore of the River St. Lawrence has been moored one-third cable south-east, as shoal water was found outside of its former position, and the buoy is now moored in 2½ fathoms water.

NOVA SCOTIA LIGHTHOUSE DIVISION.

This division, in charge of Mr. J. Parsons, agent of the department for the province, includes the charge of 180 light stations, exhibiting 192 lights, 1 light vessel, 16 steam fog-alarms, 1 signal bomb station, 18 hand fog-alarms, 2 fog bells, 17 automatic whistling buoys, 13 automatic bell buoys, 98 iron can buoys, about 700 spar and other small buoys, 8 stationary beacons, 16 life saving stations, 3 humane establishments and 4 signal stations. The steamers "Newfield" and "Aberdeen" are also under the control of this agency.

The lighthouses and fog-alarms throughout this division have been inspected by Mr. C. A. Hutchins, superintendent of lights, and the boilers and machinery were examined by Mr. Stewart, chief engineer of the "Newfield."

NEW LIGHTS ESTABLISHED.

Gillis Point.

The new lighthouse at Gillis Point, Bras d'Or Lake, to which reference was made in last year's report, was duly completed and put in operation on the 1st of

Marine and Fisheries—Marine Branch.

January this year. The light is fixed white, elevated 74 feet above high water mark, and should be visible 14 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The light building, which is of wood, stands about 300 feet westerly from the extremity of the point, and consists of a square pyramidal tower, with a small dwelling for the keeper attached. It is painted white and the tower is surmounted by an iron lantern painted red. The height of the tower from its base to the vane on the lantern is 38 feet.

The total expenditure in connection with construction of this light has been \$1,714.24.

Wolf Point.

A lighthouse has been erected on Wolf Point, on the western side of the entrance to Ship Harbour.

The light is a fixed light, elevated 87 feet above high water mark, and visible 15 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The lighthouse is of wood, and consists of a square pyramidal tower with dwelling attached, the whole painted white, and surmounted by an iron lantern painted red. The height of the tower from the base to the vane on the lantern is 35 feet.

The light is intended principally to guide vessels into and out of Ship Harbour, or to a safe anchorage inside the islands.

The work of erection was done by Mr. John Chisholm, by day's work, local labour being employed, the materials having been procured in Halifax and sent to the station by the "Newfield." The cost of the work amounted to \$1,557.45. This course was pursued in consequence of the lowest tender received, \$2,290, being higher than the estimate of the chief engineer of the department.

LIGHTS DISCONTINUED.

Uniacke Point.—As indicated in last year's report, the light on Uniacke Point, at the north end of the Grand Narrows Bridge, was permanently discontinued on the 1st January last, when the light at Gillis Point was put in operation, the keeper being transferred from the one station to the other.

Cow Bay.—In February last, a gale carried away the outer end of the pier at Cow Bay, Atlantic Coast of Cape Breton, with the lantern and framework from which the light was shown. Since then no light has been maintained at that place, nor will it be re-established at present.

Red Islands.

A lighthouse has also been erected on the west side of Campbell's Cove, Red Island Settlement, on the southern shore of the Great Bras d'Or Lake

The building is a square tower, painted white, surmounted by an iron lantern painted red, and placed 50 feet back from the extremity of the point, and is 37 feet high from base to vane on lantern.

The illuminating apparatus is a dioptric of the seventh order, and the light, which is fixed red, is 47 feet above high water mark, and visible at a distance of eight miles from all points of approach.

The light is principally intended for the guidance of vessels navigating the Great Bras d'Or Lake, between East Bay and St. Peter's Inlet, and to lead clear of the shoals extending southerly from the Red Islands. The light will be put in operation in November, 1895.

The work of erection of the lighthouse was done by Mr. Johnstone, of Red Island Settlement, whose contract price was \$885.00.

REPAIRS AND IMPROVEMENTS.

The following repairs and improvements in addition to ordinary and small repairs and painting, have been made at various stations, viz.:

EAST OF HALIFAX.

Meagher's Beach.

The ventilator on lantern was repaired. The second easterly groin was rebuilt from the second lower course, and the planking in the face of the breakwater was renewed and strengthened.

Jeddore.

New spouts were fitted under the eaves of the barn and dwelling, and new conductors were laid to the tank in the cellar.

Egg Island.

A new shaft was fitted to the revolving clock.

Pope's Harbour.

The roof of the porch was re-boarded and shingled, and a new sill fitted under the porch. The lighthouse and buildings were painted. A new pane of glass was fitted in the lantern.

Sheet Rock.

The north roof of the dwelling and the roofs of the boat-house and shed were re-shingled. The underpinning of boat-house was renewed, as also the platform in front of the lighthouse. The water-conductors, from the roof to tank, were also renewed. Five broken panes of glass in lantern were replaced with rubber strips. One sill under kitchen was renewed; battens were stripped off walls and replaced shingles. One frame and two batten doors were fitted to dwelling. The oil store moved back to a better foundation.

Beaver Island.

New spouts were fitted.

Beaver Harbour.

A new lantern was supplied.

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Liscomb.

Six new lamps were supplied. Renewed three sills of tower, two sills of dwelling, and part of one corner post. The clapboards were stripped off the walls of the tower and dwelling, and shingling was substituted. Fitted two new window frames, one sash, two door frames and doors to cellar. A new platform, railing and steps placed at front entrance. Sheathed the walls of hall with pine.

Wedge Island.

The roofs of the dwelling-house and oil store were re-shingled. The buildings were painted. The carpenter work was done by Mr. MacLellan, with local help.

Isaac's Harbour.

A new boat slip and capstan were built at landing.

Three Top Island.

The roof of the kitchen was raised on the inside end to give more pitch, and it was re-shingled, the work being done by Mr. MacLellan.

Canso Harbour.

The wooden lantern was repaired and the buildings painted. The work was done by Mr. MacLellan.

Eddy Point.

The new lighthouse was put in operation, as anticipated, on the 1st January of this year.

Jerseyman Island.

A wooden rail was placed around the lantern and the deck renewed. Three new reflectors were also supplied.

Petit de Grat.

A new landing slip in course of construction and the sills of the lantern are to be renewed.

Cape La Ronde.

The kitchen chimney was taken down and rebuilt from the roof. New clamps for blind rollers were furnished.

Guyon Island.

A new brass hinge was fitted to the lantern door, and two new reflectors supplied.

Louisbourg.

The foundation wall was pointed and the plaster in two rooms repaired. Ten new lamp fountains were supplied.

Scattarie.

A new boat was supplied. A new entrance porch was placed to dwelling and a storm door fitted to kitchen. New steps were placed to entrance door of light-house and the foundation walls were pointed with cement.

Gillis Point.

A new boat was supplied. A drain opened up and relaid with more slope.

Cape George.

The buildings were painted. The lantern deck was stripped, the decayed wood renewed, the deck recovered with canvas and a new hand-rail fitted around deck.

Ingonish Harbour.

The oil stove was entirely destroyed by the sea during a heavy gale in February last, and the lower floor in tower was slightly forced up and the shingles stripped from the base of tower. The damage to the tower is being repaired. A new boat was supplied, the old one having also been destroyed in the storm.

Cape North.

The road leading from the landing to the station was repaired.

Merigomish.

The plaster in bed room was repaired, and the drain opened up and renewed. A small storm porch was built at entrance to dwelling.

Amet Island.

The kitchen floor was recovered and the chimney rebuilt from roof. The boat slip was repaired.

New falls and blocks were furnished the capstan at the boat landing.

WEST OF HALIFAX.

Sambro.

Two sills, five joists, two doors and one frame renewed and both ends of oil store shingled. New joist, a floor and steps in cellar were fitted. The sills and five joists, floor and three windows and frames were renewed in dwelling. The base and corner boards were stripped off and the shingles removed. About 25 yards of plaster were repaired.

Argyle.

Six new lamp fountains were supplied.

Gull Rock.

Twelve new panes of glass were put in lantern with rubber strips. The canvas on the deck was repaired.

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Cape Fourchu.

A new boat was supplied.

Port George.

A new copper ventilator was fitted in the lantern.

Margaretsville.

A new copper ventilator was fitted in the lantern. The copper covering in lantern deck was removed and canvas substituted.

Black Rock.

The floor and sills of porch were renewed. The door on west side of porch was boarded and shingled. The porch door was repaired and three new thresholds fitted. The light room was re-plastered and the flat roof repaired. The work was done by Mr. MacLellan.

Port Williams.

Two new panes of glass were fitted in the lantern and all the other panes were re-glazed. The floor of lower lantern was covered with galvanized iron. A new sill was fitted under the front of building and a new threshold made. A new platform was also placed in front of entrance. Work done by Mr. MacLellan.

BUOY SERVICE.

ADDITIONAL BUOYS.

Lighthouse Bank Can Buoy.

A 5-foot iron can buoy was, on the 2nd of May, 1895, placed to mark the shoal known as Lighthouse Bank, about four cables to the southward of Meagher's Beach Light, in Halifax Harbour.

The buoy is moored in 6 fathoms of water, S.W. from the $2\frac{3}{4}$ fathoms line in the middle of the shoal.

Spry Bay Bell Buoy.

A bell buoy was moored off the entrance to Spry Bay, on the southern coast of Nova Scotia, as a fairway buoy for the benefit of fishermen and others entering the bay. The buoy is painted red, with "Spry Bay" in white letters on the deck, and moored in about 15 fathoms of water.

North East Shoal Whistling Buoy.

An automatic whistling buoy was moored $1\frac{8}{10}$ miles N. by E. from the middle of North East Shoal, off Green Island, between St. Margaret's Bay and Mahone Bay, as a fairway buoy to indicate the position of the shoal, from which vessels may take a departure for Mahone Bay, St. Margaret's Bay, &c.

The buoy is painted black with N.E., Shoal in white letters and moored in 21 fathoms of water.

Louisbourg Bell Buoy.

A bell buoy of Trinity House pattern was placed in 13 fathoms of water $1\frac{1}{2}$ cables E. from the centre of Harbour Shoal, near the entrance to Louisbourg Harbour, to serve as a fairway buoy to vessels entering the harbour during thick or foggy weather.

Old Woman Ledge.

The red spar buoy marking Old Woman, off Frenchman Point, on the coast of Yarmouth, was replaced by a red can buoy, to be permanently maintained at this station.

The buoy is moored in $3\frac{1}{2}$ fathoms, 400 yards south of the ledge.

ADDITIONAL BUOYS IN GREAT BRAS D'OR.

Two additional spar buoys have been placed at the eastern entrance to Great Bras d'Or, Cape Breton Island, as follows:—

Blackrock Shoal.

A wooden spar buoy painted black, moored in $3\frac{1}{2}$ fathoms of water, on the edge of the shoal running north from Blackrock Point.

Campbell's Point.

A wooden spar buoy painted black, moored in $3\frac{1}{2}$ fathoms of water on the northern extremity of the shoal off Campbell's Point.

The following additional buoys are to be placed at Carey's Shoal, Great Bras d'Or, a No. 2 iron can buoy, at Point Aconi, a No. 1 iron can buoy off the extremity of the shoal.

CASUALTIES AND REPAIRS.

The following is a list of casualties, additions, &c.

Isaac's Harbour Automatic.

This buoy was reported by the Dominion Government steamer "Acadia" last November, adrift about six miles off Indian Harbour, and has not since been recovered.

Brig Rock, No. 1 Can Buoy, 5' feet diameter.

The "Newfield" found the buoy had disappeared on April 2nd, 1895. Not since recovered.

Trinidad Rock No. 2 Iron Can Buoy, 4 feet diameter.

The "Newfield" found the buoy had disappeared on April 13th, 1895. Not since recovered.

Bell Rock 60 feet spar buoy.

The buoy disappeared April 19th, 1895. Not since recovered.

Portuguese No. 1 Iron Can Buoy, 5 feet diameter.

Went adrift April 19th, 1895, and was destroyed on the rocks.

Marine and Fisheries—Marine Branch.

Rock Head.

No. 1 iron cage buoy went adrift on April 19th, 1895, and was hauled ashore by fishermen at Bear Cove, with loss of cage and moorings, and the buoy was badly damaged on rocks.

Lunenburg—Automatic.

December 8th, 1895.—This buoy was found damaged in bilge, from collision.

Sisters—Bell Buoy.

This buoy was reported adrift on February 13th, 1895. It was picked up by tug off Mars Head, with loss of 33 fathoms of chain and mooring stone.

Blonde Rock Automatic Buoy.

This buoy broke from its moorings on the 19th of April, 1895, and was picked up by Captain Ansel Snow and taken into Yarmouth. Captain Snow made a salvage claim of \$450. After consideration of the claim, the department offered the captain and the crew of the "Norwood" the sum of \$250 in settlement of the claim, and Mr. Pelton, Captain Snow's solicitor, was advised of the decision of the department, and the offer made has been accepted by the salvors.

On the 24th April, 1895, the steamer "Lansdowne" placed this buoy in true position, moored with seven fathoms of new wire and thirty-eight fathoms of new chain $1\frac{1}{4}$ inch and a granite stone weighing 5,000 lbs.

John's Ledge Bell Buoy.

The buoy was removed by the steamer "Lansdowne" on the 13th December last and replaced by another buoy, which was taken from Yarmouth Fairway, the said buoy having been scraped, painted and lettered, moorings thoroughly overhauled and found to be in good condition. The buoy was moored in 22 fathoms of water $1\frac{1}{4}$ miles S.W. Length of chain 45 fathoms, and stone weighing 4,000 lbs.

On May 17th, 1895, the steamer "Lansdowne" placed a new buoy on the Ledge, in true position, moored with 45 fathoms $1\frac{1}{4}$ inch chain and a granite anchor of 4,000 lbs. The old buoy and moorings were taken on deck and landed at St. John.

Lurcher Automatic Buoy.

This buoy was removed by the steamer "Lansdowne" on the 13th December, and replaced by another taken from St. John, and moored in 13 fathoms of water, with 45 fathoms of new $1\frac{1}{4}$ inch chain and a granite stone weighing 5,000 lbs., in the following position: $\frac{1}{8}$ of a mile west of the shoal. On the 14th May, 1895, the steamer "Lansdowne" replaced the Lurcher Automatic Buoy in true position, moored with 45 fathoms of $1\frac{1}{4}$ inch chain and 7 fathoms of wire. The old buoy with its moorings was taken on deck, and it was scraped and painted for the S. W. Yarmouth Fairway Automatic Buoy.

North-west Ledge Bell Buoy.

The buoy was removed by the steamer "Lansdowne" on the 7th December last, and replaced by another buoy taken from St. John and moored in 15 fathoms water, 400 yards N. N. W. $\frac{1}{2}$ W. from the N. W. rock, with a new chain 45 fathoms in length and a granite stone weighing 5,000 lbs.

The buoy taken up was scraped, painted and lettered for the Trinity Shoal.

The North-west Ledge buoy was again removed by the "Lansdowne" on the 10th May, 1895, and was replaced by another buoy taken from St. John, and moored in 15 fathoms of water, with 45 fathoms of chain $1\frac{1}{2}$ inch, and a stone of 4,000 lbs., in the following position: 400 yards N. N. W. $\frac{1}{2}$ W. from the N. W. rock. The old buoy was scraped and painted, to be placed on John's Ledge.

Old Man Can Buoy.

This buoy was taken up by the "Lansdowne" and was scraped, painted and lettered and had its moorings overhauled. It was found to be in good condition, and was placed in true position on the 13th December last.

On the 26th April, 1895, the "Lansdowne" placed a new can buoy in true position, moored with the old chain, which was found to be in very good condition, 15 fathoms long and 1 inch diameter, and a granite stone weighing 2,000 lbs.

Pease Ledge Can Buoy.

On the 12th and 13th December last the steamer "Lansdowne" proceeded to the Pease Ledge Can Buoy to have it examined, but on each occasion owing to a heavy sea and the increasing wind the buoy could not be handled, but it was in true position and apparently in good condition. On the 26th of April last, a new iron can buoy was placed off the ledge, moored with 15 fathoms of new chain and a stone weighing 2,000 lbs.

Roaring Bull Can Buoy.

This buoy was taken up by the steamer "Lansdowne." It was scraped, painted and lettered, and its moorings were thoroughly overhauled, and the stone breaking from the chain when being taken out of the mud, was replaced by another, and the buoy moored in true position with 35 fathoms of chain and a granite stone of 1,800 lbs., on the 13th December last.

On the 24th April, 1895, the "Lansdowne" placed a new can buoy in true position and took the old buoy and its moorings on board. The new buoy was moored with 20 fathoms of new three-quarter inch chain and a granite stone of 2,000 lbs.

Trinity Shoal Bell Buoy.

This buoy was removed by the "Lansdowne" on the 13th December, and replaced by another buoy taken from the N. W. ledge, and moored in 8 fathoms with 45 fathoms of $1\frac{1}{2}$ inch chain, and a granite stone weighing 4,000 lbs., in the following position:—W. by N $\frac{1}{2}$ N. 600 feet from the ledge or shoal. The old buoy was put in good condition for the Yarmouth Fairway Bell Buoy.

On the 19th April, the "Lansdowne" proceeded to Trinity Ledge, and placed a bell buoy, taken from St. John in true position. The old buoy with its moorings was taken on board and brought back to St. John.

Yarmouth S. W. Automatic Buoy.

This buoy having broken adrift, was replaced on the 30th October last by the "Lansdowne," by another buoy taken from St. John and moored in 34 fathoms of water, with 45 fathoms of $1\frac{1}{2}$ inch chain, and a granite stone weighing 4,000 lbs. in the following position:—10 miles S. W. by W $\frac{1}{2}$ W. from Cape Fourchu Light. On information obtained at Comeau's Cove, the original buoy was found at Meteghan and landed at Yarmouth.

Marine and Fisheries—Marine Branch.

Yarmouth Fairway Bell Buoy.

This buoy was removed by the steamer "Lansdowne" on the 13th of December last, and replaced by another buoy taken from Trinity shoal, and moored in 10 fathoms of water with 45 fathoms of chain $1\frac{1}{4}$ -inch, and a granite stone 4,000 lbs. in the following position:—From the Roaring Bull E. N. E. $1\frac{1}{2}$ miles, from Cape Fourchu N. E. by N. $3\frac{1}{2}$ miles. The old buoy was scraped, painted and lettered for John's Ledge.

The buoy was removed by the "Lansdowne" on the 11th May, 1895, and replaced by another taken from St. John, and placed in true position in 10 fathoms of water.

Yarmouth Automatic N. W. Buoy.

This buoy was removed by the steamer "Lansdowne" on the 13th December last, and replaced by another buoy taken from St. John, and moored in 22 fathoms of water, with 45 fathoms of chain $1\frac{1}{4}$ -inch, and a granite stone weighing 4,000 lbs., in the following position: N. W. by W. from Cape Fourchu Light, 5 miles distant.

This buoy was removed by the steamer "Lansdowne" on the 11th May, 1895, and replaced by another taken from St. John, and moored in true position in 22 fathoms of water, with 45 fathoms of $1\frac{1}{4}$ -inch chain and a granite anchor of 4,000 lbs.

SABLE ISLAND.

All the stations throughout the island were inspected by the Inspector of lights. The agent of the department also visited the island in March last and everything found satisfactory.

Five pony shelters erected during the fall and winter have proved a success. Ten tons of pressed hay had been sent to the island to be used in the worst weather of March and April, and we have the satisfying result of only four ponies having died during the winter.

A new set of rules was put in force for the patrolling of the island as follows:—

Rules for patrolling Sable Island.

1. In foggy or misty weather, the patrolling of Sable Island beaches and bars shall be performed twice each day, viz., early in the morning and late in the afternoon.
2. The patrolmen shall leave their stations for duty in the morning, not later than daylight—early dawn is preferable.
3. They shall begin their patrol work in the afternoon so late that they shall not reach their stations on returning until after nightfall.
4. Every patrolman shall note and report the hour of evening when he noticed the western and eastern lighthouses becoming illuminated; and also at what hour each day these lights were extinguished in the morning.
5. The eastern and western patrolmen shall at each trip proceed out on the bars as far as said bars are dry.
6. Every patrolman shall without delay after his return to the station, report to the superintendent full particulars of his journey.
7. Every patrolman shall carry in a properly covered can strapped over his shoulder, a flat bottle of warm new milk for use of any shipwrecked persons who may be discovered on his tour.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

During last winter and this summer no wrecks have occurred and no serious casualties nor striking incidents have happened.

Arrangements are completed for renewing the telephone line connecting all the out stations with the main station and with each other.

The repairs to the buildings of Nos. 1 and 3 stations were completed by carpenters aided by the staff on the island.

Wild Horses.—Fifty-one ponies were shipped off the island.

Cranberries.—Thirty-two barrels of cranberries were shipped off.

ST. PAUL'S ISLAND.

During a heavy gale last February, the sea carried away about 30 feet of the boat slip at the main station and also did some damage to the dwelling at the north-east light; materials and workmen were landed by the "Newfield" to repair damages. All the buildings have been painted.

LIFE BOAT-STATIONS.

All the life boat stations throughout this division were inspected by Mr. Alfred Ogden, who reports directly to the department at Ottawa.

FOG ALARMS.

Cape Race.

One hundred and fifty boiler tubes were supplied.

Cranberry Head.

A pop safety valve was fitted to boiler, an additional link was added to trumpet to prevent rain water beating in.

Cross Island.

A new set of tubes and a pop safety valve were fitted to boiler. Seven holes in the shell of boiler were plugged. A new steam pipe was fitted to trumpet and the position of the blow off pipe was changed. The feed pipe from tank to injector was repaired. Three new reeds were furnished to trumpet.

The alarm now sounds single blasts of 20 seconds' duration in every 1½ minutes instead of 10 seconds as formerly.

Shelburne.

Took down and changed a portion of the main steam pipe from top of dome to side, and fitted a new pop safety valve to boiler. Fitted a new blow off pipe. Overhauled and re-ground cocks. Took off the old angle iron and put on new, changing position to 12 inches higher made new man hole joints. Cleaned out boiler.

Cape Sable

Lifted boiler and caulked the four corners and re-set seven studs in bottom. Made and fitted four new brackets in furnace. Bored out and refitted one rivet in leg of boiler. Renewed all joints and replaced boiler on legs.

Marine and Fisheries—Marine Branch.

Yarmouth.

Four pop safety valves were fitted to boilers. Sixty-eight feet of suction hose pipe and couplings were furnished. A chart book and recording gauge were furnished. One new tube was fitted and four joints in bottom caulked and the legs of right hand boiler cemented.

Cape d'Or.

A new boiler has been landed at this station and will be set up as soon as the foggy season is over.

Scattarie.

A new boiler sent by the "Newfield" will be placed in position as soon as the foggy season is over, and repairs to the building, including renewal of roofing, will be attended to at the same time.

NEW BRUNSWICK LIGHTHOUSE DIVISION.

This division comprises all the lighthouses and other aids to navigation within the boundaries of this province, both on the Bay of Fundy and on the Gulf of St. Lawrence side. The large buoys maintained by the Government on the Nova Scotia coast of the Bay of Fundy are also attended to by the steamer "Lansdowne" under the direction of the New Brunswick agent, but are otherwise under the control of the Nova Scotia agent.

During the past year Mr. J. H. Harding, who had been since October, 1871, agent of the department for the province of New Brunswick, was superannuated, and the division was then put in charge of Mr. F. J. Harding, who was chief clerk and accountant of the agency, and an inspector of lights, Mr. John Kelly, was also appointed.

There are in this agency 117 lighthouses and 12 fog-alarms, attended by 87 lighthouse keepers, 12 engineers and 10 assistants, making in all 109 employees in the agency.

NEW AIDS TO NAVIGATION AND IMPROVEMENTS IN EXISTING AIDS.

Gagetown Lighthouse.

A lighthouse was erected at the mouth of Gagetown Creek on the west side of the River St. John, and was put in operation on the opening of navigation in the spring.

The light is fixed white, elevated 53 feet above the ordinary level of the river. The lighthouse stands on a cribwork pier and is a square wooden pyramidal building painted white, surmounted by a square wooden lantern painted red. Its height from the deck of the pier to the vane on the lantern is 47 feet. The light is intended to guide vessels between Jersey and Musquash Island, and to show the turn in the river at Buzzas.

On the establishment of this light the light heretofore maintained at No Man's Friend or Buzzas was permanently discontinued, it being no longer required. The

old open frame structure being out of repair and requiring renewal, the opportunity was taken to improve the location of the light by the erection of the light at Gagetown, on the west shore, where it guides both up and down the river.

Oromocto Lighthouse.

The light mast at the head of the landing pier at Oromocto, on the River St. John, having become so rotten as to require renewal, advantage was taken of the occasion to remove the light to a site where it could be utilized both up and down the river, and at the same time to improve it by providing an inclosed tower instead of the unreliable lantern on a mast.

The new lighthouse stands on low land, on the shore of the river, 1,224 feet S. E. by E. $\frac{1}{4}$ E. of the site of the old light.

This light was put in operation on the 1st October, 1895, and is a fixed white light elevated 52 feet above the ordinary level of the river, and should be visible down the river to the bend at Middle Island, up stream towards the mouth of the River Oromocto and up River St. John towards Fredericton. The illuminating apparatus is dioptric of the seventh order.

The tower stands on a crib work pier. It is a square, wooden, pyramidal building, painted white, surmounted by a square wooden lantern, painted red. The height from the deck of the pier to the vane of the lantern is 47 feet.

Vessels bound up can steer for the light W. by S. $\frac{1}{2}$ S. as soon as they clear Middle Island shoal, and keep their course until past the the south end of the Oromocto Island; they then leave the light on the port hand, following the trend of Oromocto Island in mid-channel, until they bring Oromocto light astern and Wilmot Bluff Light a head when they steer N. W. $\frac{1}{4}$ N. for the latter light. Vessels bound down reverse these directions.

Shediac North Channel Range Lights.

Two range lights temporarily established on the beach at Pointe du Chêne, Shediac Bay, for the purpose of guiding vessels into Shediac harbour through the channel north and west of Zephyr and Medea rocks, were put in operation on the 29th August last, principally for the use of the Prince Edward Island steamers.

The mast on which the front range lantern is hoisted, stands on the northern most part of Pointe du Chêne, 349 feet from the water's edge, and is 20 feet high, with a shed at its base painted white.

The light is a fixed red light elevated 32 feet above high water mark and should be visible seven miles in, and over a small arc on each side of the line of range. The light is shown from a tubular lantern with pressed glass lens.

The back mast stands 602 feet S. W. by S. from the front one and is 28 feet high, with a white shed at its base. The light is similar to the front one, is 38 feet above high water mark and should be visible seven miles.

To enter Shediac harbour by this channel vessels should steer for Cassie Point light until they bring these two red lights in one, bearing S. W. by S., and should keep them in one until they reach the alignment of Shediac Island Range Lights, when they haul up W. by N. $\frac{1}{3}$ N. As when entering by the South Channel they keep the Shediac Island Range Lights in one until the Pointe du Chêne railway wharf lights are brought into range.

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Shediac Island Range Lights.

On the 1st October, 1895, the range lights on Shediac Island, Strait of Northumberland, were improved by substituting two inclosed towers for the two masts from which range lights were previously shown. One of these masts was a mere temporary structure, the old permanent mast with elevated platform having been destroyed by lightening in July, 1892.

The front range tower stands in the alignment of the masts 72 feet E. by S. $\frac{1}{3}$ S. from the position of the old back range mast, and is a square, pyramidal, wooden building, surmounted by a square wooden lantern, and is 37 feet high from its base to the vane on the lantern. The lantern and lantern base are painted red; the remainder of the tower is white.

The light is a fixed white catoptric light elevated 36 feet above high water and is visible 11 miles in and over a small arc on each side of the line of range. It will also show southwardly into the harbour.

The back tower stands near the inner shore of the island and is distant 619 feet W. by N. $\frac{1}{3}$ N. from the new front tower. It is in the alignment of the old lights. The building and light are similar to those above described for the front light, except that the tower is 47 feet high and the light 52 feet above high water mark and is visible 12 miles in the line of range.

REPAIRS TO EXISTING STATIONS.

St. John Beacon Light.

Twenty-seven new steps were made leading to the lights. Six posts found to be decayed were removed and replaced by new posts which have been properly fastened to the base and iron hand rail secured from top to bottom with clasps and bolts. The wooden railing on platform was repaired. New steps were put in from the lower post to within five feet of top. The repairs were made by the keeper with one assistant for 15 days.

Anderson's Hollow.

A gale on the 21st November, 1895, carried away the end of the pier, with the lighthouse upon it. Pending the re-building of the pier and tower a temporary pole light will be maintained.

Beaver Harbour Light.

The roof of the building adjoining the kitchen has been shingled and a new canvas put on the deck of the lantern. The kitchen and the apartments have been newly plastered at a cost of \$10. The lamps in the lantern repaired.

The boat slip washed away in the February storm was repaired.

Belle Isle Public Landing Range Lights.

The iron has been shifted from the old mast to the new lantern on mast at landing and securely placed.

Big Duck Island Fog-Alarm.

The boiler has been repaired and two sets of tubes put in, and a patch put on shell. The work was done by machinists sent for that purpose.

Bliss Island

The bridge between the lighthouse and dwelling was repaired. The floors of the dwelling were painted, as also the woodwork, and the rooms were painted and whitewashed. The boat was repaired and painted.

Bridge's Point.

This lighthouse on the River St. John has been removed a distance of 200 feet north from its former position to a site closer to the water's edge and closer to the point, where the light will be less obstructed by trees both up and down the river, as well as closer to the channel than in its old place.

The work was performed under contract by Mr. John Dow Brydges, at a cost of \$24.

Cape Jourmain Light.

Repairs were done under the supervision of Mr. Milton Walsh, foreman in the Prince Edward Island agency. The old sills of the tower were removed and replaced with new sills. The lower floor was taken up and replaced with new sleepers and new plank. The foundations were rebuilt, use being made of the stone in the old foundation. The support braces were taken down and iron anchor posts were attached to each of the octagonal posts of the tower and secured in the foundation, being firmly screwed down by nuts at their attachment to posts.

The walls of the lean-to or kitchen attached to the dwelling have been shingled and a well sunk in the kitchen.

The fence around the grounds has been repaired by placing twelve new stone posts, as also new boards and rails where found necessary, and a new gate was placed at the entrance of the grounds. A new door was also put in the dwelling.

A new fence six feet high has been erected around the garden.

Cape Spencer Light.

A new kitchen 21 x 16 feet has been built on to the east side of buildings, at a cost of \$72, of which \$40 was allowed by the department.

Carraquet Light.

A new boat has been supplied at a cost of \$24, as also a new door at a cost of \$3.

Dalhousie Light.

The stone foundation has been pointed with cement, as also the steps to tower, and a new floor laid in tower.

Fanjoy's Point Light.

A large amount of work was done by the keeper at this station in the way of cutting down trees and cleaning up the land in connection with the lighthouse.

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Fort Jolly Point Light.

No repairs were made during the year. The derrick was repaired last year at a cost of \$7.

Gannet Rock Light.

In October, 1894, carpenter Ross and blacksmith Lewis erected a platform 12 x 14 at the south end of station, fastening the same to the rock by iron bolts and thereon erected a building 5 x 6 for the electric firing apparatus, which is now in good working order. Pilots and ship masters are loud in their praise of this new appliance.

Goose Lake Light.

Brush was placed where required around the fence in order to prevent the sand from blowing away.

Grand Manan Fog-Alarm.

The road from coal chute to shore has been repaired. New doors have been made for the coal house at the shore. The pipes were overhauled. New tubes have been placed in the boiler. The boilers, engine, smoke stack, and steam pipes have been painted. The outside walls and roof of whistle house have been painted and the inside of same whitewashed. The fence has been rebuilt and the coal shed whitewashed, including roof.

Green Head Light.

Part of the mast has been renewed. A new house has been built for the lantern and new steps placed. The rail leading to lantern has been repaired. The building has been painted and the lantern repaired. A survey of the site has been made as a preliminary to building an improved inclosed tower.

Grindstone Fog-Alarm and Light.

The boat has been painted. New pipes were laid to connect the tanks. A new anchor chain has been supplied. The floor of the engine house has been repaired. All the work was done by the keeper.

Letête Fog-Alarm.

During the year some fences have been built and the place generally improved. The coal shed floor has been substantially repaired with new sleepers and covering deals. The oil storeroom in connection with engine room has been sealed up with matched lumber and neatly painted, thus making a neat and convenient place to keep engine stores.

Machias Seal Island Light and Fog-Alarm.

New tubes were placed in boiler and patches put on same. The crown sheet was removed and patched, and necessary repairs were made to the machinery. Tubes have to be renewed here every four or five months on account of the action of the nature of the water used in the boiler. All the machinery has been repaired and is now in good order.

The barn has been shingled on the north side of the roof and the pipes and spouts repaired.

New brick piers were placed under the southern light and a new brick and stone pier underneath the lantern post in the centre of the northern light for some seven feet in height. Tramway also repaired.

Midjic Bluff Light.

The stone wall has been repaired and whitewashed, and the trees that obstructed the light have been cleared off.

Miscou Light and Alarm.

The clockwork of the revolving light has been repaired as also the building. The lantern was painted outside and inside as also the boiler and engine. All the work was done by the keeper and the station is in good order.

There is a telegraph station connected with this light as also a fog-alarm.

Middle Island Light.

This building has been completed. Fourteen dollars have been allowed for plastering the rooms.

Negro Town Point Light.

The foundation under the tower, being part of the breakwater, has been repaired by the Public Works Department, and all repairs to light have been done by the keeper.

Neguac.

The front range light on Neguac Wharf has been raised 10 feet and the light changed from white to red. The light is shown as before from a lantern hoisted on a mast at a height of 28 feet above high water mark, and the slatwork day beacon is painted white instead of red. A shed at the base of the mast is also painted white.

North Tracadie.

Repeated and serious changes in the shifting of the sand-bar outside the North Tracadie gully have given the department much trouble and have necessitated repeated changes in the arrangement of the range lights at the entrance.

In 1894 range lights were established on the north side of the gully. In May of this year the alignment of these lights was altered, and in September the whole system had to be again changed, the channel over the bar, which was marked by the range lights, on the north side, having filled up and a new and more direct channel having formed farther to the north. As this new channel now carries much better water and is much shorter than the old one, the buoys and lights have been re-arranged to lead through it, as follows:—

The range lights on the north side of the gully have been discontinued.

The front building of this range has been moved back to the south side of the gully and has been placed so as to form a range with the main light to lead through the channel over the bar. It now stands 109 feet S.E. by E. $\frac{1}{2}$ E. from the main

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light in the tower. It is, as heretofore, fixed white, shown from a lantern hoisted on a pole 20 feet high, having a small shed at its base painted white. The light is elevated 24 feet above high water mark and should be visible 6 miles. The lantern is a tubular lantern with a pressed glass lens.

The red can buoy which formerly marked the outer end of the more southerly channel has been moved northwards to mark this new channel. It is now moored in five fathoms on the outer edge of the bar at the point where vessels should cross it and pick up the line of the range lights, and bears S.E. by E. from the main light. To mark the channel over the bar three red spar buoys have been placed at the turn on the north side of the channel, and a black spar buoy and a red can buoy on the south side. A red spar buoy is also moored on the east point of the Sand Bar inside the gully south-westwardly from the main light tower. The channel is between this buoy and the lighthouse.

Vessels entering the gully should bring the two lights in range and steer N.W. by W. $\frac{1}{2}$ W. until near the inner can buoy, then they should haul up north by west, round the south end of the beach, keeping close to it and leaving the light on the port hand, which will bring them inside the beach and out of danger.

The pier under the outer range light has been rebuilt.

On the 19th October, 1895, a spark from the steamer "Hampstead" set fire to Palmer's wharf on the River St. John. It was blowing a gale at the time, and the fire having gained considerable headway before it was noticed, the lighthouse was burned down, the keeper being only able to save the lantern, oil and oil tanks. The light was kept in operation until the close of navigation, by means of a tubular lantern on a pole.

The question of the best site for rebuilding the lighthouse is under consideration, as recommendations to remove it to the new government wharf and a petition asking that instead of leaving the lighthouse rebuilt at Palmer's Point, the new one should be erected at Van Wart's Point on the western shore of the river, have been received.

Partridge Island Fog-Alarm.

The station was painted and whitewashed from top to bottom, in the interior. The steam gauge has been removed from front of boiler and placed where it will not smoke up so much as formerly.

The brick floor was removed to permit repairs to copper blow off pipe. There have been ten days' work at this station, outside that performed by keeper.

Passamaquoddy Bay Light.

A new corner post has been added back of the stairway, in order to prevent the washing away of the steps by the seas and to strengthen same. Seven long cross-beams were placed under the house, and rail around platform, rebuilt partly with new material. Two new knees were placed for davits. The oil tanks and dwelling were painted; also the outside of the kitchen and railing.

The ceiling and dwelling and the block and trestle work have been whitewashed, and the inside of lantern has been painted.

A new floor has been laid in the kitchen, and both sides of kitchen shingled, and one end has sheathing paper under shingles. The platform has also been repaired.

The boats have been repaired and painted.

Pea Point Light.

A new lantern glass has been put in, the walls and woodwork of two rooms painted, and the ceilings of four rooms whitewashed. The stairs leading to the oil house have been repaired, as also the oil house. The oil tanks have been cleaned and painted. The outbuildings have all been whitewashed.

Point Lepreaux Fog-Alarm.

There were four new stays, $\frac{3}{4}$ iron, put on steam pipe and smoke stack. The boilers have been painted and all necessary repairs made to machinery. New tubes have also been put in the boilers and two leaky valves have been replaced by new ones.

A new canvas roof has been placed on flat roofed part on engine house and the roof repaired around steam pipes with shingles. There has also been a new collar placed around steam pipe.

The brick work inside engine house has been whitewashed to the height of six feet and the wall painted up to ceiling. The ceiling, which is of matched boards, has also been painted.

A new door was made for the coal shed. A new fence has been erected along the bank, at the dwelling house.

Point Lepreaux Light and Signal.

The derrick has been repaired and painted at a cost of \$4.

The boat has been repaired and painted. The repairs, including the hauling to and from workshop, amounted to \$13.

The barn has been shingled and repaired.

Portage Island Light.

This lighthouse has been repaired by Mr. Peter Drummond, who placed 7 new sills, 12 new posts, a new door frame and door and shingled the building, placing paper under the shingles and birch bark under the corner casing. A new platform was also built.

The foundation was relaid with new material, with the exception of one sill, which was found to be sound. This work was done by tender, at the sum of \$150. In addition to this, a charge was made for extras, and \$25 were allowed the contractor in full settlement of his claim.

A new platform was built around the dwelling, at a cost of \$90.

The dwelling house was also painted on three sides, as also the porch.

The lighthouse has also been painted, being given three coats where newly shingled.

The lantern was painted inside and outside, two plates removed and replaced. The painting of the dwelling, light tower and lantern was done by the keeper.

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Preston Beach Light.

This front range light which was burned June 6th, 1894, has been repaired and painted. A new house has been erected and the floor laid, and a new railing has also been placed, at a cost of \$17.60. The lantern has been repaired at a cost of \$7.

Quaco Fog-Alarm.

A full set of tubes has been placed in the boiler. The boiler was raised and seven patches placed inside the furnace, the patches being secured with screw bolts. The boiler was then tested and found satisfactory. The old smoke stack was taken down and a new one erected, and new guys were also placed.

The brickwork under the boiler, has been relaid with new material. The smoke stack, brickwork, &c., have all been painted, as also the inside of dwelling house.

Railway Wharf and Moffat's Landing Light.

The building on the Railway Wharf is in good repair. The range light on Moffat's Wharf has been removed by Mr. Kilgour Shives, at a cost of some \$25, a distance of 229 feet, and has been securely fixed.

Richibucto South Beach.

Improvement was made in the alignment of the range of lights on the South Beach, at the entrance to Richibucto Harbour, by moving the back range light tower a distance of 112½ feet southwardly from the former range light.

The two lights in range lead through the best water in the Albion channel, with a least depth of 9 feet on the bar.

The range light was built and completed by Mr. Allan Haynes, at a cost of about \$100.

Richibucto Head Light.

The building has been thoroughly cleaned, and the fence around the building repaired. A new gate has also been put up, and the ground has been harrowed and sown with grass seeds. All this work has been done by the keeper.

Sand Point.

A survey of the site of this river light has been made with a view to purchasing the land required for the erection of a new enclosed tower to replace the present open framed structure. Difficulty has been experienced in arranging for this land in consequence of the absence of the owner from the Dominion.

South Tracadie.

The front range light building at this station, was in September, 1895, moved 80 feet north-eastwardly, to suit a change in the channel over the bar which lies outside of South Tracadie Gully.

The front tower now stands 276 feet S. E. by S. $\frac{3}{4}$ S. from the back range light, and the two lights in one lead in from the strait N. W. by N. $\frac{3}{4}$ N. through the channel over the bar.

South-west Head Light.

Repairs were made to the barn and fence, as also the shed, and all were white-washed. A new chimney was built. New stays were placed to the southern flag staff, the old stays having parted in the gale of January 26th, 1895. The inside of the dwelling was repaired, as also the road leading to the lighthouse.

Swallow Tail Light.

The south side of the kitchen roof has been repaired. Some repairs were also made to the derrick platform, this being necessary owing to the damage sustained by the storm of the 8th of February.

Some rock that had started on to the tramway has been blasted. The inside of the dwelling house has been painted, and the windows in both lighthouse and dwelling have been reputtied and painted.

William's Landing Light.

The tower which was carried away by the spring freshet of 1894 has been rebuilt by Mr. James White, at a cost of some \$25, and is now in position.

BUOY SERVICE.

Zephyr Rock Buoy.

A new iron can buoy was shipped to Shediac, to be placed on the Zephyr Rock.

Cape Tormentine Buoys.

A nun buoy and a bell buoy were shipped to Cape Tormentine, and placed off the Cape by the steamer "Stanley."

Cape Jourimain Buoy.

The new buoy, painted red, with 15 fathoms of $\frac{3}{4}$ in. chain and a fifteen hundred stone anchor, was placed on the end of the sand bar that runs out from Cape Jourimain Light, at $\frac{1}{4}$ mile N. E. of the cape, in latitude $46^{\circ} 69' 15''$ N., longitude $63^{\circ} 45' 15''$ W.

Tormentine Reef Buoy.

The bell buoy, with 20 fathoms of one-inch chain and a four thousand pound stone anchor, was placed off Tormentine Reef in latitude $46^{\circ} 6' 50''$ N., longitude $63^{\circ} 41' 45''$.

Automatic Buoy Whistles.

Six automatic buoy whistles were purchased from Messrs. T. McAvity & Sons, at a cost of \$219.

Black Point Automatic Buoy.

The Black Point buoy was removed by the steamer "Lansdowne" on the 31st of October last and replaced by another buoy, moored in $15\frac{1}{2}$ fathoms of water, with 15 fathoms of chain and a granite stone weighing 4,000 pounds, placed in true

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position, bearing from Partridge Island N. $\frac{1}{2}$ W., distance of $3\frac{1}{4}$ miles; Mispick Point E. $\frac{7}{8}$ N., distance $1\frac{1}{2}$ miles; south-west end of Manawagonish Island N.W. by W. $3\frac{7}{8}$ miles. On the 29th April, 1895, the steamer "Lansdowne" replaced the Black Point automatic buoy in true position.

The old buoy and moorings were taken on board and landed on the government pier.

Partridge Island Bell Buoy.

The bell buoy was removed on the 15th November, and after the necessary repairs and painting had been made it was replaced in its proper position by the "Lansdowne" on the 4th December, 1894. It was again overhauled by the "Lansdowne" on the 7th June last.

Belle Isle Buoys.

A contract for the maintaining of four buoys in Belle Isle Bay was entered into on the 1st of May last for a period of three years, for \$45 per annum.

Buctouche Buoys.

Mr. Jacob Babineau entered into a contract with this department for maintenance of fifteen buoys in the Buctouche River, for the sum of \$42 per annum.

The contract expires on the 10th of May, 1896.

Beaver Harbour Buoys.

Mr. Philip Hutton's contract for maintaining nine buoys at this place was renewed for a further period of three years, at \$120 per annum, being the same amount as the last contract.

Baie Verte Buoys.

A new contract was entered into on the 13th of May last for a period of three years with Mr. Jared S. Silliker, for the maintenance of thirty buoys at this place, for the sum of \$19 per annum, being \$3 less than the previous contract.

Chebogue Ledge Can Buoy.

The buoy was taken on the deck of the steamer "Lansdowne," scraped and painted, moorings thoroughly examined and found to be in good order. The buoy was again placed in true position on the 13th of December last; and on the 15th May, 1895, the steamer "Lansdowne" placed a new can buoy in true position, moored with 20 fathoms of 1-inch chain, and a stone anchor of 1,800 pounds. The old buoy and moorings were landed at St. John, on the ballast wharf.

Dalhousie Buoys.

Mr. Robert McNeill has the contract for placing nine buoys in the Restigouche River, for \$144 per annum. His contract expires in May, 1896.

Dipper Harbour Buoys.

The department has entered into a contract with Mr. Robert Ellis, for the maintenance of three spar buoys at this place, for a period of three years, from the 29th of March, 1895, for \$15 per annum, being \$15 less than the previous contract with Mr. Belmore.

French Lake Buoys.

Mr. Abijah Coakley's contract was renewed for three years, for maintaining the buoys from Indian Head to mouth of Little River, for \$44 per annum. His contract expires 4th of April, 1898.

GRAND LAKE BUOYS.

Jemseg District.

A new contract was entered into on the 14th of May last with Mr. Joshua D. Colwell, for a period of three years, for the maintenance of thirteen spar buoys, one flag station, and the keeping in position of one hundred and fifty stakes in the dredge track, for the sum of \$29 per annum.

Little Shippegan Buoys.

Articles of agreement were entered into on the 5th of April last, with Charles Vibert, for the maintenance of eight buoys at this place for a period of three years, at \$59 per annum.

Musquash River Buoys.

A new contract for a period of three years was entered into with Robert Ellis, on the 29th of March last, for maintaining seven buoys at \$35 per annum, being \$35 less than the previous contract with Hugh Belmore.

Miramichi Buoys.

Two new iron can buoys for the river were sent to the harbour master at Chatham on the 7th of May last.

Point Lepreaux Automatic Buoy.

The buoy was removed by the steamer "Lansdowne" on the 24th of November last, and replaced by another taken from St. John, and moored in 23 fathoms of water, with a chain 45 fathoms in length and 1½ inch in size, and a granite stone weighing 4,000 lbs., in the following position: one mile S. S. W. from the light; and on the 3rd December last, the steamer "Lansdowne" proceeded to Point Lepreaux buoy, removed the whistle, which was out of order, and replaced it with another.

The buoy having being reported out of order on the 18th January last, the tug "Storm King" was despatched to the buoy, with G. W. J. Bissett, master of steamer "Lansdowne" on board. The whistle was found to be gone, and it was replaced by another taken from St. John.

On the 7th May, 1895, the steamer "Lansdowne" replaced the Point Lepreaux automatic buoy, moored with 10 fathoms of wire and 40 fathoms of chain 1½-inch, and a granite anchor of 4,000 lbs.

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Quaco Buoys.

Quaco Reef bell buoy, Quaco Ledge bell buoy, and Quaco shoal can buoy. were taken up from their respective positions by the steamer "Lansdowne" in December, and placed on the ballast wharf for the winter.

Southern Wolf Automatic Buoy.

This buoy was removed by the "Lansdowne" on the 24th November last; replaced by another buoy taken from St. John and moored in 52 fathoms of water with 35 fathoms of $1\frac{1}{2}$ -inch chain and 45 fathoms of $\frac{7}{8}$ -inch chain and a granite rock weighing 4,000 lbs., in the following position: from Head Harbour Light N.W. by W. $8\frac{1}{4}$ miles, and Lepreaux Light E. by N. $\frac{5}{8}$ N. $13\frac{1}{4}$ miles.

On the 7th May the "Lansdowne" placed the buoy in true position, moored with 25 fathoms of wire and 70 fathoms of 1 inch chain and a granite anchor of 4,000 lbs.

Split Rock Automatic Buoy.

This buoy was removed by the steamer "Lansdowne" on the 31st December last, and replaced by another buoy taken from St. John, and moored in 30 fathoms of water with 45 fathoms of $1\frac{1}{4}$ inch chain and a granite stone of 4,000 lbs., in the following position: S.W.S. $\frac{3}{4}$ S. from Musquash Light, S. $\frac{1}{2}$ W. from Western Head Musquash and W. S. W. from Partridge Island.

The buoy having been reported out of position on the 15th February, the tug "Storm King" with G. W. J. Bissett, master of the steamer "Lansdowne" on board, was despatched to the buoy, which was found greatly out of position. The buoy was towed into true position and left with whistle sounding all right. On the 17th of April, the "Lansdowne" proceeded to Musquash and found the buoy two miles out of position and replaced it in its proper place.

On May 4th, 1895, the "Lansdowne" replaced the buoy, moored with 20 fathoms of wire and 30 fathoms of chain $1\frac{1}{4}$ -inch and a granite stone 4,000 lbs.

PRINCE EDWARD ISLAND DIVISION.

This division is under the charge of Mr. Artemas Lord, provincial agent of the department, stationed at Charlottetown, and who has as assistant, Mr. Edward Hackett, Inspector of Fisheries. Mr. Milton Walsh, foreman of works and general repairs, is also under his direction.

The agent has expressed his satisfaction at the efficient aid rendered by the officials connected with the work of the agency.

There are in this division 56 lights and 35 stations and one steam fog-horn under the charge of 41 keepers. There are 3 automatic whistling buoys and 1 bell buoy. The majority of the lights are situated on headlands and serve the general purposes of navigation, the remainder being harbour lights intended particularly for the benefit of fishermen. Thirty-five harbours in this province are buoyed by the department under contract; the buoys being under the general supervision of the agent.

The several lighthouses were inspected either by the agent or Mr. Walsh, or by both of them, in the government schooner "Prince Edward," which also delivered

the lighthouse supplies. This vessel previous to going on her work was overhauled and repaired, and on the supply and inspection tour, the agent reports that the "Prince Edward" gave evidence of the thorough work done, by being perfectly tight and staunch in the worst weather met.

NEW AIDS TO NAVIGATION.

An additional range light was put in operation on the 1st June last on Fish Island, or Bill Hook Island, at the entrance to Malpeque Harbour, Richmond Bay.

The light is fixed red, elevated about 18 feet above high water mark, and visible over a small arc on each side of the line of range.

The light is shown from a lantern hoisted on a mast and ranges with the main light S. by E. $\frac{1}{2}$ E. to a black cask buoy at the entrance to the channel leading to Darnley Basin, and is intended as a guide for fishing boats using Darnley Basin, in which there is only 6 feet water at ordinary high tides, and forms no part of the regular light and buoy service for Malpeque Harbour.

Range Lights in Summerside Harbour.

Vessels entering Summerside and particularly the large ferry steamers, between Summerside and Nova Scotia, finding the entrance to Summerside Harbour under existing conditions at night difficult, a new light was put in operation on 5th September last to be used as a back range light in connection with the light on the railway wharf in Summerside harbour.

The light is fixed red, 165 feet above high water mark, and should be visible 8 miles in and over a small arc on each side of the line of range. The illuminating apparatus is catoptric.

The tower is a square, pyramidal wood open skeleton frame, having the front face boarded so as to form a day beacon, and painted white. It is surmounted by a square wooden lantern painted red, and is 56 feet high to the vane on the lantern.

This tower stands on the farm of Messrs. John and George Stavert, east of the town of Summerside, $\frac{3}{4}$ mile E. $\frac{1}{4}$ S. from the Summerside railway wharf light. At the same time, the wharf light which now forms the front light of this range, was changed in colour from fixed white to fixed red in the line of range, but continues to show fixed white as heretofore over the head of the wharf.

REPAIRS AND IMPROVEMENTS IN EXISTING STATIONS.

North Cape.

A new chain barrel and cog-wheel have been supplied this station, and put in by Messrs. McKinnon and McLean, of the Esdale Foundry. The remainder of the gear was thoroughly overhauled and cleaned by Mr. Walsh, and is working well.

Sandy Island.

The gales causing the sand to cut out, clay and brush were brought from the banks about Cascumpec wharfs, and spread around the foundation and seeded down after being levelled and graded from the building, the cost of this work amounting to \$37.50. The tank was also cemented and repaired, at a cost of \$11.75. A new boat was supplied, costing \$50, of this amount the department paid \$35, the keeper the balance, \$15.

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Tignish River.

The foundation under the main tower being of wood, became rotten. A contract was given Captain J. Gallant to take out the timber and build a stone foundation at a cost of \$125, and a good and satisfactory job has been done.

North Rustico.

The site at this station being threatened by the sea, tenders for protection work were called for, and the contract let to Mr. Thomas G. Purser, the lowest tenderer.

One hundred feet of close piling was laid, tie beamed, brushed and ballasted, and a block of hemlock square timber 30 feet by 15 feet, 5 feet high, was erected and the main light tower placed thereon. The work cost \$515, with \$12 for extra timber and labour done outside the contract. The piles were cut 20 feet long, and driven from 8 to 12 feet into the ground.

East Point.

The fog-horns having got out of order in the spring, the machinery was overhauled and repaired by Mr. Esdale, foreman of Messrs. McKinnon & McLean, with the assistance of the assistant keeper at the station, Mr. Berge, at a cost of \$20.70.

St. Andrew's Point.

The tower at this station having been destroyed by fire in October, 1894, a new tower has been built by Mr. Edward Maher, under contract and under the immediate and constant supervision of Mr. Walsh, and is a satisfactory job, at a cost of \$357, and \$12 allowed for small extras. The lantern was constructed by Mr. Walsh, of 16 gauge galvanized sheet iron.

Cardigan River.

A new fence was put up under contract by Messrs. McLeod & Shaw, at a cost of \$90.

Cape Bear.

Considerable wood work repairs have been done at this station, which is now in good order. The cost of repairs amounted to \$110.86.

Wood Island.

Small wood repairs were done at this station, at a cost of \$52.

Sea Cow Head.

Kitchen chimney was rebuilt at a cost of \$40.

Crapaud Inner Light.

The beacon and mast attached to keeper's dwelling were removed and erected in the keeper's garden in the same line of range at a cost of \$16.90. The removal was made owing to damage done to keeper's dwelling, by strain on the beacon in gales.

Blockhouse Point.

Repairs have been made under the supervision of Mr. Walsh. The old roof of the dwelling was removed, the pitch was increased and the flat roof covered with No. 5 cotton duck. The clapboards were stripped off the north side of the tower and replaced by shingling—the corner casings were also removed and the corners shingled. Part of the south siding of the dwelling was removed and new boarding and shingles put on. The earth from the outside of the stone foundation was trenched out and a filling of puddling clay rammed down 2 feet deep and 2 feet wide from the wall, to stop the surface soakage which was affecting the cellar walls and keeping the cellar damp. The gutters were also attended to. The whole of the repairs at this station cost \$180.

Brighton Beach.

In order to render them more conspicuous as day beacons, a red diamond or lozenge, 20 feet deep by the width of the building, has been painted upon the side facing the channel of each of the lighthouse towers at Brighton Beach, in Charlottetown harbour. The lanterns are also painted red, and the remainder of the two buildings are left white as heretofore.

In addition to the above repairs, all ordinary painting and small repairs required for keeping the light stations in good condition, were done in the usual way.

BRITISH COLUMBIA LIGHTHOUSE DIVISION.

This division comprises all Canadian waters on the Pacific coast and is under the charge of Captain James Gaudin, agent of the department at Victoria, who also acts as inspector of lights.

There are in this province 16 light stations, five of which are steam fog-alarms, and at three others, bells rung by machinery. There are also two lantern lights on pile beacons in Victoria harbour, and two similar lights in Nanaimo harbour. The above are in charge of 16 light-keepers, some of whom supply assistance out of the salaries allowed.

The lights were supplied and buoys tended during the past season by the Dominion steamer "Quadra," Captain J. T. Walbran, master.

NEW AIDS TO NAVIGATION AND IMPROVEMENTS IN EXISTING AIDS.

Berens Island.

On the 1st May last the light shown from the tower on Berens Island in the entrance to Victoria harbour, was changed from fixed blue to occulting white. The new illuminating apparatus is dioptric of the sixth order.

Balfour.

A new light established at Balfour on the south side of the mouth of the left arm of Kootenay River, where it joins Kootenay Lake, was put in operation on the 1st April last.

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The light is fixed white, shown from a seventh order dioptric lens lantern, hoisted on a post erected above high water mark, on the rocky shore, and the light is shown 20 feet above the highest water mark.

The post on which the light is hoisted has boxes to shelter the lantern at its top and at its base. The whole structure is painted white and is 25 feet high from the ground to the summit.

The light was erected under contract with Mr. Busk, the sum of \$29.50 being paid for laying the foundation and cutting down trees that obstructed the visibility of the light, and \$42.50 for the structure erected.

Portlock Point.

A lighthouse erected at Portlock Point, the north-east extremity of Prevost Island, Trincomatee Channel, off the east coast of Vancouver Island, was put in operation on the 1st November, 1895.

The light is fixed white, with a red sector over Enterprise Reef. It is elevated 72 feet above high water mark and should be visible 10 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The light building consists of a square pyramidal wooden tower, with kitchen attached, painted white, surmounted by a square wooden lantern, painted red. The tower is 48 feet high from base to vane.

The light is intended principally to guide up Swanson Channel to Active Pass and to guard Enterprise Reef.

The light was built under contract by Mr. G. A. Frost, for the sum of \$870.

Gallows Point Beacon.

The light shown from a red platform buoy off Gallows Point, Nanaimo Harbour, has been discontinued, and on the 15th April last a fixed red light was shown from a lantern on a beacon, on the edge of the flat on the south side of the channel, opposite and about one cable S. S. E. from the buoy which will be continued off Gallows Point, but will be unlighted.

The beacon is formed of a cluster of three piles, painted black.

The lantern stands on the top of the beacon at a height of 10 feet above high water mark, and it is expected that in consequence of the stability of the beacon the light will be more reliable than when it was on the buoy. The character of the light has not been changed.

Sand Head Beacon.

A black beacon composed of four piles, braced together at the top and surmounted by lattice work in the shape of a cone, has been established on the outer extremity or western edge of Robert's Bank, off the mouth of Fraser River. The beacon shows 12 feet above high water. The site dries at extremely low water.

Sturgeon Bank, North Beacon.

The most northerly of the beacons on Sturgeon Bank, off the mouth of the Fraser River, Gulf of Georgia, which had been carried away, has been replaced in its old position.

Shrub Island Beacon.

A small stone beacon surmounted by a wooden staff, with cross-pieces on its head, the woodwork painted red, and showing 8 feet above high water, has been erected on the end of the rocky ledge extending north-west from Shrub Islet, Metlah-Catlah Bay. The red spar buoy heretofore marking this point has been withdrawn.

Alford Reef Buoy.

The spar buoy marking Alford Reefs at the entrance to Metlah-Catlah Bay has been replaced by a large steel can buoy painted red.

Hodgson Reef Buoy.

The spar buoy marking Hodgson Reefs, off the north entrance to Duncan Bay, has been removed and replaced by a large steel can buoy painted red.

The buoys have all been relieved where necessary, cleaned and painted, and the moorings overhauled and renewed where necessary.

PRINCIPAL REPAIRS AT EXISTING STATIONS.

Cape Beale.

The damage done to the tramway last winter by falling trees has been repaired, and the boat and boat-house, which had been destroyed by the storms and high tides of last winter, have been replaced. There is now a good trail from Bamfield Creek to this station.

Carmanah.

The fog-alarm at this station is reported by mariners as being much more reliable than that of Tatoosh Island, on the south side of Fuca Strait. Daily notices of passing ships are posted at the telegraph offices in the province.

A new water tank, 20 ft. x 12 ft. x 6 ft., has been built to supply water for the fog-alarm. It has been found necessary to re-tube the boilers at a cost of \$150.

A new surf-boat has been supplied to replace a broken one. The boat landing has been cleared of the boulders, which kept rolling in in stormy weather.

Two sad accidents occurred during the past year. One of the keeper's sons was drowned a few miles from the station; another was killed while riding down the tramway on the car, the brakeman losing control of the car.

Race Rocks.

A slight expense was incurred in repairs to the boilers.

There is now a good landing place on the north side of the main island.

Fisgard.

A slight expense has been incurred in pointing and re-cementing the tower on the south-east and south-west sides. This station is built of brick, which is crumbling away through age on the sides most exposed to the weather. The cementing and pointing will prevent further decay for some time.

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Discovery Island.

The foundations of the cylinder gave way last winter, and have been renewed under the superintendence of the chief engineer of the "Quadra."

Point Atkinson.

The deck surrounding the dwelling and tower has been renewed at a cost of \$70.

BUOYS AND BEACONS.

There are about 300 harbours, bays and sections of rivers buoyed in the Dominion of Canada. In most cases contracts for a period of three years have been entered into to maintain the buoy service. In some instances the buoys are placed by the harbour masters, who furnish accounts to the department for the work done and material supplied.

The large whistling and bell buoys maintained off the coasts of Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, are attended to by Dominion steamers. The gas and other buoys above and below Quebec in the Quebec agency are also maintained by government steamers, but occasionally, tugs are employed when the steamers are not available. The large coast buoys maintained by the government steamers are specially referred to under the heading of each lighthouse division.

The expenditure in connection with the buoy service for the year ended 30th June, 1895, was as follows :

For the province of Quebec, including port of Montreal	\$28,716 47
Above Montreal, including Ontario.....	4,838 08
New Brunswick.....	10,679 04
Nova Scotia.....	16,156 72
British Columbia.....	3,880 96
Prince Edward Island.....	2,665 28
Total.....	<u>\$66,954 55</u>

This includes the expenditure incurred in the construction of new automatic buoys.

OIL FOR THE USE OF LIGHTHOUSES.

The oil for lighthouse purposes has been purchased from the Imperial Oil Company of Petrolia, by contract, which was entered into on the 11th March, 1893, for a period of three years. Tenders were invited by public notice, and the lowest tender was accepted.

The quantity of oil supplied to the lights above Montreal by the Imperial Oil Company during the year 1895 was 20,605 gallons, imperial measure, which cost \$3,537.23 ; to the lights in Quebec district, 28,080 gallons, which cost \$4,813.12 ; to the Nova Scotia district, 37,083 gallons, costing \$8,153.33 ; to the New Brunswick district, 15,727 gallons, costing \$3,187.90 ; to the Prince Edward Island district 5,833 gallons, which cost \$1,341.66, making the total quantity purchased from the

Imperial Oil Company 107,328 gallons, and the total cost \$21,038.24. In addition to this the department purchased from the Standard Oil Company, of New York, 2,800 gallons of American oil for the New Brunswick district at a cost of 18½ cents per gallon, for the Nova Scotia district 7,000 gallons, at a cost of 18½ cents per gallon, for the district above Montreal, 1,650 gallons at the same price in New York. The freight was paid by the department.

The total quantity of American oil purchased was 11,450 gallons, wine measure. The quantity purchased for British Columbia to date, is 4,500 gallons of American oil.

The list of prices according to contract with the Imperial Oil Company is as follows:—

Delivered at	Per Gallon in Barrels.	Per Gallon in Cases.
	cts.	cts.
Sarnia.....	14½	19
Hamilton.....	15½	20½
Kingston.....	16½	21
Montreal.....	16½	21½
Quebec.....	17	21½
St. John, N.B.....	17½	22
Pictou, N.S.....	18	23
Halifax.....	17½	22
Charlottetown, P.E.I.....	18	23

DOMINION STEAMERS.

"NEWFIELD."

The "Newfield" was employed from the 1st of July until the 22nd of October, 1894, in delivering supplies to lighthouses, and in raising and overhauling coast buoys. On the 22nd of October, the vessel was placed under the control of the Public Works Department for the purpose of repairing and laying sub-marine cable in the Bay of Fundy. The steamer was engaged for a period of 25 days in cable service, and then was placed in the service of lighthouse inspection. On the 17th December, supplies were taken on board for Sable Island, and the vessel proceeded to the island and began delivering the supplies on the 20th. The "Newfield" returned to Halifax, and immediately resumed the work of inspection of lighthouses and buoys. This work was continued during the winter months. The steamer was placed under general repairs on the 26th May. It was deemed necessary to make some improvements on deck, and to supply a new funnel. Tenders were invited for the funnel, and the tender of Mr. Alexander Webber for \$375 being the lowest, was accepted. The work of repairs to the machinery was largely done by the engineers of the steamer, assisted by a few workmen, and the carpenter work and other repairs were made by the ship's carpenter, with the assistance of joiners. The repairs and improvements were completed on the 30th of June, and the steamer was again commissioned for lighthouse and buoy service.

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“ LANSDOWNE.”

This steamer, as was stated in the report of last year, was extensively repaired in the spring of 1894, and improvements made which materially increased the usefulness of the vessel. She was engaged in the lighthouse and buoy service during the month of June, 1894, and on the 10th of July was placed in the Tidal Survey Service. This service was continued up to the 1st of October, 1894, when the steamer entered upon the work of delivering supplies to lighthouses in Nova Scotia. The “Lansdowne” continued in this service until the 1st of November, when she returned to St. John to resume her regular work in supplying lighthouses and adjusting the buoys on the coast of New Brunswick. This service ended for the season on the 20th of December, 1890, and the steamer was placed in winter quarters.

In January, 1895, the agent reported that the “Lansdowne” required ordinary repairs, and instructions were given to place the vessel on blocks in St. John Harbour. This was done on the 25th of March, and repairs made by the men belonging to the steamer, assisted by a few outside workmen. The hand gear for steering the “Lansdowne” was substituted by a set of steam steering gear purchased from Messrs. Caldwell & Co., of Glasgow, Scotland, at a cost, including freight, of about \$800. On the 16th of April, the vessel came off the blocks, and was then commissioned for lighthouse and buoy service, which work she was engaged in until the 20th of June, when she was placed in the Tidal Survey Service.

“ STANLEY.”

The “Stanley” was engaged in taking up the three coast buoys on the coast of Prince Edward Island on the 22nd of November, 1894. This steamer was advertised to enter upon the winter mail service on the 1st of December, and accordingly she left Charlottetown for Pictou on that date. This route was considered the most advantageous for passengers and freight until the 24th of December, but after that date the ice became so heavy in the approach to the Charlottetown Harbour, that the steamer was placed on the route between Georgetown and Pictou. Trips were made pretty regularly during the months of January and February, 1895. On the 25th of February the “Stanley” was laid up for the purpose of cleaning the boilers, that season of the year being considered the most suitable for laying up, owing to the great amount of heavy ice in the straits and the decrease of traffic. The trips between Georgetown and Pictou were resumed on the 11th of March, but were not so regular as in the former part of the season. The vessel remained on the route until the 16th of April when it was found advantageous to place her on the Charlottetown-Pictou route. The winter mail service ended on the 30th of April, and the “Stanley” was employed in placing the heavy buoys on the coast of Prince Edward Island and at Cape Tormentine.

The ordinary repairs were made to this steamer before she entered upon the Fishery Protection Service on the 8th of July, 1895. The earnings of the “Stanley” for the winter season of 1894-95 were \$9,266.92, and the cost of repairs and maintenance for the fiscal year was \$28,179.32. The passengers carried numbered 1,600. The winter mail service was attended to by this steamer up to the 8th of February and resumed on the 12th April, and continued for the remainder of the winter season

As the Post Office Department does not allow any remuneration for this work the steamer has not been credited with any sum for carrying mails.

“ ABERDEEN.”

The “ Aberdeen ” went to Sable Island on the 17th September, 1894, to take off the crew from the ss. “ Nerito ” which stranded on the island. The captain of the “ Nerito ” preferred remaining with his vessel and the “ Aberdeen ” proceeded to Pictou to engage in the service of supplying lights on the north shore of New Brunswick. This work was completed by the 30th September and the vessel was taken to Georgetown, Prince Edward Island, to engage in the Fishery Protection Service. The steamer remained in the Fishery Protection Service until the 23rd of November, 1894, when she was put in winter quarters at Halifax until the 5th of April. At that date the “ Aberdeen ” was placed in the slip at Dartmouth to paint the bottom. Additional steam heating apparatus was placed on board and the old apparatus repaired. The steamer was ready for service in Nova Scotia on the 7th of May, 1895, and continued supplying lights and adjusting coast buoys until the 25th of May, when she entered the Fishery Protection Service for a few days. She resumed the regular coast work on the 1st of June, but was occasionally required for Fishery Protection Service.

Owing to the “ Alert ” being unfit for the usual work of delivering supplies in the Quebec agency, the “ Aberdeen ” was sent to Quebec, to take on board supplies for the lighthouses in the Gulf and River St. Lawrence. The steamer arrived at Quebec on the 1st of July, 1895.

The “ Aberdeen ” being a new boat built specially for lighthouse and buoy service, reports were received from the agents indicating that the work engaged in by this steamer was satisfactorily and expeditiously performed. A full description of the “ Aberdeen ” and her appliances was given in the report of 1893-94.

“ QUADRA.”

This steamer was engaged in lighthouse service on the 3rd July, 1894, visiting Parry Bay for the purpose of landing a number of workmen at Race Rocks fog-alarm, to make repairs. Mr. Webber, of the meteorological service, was landed at Carmanah on the 9th of July to inspect the instruments. The steamer was engaged in various work, principally buoy and lighthouse service and fishery protection until the 15th of December, 1894, when she went out of commission. Repairs to machinery and hull were made during the interval between the 15th December and 1st April, 1895. On the latter date the vessel was put in commission and begun the work of attending to buoys, beacons and lighthouses. In the waters of the Pacific, the marine growth is rapid and it was deemed advisable to clean the bottom of the steamer and paint it, for protection. The vessel was placed in the Esquimalt graving dock for this purpose on the 16th of April. The lighthouse service was resumed on the 20th of the same month and continued until the 30th of April.

The Department of Interior previously applied for the service of the “ Quadra ” to engage in the Alaska Boundary survey and she was, in compliance with this request, placed at the service of the commissioner and entered upon the survey trip on the 30th of April; the steamer returned to Victoria on the 1st of June, about ten days

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of the trip being taken up with marine service. The lighthouse service was resumed and supplies delivered, in which the vessel was engaged up to the 14th of June.

The department instructed the captain to enter upon a special service of patrolling the west coast of Vancouver Island, where Indian crews had given some trouble to the masters of sealing vessels in refusing to carry out their engagements, after shipping. This service was entered upon on the 15th of June, and was continued in connection with visiting lighthouses until the 30th of June, 1895.

"ALERT."

As stated in the report of last year, the "Alert" was put out of commission on the 10th of September, 1894, being unfit for service.

This steamer was borrowed from Her Majesty's Imperial Government in April, 1885, for the purposes of exploration in Hudson's Bay and Strait. She was engaged two seasons in this work, and from 1887 was employed in any service for which the steamer was adapted.

The report to the Governor General in Council of the 29th November, 1894 indicated that the "Alert" was unfit for further use, and that the attention of Her Imperial Majesty's Government be called to the fact that it was proposed to sell the vessel at auction. A copy of an Order in Council was despatched by His Excellency the Governor General to the Secretary of State for the Colonies, before the sale of the steamer. The Lords Commissioners of the Admiralty obtained a report from the Commander-in-Chief on the North American Station, to the effect that it was improbable that the "Alert" would be suitable for further use for the navy.

The Lords Commissioners requested that the proceeds of the sale become a credit to Imperial navy funds. The steamer was sold by public auction on the 2nd of July, 1895, to the highest bidder. The net proceeds amounted to \$3,962.59 and a bill of exchange for £814 4s. 7d. was forwarded through the usual channel to the Admiralty for the credit of the Imperial navy fund.

"DRUID."

The "Druid" was engaged in buoy service on the 2nd July, 1894, and on the 9th entered the lighthouse service and loaded supplies for the lighthouses on Anticosti and in the Strait of Belle Isle. This steamer has been found too small to supply lights at the above mentioned localities, as she cannot carry sufficient cargo for supplying all the lights, but she has been very useful for delivering supplies to lights in the River St. Lawrence and for buoy service. The gas buoys have been satisfactorily attended to and other buoys generally placed by Government steamers, have been looked after by the "Druid." The lighthouse and buoy service was continued by the steamer until the 30th of November, 1894, when the crew was paid off and the vessel left in winter quarters.

The "Druid" was taken from Louise Basin on the 20th of April, 1895, and was engaged in towing lightships to their stations, and afterwards was placed in the lighthouse and buoy service, in which she was engaged up to the 1st of July, 1895,

The following statement shows the expenditure for maintenance and repairs, and the receipts for the fiscal year ended 30th June, 1895.

Name.	Repairs.		Maintenance.		Total.		Receipts.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
General account			730	44	730	44		
"Alert"	178	44	8,558	15	8,736	59		
"Druid"	1,904	16	8,692	67	10,596	83		
"Newfield"	1,767	98	23,592	29	25,360	27	2,500	00
"Lansdowne"	3,363	83	19,512	64	22,866	47		
"Stanley"	5,691	12	22,488	20	28,179	32	9,266	92
"Quadra"	535	82	18,204	94	18,740	76		
"Aberdeen"	1,107	43	12,530	12	13,637	52		
"La Canadienne"	893	60	*		893	60		
"Sir James Douglas"			138	00	138	00		
	15,442	35	114,447	45	129,899	80	11,766	92

* The expenditure for maintenance of the "La Canadienne" is paid out of the Fishery Protection Service.

Expenditure	\$129,899	80
Receipts.....	11,766	92
Excess of expenditure over receipts.....	\$118,132	88

COST OF MAINTAINING LIGHTHOUSES AND DOMINION STEAMERS.

The following comparative statement shows the expenditure on account of maintenance of lighthouses and steam fog-whistles from the years 1883-84 to 1894-95, both inclusive. The method of auditing all accounts in the department before payment, has been followed of late years:—

Year.	No. of Lights.	No. of Fog-whistles.	No. of Fog-horns, Bell and Bombs.	Cost of Maintenance.	
				\$	cts.
1883-84	597	23	10	456,868	33
1884-85	617	23	12	478,064	04
1885-86	625	23	16	505,929	27
1886-87	658	23	24	476,514	44
1887-88	664	23	27	464,471	76
1888-89	675	24	29	459,423	80
1889-90	705	23	32	434,802	10
1890-91	710	23	31	455,254	42
1891-92	741	22	56	445,140	16
1892-93	747	22	56	480,553	42
1893-94	755	22	58	470,549	27
1894-95	768	22	59	457,547	81

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STATEMENT showing cost of maintaining Dominion steamers from 1884 to 1895.

Year.	Cost of Maintenance.
	\$ cts.
1883-84.....	122,816 25
1884-85.....	148,864 26
1885-86.....	130,759 83
1886-87.....	141,424 42
1887-88.....	150,659 19
1888-89.....	126,629 33
1889-90.....	114,959 20
1890-91.....	111,437 03
1891-92.....	127,406 28
1892-93.....	146,521 77
1893-94.....	142,487 42
1894-95.....	129,899 80

ICE BOAT MAIL SERVICE.

This service began on the 8th February, 1895, when the "Stanley" ceased to make daily trips and was continued up to the 12th April, 1895, during which time the following work was performed:—

Number of mail bags carried.....	3,497 bags
Excise baggage carried.....	458 pounds
Express goods carried.....	76 do
Number of passengers hauled in the boats.....	9
Number of strap passengers carried.....	77

The expenditure for this service was \$6,138.18 and the total earnings amounted to \$206.08.

CERTIFICATES TO MASTERS AND MATES FOREIGN SEA-GOING.

The report of the chairman of the Board of Examiners of Masters and Mates of sea-going ships for the twelve months ending the 30th June, 1895, will appear as an appendix to this report.

During the fiscal year it will be seen by reference to the report in the appendix, 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. 100 candidates presented themselves for examination at the ports named; 84 succeeded in passing, while 16 failed. Of the 84 that passed 46 received certificates as master and 38 as mate.

The number of candidates who have passed and obtained sea-going certificates of competency as master or mate since the Act went into operation, viz., 16th September, 1871, to the 30th of June, 1895, is 3,181 and the fees paid for these certificates amounted to \$25,478.

The amount received for the renewal of certificates during the twelve months ended 30th June, 1895, was \$50.50.

In an appendix to this report a list will be found of all who have obtained certificates of competency and service either as master or mate, during the year ended 30th June last.

INLAND AND COASTING CERTIFICATES.

During the twelve months ended 30th June, 1895, the number of candidates in the Dominion who have passed and obtained masters' certificates of service is 51, and 15 certificates of service have been issued to mates; the amount paid for these certificates was \$392.

Applicants for certificates of competency as master number 191. Sixty-five applied for certificates of competency as mate, and the amount paid for these certificates was \$2,781. The amount received for renewed certificates of competency and service was \$33.50, making a total of \$3,206.50 received from masters' and mates' inland and coasting certificates.

A list of certificates issued during the twelve months ended 30th June, 1895, will be found in the supplement to this report.

The total amount of fees received on account of certificates of competency and service, sea-going and inland and coasting, during the fiscal year ended 30th June, 1895, amounted to \$3,974.50, and the amount in detail expended on account of this service will be seen by reference to Appendix No. 1, to this report, was \$2,758.29. The vote for this service was \$5,000, and the sum expended to the 30th June, 1895, \$2,758, leaving an unexpended balance of \$2,342.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871:—

	Expenditure.		Receipts.	
	\$	cts.	\$	cts.
For the 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	9,437	50
do do 1885.....	4,324	15	2,897	00
do do 1886.....	5,245	28	2,152	00
do do 1887.....	4,855	98	2,172	00
do do 1888.....	5,060	96	3,220	80
do do 1889.....	4,381	04	2,202	00
do do 1890.....	4,117	83	2,186	00
do do 1891.....	4,255	24	2,586	00
do do 1892.....	4,363	88	2,194	00
do do 1893.....	4,116	99	2,484	00
do do 1894.....	3,721	33	2,907	04
do do 1895.....	3,758	29	3,974	50
Expenditure.....	107,866	26	62,125	21
Receipts.....				
Excess of expenditure over receipts.....	45,741	05		

Marine and Fisheries—Marine Branch.

WRECKS AND CASUALTIES.

The total number of casualties to British and Canadian 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 twelve months ended 30th June, 1895, was 247, representing a tonnage of 93,914 tons register, and the amount of loss both partial and total, to vessels and cargoes as far as ascertained, was \$767,536.

The number of lives reported lost in connection with these casualties was 54. A statement of the wrecks and casualties forms an appendix to this report.

SICK AND DISTRESSED MARINERS.

Under the provisions of chap. 76, Revised Statutes, a duty of two cents per ton register is levied on every vessel arriving in any port in the province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming "The Sick Mariners' Fund." Vessels of the burden of 100 tons and less, pay the duty once in each calendar year, and vessels of more than 100 tons, three times in each year.

By an amendment to this Act passed at the session of Parliament in 1896 50-51 Vic., chap. 40, it is provided that no vessel which is not registered in Canada and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended 30th June last, amounted to \$42,815.74, being a decrease of \$6,362.24, as compared with the preceding year. The increase or decrease in receipts of sick mariners' dues in the various provinces were as follows:—Nova Scotia, decrease, \$1,869.06; Quebec, decrease, \$3,836.98; New Brunswick, decrease, \$288.30; Prince Edward Island, increase, \$90.06; British Columbia, decrease, \$424.26.

The Sick Mariners' Act does not apply to the province of Ontario, and consequently no dues are collected from vessels in that province, although a small expenditure is incurred on account of sick seamen. An appropriation is made by Parliament, to cover the expenditure at Kingston and St. Catharines, where general hospitals have been established and sick seamen are attended. During the fiscal year ended the 30th June, sick seamen were paid for at a per diem rate of 90 cents. The amount paid to St. Catharines Hospital was \$256.50 for attendance on 8 sick seamen, 285 days.

In the province of Quebec the expenditure on account of sick seamen amounted to \$7,536.18, being \$281.40 more than the previous year. The total collections for the entire province amounted to \$11,287.33, being \$3,836.98 less than the previous year.

At the port of Montreal sick seamen are cared for at the General Hospital and at Notre Dame Hospital, under an arrangement made by the department, by which 90 cents per diem is paid for board and medical attendance of each seaman. The number of seamen admitted to the Montreal General Hospital was 171, and the number of days during which they received treatment and board was 1,650. The total

cost, including ambulance hire, being \$1,506. The amount paid the Notre Dame Hospital was \$976.50, for the treatment of 161 sick seamen, for a total number of 1,085 days.

Chicoutimi Hospital received 15 seamen, to whom medical treatment and board were given at a cost of \$680.40. The sick mariners' dues collected at the port of Montreal during the fiscal year ended 30th June amounted to \$3,249.14.

At the port of Quebec sick seamen were cared for at the Jeffery Hale and the Hotel Dieu Hospitals, the sum of 90 cents for each seaman is allowed in return for medical attendance and board. The sum paid the Jeffery Hale Hospital was \$1,568.70, where 118 men received treatment for a total number of 1,743 days. The sum of \$337.40 was paid the Hotel Dieu Hospital for attendance to 17 seamen 366 days. At Hotel Dieu de Lévis 5 seamen were treated 325 days, at a cost of \$292.50. The sick mariners' dues collected at Quebec amounted to \$5,832.82.

The expenditure on account of sick seamen in the province of New Brunswick for the fiscal year amounted to \$6,979.42 being less than the preceding year, and the collection of dues to \$9,172.72, or \$288.30 less than the previous year. Marine Hospitals have been maintained at Miramichi, Richibucto and Bathurst.

At the General Public Hospital at St. John, 284 seamen were treated 3,467 days at a cost of \$3,185.34.

At Miramichi, 41 seamen were admitted and received treatment 967 days at a cost of \$1,316.77.

At Richibucto, 2 seamen were admitted and received treatment for 50 days. The cost of maintaining the hospital was \$458.92.

At Bathurst, 8 seamen were in hospital, 349 days. The cost of maintaining the hospital during the year was \$592.20.

The St. Andrew's hospital is in charge of a matron, who is allowed to charge \$3 per week for boarding sick seamen. No salaries are paid in connection with the maintenance of the hospital. At the port of St. Andrews the expenditure was \$131.07.

The Sackville hospital has been leased to Mr. Bradford Carter for a term of years from 1892, at a nominal rental. The terms of the lease require Mr. Carter to keep the buildings in repair, and if the Department should require the hospital at any time, it is to be handed over on notice being given.

In the province of Nova Scotia, marine hospitals are maintained at the ports of Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. The total expenditure on account of sick seamen in the province of Nova Scotia, for the fiscal year, amounted to \$15,035.68, and the receipts to \$15,013.47.

The marine hospital at Yarmouth is located at Bunker's Island; 22 seamen were admitted during the year ended 30th June, who were treated 510 days, the expenditure for this purpose being \$472.16.

At Halifax, provision is made for the care of sick seamen at the Victoria General Hospital, under arrangements made with the managers, by which the sum of 90 cents per diem is allowed for board and medical attendance to sick seamen. The sum paid the managers of the hospital for board and medical treatment during the

Marine and Fisheries—Marine Branch.

past fiscal year was \$5,423.20. The number admitted was 280, and the number of days for which treatment is charged is 4,726.

At Lunenburg, 25 seamen were admitted and received medical treatment 778 days, the cost of maintaining the hospital being \$896.38.

At Picou 10 seamen were admitted to the hospital, their total treatment being for 247 days; the sum paid in connection with maintaining the hospital was \$882.81.

At Sydney 72 seamen received medical treatment, the total number of days being 600, and the amount expended in maintaining the hospital was \$1,082.57.

At Point Tupper 17 seamen were admitted to the hospital, the total number of days for which they received treatment being 164, and the amount expended in connection with keeping the hospital was \$390.10.

In the province of Prince Edward Island the amount expended on account of sick and disabled seamen during the fiscal year was \$1,723.01, and the receipts from sick mariners' dues were \$550.60.

Sick seamen are cared for at the Charlottetown and Prince Edward Island hospitals, under arrangements made with the managers of these institutions, at the same rate that is paid to the public hospitals in other parts of the Dominion.

The Charlottetown hospital admitted 17 sick seamen, giving them treatment for 908 days; the amount paid was \$817.20.

At the Prince Edward hospital 6 men received medical treatment for a total number of 181 days. The sum of \$162.90 was paid to the managers for the fiscal year ended 30th June.

In the province of British Columbia the sum of \$4,872.30 was expended for sick and disabled seamen, while the receipts from the collection of sick mariners' dues amounted to \$6,791.62.

The marine hospital at Victoria has in attendance a medical superintendent with a salary of \$300 per annum, a keeper whose salary is \$500 per annum; he is also allowed a rate of \$5 per week for board and attendance of each seaman. The keeper procures fuel, light, bedding, etc., at his own expense. The number of seamen admitted to the hospital for the past year was 102, and the total number of days during which they received treatment was 1,328, and the sum expended was \$2,053.14.

At ports where no hospitals are established, in the province of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for under the direction of the chief officer of customs, when the vessels to which the seamen belong have paid dues according to law. A circular to collectors of customs was issued 7th February, 1891, permitting sick seamen to be attended at the port of arrival of a vessel, provided that the regular dues were previously paid at some port.

During the fiscal year the sum of \$2,185.96 was expended for shipwrecked and destitute seamen, under the provisions of the Sick and Distressed Mariners' Act. Of this sum \$1,133.35 was paid to Her Majesty's Imperial Government, to reimburse expenses incurred in caring for shipwrecked and distressed Canadian seamen, in foreign ports.

The total expenditure, by this department, on account of sick and disabled seamen, amounted to \$38,332.55, and the appropriation by Parliament for this service was \$38,500. The dues collected amounted to \$42,815.74. It will be seen that the receipts exceed the expenditure \$4,315.74.

The receipts and expenditure in connection with this service during the preceding 25 fiscal years were as follows :—

	Receipts.	Expenditure.
	\$ cts.	\$ cts.
For the 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	34,947 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 90
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.	45,573 42	36,249 65
do do 1884.	48,667 07	39,553 58
do do 1885.	39,068 39	44,501 57
do do 1886.	40,848 05	50,377 62
do do 1887.	42,334 92	37,447 35
do do 1888.	41,669 64	36,447 85
do do 1889.	39,306 29	41,320 59
do do 1890.	47,881 75	41,729 11
do do 1891.	43,829 68	35,155 12
do do 1892.	45,381 92	33,498 83
do do 1893.	46,190 69	35,032 37
do do 1894.	49,105 40	38,403 94
do do 1895.	42,815 74	38,332 55
Total.	1,122,195 87	1,089,666 95
Deduct expenditure from receipts.	1,089,666 95	
Excess of receipts over expenditure.	32,528 92	

MERCHANT SHIPPING.

The returns from the Collectors of Customs in the Dominion are made up to the 31st of December in each year as required by law. The publication of this report, at the present date, precludes the possibility of giving the tonnage for 1895. The total number of vessels remaining on the register books of the Dominion on the 31st December, 1894, including old and new vessels, steamers and barges, was 7,245, measuring 869,624 register tonnage, being a decrease in the tonnage of 42,915 tons as compared with 1893. The number of steamers on the registry books on the same date was 1,640, with a gross tonnage of 240,906 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 \$26,088,720.

The number of new vessels built and registered in the Dominion of Canada during the last year was 326, measuring 21,243 tons registered tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$955,935 for new vessels.

Marine and Fisheries—Marine Branch.

LONGITUDE OF MONTREAL.

By reference to previous reports it will be seen that arrangements were made for determining the exact longitude of Montreal. The question is one of importance and is necessary for the construction of reliable hydrographic and other charts. The report of Professor C. H. McLeod, Superintendent of McGill College Observatory, published as Appendix No. 16, p. 122, to the report of 1892, contains information respecting the observations in connection with the work.

The provisional longitude as published before is as follows :—

“ Montreal (the pier of the transit instrument in the Observatory).....	4h. 54m. 18·7s.
“ Canso (Hazel Hill; the pier near the office of the Commercial Cable Company).....	4h. 4m. 9·3s.
“ Waterville (the pier near the office of the Commercial Cable Company).....	0h. 40m. 41·3s.

The following letter from Professor McLeod furnishes information as to the present stage of the work :

MCGILL COLLEGE OBSERVATORY,
MONTREAL, November 18th, 1895.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine, etc.
Ottawa.

DEAR SIR,—I have to acknowledge your letters of November 2nd and 13th with reference to the final report on the Montreal longitude.

I have delayed reply in daily expectation of hearing from the Astronomer Royal. I regret to say, however, that I now have a telegram from Professor Turner, who co-operated with me in the work, in which he states that it will be impossible for the Astronomer Royal to give the final results of the longitudinal determination at present. I am not at all informed as to the cause of the very great delay that has occurred in completing the reductions of the Royal Observatory, but suppose it is owing to the pressure of routine work. I regret it exceedingly, but I am quite unable to do anything towards hastening the completion of the report.

I have written asking the Astronomer Royal to send me a letter, which I can transmit to you, to be published in your annual report, and hope that it may reach you in time.

I have the honour to be,
Yours truly,

C. H. McLEOD.

STEAMBOAT INSPECTION AND CERTIFICATES TO ENGINEERS.

The annual report for the year 1894 of the chairman of the board of inspection, forms an appendix to this report. The statement showing certificates granted to engineers of steamboats, together with a list of steam vessels inspected and steam vessels not inspected; number of passengers allowed to be carried in each passenger steamboat; steam vessels added to the list, and steamers lost or laid up or rendered unfit for service during the year, will be printed in the supplement.

The amount received during the last fiscal year on account of tonnage dues, inspection of steamboats and certificates to engineers was \$24,630.56, of which the

sum of \$23,771.56 was for tonnage dues and inspection fees, and \$859 for certificates to engineers. The expenditure for the fiscal year amounted to \$26,385.88, showing an excess of expenditure over receipts of \$1,755.32.

The following is a comparative statement of the receipts and expenditure :—

	Receipts.		Expenditures.	
	\$	cts.	\$	cts.
For the fiscal year ended 30th June, 1870	12,521	29	7,379	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	15,858	42	12,073	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	16,905	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
do do 1886	14,087	76	21,775	57
do do 1887	12,701	20	22,837	80
do do 1888	12,550	14	21,430	45
do do 1889	12,576	18	22,313	03
do do 1890	19,859	18	20,989	52
do do 1891	21,644	72	22,183	76
do do 1892	20,994	84	22,736	59
do do 1893	25,295	35	24,386	95
do do 1894	24,835	47	25,961	36
do do 1895	24,630	56	26,385	88
	413,186	09	441,616	93
Deduct receipts from expenditure			413,186	09
Balance to debit of fund			28,430	84

The following list contains the names of the inspectors of boilers and machinery and hulls and equipment of steamboats, viz. :—

Name.	Position.	Address.
Edward Adams.....	Chairman of Board of Steamboat Inspection.....	Ottawa
M. P. McElhinney.....	Inspector of Hulls and Equipments.....	do
I. J. Olive.....	do do.....	St. John, N. B.
S. R. Hill.....	do do.....	Halifax, N. S.
William Evans.....	do do.....	Toronto, Ont.
Thos. Donnelly.....	do do.....	Kingston, do
P. D. Brunelle.....	do do.....	Quebec, P. Q.
R. Collister.....	do do.....	Victoria, B. C.
John Dodds.....	Inspector of Boilers and Machinery.....	Toronto, Ont.
J. Johnston.....	do do.....	do do
T. P. Thompson.....	do do.....	Kingston., Ont.
Wm. Laurie.....	do do.....	Montreal, P. Q.
L. Arpin.....	do do.....	do do
J. Samson.....	do do.....	Quebec, P. Q.
J. P. Esdaile.....	do do.....	Halifax, N. S.
H. L. Waring.....	do da.....	St. John, N. B.
J. A. Thomson.....	do do.....	Victoria, B. C.
C. E. Robertson.....	do do.....	Winnipeg, Man.

Marine and Fisheries—Marine Branch.

INSIDE SERVICE.

The following comprises the names of officials and employees, engaged in the inside service of the Department of Marine and Fisheries on the 30th June, 1895 :

Name.	Rank.	Salary.
William Smith	Deputy Minister.....	\$ 3,600
John Hardie	Chief Clerk	2,400
S. P. Bauset	do	2,400
Wm. P. Anderson	Chief Engineer, General Supt. Lighthouses and Hydrographic Service.....	2,600
F. Gourdeau	Accountant.....	2,250
W. L. Magee.....	Chief Clerk.....	1,900
R. N. Venning.....	First class Clerk.....	1,650
W. J. Stewart.....	do do	1,650
W. H. Alexander.....	do do	1,600
M. P. McElhinney.....	do do	1,600
A. W. Owen.....	do do	1,500
C. Stanton.....	do do	1,500
J. S. Webster.....	Second class Clerk.....	1,400
J. B. Halkett.....	do do	1,400
J. B. Kent.....	do do	1,400
M. F. Walsh.....	do do	1,400
A. H. Belliveau.....	do do	1,350
C. F. Cox.....	do do	1,350
V. C. Nicholson.....	do do	1,300
W. W. Stumbles.....	do do	1,300
V. H. Steel.....	do do	1,300
A. Halkett.....	do do	1,200
F. H. Cunningham.....	do do	1,200
T. Aumond.....	Third class Clerk.....	1,000
J. A. Murray.....	do do	1,000
J. McClenaghan.....	do do	1,000
D. C. Campbell.....	do do	950
R. Roy.....	do do	930
B. F. Burnett.....	do do	900
B. H. Fraser.....	do do	850
W. A. Mackinson.....	do do	800
A. H. Guion.....	do do	800
F. Anderson.....	do do	700
J. F. Fraser.....	do do	625
J. W. Watson.....	do do	600
J. M. Lalonde.....	do do	600
W. C. Gordon.....	do do	550
E. W. Gilbert.....	do do	550
M. C. Doyle.....	do do	550
L. J. Burpee.....	do do	500
C. W. White.....	do do	450
John McCharles.....	do do	450
J. J. Skelly.....	do do	400
J. Morin.....	Messenger.....	500
J. A. Robertson.....	do	500
R. Archambault.....	do	500
E. McQuarrie.....	do	300

EXTRA CLERKS.

M. Lamouche	\$ 2 25 per diem.
R. E. Tyrwhitt	600 00 per annum.
W. L. Bance	450 00 do

OUTSIDE SERVICE, MARINE BRANCH.

The number of persons employed in the outside service on the 30th June, 1895, was as follows:—

Superintendent of lights and light-keepers, &c., in Ontario and above Montreal.....	168
Officers of agency in the city of Quebec and light-keepers, fog whistle-keepers, crews of light-ships, etc., at and below Montreal, in the province of Quebec.....	170
Agent, clerk, messenger, superintendent of lights, light-keepers, fog-whistle keepers, attendants at humane establishments, &c., in Nova Scotia.....	205
Agent, clerk, messenger, superintendent of lights, light-keepers, fog-whistle keepers, &c., in New Brunswick...	111
Agent and light-keepers in Prince Edward Island.....	42
Agent and light-keepers in British Columbia.....	16
Officers and crews of Dominion steamers and vessels including Fisheries Protection Service.....	352
Coxswains of life-boat.....	20
Inspectors of steamboats.....	20
Examiners of masters and mates, and clerk to chairman of board.....	17
Officers and servants in marine hospitals.....	23
Shipping masters.....	26
Harbour masters.....	199
Officers at observatories, meteorological observers, &c., receiving pay.....	145
Hydrographers and engineers at Ottawa.....	7
Receivers of wrecks.....	32
Wharfingers.....	126
Making a total of.....	1,679.

For the previous year the number was 1,541. In addition to the 1,679 mentioned above there were 70 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 fee in their capacity as registrars. There are 93 measurers and surveyors of shipping 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 of April and 2nd of 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 and deemed a shipping master, is to receive the fees, make the yearly returns to this department, and act in that capacity under its directions.

From the above statement it will be seen that there are 145 officers of observatories, &c., who receive pay for the performance of their duties, but in addition thereto there is a large number of meteorological observers throughout the Dominion who give their services gratuitously.

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METEOROLOGICAL SERVICE.

The report of the Meteorological Service and Magnetic Observatories forms an appendix to this report. Owing to the death of Mr. Carpmael in October, 1894, the position of director became vacant. Mr. R. F. Stupart, who had been in the service for a number of years and was next in rank to the late Mr. Carpmael, was promoted to the position of director at a salary of \$1,600 per annum. Mr. Stupart, in his report, states that the usefulness of the service has been increased in several directions. A monthly map has been published during the past year, and meteorological data supplied the Director of the Tidal Survey. In addition to the publication of weather forecasts furnished to leading newspapers of the Dominion, besides being posted at about 1,500 telegraph offices in Manitoba, Ontario, Quebec and the Maritime Provinces, a bulletin has been telegraphed each morning at 10.15 to harbour masters and other suitable persons on the lakes and Maritime Provinces. The bulletins have proved very useful and are now posted in twenty-eight different ports. By reference to the director's report it will be seen that sea-faring men and fishermen appreciate the forecasts, and are governed by them to a large extent when storms are predicted.

The demand from persons in Toronto and at a distance, for special forecasts continue to increase, and in all cases predictions have been furnished at once to those asking for them. Warnings of approaching storms were issued to railways.

The average number of inquiries regarding the weather, by telephone, at the Toronto office is about six per day. The number of inquiries by telegraph regarding the weather, from outside places in direct telegraph communication with the Toronto office is about ten per week.

No charge is made in Canada for inquiries.

The information relating to forecasts is given to the public gratuitously, and a display is made in conspicuous and public places in the various cities of the Dominion, of the forecasts.

MAGNETIC OBSERVATORIES.

The annual reports of the director of the Magnetic Observatory at Toronto and the observatories at Quebec, Montreal, Kingston and St. John, are annexed to the report on the Meteorological Service. The sum of \$3,220.16 was expended in connection with the Magnetic Observatory at Toronto, and \$500 each for the observatories at Kingston and Montreal. The total amount expended on account of meteorological and magnetic services for the past fiscal year was \$60,368.18

COASTING TRADE OF CANADA.

By the provisions of chapter 83, Consolidated Statutes of Canada, being an Act 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 ships or vessels of any foreign country in which British ships are admitted to the coasting

trade of such country, and to carry goods and passengers from one port or place to another in such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act, 32 Vic., chap. 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 was ascertained that the following countries, viz.: Italy, Germany, the Netherlands, Sweden and Norway, Austro-Hungary, Denmark, Belgium and the Argentine Republic, 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.

INSPECTION OF SHIPMENTS OF LIVE STOCK EXPORTED FROM CANADA.

A report from the inspectors forms an appendix to this report. It will be seen that the total number of cattle shipped in 1895 is greater than for the year 1894, the figures being 94,972 cattle for 1895 and 86,635 cattle, for 1894. The report of the inspectors shows a remarkable increase in the export of sheep and horses, the numbers being 210,607 sheep in 1895, and 139,780 in 1894, while the number of horses shipped in 1895 was 13,202, and in 1894 there were 5,623 shipped.

MESSENGER PIGEONS.

The report of Captain H. V. Kent, Royal Engineers, present superintendent of signals, at Halifax, on the messenger pigeon service, forms an appendix to this report. The efforts to establish a pigeon service between Sable Island and Halifax have not met with success. The loss of birds which were liberated from time to time, has been considerable, and the mortality from various causes was greater than in any year since the experiment was begun. It has been suggested by Captain Kent and the agent of this department at Halifax, that the chances of success would be greater if the service were established between Canso and Sable Island, instead of Halifax. The distance between Canso and Sable Island is about 90 miles, and between Halifax and Sable Island about 150.

This suggestion has been approved of, and correspondence has been begun on the subject, with a view of ascertaining the probable cost of establishing a loft at Canso or some place opposite Sable Island.

Marine and Fisheries—Marine Branch.

Major Cameron, of Kingston, who has supplied a large number of pigeons from year to year, is of the opinion that birds of a maturer age than those that have been experimented with, will give more satisfactory results. This advice and other suggestions will be followed, in order that a fair trial may be made in connection with the operations of those in charge of the service.

REMOVAL OF OBSTRUCTIONS TO NAVIGATION.

The sum of \$5,000 was appropriated by Parliament for the removal of obstructions to navigation. The sum of \$2,217.36 was expended.

An obstruction to navigation was caused in Crow Harbour, Nova Scotia, by the wreck of a schooner, owner unknown, which had been driven near Lobster Factory wharf by a gale. Tenders were invited for the removal of the wreck; the lowest tender being \$34, was accepted and the work was done according to contract.

The steam barge "Burlington" was sunk in Sandwich West, and an offer to remove the barge for the hull and wreckage was accepted. The work was satisfactorily done and reported on by the collector at Windsor.

The barge "Ark" which had been seized by the Customs Department, was stranded at Amherstburg, Ontario, and afterwards became an obstruction to navigation by drifting into the channel of the Detroit River. The Mullen-Gatfield Coal Company removed the obstruction in order to proceed with wharf building in the vicinity of the wreck.

The boiler of the old steamship "Monarch" which had been laying near the Eastern Gap entrance to Toronto harbour, was reported as an obstruction to vessels, and tenders for its removal were invited in May last. The most favourable tender was accepted, and the contractor has been at work, but no final report as to the complete removal of the boiler has been received.

CORRESPONDENCE.

The correspondence in the Marine Branch has steadily increased from year to year. The letters received during the financial year number about 14,500, not including returns from officers and accounts. The letters sent out numbered about 12,000, not including mere acknowledgments.

LEGISLATION.

The following Act was passed last session of Parliament, and the following important Orders in Council were issued during the year:—

An Act to amend chap. 10 of the Statutes of 1892 respecting the Harbour Commissioners of Three Rivers.

An Order in Council dated the 26th February, 1895, confirming the by-laws adopted by the Harbour Commissioners of Montreal.

An Order in Council dated the 10th of June, 1895, regulating space for cattle, while being conveyed on board vessels to Great Britain.

An Order in Council dated 28th May, 1894, regulating wharfage rates on government wharves, on deals exported from Canada.

An Order in Council dated the 9th May, 1895, proclaiming Cape Tormentine a port.

The Act above referred to was assented to 22nd July, 1895, and forms an appendix to this report.

I have the honour to be, sir,

Your most obedient servant,

WILLIAM SMITH,

Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries,
5th December, 1895.

Marine and Fisheries—Marine Branch.

APPENDIX No. 1.

GENERAL SUMMARY of Expenditure for Fiscal Year ended June 30th, 1895.

Service.	Amount.	Total.
	\$ cts.	\$ cts.
Ocean and River Service—		
Purchase of new steamer "Aberdeen"	39,761 84	
Maintenance and repairs to Dominion steamers	129,899 80	
Examinations of masters and mates	2,758 29	
Rewards for saving life	6,591 39	
Investigations into wrecks	351 15	
Canadian registration of shipping	207 40	
Tidal service	11,507 24	
Removal of obstructions in navigable rivers	2,217 36	
Winter mail service	6,138 18	
Manning of ships	500 00	
McDonald Bros.	4,000 00	
Widow of late Archibald Warner	160 00	
		204,092 65
Lighthouse and Coast Service—		
Salaries and allowances of lightkeepers	200,569 80	
Agencies, rents and contingencies	16,442 50	
Maintenance and repairs to lights, &c.	240,535 51	
Completion and construction of lights	12,219 29	
Signal service	5,311 74	
Repairs to wharves	824 38	
		475,903 22
Scientific Institutions—		
Observatory, Toronto	3,220 16	
do Kingston	500 00	
do Montreal	500 00	
Meteorological service	60,368 18	
Hydrographic surveys	12,653 28	
		77,241 62
Marine Hospitals, &c.—		
St. Catharines hospital	256 50	
Sick and disabled seamen	36,146 59	
Shipwrecked and distressed seamen	2,185 96	
Relief of distressed Canadians in foreign countries	7 30	
		38,596 35
Steamboat inspection		26,385 88
Cattle inspection		2,268 74
Salaries and disbursements of fishery overseers—		
Ontario	21,938 56	
Quebec	12,459 34	
New Brunswick	21,370 94	
Nova Scotia	23,555 38	
Prince Edward Island	3,796 58	
Manitoba	2,663 55	
North-west Territories	3,515 16	
British Columbia	6,218 74	
		95,518 25
Fishbreeding		39,730 93
Fishery Protection Service		100,207 29
Carried forward		1,059,944 93

GENERAL SUMMARY of Expenditure for Fiscal Year ended 30th June, 1895—*Concluded.*

Service.	Amount.	Total.
	\$ cts.	\$ cts.
Brought forward.....		1,059,944 93
Miscellaneous—		
Building fishways.....	1,939 05	
Legal expenses.....	8,730 31	
Canadian Fishery Exhibit.....	578 80	
Distributing fishing bounty.....	4,994 54	
Oyster culture.....	5,363 36	
International Fisheries Commission.....	2,000 00	
Licenses to United States fishing vessels.....	338 80	
George Gouley.....	675 00	
	24,619 86	24,619 86
Fishing bounty.....		159,999 42
Civil Government, contingencies.....	10,326 17	
do salaries.....	54,047 65	
		64,373 82
		1,308,938 03

Marine and Fisheries—Marine Branch.

APPENDIX No. 2.

STATEMENT of Revenue of Marine Department for the Fiscal Year ended 30th June, 1895.

Service.	Amount.
	\$ cts.
Casual Revenue (sale of shipping forms, \$107.35; sundries, \$7,765.67).....	7,873 02
Capes Mail Service.....	206 02
Dominion Steamers.....	9,328 72
Examination of Masters and Mates.....	3,974 50
Fines and Forfeitures.....	1,497 70
Harbours, Piers and Wharfs.....	9,150 78
Lighthouse and Coast Service.....	939 00
Steamboat Engineers' Certificates.....	23,771 56
Steamboat Inspection.....	42,815 74
Sick Mariners' Fund.....	99,557 04

APPENDIX No. 3.

ANNUAL REPORT OF THE CHIEF ENGINEER.

OTTAWA, 6th December, 1895.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honour to submit a report of the work done in the technical branch of the Department of Marine and Fisheries during the past year.

This branch embraces all the technical work of the department at headquarters, including the construction and maintenance of lighthouses, lightships, fog-alarms, buoys and beacons, the supervision of construction and repairs to Dominion steamers; construction and repairs of life boats and life boat stations; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; hydrographic surveys in Canadian waters; construction and repairs to fish hatcheries; engineering points in connection with the maintenance of fish passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and water lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, etc.

An important division of the technical work of the department, the Meteorological Service of Canada, is managed independently, with headquarters at Toronto.

AIDS TO NAVIGATION.

A large part of the work done by the regular staff of this office, is that in connection with the construction and maintenance of lights and other aids to navigation. The extent of this can be judged from the particulars in the annual report of the Deputy Minister. Plans and specifications for all important buildings and repairs are made here, or are submitted for approval by the several provincial officers. The following tabular statement shows the office work involved for the past 11 months, up to the 1st December instant.

Description of Drawing.	Received.	Designed.	Copied.
Surveys	29	1	33
Lighthouse towers and dwellings.....	1	4	61
Pole lights.....			4
Fog-alarms.....		3	12
Outbuildings.....	3	1	12
Detail sheets.....		4	8
Illuminating apparatus.....		1	2
Steamers.....		1	2
Indicator diagrams.....	1		14
Buoys and apparatus.....	2		8
Boilers and fittings.....	3		15
Machinery.....	2	1	43
Oyster areas.....			4
Charts under construction.....		2	
do of water levels in great lakes.....		2	3
do showing dangers to navigators.....	13		34
Miscellaneous.....	3	1	3
	57	21	258
Total drawings, &c.....			336
Charts received and recorded.....			75
do and entered in chart books.....			18
Photographs received and recorded.....			86
Plans relating to foreshore applications.....			96
Specifications written.....			22
Notices to mariners and hydrographic notes issued (covering 112 localities).....			61

Marine and Fisheries—Marine Branch.

STAFF.

The department suffered a very great loss in the accidental death, by drowning, on the 1st August last, of Mr. C. F. Cox, Assistant Engineer. Mr. Cox was a man of extraordinary ability as an architect and a draughtsman, and his familiarity with lighthouse work was exceptionally great. The vacancy caused by Mr. Cox's death has been filled by the promotion to Assistant Engineer, of Mr. B. H. Fraser, a graduate of the Royal Military College, who has been a draughtsman in this branch since 1889. Mr. J. M. O'Hanly, a Dominion and Provincial land surveyor, has also been appointed as Assistant Engineer.

PERSONAL INSPECTIONS.

I was enabled during the past summer, to make a cursory and very imperfect examination into the maintenance of aids to navigation in English and Scotch waters, and found that in regard to illuminating apparatus, the United Kingdom is far in advance of Canada. Their lights have kept pace with every development of optical science, and to-day both the source of light and the apparatus for directing rays in needed directions are as perfect as it is known how to make them, almost irrespective of cost.

It would be useless for Canada to attempt to establish or maintain lights so powerful. Besides the great cost involved, a complete revision of our system of appointing and training light-keepers would be required before we could safely use such lamps as are now common in England, where at least three trained keepers are always appointed to each important station, and where a light is never left without a man watching it.

It is questionable whether any necessity exists in Canada for so great elaboration in lighting. Our atmosphere is generally clearer than that of England, and light-houses are fairly numerous on our coasts. In clear weather our lights can usually be picked up as soon as they rise above the horizon, and if, in thick weather, they are obscured much more easily than the English lights, it is admitted that in a dense fog even powerful lights are useless at distances sufficient to keep vessels out of danger.

The policy of contenting ourselves with fairly efficient lights and pushing forward an extension and improvement of all fog alarm stations is therefore advocated. The Trinity House of England has abandoned horns and whistles as fog-alarms in favour of sirens, and operate these by air instead of steam, and opportunity is desired for the study and comparative test of the merits of sirens, whistles and horns.

It seems impossible to convince mariners that sound signals are not so reliable as lights and that with varied conditions of atmosphere very different penetration will be obtained from the same signals. Ignorance of this fact has, in many instances, led to complaints against our fog-alarms, when, on investigation, it has been found that the alarm was in operation and in good order. This is a contingency which no care on the part of the department can overcome.

In October last, I inspected all the light stations on the Atlantic coast of Nova Scotia between Halifax and Yarmouth, and have submitted to the department reports suggesting improvements in illuminating apparatus for many of the lights in that district. The improvement usually takes the form of substituting dioptric apparatus for the old fashioned lamps and reflectors now in use. I hope that the saving of oil from the proposed changes will in a few years pay for the apparatus.

TIDAL OBSERVATION WORK.

During the past summer season Mr. Dawson, C. E., continued the work of observing tides and currents in the Gulf of St. Lawrence, the Dominion steamer "Lansdowne" having again been lent to the tidal survey for this purpose, for period of three months. The tidal observations continue throughout the year.

Annexed hereto, "Inclosure B," is his report on the year's proceedings.

I have again to express regret that the small vote available prevents a more rapid prosecution of this important and practical work. Mr. Dawson is desirous, during the coming season, to determine tidal differences for intermediate ports with relation to stations already established; this cannot be done without a substantial increase in the vote. Results from the seven tide gauges now in operation are being received, but as considerable expense is involved in reducing the gauge readings to make them available for publication as tide tables, it has been necessary heretofore to postpone part of this work for lack of funds.

HYDROGRAPHIC SURVEY OF LAKE ERIE.

As indicated in last year's report, Mr. W. J. Stewart, with the steamer "Bayfield," was engaged during the past summer season, in surveying the north shore of Lake Erie. I submit, herewith, (inclosure A,) Mr. Stewart's annual report of work done.

Respectfully submitted,

WM. P. ANDERSON, *Chief Engineer.*

(INCLOSURE A.)

REPORT OF PROGRESS.

HYDROGRAPHIC SURVEY OF LAKE ERIE.

MARINE DEPARTMENT, OTTAWA, 5th November, 1895.

The Chief Engineer,
Department of Marine and Fisheries.

SIR,—I have the honour to report as follows on the survey under my charge, for the past year:—

The winter of 1894-95 was spent by my first assistant, Mr. F. Anderson, and myself, in plotting the work of the previous season, and in preparing the fair chart of "Nottawasaga Bay" for the engraver. This sheet will not be issued separately, but will be contained in the new general chart of Georgian Bay, that should be at hand before the next opening of navigation.

On 24th November, 1894, you instructed me to proceed with a re-survey of the Canadian shore of Lake Erie, or that portion of it unsurveyed by the United States Government in 1876.

On 1st May, the "Bayfield" left Owen Sound with a party, officers and crew, of 24, and proceeded to Lake Erie, arriving at Point Pelee at noon on Saturday the 4th. On the way down I called at South Bay, Grand Manitoulin Island for some large platform buoys, and then carried a line of soundings down Lake Huron to Nine-fathom Bank. As night came on upon arrival there, I did not continue the line farther.

In Lake St. Clair I spent half a day sounding around the "Dump," from the dredging for the new United States Government channel, and examined a channel to the southward of the same, as complaints had been made that the dump seriously interfered with local vessels trading between Chatham, Ont., and Windsor. I found that a good channel existed south of the "Dump," with 11 feet of water in it.

At Point Pelee I delayed four days, sounding and making inquiries about new shoals reported to exist there. Could find none, but was informed that several wrecks existed in the locality (whereabouts uncertain), and as the water is not very deep for many miles off the point, it is altogether probable that vessels have at times bumped against these sunken hulls, and the captains have reported shoals.

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On the morning of the 8th I reached the point at which I had proposed to start the season's work proper. This was at a high sand bluff about 30 miles west of Long Point. Here in 1876 the United States Government had erected one of the main stations of their Coast and Geodetic Survey, and as the Canadian survey should connect, where possible, with the United States survey, it was important that a new station should be erected here. I regret to say that some Canadians have removed every reference post. After careful inquiry amongst those living in the vicinity, I was able to erect a station within a few feet at least of the old one. The United States Government left similar reference posts for stations at Long Point, near the mouth of Grand River, and at Sugar Loaf Hill (Port Colborne), all of which I was able to find, and in that way make use of their excellent geodetic work, causing us a large saving of money and time, and making our work more accurate than it otherwise could be with a small staff and inferior instruments. In no case can a purely hydrographic survey hope to be as accurate as a special geodetic survey.

I have assumed the positions of Sugar Loaf Hill, Mohawk Island light, a station near Grand River mouth, Long Point light and a station on Long Point, to be correct as laid down by the United States Coast and Geodetic Survey, and have filled in the shore between by a carefully executed triangulation, for which I erected much larger and more substantial towers for stations than have hitherto been used on the Canadian Hydrographical Survey.

I obtained some latitudes during the season, and measured a base line for comparisons, and the agreements were very satisfactory.

After coastlining and fixing the stations for 30 miles west and outside of Long Point, I confined myself to work between the inner bay of Long Point and Port Colborne, and have almost completed that portion. The boatwork was carried out from the shore to a safe distance outside shoal water, that is an average distance of $2\frac{1}{2}$ miles. Outside this ship sounding in deeper water was carried out to about 11 nautical miles from shore, or as far as objects could be distinguished on the shore.

The area carefully sounded over was 430 square miles, giving 955 nautical miles sounded by boats, and 920 nautical miles from the vessel. There were 85 nautical miles of shore line traversed.

The shore line of Lake Erie is unlike that of Georgian Bay, in that there are no islands, and only small indentations, but I found the portion examined this season fringed with dangerous reefs, often a long distance, 4 miles offshore. Whilst known reefs have been accurately charted, one very dangerous new reef has been discovered lying about 4 miles south of Nanticoke, and covered with only $7\frac{1}{2}$ feet of water.

The weather during June, July, August and September was very dry and free from gales, but not from fresh breezes, which greatly interfered with boat work on the lee shore. The absence of rain and strong winds left the atmosphere charged with haze and smoke, so that thick weather prevailed to a large extent. The months of May and October were uncommonly stormy.

While the level of the water in Lake Erie has been very low, and a very serious matter for the large craft now using the lakes, records show it has been as low in previous years, in the winters of 1868, 1872, and 1873. However at that time the low water was not a serious trouble, both because it occurred in the winter months, and because the vessels in use then, were of shallow draught. Most of the large vessels in use now were built during a long period of high water, when, also, the canals and harbours were improved. On these accounts we hear many complaints about the very low water, and the chances are that it will be lower than ever this coming winter. Various causes have been assigned for it; the clearing of the lands, and the unusually small rainfalls of late years, no doubt, being the principal causes. There is a theory advanced that the deepening of the outlets to the lakes has contributed to a serious loss of water, but whilst the inlets to Lake Erie have been deepened in late years, no outlets have been altered. On the above theory, the water of Lake Erie should have fallen less than that of any of the other lakes.

At Port Dover, during the past season, was inaugurated a line of ferry boats to run the year round, connecting the Grand Trunk system with the Pittsburg and

Shenango Railway, at Conneaut, and in this way deliver coal on cars into Canada. The venture seems to be running smoothly, and it will bring that part of Lake Erie into prominence, and no doubt necessitate some further improvements to the harbour of Port Dover.

Whilst in the neighbourhood I made some inquiries about Long Point, and was fortunate enough to see a chart made in 1818, by the late Admiral Bayfield, on which the present Long Point *Island* is shown as joined to the mainland. There is also a map of a large portion of North America by Joseph Bouchette, (1815) where the present "gap" is marked "portage." A chart by Mr. John Harris, R. A., (1839) shows a gap from the main part of Lake Erie to Inner Bay of Long Point. This gap was filled up in 1862, but afterwards dredged, whilst now it is practically closed again. Other gaps have been made by heavy seas in other parts of Long Point *Island*, but have been closed again by the Long Point Company, the owners of the land.

Observations, as usual, were conducted with a strong active compass, to ascertain the variation of the magnetic needle at various parts of the survey, and the results will shortly be sent to the Toronto Observatory and the Hydrographer of the Admiralty.

During the coming winter, my staff will prepare copies of the work done for the engraver, plot such work, and work up notes of various kinds of observations.

On October 23rd the "Bayfield" reached Port Dalhousie, and is laid up there for the winter.

I have the honour to be, sir,

Your most obedient servant

WM. J. STEWART.

(INCLOSURE B.)

REPORT OF PROGRESS.

SURVEY OF TIDES AND CURRENTS IN CANADIAN WATERS.

OTTAWA, 31st October, 1895.

WM. P. ANDERSON, Esq., C.E.,
Chief Engineer,
Department of Marine and Fisheries.

SIR,—I have the honour to submit the following report on the progress of the Survey of Tides and Currents in Canadian waters. In it I will endeavour to state fully the progress made in the extension of the system of tidal stations, and in the preparation and publication of Tide Tables; and also to describe the character of the current in the Strait of Belle Isle, and its relation to the Gulf of St. Lawrence in general, as some additional light has been thrown indirectly upon this, by the work of the present season. With regard to new results obtained this year in the survey of the currents, it will only be possible at this early date, immediately at the conclusion of the season, to give an outline of the work as undertaken. To this some notes of unusual directions of the current between the Gaspé coast and Anticosti are added, which may be of practical service in the meantime, until the results obtained can be fully worked out and made clear by suitable illustration.

TIDAL STATIONS AND OBSERVATIONS.

At the present date there are seven tidal stations in operation; and these are now supplied with a complete outfit of the necessary instruments. The recording instrument in use at all of these stations is the self-registering tide-gauge of Lord

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Kelvin's design, to which some improvements have been added in the endeavour to meet our special requirements. These instruments give a continuous record of the tide, day and night throughout the year. (For description of these instruments see Annual Report, Department of Marine and Fisheries, for 1893; Appendix No. 4, page 33.) For the adjustment of these instruments it is necessary to have correct time, and also to obtain direct measurements from a plane of reference or datum.

At isolated stations, where the time cannot be otherwise obtained, diploidoscopes or meridian instruments have been erected, which give the exact time of the sun's meridian passage; or apparent noon. In this way the driving clock of the recording instrument can be correctly regulated; and the necessity for telegraphic time signals has been dispensed with. The other requirement is supplied by means of a sight gauge; which consists either of a graduated staff standing on a float, or of a metal tape attached to a float and passing over a pulley-wheel. The choice between these forms of sight gauge depends upon the range of the tide at each station; and they serve to give the direct measurement required from a datum plane of reference. Where the range of the tide is so great as to require a metal tape for the sight gauge, Chesterman's steel tapes have been used. These answer admirably in themselves, as they are so thin and light; but unfortunately, in sea water they rust through in a few months time, which has necessitated the frequent re-determination of the datum plane of reference. The divisions and figures on these tapes are marked by a process of etching, as the metal is too thin to engrave; and if any non-corrosive metal were substituted for steel, such as aluminium or nickel, the figures could not well be etched upon it. The attempt to protect the steel by lacquer or copper-plating has been only partially successful. A trial is now being made with a ribbon of German silver, with a small punched hole at each foot, which is marked by a stamped number. The divisions of the foot are read on a fixed vernier.

All of the stations are especially arranged for heating in winter to prevent the tide pipes from freezing. The heating is supplied by coal oil lamps or small oil stoves; and during the past year improvements have been made in the forms of lamps and burners used, with a view to greater efficiency and safety, as the lamps have to be kept burning throughout the night.

At stations where it is necessary to have a continuous barometric record, a barograph is provided. In some cases the records at present taken by the Meteorological Service, are sufficient for tidal purposes.

In the recording instrument now in use, the driving clock forms a part of the whole, and cannot be detached. Hence if anything goes wrong with the clock, the whole instrument has to be removed and forwarded to some city for repair. This has been the chief source of interruption to the record at the more isolated stations; especially at those with which there is no communication throughout the winter months. From extensive inquiry it appears that all the various patterns of instruments for recording the tide are made on this principle; and to avoid the inconvenience referred to, it will be necessary to design a new form of instrument in which the clock can be readily detached. When the clock has to be sent away for cleaning or repairs, it can then be replaced by another in a few minutes, without interruption to the record. At present, all the recording instruments are working satisfactorily, and they should continue to do so until this change in design can be made for the stations where it is required.

At some of the more exposed stations, much trouble has been given by the movement of the waves in rough weather, which is often so considerable as to record itself on the tidal diagram; and the tidal curve itself is thus complicated with wave motion. The inlet pipes which admit the water to the vertical tide pipes, were originally provided with finely perforated roses or strainers with a view to preventing this; but they have not served this purpose successfully. The further method was therefore tried, at St. Paul Island, of laying a long intake-pipe out along the bottom into deeper water, where the wave motion would naturally be less felt. This intake consists of a two-inch iron pipe with joints of rubber hose for flexibility in laying, and a special fitting by which to connect it under water with the lower end of the tide pipe. It is laid entirely below low water, and ends in a

depth of 18 feet; and yet it appears to have comparatively little effect in reducing the amount of the wave motion on the tidal diagram. Possibly in the severe storms of winter, it may be relatively of greater advantage. Even at Father Point, where the intake-pipe consists of 260 feet of three-inch pipe, continued by 140 feet of two-inch pipe, ending at a depth of 12 feet at low water, the wave motion is still perceptible on the tidal diagram in very rough weather. If such a pipe could be carried out into water of sufficient depth, it would no doubt secure the desired result; but there is usually a limit to the depth which it is practicable to reach. At Forteau Bay, where the tide gauge for the Strait of Belle Isle is situated, the bay itself freezes over, which keeps the water surface quiet during the winter gales, and thus obviates the greater part of the difficulty. The effect of the wave motion which still remains on the tidal diagram itself, it is necessary to eliminate by tracing a mean line to represent the actual tide curve.

The tide gauge at Father Point, which was incomplete at the date of last year's report, was not finished until late in the season, on account of the delays met with; but on the 17th of last December it was finally in working order. The difficulties were increased by the unusual severity of the gales in the fall, which destroyed repeatedly the temporary dams required in excavating the tide trench across the rocky foreshore. The intake-pipe in the tide trench was laid with much difficulty, as the winter was setting in. It was most important to finish the gauge then; because much of the work would have had to be done over again, if it had been allowed to remain incomplete until the spring.

The intake-pipe serves to lead the water for 260 feet across the foreshore to the tide well, which is situated at high water mark. It is laid at the level of ordinary low water; and between this level and extreme low water it acts by siphoning. This method was adopted to save excavating the tide trench to a greater depth below water, which would have been very expensive in the circumstances. The method has proved entirely satisfactory, as special precautions were taken. The pipe in the tide trench consists of sound spruce and fir logs with a bore of three inches, and these were laid green to prevent shrinkage or cracking, and the lengths were carefully jointed with sail cloth saturated with white lead. Special air pipes were also connected with the main pipe, and furnished with taps to allow the air to escape, in order to keep the pipe constantly filled with water, and thus to insure the action of the siphon. As the sea surges heavily into the outer end of the tide trench in rough weather, and the water then is much mixed up with air, a further precaution was taken to prevent the air from entering the pipe. A two-inch iron pipe was laid out along the bottom for 140 feet from the end of the wooden pipe, extending into 12 feet depth at low water. Any air which still finds its way into the intake-pipe is allowed to escape by opening the air taps at high water.

This spring, an ice shove of 20 feet in height formed along the outer edge of the rocky foreshore. This carried away the iron pipe; but it is so arranged as to be easily relaid; and the end of the wooden pipe itself is protected by a permanent cement dam across the outer end of the tide trench in the rock.

An additional tide gauge has been erected this season at Halifax. It has been placed at the north wharf, on the property of the Department of Marine and Fisheries. This site has the advantage of being in close proximity to Her Majesty's Dock Yard, where the old tidal records of 1860 and 1861 were obtained, from which the tide tables for Halifax are at present calculated. This will bring the new observations into direct relation with the old ones; which is important until it can be ascertained whether the accumulation of the tide in Bedford Basin has any influence on the tide in Halifax Harbour itself, as compared with the tide on the open Atlantic coast in the vicinity. As the range of the tide is only about 6 feet, it is probable that any such local influence will prove to be inappreciable.

During the past year the only serious interruption to the tidal records occurred at St. Paul Island, where the tide gauge was partially destroyed by the unprecedented gale of the 11th of February. This gale amounted to a hurricane in violence, and along the adjoining coast of Cape Breton buildings were carried away which were thought to be well beyond the reach of the sea. The tide gauge at St.

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Paul Island was built in a sheltered recess in the cliffs, and was held in place by crib-work, set between the cliffs, and braced above by beams mortised into the rock at both ends. The crib-work and the lower parts of the bracing withstood the storm, but the tide-house, which was set at 12 feet above high water, was carried away and the recording instrument lost. A spare recording instrument was at once sent to the makers in Glasgow for alteration, to adapt it to that station. In making the repairs this season the new tide-house was set at a higher level, and it now stands at 23 feet above high water; and the bracing was also extended and strengthened, which should make the tide gauge secure against further injury.

The tide gauge at Grindstone, Magdalen Island, was removed this season, and the materials used in the erection of the new gauge at Halifax. The tide at the Magdalen Islands proved to have a very small range; so much so that it was often difficult for days together to make out the time of high and low water with any certainty, especially at the neap tides. This may possibly be due in part to the disturbing effect of the wind, which is relatively large when the tide itself has so small a range, but it also illustrates the remarkable fact that the tide-wave, which enters the Gulf of St. Lawrence from the Atlantic through Cabot Strait, between Cape Breton and Newfoundland, spreads out in the interior of the gulf so as to become almost inappreciable, till at the opposite side, between Gaspé and Anticosti, it regains its original range and proceeds up the St. Lawrence to Quebec, with ever increasing height. In these circumstances the persevering efforts which have been made to maintain a tide gauge on St. Paul Island, in Cabot Strait itself, are fully justified; as this gauge gives the desired results to better advantage than it is possible to obtain them at the Magdalen Islands, where the only compensating advantage is the hope of better shelter.

At Anticosti the only improvement required in the tide gauge was the new form of inlet by which the water is admitted to the tide pipes. The present inlet has worked satisfactorily during the summer months, but the change was necessary before the winter heating was commenced.

In the erection of the new tide gauge at Halifax, and the repairs at St. Paul Island and Anticosti, the superintendence of the work was intrusted to Captain Douglas, R.N.R., who gave his personal attention to it.

The seven tide gauges now in operation are as follows:—

I. *St. John, N.B.*—Gauge situated at Reed's Wharf in St. John Harbour. To furnish a basis for tide tables for this harbour, and also to serve as a reference station for the Bay of Fundy. Range of tide: springs, 26 feet, neaps, 20 feet. Observer, D. L. Hutchinson, director of the St. John Observatory.

II. *Halifax, N.S.*—Gauge situated at the wharf of the Department of Marine and Fisheries. To furnish a basis for tide tables, and also to serve as a reference station for the Atlantic Coast. Range of tide: springs, 7 feet, neaps, 4 feet. Observer, C. Bryant, foreman shipwright, H. M. Dock Yard.

III. *St. Paul Island, C.B.*—Gauge situated at Atlantic Cove, on the east side of the island. To command Cabot Strait, the main passage by which the tides enter the Gulf of St. Lawrence from the Atlantic. Range of tide: springs, 4 feet, neaps, 2 feet. Observer, J. McLeod, superintendent St. Paul Island.

IV. *Strait of Belle Isle.*—Gauge situated at Forteau Bay, at the inner end of the strait. To command this entrance to the Gulf of St. Lawrence, and also to bring the currents in the Strait into relation with the tides. Range of tide: springs, 5 feet, neaps, 3 feet. Observer, A. Hart, Forteau Bay.

V. *Anticosti.*—Gauge situated at South-west Point. To command the entrance to the St. Lawrence. Range of tide: springs, 7 feet, neaps, 4 feet. Observer, H. Pope, light-keeper and meteorological observer.

VI. *Father Point.*—This gauge is at the pilot station, and at the head of the deep channel of 150 fathoms which extends up the Lower St. Lawrence from the gulf. It serves also as an intermediate station between Anticosti and Quebec. Range of tide: springs, 13 feet, neaps, 7 feet. Observer, J. McWilliams, meteorological observer and signal officer.

VII. *Quebec*.—Gauge situated at the dry dock, Lévis. To furnish a basis for tide tables for Quebec Harbour, and with reference to depth of water in the St. Lawrence Ship Channel. Range of tide: springs, 17 feet, neaps, 12 feet. Observer, U. Valiquet, resident engineer, Lévis Dry Dock.

These tidal stations also serve to furnish the tidal data required in making the survey of the currents. The tide gauges at Father Point and Anticosti have also proved of service to the Department of Public Works in connection with the determination of mean sea level, which Mr. R. Steckel of that department is now making for the purposes of the general geodetic survey.

This season, tidal observations were also taken for three months at Pictou, N.S., Neguac, N.B., and Bonne Bay, Nfld., as a tentative measure, to ascertain in what way tidal differences throughout the Gulf of St. Lawrence can best be obtained in relation to the above principal stations.

TIDE TABLES, RECORDS, AND PUBLICATION.

The record obtained from the self-registering tide gauge at Quebec was found to be sufficiently extended to serve for the calculation of tide tables for that harbour. The record from November, 1893, to January, 1895, or a little over a full year, was carefully tabulated and reduced to datum; and any exceptionally high or low tides due to storms were eliminated. The digest thus prepared from the record was transmitted to the Nautical Almanac Office, London, where the best possible advantages exist for the analysis and computation of the tides. Tide tables for both Quebec and Halifax for 1896 have there been prepared by Mr. E. Roberts, by the aid of the tide-predicting machine designed primarily for the prediction of the tides in India.

The Halifax tables are based at present upon old records taken at Her Majesty's Dock Yard during the years 1860 and 1861. There exist also still older records, obtained at the same site in 1851 and 1852, which it is very desirable to incorporate with those from which the tide tables are now calculated, in order to extend the basis on which they rest, and thus to make the tables more accurate. It has not been possible to do this, however, for lack of funds; and another year must therefore pass before this advantage can be obtained.

Since 1891 tide tables for Halifax have been issued by this department, in the form of a small booklet; but it has not been possible to obtain adequate circulation for them in this form. It has therefore been decided to supply the tide tables direct to the leading almanacs, without charge; in the endeavour to make them widely available to masters of vessels and to the pilot service. The tide tables for both Halifax and Quebec for 1896 have accordingly been supplied to the Canadian Almanac, published in Toronto; to the Star Almanac, published in Montreal; and also to Greenwood's Nautical Almanac, an English publication in which tidal information for all parts of the world is given. The tide tables for Quebec will also be issued by the Harbour Commissioners of Montreal, especially for the Pilot service; and the Halifax tables have also been supplied to Cogswell's Almanac, in which the information is principally for the province of Nova Scotia itself. With these tables, tidal differences are given which extend their application to the Atlantic coast of Nova Scotia, and to the Lower St. Lawrence respectively.

It is to be noted that such tide tables as have been published in the past, have been based upon a fixed difference from some distant port, usually on the other side of the Atlantic; and consequently they have been very much in error, especially at certain parts of the lunar month. This will therefore be the first time that tide tables are published for any Canadian port which are based upon direct observation; the only exception being the booklet above mentioned, issued since 1891. These tables also give the height of the tide as well as the time of high and low water. This is very important with reference to the depth of water in the St. Lawrence Ship Channel; and also to show the depth of water available at any tide for vessels entering the dry docks at Lévis and Halifax.

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In reducing the tidal observations to a definite plane of reference, great difficulty has been experienced from the want of satisfactory datum levels in our cities. In St. John, N. B., there are no reference marks extant, or any other means of determining correctly at the present time the original low water level on which the Admiralty chart of the harbour is based; nor the low water level adopted for the more recent survey of the harbour by the Department of Public Works. A satisfactory low water datum must therefore be determined afresh, by means of the tidal observations now in progress. At Quebec the bench mark still exists, which was cut on the building of the Department of Marine and Fisheries at the time that the Admiralty surveys were made. The height of the tide in the present tide tables is therefore referred to the original low water datum of the Admiralty chart. This is of direct practical importance to shipping; as the tide tables thus show at once the depth of water which may be counted upon in addition to the soundings given on the chart. In obtaining this result, advantage was taken of the geodetic levelling done by Mr. Steckel, by which the levels have been carried across the river from the old Admiralty bench mark to the dry dock at Lévis, on which the tide gauge stands. At Halifax, three datum planes exist; as the city datum and the Royal Engineers' datum are both of them distinct from the Admiralty datum. The tides will be brought into closer relation with the Admiralty datum as the new observations proceed.

A sufficient record at St. John, N. B., has now been obtained to warrant its use for the calculation of tide tables for that harbour. If it had been possible to afford the necessary outlay for the reduction of this record, tide tables might also have been prepared for St. John for 1896.

Facsimile copies of the records from two tide gauges erected on the Pacific Coast by the Department of Public Works, are regularly transmitted to this office through the kindness of Mr. L. Coste, chief engineer of that department. These records are obtained at Victoria, B.C., and in the Strait of Georgia, at the mouth of the Fraser River. They are being kept on file until the records themselves are sufficiently extended, and funds are made available, to enable them to be used for the preparation of tide tables.

It is very important that tidal differences should be determined at once for other points, with reference to the principal stations at present in operation; but unless more money is made available for the purposes of this survey, it will only be possible to extend the work and to improve the accuracy of the tide tables by very slow degrees.

SURVEY OF THE CURRENTS.

In commencing the survey of the currents last season in the Gulf of St. Lawrence, one of the most important objects at the outset was to ascertain whether any general current existed across the width of the gulf; or what general circulation there was in the gulf area as a whole. With this knowledge as a basis, the nature of the currents in any special region could then be investigated with intelligence, and with greater hope of success. The main lines across the gulf on which it appeared most probable that some such general current might be found, also coincided with some of the more important steamship routes, which gave additional importance to their examination. Accordingly, during last season (1894) the currents were examined in the two main entrances to the gulf, at Belle Isle and off Cape Breton, to ascertain whether any continuous current passed through the gulf to the west of Newfoundland. No evidence of a general current in this direction could be found; while the indications off Cape Breton pointed to the greater probability of a general current across the gulf in the other direction, namely, on a line from the mouth of the St. Lawrence at Gaspé past Cape Breton into the Atlantic. This was investigated during the present season (1895) and much information was also obtained regarding the currents between the Gaspé coast and the island of Anticosti.

As the work of these two seasons has thus had the same general object for one of its purposes, it will come within the scope of the present report to include an outline of last season's results. Also by repeating the substance of the information with regard to the Strait of Belle Isle, a more extensive circulation can be given to it; as it appears necessary to place more reliance upon the direct circulation of these reports. The results of last season's work were communicated to the Hydrographer of the Admiralty, and to the United States Hydrographic Office; but it requires time before the information can be introduced into new editions of the Sailing Directions, and so reach the commanders of vessels interested. Copies of the report were also sent to the managers of the leading steamship companies; but such wrecks as the ss. "Mexico," ss. "Dracona," and ss. "Mariposa," which have occurred this season, so far as they may be attributable to the currents, show the need of making still more widely known if possible whatever information regarding the currents is obtained by means of this survey.

CURRENT IN THE STRAIT OF BELLE ISLE.

This strait has a width of 10 to 12 miles for 35 miles of its length; and is entirely free from any rock or shoal throughout. It lies east and west (magnetic). The north shore is bold and the water off it is deep; the south shore is low, but dips off rapidly into about 30 fathoms.

There has been a wide-spread impression that the current in the Strait of Belle Isle runs constantly inwards. A branch from the Arctic current which runs southward along the outer coast of Labrador, has been supposed to run into the Gulf of St. Lawrence through the Strait of Belle Isle, and to find its way out again through Cabot Strait, between Cape Breton and Newfoundland into the Atlantic. On some physical maps, and also on the weather charts issued by the Meteorological Service, this is definitely represented. The description given in the latest edition of the Sailing Directions (1894) although less positive than formerly, still favours this view. It is there stated:—"Under ordinary conditions of wind and weather a current enters the Strait of Belle Isle and flows westward.....but with south-west gales the current may be reversed." The remark on the Admiralty chart is, however, as follows:—"The movements of the water in Belle Isle Strait are made up of a general westerly set affected by tidal streams and winds. The resulting set may be in either direction." This remark gives little countenance to the theory of a constant inward flow; and is in itself sufficiently non-committal to cover almost any conditions. There is no attempt made, however, to describe the conditions under which the flow in either direction may take place.

On the other hand the fishermen along the coast seem to believe that the current is usually in the same direction as the prevailing wind at the time. From the report on the wreck of the ss. "Mexico" this season on Belle Isle, its loss appears to have been due to the over-running of its reckoning in proceeding eastward through the Strait of Belle Isle, which shows that the current sometimes runs in that direction. It was already explained in the report of this survey for last year, that the current runs through the Strait of Belle Isle in both directions, and that there are times when it may be nearly as strong in the outward direction from the west, as inward from the east.

The idea of a constant inward flow appears to be based on the drift of icebergs, and as they are most usually seen drifting inwards, it has been inferred that this is the constant direction of the current. The converse of this is, however, much nearer the truth; and it may be stated in general, that when icebergs are numerous at the outer end of the Strait of Belle Isle, and are also found within the strait, this indicates that the direction of the current has been predominantly inwards from the east during the few days previous, while the absence of icebergs indicates a current predominantly outwards from the west. This of course refers to the presence or absence, in the strait, of floating bergs, and not to bergs which may be aground near either shore. It may also be noted that only a very small percentage of the bergs off the outer end of the strait ever enter it. Captain Vaughan, who resided

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four years on Belle Isle, states in a pamphlet on the subject that for ten icebergs which enter the strait, there are fifty that pass the mouth and go southward. In doing so they follow the general drift of the Arctic current which passes Belle Isle; and the larger bergs also ground at the entrance to the strait.

It may be stated in general terms that the current in the Strait of Belle Isle was found to be fundamentally a tidal one. The best comparisons of the current with the tide showed a complete correspondence between the two, especially in moderate weather and during the prevalence of moderate westerly winds. On such occasions there were several days during which the current ran east and west for an equal length of time in each direction and turned regularly in correspondence with the rise and fall of the tide. This may therefore be considered as the normal condition of the current. With a heavy and long continued wind the current would first run for a longer time with it and a shorter time against it; and eventually would run continuously in the same direction as the wind, with a fluctuation in velocity corresponding to the tide. This continuous current might be in either direction according to the direction of the wind.

In this strait also, where the range of the tide is only about four feet, and the current seldom exceeds two knots per hour, the effect of the wind upon the current is all the more marked in proportion. It must not be too hastily assumed however that the wind alone is the cause of the movement of the water in the same direction, as it appears probable that the tendency of the current to flow in the same direction as the wind, is due to the combined influence of the wind itself, and to difference in barometric pressure over wide areas.

CURRENTS IN THE STRAIT AS OBSERVED IN 1894.

The current in the Strait of Belle Isle was examined in both July and September, at the narrowest part of the strait near Amour Point. To avoid the tide rips which occur off this point, a section line was chosen a little to the eastward, on a line from Green Island, at the south side, to the red cliffs on the north shore, which lie immediately east of Loup Bay. The width of the strait is there $11\frac{1}{2}$ miles; and three stations were chosen on this section. The usual depth is 30 to 40 fathoms; but the water is much deeper near the north shore. The bottom appears to be bare rock running in ridges parallel with the direction of the strait. The surveying steamer was anchored at these stations for one or two days at a time; and was moved from one to another to ascertain any difference in the current at the two sides of the strait, while the same conditions of wind and weather prevailed. The tides were observed simultaneously at Forteau Bay within 12 miles of these stations, in order to ascertain the relation between the rise and fall of the tide and the direction of the current in the strait.

Comparisons of the current on the north and south sides of the strait were made by the best means available, to detect any difference between them. The best simultaneous observation of the currents on the two sides was obtained on September 15th, while the steamer was anchored three miles off Green Island, and an iceberg was drifting up and down with the tide, four miles from the north shore. At that time the current was running east and west in fair harmony with the tides; and complete data were obtained from the iceberg, as its height was measured immediately afterwards. This observation showed that the current on the north side of the strait ran inwards from the east for a longer time than on the south side, and outwards from the west for a shorter time. Also, on the north side, the current from the east, as shown by the path of the iceberg, was stronger than the current from the west, while on the south side the currents were practically equal in the two directions. On another occasion, during a period of persistent current from the east (September 8th), observations made while the steamer was at anchor near the north side, compared with the speed of icebergs near the south shore, showed that the current was practically equal at the two sides of the strait.

From these observations, and also from a comparison of the current as measured successively at the different stations, it appears that there is on the whole a tendency

on the south side to greater tidal regularity, and on the north side to greater persistency of flow in one direction or the other. This is probably due to the greater depth on the north side, and consequently, the greater momentum of the water there, as compared with the frictional resistance.

With this explanation regarding the amount of difference in the current on the two sides of the strait, we may proceed to a closer comparison of the relation between the tides and currents, based upon observations during such times as the current ran in harmony with the tides, and turned in regular correspondence with them. Also, the best instances that were observed of a persistent or predominant current for several days, from the east or west respectively, and the conditions under which this took place.

The tide itself, as recorded at Forteau Bay, had a range which did not exceed five feet. The difference between the spring and neap tides was not very marked; while on the other hand, when the moon's declination was great, the diurnal inequality in the tides was quite distinct. The currents in the strait showed the same characteristics; there was little appreciable difference in the velocity at spring and neap tides, as the currents were much more disturbed by the winds than any such difference would amount to. But the diurnal inequality in the current was well marked when this inequality occurred in the tide itself. The greatest velocity of the current in either direction under ordinary conditions of tidal regularity did not exceed two knots per hour.

The dates during which the currents followed the tides with the greatest regularity and the conditions of weather then prevailing, are given below. The directions of the wind are magnetic, as these correspond best with the direction of the strait itself. The magnetic variation is 35° W.

Monday, July 9th, to Friday, July 13th—Wind moderate; from the west or variable in direction. During the four days there were 60 hours westerly wind, averaging 9 miles per hour.

Thursday, July 26th to Saturday, July 28th—During two previous days (July 24th to 26th) there were 36 hours of westerly winds averaging 15 miles an hour; and 12 hours of easterly and variable winds averaging 14 miles per hour. From July 26th to 29th, winds from N.W. to S.W. for 54 hours, averaging 15 miles per hour.

Monday, September 17th to Friday, September 21st—Including the two days previous, or in all from September 15th to 21st there were 72 hours of westerly winds, averaging 15 miles per hour; and 72 hours of easterly winds, averaging 8 miles per hour.

The following summary shows the velocity of the current in the two directions, which in these periods is nearly equal; and a comparison is also given to show the relation between the times of high and low water at Forteau Bay, and the turn of the current in the strait, as observed at three points on the section line above mentioned.

Velocity of the Current.—The velocities given below were obtained by means of the most improved forms of current meters; and were all measured at the standard depth of 18 feet, which was well below the keel of the steamer.

July 9th to 11th; as observed one mile off Green Island, and

July 12th and 13th; as observed at the centre of the strait:—

Current from the east, maximum: 1.16 to 1.98 knots per hour.

Current from the west, maximum: 1.30 knots per hour.

July 26th to 28th; as observed at the centre of the strait:—

Current from the east, maximum: 1.80 to 1.98 knots per hour.

Current from the west, maximum: 1.08 to 1.26 knots per hour.

September 17th to 21st; as observed three miles off the north shore:—

Current from the east, maximum: 1.02 to 2.04 knots per hour.

Current from the west, maximum: 0.92 to 1.81 knots per hour.

The inequalities of the current in the last instance correspond with the diurnal inequality in the tides themselves.

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Comparison of the Current with the Tide.—This comparison was made to obtain a relation between the direction of the current in the strait and the time of high and low water as observed at Forteau Bay.

During the periods of greatest regularity, as given above, the current ran inward from the east during the rise of the tide, and would either stop at high water, or still continue to run inwards for some time afterwards. The greatest length of time after high water during which it was observed to run inwards was two hours and fifteen minutes. The current then turned and ran outward from the west during the fall of the tide, and would continue in that direction for a length of time after low water, which varied from forty minutes to two hours and fifty-five minutes.

These differences in the relation between the turn of the current and the time of high and low water are partly due to the irregularity in the tides themselves. On the average the current ran inward from the east for one hour and forty minutes after high water, and outwater from the west for an equal period of time after low water. A similar result was also obtained from a direct comparison between the turn of the current and the time of the moon's transit.

A relation of this character is very important to obtain; as it shows most clearly the true tidal character of the current in the strait. When the tidal record itself, which is now being obtained from the tide gauge at Forteau Bay, becomes sufficient for the calculation of tide tables, such a relation will enable the direction of the current under normal conditions when undisturbed by the wind, to be given in advance as definitely as the times of high and low water themselves.

The actual direction of the current is much complicated by the disturbing influences of the wind and barometer, as will be seen from the following instances in which the current ran persistently from one direction or the other.

Persistent Current in one direction or the other.—The most marked example of a persistent current running out of the strait from the west occurred from Monday, July 16th, to Thursday, July 19th. During these three days the current (as observed three miles off the north shore) ran in from the east for only five hours, and out from the west for 19 hours each day. The maximum velocity of the current from the east was 1.38 knots per hour; and from the west 2.44 knots per hour. The long run from the west was stronger at the beginning and end of the time, with an interval of weaker flow between the two. The times of high water corresponded with this minimum in the current from the west, and with the maximum current from the east. This condition of the current may therefore be considered as consisting of two components; a steady flow from the west, together with the usual tidal current in the two directions. As the moon's declination was at its maximum at the time, the diurnal inequality would largely account for the difference between the actual current from the east at the one tide, and the minimum of the current from the west at the other.

The best example of a persistent current running in through the strait from the east occurred from Wednesday, September 5th, to Saturday, September 8th. All the indications concurred in showing that the current ran continuously in the one direction during these days; although the observations were much interrupted by bad weather. There were also about a dozen icebergs seen in the strait during this time; and their motion agreed with the regular observations in showing that the current ran continuously inward from the east. The current then varied from a minimum of 0.54 knots per hour to a maximum of 3.15 knots, in the one direction. The tides themselves were anomalous; as the low water for five successive tides scarcely fell below mean sea level, and the whole rise was less than two feet, or about half of the usual amount.

In stating the conditions of wind and barometer during these periods of predominant flow, it may be well to recall that a difference of barometric pressure should tend to produce flow from the higher towards the lower pressure, just as in the case of the wind.

At the time of the predominant flow from the westward (July 16th to 19th), the wind ranged from N. W. to S. W. For three days previously, from July 13th to

16th, the average for 72 hours was 16 miles per hour; and from July 16th to 18th., the average for 60 hours was 14 miles per hour from the same direction. This was succeeded by easterly winds and broken weather. Also, from the morning of the 14th the difference of barometric pressure gave a barometric gradient which was inwards at Cabot Strait and outwards at the Strait of Belle Isle. This continued till the evening of the 17th when the pressure equalized itself; and by the morning of 19th a low pressure area developed over the Gulf which gave inward gradients at both straits and thus reversed the conditions for Belle Isle. The effects of both wind and barometer are thus in general accord with the direction of the current from the westward. It will also be noted that the total mileage of westerly wind in the case of this predominant current, is nearly double of its greatest amount during the periods when the current ran in harmony with the tides.

During the continuous flow from the east (Sept. 5th to 8th) the conditions of wind and barometer were disturbed and complicated, as a storm centre was passing over the northern part of Newfoundland at the time. The low pressure area of this storm centre was over the gulf during the 5th and was nearest to the strait on the morning of the 6th, on its way eastward to the Atlantic. From the morning of the 5th till the evening of the 8th there were 60 hours of N. N. W. wind averaging 25 miles per hour, and rising at times to 45 miles. During the remainder of the time the winds were light and variable. The relation of wind and barometer to the current at this time is not clear; beyond the general fact of the occurrence of a severe disturbance at the time of this continuous current.

Under-currents.—The under-currents in the Strait of Belle Isle were carefully observed at a depth of 25 to 30 fathoms by instrumental methods, and also by obtaining the speed of icebergs which served as "deep floats" for comparison with the surface velocity. The under-current would have had much greater importance if the current through the strait had proved to be a continuous one, for which an actual gauging of volume was required.

During the times that the current ran in fair correspondence with the tides, when the conditions may be considered as normal, the under-current was usually stronger than the surface current when the flow was from the east, and it was always weaker than the surface current when the flow was from the west. From the best ratios obtained when the current ran steadily, and omitting observations near the turn of the tide, the following percentages have been obtained:—

Current from the east. Under-current 5 per cent stronger than the surface current.

Current from the west. Under-current 70 per cent of the velocity of the surface current.

During the period of predominant current from the westward (July 16th to 19th) the under-current ran with much greater regularity in the two directions than the surface current. This indicates that the surface current itself was of the nature of a "wind-drift," and that the time was not sufficiently prolonged for the wind to influence the current to the bottom.

During the period of persistent flow from the eastward (Sept. 5th. to 8th) the under-current was decidedly stronger than the surface current, amounting on the average to nearly 20 per cent more. This result was obtained chiefly from the motion of icebergs.

Temperatures.—The temperature of the water was taken to ascertain its relation to the direction of the current through the strait; as the water at the Atlantic end is colder than the water at the western end towards the Gulf of St. Lawrence. It was therefore to be expected that the current running in from the east would be the colder of the two; and the temperature of the water might thus furnish an indication to vessels of the probable direction of the current.

The numerous observations taken are summarized and tabulated in the Annual Report of the Department of Marine and Fisheries for 1894, Appendix No. 3; page 100-102. They show that there is little appreciable difference in the temperature of the currents in the two directions so long as the current maintains its tidal character; but the difference is naturally more marked during the periods of predom-

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ant flow in one direction, already mentioned. It might perhaps be possible to ascertain from extended observations the amount of the difference to be expected under such conditions, above or below the normal temperature for the season. But at best, the temperature could only be taken to indicate the predominant direction of the current during the few days previous, and could not be relied upon to show its actual direction at the time.

The temperature of the water has a more important relation to the presence of ice in the strait. When the predominant direction of the current is inward from the east for a few successive tides, it will undoubtedly carry icebergs into the strait if there are any at its outer end at the time. The current from the east is thus not only cold in itself, but also brings in ice with it which further chills the water in the strait. The cold water, the current from the east, and the presence of icebergs within the strait, are thus concomitants of each other.

It is not to be inferred, however, that warm water in the strait is an indication that ice will not be met with; because the water in the strait itself may be relatively warm, notwithstanding that icebergs are numerous at its mouth around Belle Isle, and possibly as far in as the vicinity of Cape Norman. It is possible for this ice to be moving southward with the general Arctic current on both sides of Belle Isle, past the mouth of the strait, without affecting either the direction of the current or the temperature of the strait to any great distance inwards.

The following statement with regard to the current in the strait of Belle Isle at other seasons of the year, is based on information furnished by Mr. T. M. Wyatt, who has been lightkeeper at Amour Point for 15 years, and by Mr. Charles Davis, a resident of Forteau Bay. In the spring of the year, the prevailing winds are easterly, and the current also runs in continuously from the east, and only slacks with the tide without turning. The duration of this easterly current varies from year to year, but usually continues for one or two months in the interval between the beginning of April and the end of June. A strong west or north-west wind however, will make the current run out from the west. In the summer, the currents are less strong and not so persistent, and are more under the influence of the tides. In the autumn the winds are often easterly in the latter part of September and October; but perhaps more often westerly; and in either case the current is influenced by their direction. Later in the autumn north-west winds occur with colder weather. These winds continue to be prevalent during the winter months, and give the current an outward direction from the west.

This statement must be qualified by the usual uncertainties attributable to the weather; and it is also to be noted that any continuous currents are more persistent on the north shore where these observations were made. The residents on the south shore would convey the impression that the currents are much more regular in their tidal character; but their statements appear to be based upon the currents in the shallow water inshore, which may be different from those in the open strait.

SUMMARY FOR THE STRAIT OF BELLE ISLE.

In the following summary, the general characteristics of the current in the Strait of Belle Isle are given as correctly as they can be deduced from its behaviour during the time the observations were made. The velocities given, were measured at the standard depth of 18 feet.

1. The current is fundamentally tidal in its nature; and under normal conditions, it runs east and west with velocities which are nearly equal. It attains at times a velocity of two knots per hour in each direction.

2. The conditions are normal in moderate weather, and during the prevalence of moderate westerly winds.

3. During heavy winds, especially when easterly or westerly in direction, the current which runs with the wind becomes stronger than the current against it; and eventually, the current may come to be continuous in the same direction as the wind.

4. The greatest velocities of the current which were observed during heavy winds (in the months of July and September) were as follows:—From the east, 3·15 knots, and from the west 2·50 knots per hour.

5. The presence of ice in the strait, and the temperature of the water, have also a relation to the predominant direction of the current; but they do not afford a reliable indication of its actual direction at the time.

6. Under normal conditions, and when both surface current and under-current are taken into account, the difference on the average is in favour of a greater inward flow from the east.

7. The actual flow throughout the year, when the influence of the wind is included, appears also on the whole to be greater in the inward direction from the east, than outward from the west.

Current in the eastern end of the Gulf, immediately west of the Strait of Belle Isle, between Rich Point and the Esquimaux Islands.

From observations at three stations in this region, occupied between July 31st and August 3rd immediately after prolonged westerly winds, the current was found to be from the west (magnetic) at the centre and on both sides. The velocity amounted to 0·79 knots per hour at the centre, and 1·19 to 1·37 knots at the sides.

This in the circumstances is likely to be as great a velocity from the west as ever occurs, owing to the wind conditions for the week preceding this direction of the current. From July 24th to 31st there were in all 124 hours of westerly wind, averaging 20 miles per hour, and only 48 hours of easterly wind, averaging 19 miles per hour; or in all 2,530 miles of westerly wind, and 890 miles of easterly wind. The westerly winds also continued during August 1st and 2nd. The layer of water in motion from the west had a thickness of only 5 to 10 fathoms; which tends also to show that its movement was due to the previous direction of the wind.

From the above characteristics of the current in the Strait of Belle Isle, it is clearly possible for a vessel to over-run its reckoning in either direction through the strait. Also, vessels entering through the strait should not assume that the current is necessarily in their favour in making the run westward to round the eastern end of Anticosti; as it is possible that the set in the strait itself and also in the eastern end of the gulf, may be against them.

THE BELLE ISLE CURRENT IN RELATION TO THE GULF IN GENERAL.

On account of the tidal character of the current in the Strait of Belle Isle, it is clear that no great volume of water can enter the Gulf of St. Lawrence from that quarter. During the summer season, the current flows through the strait in both directions with velocities which are nearly equal; and there is only a difference in favour of inward flow from the east, which on the whole does not probably amount to more than a moderate percentage. There is reason to believe that in the early spring the preponderance of inward flow from the east may be proportionally greater than at other seasons. There is some evidence to show that the incoming water may then penetrate the gulf as far as Bonne Bay on the west coast of Newfoundland. But no reasons have been found for supposing that this water passes completely round the west coast of Newfoundland and finds its way out into the Atlantic through Cabot Strait, between Cape North and Cape Ray, in accordance with the theory which has been more or less accepted up to the present time. All the indications are against this theory; and the results of last season's work were already sufficiently conclusive to enable the theory to be considered as disproved. This conclusion is further corroborated by the investigations of the present season; which show that if there is any general current across the extent of the gulf, it must lie in an entirely different direction.

It may be allowable therefore to sum up briefly the reasons for this conclusion, from all the evidence yet obtained, during the two seasons.

The water in the Strait of Belle Isle is exceedingly clear. It is also very cold and when flowing in the inward direction, its temperature as late as September is below 45° for the average of its depth from surface to bottom. Its density is a

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high as that of any water found within the gulf being on an average 1.0244 at the surface.

The water in Cabot Strait is quite different from this in its character. The greater part of the width of that strait is occupied by water which has the usual milky-green colour of ordinary seawater. The out-flowing current in Cabot Strait, is on the side next to Cape North, or the further side from Belle Isle. This out-flowing water has also a distinctly brown tinge; its surface temperature ranges from 55° to 65°; and its average density to a depth of ten fathoms from the surface is 1.0230; and as far down as a depth of nearly twenty fathoms it is still both warmer and fresher than the Belle Isle water. If therefore the Belle Isle water has any influence on this current it can only be of a very indirect character. The greater speed which it is reported to have in the spring of the year, may be due in some measure to the incoming water at Belle Isle, if at that season its volume is considerable; for even if the water itself does not reach Cabot Strait, it may still act by displacement, as the total volume of the Gulf must remain nearly the same. Even this measure of influence cannot, however, be definitely asserted.

There is not only this difference in the character of the water in these two straits, but also a want of connection between them. The few observations obtained along the west coast of Newfoundland show that there is a slight current from the S.W., or in the contrary direction to that which the theory supposes. It is also stated by Lieut. Betty, navigating lieutenant of H.M.S. "Pelican" who has spent more than one season cruising along the west coast of Newfoundland, that the current there, between Cape Gregory and Rich Point, runs almost constantly from the S.W., and is only intercepted by the ebb and flood tides running in and out of the larger bays on the coast.

It might still be supposed however, that any water entering through the Strait of Belle Isle would be most likely to pass out at Cabot Strait as a cold under-current along the bottom. The total depth of Cabot Strait is 250 fathoms; the coldest water forms a layer between the depths of 30 and 50 fathoms, and below this the water is again warmer but with a higher density, which ranges from 1.0254 to 1.0260. As this cold layer occurs in other parts of the gulf area also, it cannot be taken as an indication of any special direction; and the characteristics of the deep water from 100 fathoms downwards, show how different it is from the Belle Isle water. The indications so far as obtained, also show that the deep water from 100 fathoms downwards is entirely quiescent.

There is therefore no confirmation to be found for the theory that a constant current enters the Gulf by the Strait of Belle Isle and leaves again by Cabot Strait; but on the contrary, all the evidence so far met with, is directly against it.

GENERAL EXAMINATION OF THE SOUTH-WESTERN SIDE OF THE GULF.

For the survey of the currents this season, the ss. "Lansdowne" was again made available for three months, from June 26th until September 27th. During this time it was necessary to call twice for coal, and also to spend several days in obtaining fresh water. In the month of August the weather was unusually broken and stormy, which also occasioned some loss of time. The surveying party consisted of myself and Mr. H. M. MacKay as assistant; the night observations were taken by Mr. G. E. Hardie during July and August, and Mr. R. E. Tyrwhitt in September. Meteorological observations were also taken by Mr. MacKay throughout the season. Captain G. J. W. Bissett commanding the ss. "Lansdowne," and the other officers, also gave their co-operation in facilitating the work.

There was considerable inconvenience for want of suitable anchorage appliances as provision had to be made for anchoring in all depths up to 250 fathoms, and on account of the low state of the funds available, it was towards the end of the season before appliances of a satisfactory character could be obtained.

In the investigations of last season to ascertain whether any general current could be traced across the gulf from the Strait of Belle Isle, the examination of Cabot Strait furnished an indication which pointed in an entirely different direction. The

out-flowing water around Cape North was found to be appreciably fresher or lower in density than the water at the central part of that strait and towards the Newfoundland side. The value of this indication was remarked in last year's report; as it pointed to a possible connection with the constant current which was shown on the charts as flowing eastward along the Gaspé coast at the entrance to the St. Lawrence, and which might also be presumed to have a low density. These currents although 200 miles apart both flow towards the south-east, or in an outward direction in relation to the River and Gulf of St. Lawrence; and there was good reason to believe that they were both of a constant character.

It was accordingly proposed this season to examine into the nature of the current in the Gaspé region; and also to ascertain whether any general set or drift could be traced across the width of the gulf to connect this with the out-flowing water at Cape North.

The entrance to the St. Lawrence between the Gaspé coast and Anticosti Island lies on the line of a deep channel which connects them with the ocean. This channel runs in from the Atlantic between the Grand Banks on the east and Banquereau and Misaine Bank on the west, with a width of some 40 miles, and a continuous depth of nearly 250 fathoms. After passing through Cabot Strait, it maintains its width and depth entirely across the gulf; passing north of the Magdalen Islands and between the Gaspé coast and Anticosti. It then penetrates the Lower St. Lawrence nearly to the mouth of the Saguenay, where the depth has only diminished to 150 fathoms at a distance of 420 miles from Cabot Strait. A branch of this deep channel also extends from the Magdalen Islands for a certain distance towards the Strait of Belle Isle.

At the beginning of this season, the region at the mouth of the St. Lawrence between the Gaspé coast and Labrador and around the west end of Anticosti, was examined to ascertain what characteristics of the water could be relied upon for the purpose of tracing its movements with the best hope of success. Although the colour of the water had been found to be appreciably different in different parts of the gulf, this is not an indication of a very definite character, though it may sometimes be helpful. The two characteristics chiefly relied upon in tracing currents are the temperature and the density of the water.

In examining the temperatures in this region and comparing them with the numerous observations which had now been obtained in other parts of the gulf area, it soon became evident that for the purpose in view this could not be relied upon as any definite indication of the direction of the movement of the water. The surface temperature in the summer season usually ranges from about 50° to 65° , and in proceeding downwards this temperature gradually falls, until at a depth of 40 or 50 fathoms it is only 30° to 34° , or practically at the freezing point. Where the greater depths are met with, the water below this again is found to be appreciably warmer. There are considerable areas, however, in which the depth is less than 50 fathoms, and where the conditions are accordingly restricted.

It appears, therefore, that in general, the temperature of the surface water merely rises with the progress of the season; and it is also natural that the water should become warmer to a greater depth as the season advances. Even this has its limitations, however; as at a depth of 50 fathoms no greater rise in temperature has yet been found than from 32° to 34° , between the month of June and the end of September.

In the Gaspé region, as well as in Cabot Strait, the coldest water forms a layer between the depths of 30 and 50 fathoms. Also in the vicinity of the Strait of Belle Isle the same low temperatures are found at these depths; although there the temperature towards the surface is relatively lower, as a rule, than in the other regions. As these conditions, therefore, occur at all three angles of the gulf, and have also been found at a few intermediate points where observations have been obtained, it appears not at all impossible that this cold layer may extend very generally over the gulf area; and it cannot, therefore, be taken as an indication of direction of movement of the water.

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Below this cold layer, in the deeper water of the channel above referred to, the temperature from 100 to 200 fathoms is found to range very constantly from 38° to 41°. This result was obtained last season in Cabot Strait; and the constancy of the actual temperatures obtained at different dates at these depths, as well as the precautions taken to insure accuracy in the observations are given in detail in last year's report. During the present season, the same temperatures have also been found at these depths between the Gaspé coast and Anticosti, which is 220 miles further in than Cabot Strait, along the deep channel leading from the Atlantic. This deep water, from such indications as have been obtained, appears also to be entirely quiescent, and to have therefore little direct relation to the currents in the gulf, in so far at least as they affect navigation.

From a limited number of determinations made in the eastern portion of Cabot Strait, and also along the west coast of Newfoundland and in the Strait of Belle Isle, the density of the surface water in that region appears usually to range from 1.0233 to 1.0245. This is much the same as in the open Atlantic; as the density of the surface water off the coast of Nova Scotia was found to range from 1.0235 to 1.0245. The deep water however, as found from samples taken at depths of 100 and 150 fathoms, both in the vicinity of Gaspé and in Cabot Strait, ranges in density from 1.0254 to 1.0261. Again, on the western side of Cabot Strait, the outflowing water which occupies a width of about 10 miles on the side next Cape North, has a density at the surface of 1.0220 to 1.0227; and in the western portion of the gulf, off the New Brunswick coast, areas were found in which the density was even lower than 1.0220. These densities are in all cases the true specific gravity of the water, reduced to 60° Fahrenheit, and determined by hydrometers specially designed for the purpose.

The density of the deep water, from 100 fathoms downwards, is very interesting in affording an explanation for the otherwise anomalous fact that the colder water at 50 fathoms is found to float upon it. It also corresponds with the density at similar depths, off the coast of Nova Scotia, as reported by the "Challenger" expedition. It would, no doubt, be very interesting to trace the connection of this deep water with the ocean, as the channel in which it lies runs out into the Atlantic basin with uninterrupted depth. But this investigation does not promise any result of immediate practical importance.

On the other hand, the density of the water towards the surface, which is a measure of the degree of saltness of the water, or the amount of fresh water with which it is mixed, is of special value in the regions under consideration. The distinct difference in density as above described, affords an indication which is much more definite than difference of temperature, for the purpose of tracing any general set or current across this portion of the gulf.

The temperature and density of the water may also serve indirectly to throw light upon the distribution of fish; as it has been found on other coasts that their movements depend largely upon these elements. The depth at which the cold layer occurs may have a bearing in this connection, as the fish have usually a preference for cold water. It may also be noted that at the greater depths of 150 to 250 fathoms the bottom as shown by samples brought up by the anchor, is soft mud from brownish-blue to slate colour; and the marine life there, judging by such specimens as came up, consists chiefly of sea-pens and other stalked creatures, which root themselves in the muddy bottom. There does not therefore appear to be at these depths much food of an inviting character for fish. An examination of such conditions might well prove useful, in view of the large annual value of the Canadian fisheries.

As the indications above mentioned were sufficient as a preliminary, a careful examination was made of the Gaspé current itself. This occupied the month of July; and the region selected for the purpose was that lying between the Gaspé coast and the Island of Anticosti. This region is limited by the shore lines extending from Fame Point to Cape Rosier on the Gaspé side, and from West Point to South-west Point on the Anticosti side. These shore lines are parallel to each other at a distance of 40 miles apart; and the currents were therefore likely to be more

regular and less disturbed than in either of the more open areas lying immediately to the north-west and south-east. The currents in the Mingan channel north of Anticosti were also examined, and information was thus obtained regarding both passages by which the St. Lawrence River communicates with the gulf.

As had been anticipated, the water flowing south-eastward along the Gaspé coast proved to be distinctly lower in density or fresher than ordinary sea water, especially towards the surface. The movements of the current and its other characteristics were first ascertained; and the endeavour was then made to trace the water by its lower density across the width of the gulf in the direction of Cape North. The density of the water was taken along a series of sections, and at various depths between the surface and 50 fathoms; or as far down as the depth at which the coldest water had been found. The density of the water at 10 and 20 fathoms was chiefly relied upon for comparison; because if a greater depth were selected, there are considerable areas where interruption would occur from the shallower banks; and on the other hand the disturbing influence of variable winds should be less marked at these depths than at the surface.

These section lines were run between Gaspé, Anticosti and the Orphan Bank, in the vicinity of the Magdalen Islands, and on lines extending north-eastward from Cape Breton. It was necessary to make the determinations of the density at the time, as it was a question of tracing the water, and ascertaining the limits of areas of less density, without any previous clue as to where these limits would probably be found. Also in returning towards Gaspé, additional section lines were run from the west coast of Cape Breton to the Magdalen Islands and Prince Edward Island, to ascertain more definitely from what direction the water comes which flows past Cape North to the south-eastward. Several of the section lines in the vicinity of the Magdalen Islands and Anticosti, were also run a second time to ascertain to what extent the results already found might be liable to disturbance, or whether they might be considered as permanent.

This work was chiefly done in the month of August; and the remainder of the time available was spent in a further examination of the currents in the Gaspé region, for comparison with their characteristics as obtained in July.

The results of the work cannot be satisfactorily given at present, immediately at the close of the working season, until there is time to prepare charts and sections to show the distribution of water of the various densities met with, and the general circulation which may be inferred from it. The relation of the currents to the wind must also be worked out; as the disturbing influence of the wind occasions considerable complication in the movement of the currents.

In the meantime it may be stated in general terms that the density of the water on the south-western side of the gulf was found to be distinctly lower than further out towards the central region. This area of water of less density is approximately limited by a line from South-west Point, Anticosti, to St. Paul Island, C.B., and it is in the direction of this line that any slow movement or set of a general character across the gulf area must take place.

THE GASPÉ CURRENT.

It may also be of advantage to give at once some notes regarding the current along the Gaspé coast, and especially to mention some exceptional directions of the current, as to which, up to the present time, there has been no information available.

On the Admiralty chart entitled "Entrance to the River St. Lawrence," No. 1621, a current is shown to run constantly along the Gaspé coast from a north-westerly direction at about three miles off shore. In the Sailing Directions it is stated that this may be felt as far out as nine to twelve miles from land. Another line of constant current is also shown as lying along a line from the vicinity of Cape Magdalen, to South-west Point, which thus traverses the middle of the passage between the Gaspé coast and Anticosti. It is this central line of current which is alone represented on the general chart of the Gulf of St. Lawrence, No. 2516. It

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is explained, however, in the Sailing Directions that the current does not follow both these lines at the same time; and the change from the one direction to the other is attributed to the influence of south-west winds.

The first of these lines was found to represent fairly the usual direction of the current along the Gaspé coast. The other line is properly to be regarded as an alternate direction which the current may take; unless indeed there may be times at which the current becomes very wide-spread and weak. When the current is found in the position shown by the line along the middle of the passage, it may even be accompanied by a reversal of the direction of the current along the Gaspé coast. The method of density sections above described was found a very effective one by which to ascertain the location of the current over a wide area at any given time, when compared with the regular observations of the speed and direction of the current as obtained from the steamer while anchored at different stations.

These changes in the position of the current may prove to be due to its displacement by the wind. There are also fluctuations in its velocity which are probably to be attributed to the influence of the tides. It is to be hoped that some light may be thrown upon these relative effects and the conditions under which they occur when the observations which have been obtained are worked out.

The following notes regarding the Gaspé current and its exceptional directions, may be given at present without explanation, to make known the possibility that such directions of the current may occur. The velocities were measured while the steamer was at anchor at the different stations, by means of current meters at the standard depth of 18 feet. The directions given are magnetic; the magnetic variation being 28° W.

The greatest velocity of the current on the Gaspé coast while it ran parallel to the shore from the usual north-westerly direction, was observed at a station 5 miles off Fame Point on July 5th. The velocity then was 2.81 knots per hour.

The most noteworthy instance of a reversal of this current occurred from July 27th to 31st. There is reason to believe that during these days the current in the offing of Fame Point ran continuously from the south-east, or contrary to its usual direction. From observations at a station $3\frac{1}{2}$ miles off Fame Point, the greatest velocity from this south-easterly direction occurred on July 31st, when it amounted to 1.43 knots per hour.

It is possible, also, for the current to run directly on or off shore for a short time, as the following instances show:—

At a station 13 miles N.E. by E. from Cape Rosier, on July 11th, the current veered from N. to E.N.E. and back to N. It ran from the E.N.E. or directly towards the shore, for two hours, with a velocity of a little over one knot. During the following night it again veered in the same way, and ran from the E.N.E. for two hours, with a velocity of nearly one knot per hour.

At a station $4\frac{1}{2}$ miles E.N.E. from Griffin Cove, on September 17th, the current ran for $4\frac{1}{2}$ hours from directions between E.S.E. and E. by N., all of which set on shore. The velocity in these directions varied between one knot, and one and one-third knots per hour.

At two stations, 4 miles off Fame Point, and 5 miles off Griffin Cove respectively, the current on two occasions, while veering in direction, ran for about an hour directly off shore, with a velocity of over half a knot.

Also on the south coast of Anticosti, on July 22nd, at a station $5\frac{1}{2}$ miles from the shore, and 4 miles east of Ellis Bay, the current ran for 5 hours from directions between W.S.W. and W. by N. or almost directly on shore, with a velocity which averaged over three-quarters of a knot.

At a station $6\frac{1}{2}$ miles off the south shore of Anticosti, and 15 miles west of South-west Point, the current during the night of July 24th ran for three hours from directions between W. and S.W., or directly on shore, with a velocity of a little over half a knot. A few hours later the direction at this station was off shore during two hours, with a somewhat lower velocity.

The co-operation of the leading steamship companies was requested in the work of this season, in noting from the logs of their vessels the currents met with in the gulf, for comparison with the results obtained in the survey itself. Blanks were prepared in which the area of the gulf was divided into regions to accord with the various steamship routes, and on which it was desired that the direction of the current should be noted. These were supplied to the following companies:—

Messrs. H. & A. Allan, of the Allan Line; D. Torrance & Co. of the Dominion Line; D. W. Campbell, of the Beaver Line; Kingman, Brown & Co. of the Black Diamond Line; J. G. Brock, of the Quebec SS. Co.; and also to the Gaspé and Baie des Chaleurs Line. The thanks of this department are due to these companies, and to the captains of their steamships for the trouble they have taken in the matter; and the notes made will undoubtedly prove of value.

The examination of the two entrances to the Gulf of St. Lawrence made last season to ascertain its relation to the Atlantic, and the more extensive investigations of the circulation in the interior of the gulf this year, have not only afforded important information with regard to the currents in the regions examined, but will also serve as a general basis from which to carry on with better advantage, the more thorough study of the nature of the currents in other regions of the gulf.

As the currents so far met with in the gulf area have usually had a strength of only one or two knots per hour, and have seldom attained three knots, they are very liable to disturbance from the wind. They seem also to be more or less influenced by the tides; which in their turn are affected by the barometer. To obtain complete information therefore, regarding these currents under all variety of conditions that can occur, will require much patient investigation. It is therefore, all the more necessary to direct special attention to the regions traversed by the leading steamship routes, in order that the results obtained may be of direct practical value.

I have, sir, the honour to remain,
Your obedient servant,

W. BELL DAWSON,
In charge of Tidal Survey.

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APPENDIX No. 4.

METEOROLOGICAL SERVICE.

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

SIR,—I have the honour to submit herewith the twenty-fourth report of the Meteorological Service, this report being for the period July 1st, 1894, to June 30th, 1895, with Appendices A, B and C, inspectors' reports, and reports on Quebec and St. John and Montreal Observatories.

During the year the following stations were added to the number reporting:—

Ontario.

Class I.—	
Martin's Falls.....	James G. Christie.
Class II.—	
St. Ann's.....	George Harcourt.
Stouffville.....	Thomas Smith.
Mill Brook.....	A. Leach.
Class III.—	
St. Thomas.....	E. C. Tettersington.

Quebec.

Class II.—	
Roberval.....	B. A. Scott.
Grosse Isle.....	Medical Superintendent.

Nova Scotia.

Class II.—	
New Glasgow.....	W. H. Magee, B.A.

Prince Edward Island.

Class III.—	
Georgetown.....	J. H. Byrne.

Newfoundland.

Class II.—	
Battle Harbour.....	J. H. Bennet, M. D.

North-west Territories.

Class I.—	
Norway House.....	George Chute,
Class II.—	
Duck Lake.....	Inspector D. A. E. Strickland, C. E.
Moose Jaw.....	J. H. Fingland, C. E.
Cannington, Manor.....	Ernest Humphrey.
Class III.—	
Pense.....	B. Spring-Rice.

British Columbia.

Class I.—		
	Kuper Island.....	Rev. R. J. Roberts.
Class II.—		
	Kaslo	J. Wm. Cockle.
	Chilliwack.....	John A. Logan.
	Bella Coola.....	Miss G. Sangstaid.
	Kamloops	E. T. W. Pearse.
Class III.		
	Goldstream Lake	Wm. W. Ralph.
	Penticton.....	R. Paton.

Banff, N. W. T., Rivers Inlet, B. C., and Haileybury, Ont., have been raised from 2nd to 1st class stations. Kuper Island, B. C., has also been supplied with a sunshine recording instrument and since February last the record has been properly forwarded. Instruments have also been supplied to a station at midway in the Yale district, but so far no report has been received.

Wanstead, in Essex County, Ontario, has resumed observing which had been suspended for some time owing to absence of observer.

STATIONS CLOSED.

Of the stations closed, Courtright, Ont., ceased to observe from personal causes; Norwood, Ont., owing to removal consequent upon the death of the Rev. Mr. Carmichael. Fort Ellice, Man., has also ceased, the observer finding the duties too onerous.

Observers in Manitoba and Ontario under their respective Departments of Agriculture continue to persevere in their work and since the issue of the monthly weather map show increased zeal by voluntarily taking more extended work and promptly supplying the necessary information at the beginning of the month.

The most marked increase has taken place in the province of British Columbia the peculiar features of its topography requiring stations to be placed much closer than in the other provinces, this being fully realized by the Minister of Agriculture, and his deputy (Mr. J. R. Anderson) the office is especially indebted for their zealous co-operation in the selection of stations and securing competent observers.

The agents of the Canadian Pacific Railway continue to record the observations on certain parts of the line, but from the nature of their duties and previous training they, with some exceptions, would require to be not only inspected from three to four times each year, but time devoted to their instruction in observing, the frequent changes occurring in the railway staff often removing a fair observer and replacing him by one with no previous knowledge of instruments or observing.

I would suggest that a small gratuity might be well bestowed upon the general class of voluntary observers; many of them have been observing years with no recognition beyond the card acknowledging the receipt of their work.

CENTRAL OFFICE.

Early last year Mr. Carpmael, who since 1872 served until 1879 as Deputy Superintendent and subsequently as Director of the Meteorological Service, was obliged through failing health to relinquish his duties, and in the month of May went to England in the hope that the change would be beneficial. I was left in charge of both the Magnetic Observatory and the Meteorological Service during his absence. In October, Mr. Carpmael died in England and I continued to discharge the duties of director. On December 28th, I was appointed director, but no other appointment was made to the staff of probability officers and inspectors, of which I had been a member, and the work of the service is now carried on with a smaller number of officers than formerly. In January, a boy, Mr. W. R. Kingsford, was appointed to assist in the correspondence office in place of C. E. Tweedie, who has since been assisting in the statistical work of the service. The work of the office has materially increased during the past year, this is owing to the publication of a monthly map, the supplying of meteorological data to the Director of the Tidal

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Survey and to a great effort being made to bring the Annual Report and Monthly Weather Review nearer to date, which result I have reason to think will be accomplished in the not far distant future.

STORM SIGNALS.

There were not a great many heavy gales during the past year, although a good many moderate storms occurred, especially in October and November. Then again there was an entire absence of August West India hurricanes, whereas in the preceding year no less than four of these great storms had made their presence felt in Canada.

The important storms of the year were with few, if any, exceptions well warned; from twelve to twenty-four hours' notice being given of their approach. The most severe gale of the year was experienced along the Nova Scotia coast, and over the Maritime Provinces generally, during the night of the 4th and on the 5th of February. This storm was warned at 11 a.m. on the 4th, which gave about twelve hours' notice of its approach. Liscomb reports it as the heaviest gale of the season with tremendous seas. At Port Morien the breakwater was literally cut in two by the huge seas which are reported to have been mountains high; Port Morien further says, "no such storm known since the memorable August hurricane of 1873." Also at Ingonish and many other places it caused immense damage. The other noticeable storms were: October 14th, heavy gale over gulf and Maritime Provinces, twenty-four hours' notice given of its approach; November 26th and 27th, heavy gale on the lakes, twelve hours' notice of its approach given, and during the night of the 27th and on the 28th of December, a heavy gale swept the Maritime Provinces, twenty-four hours' notice being given of its approach.

A storm signal mast has been erected at Georgetown, P.E.I., and the signals placed in charge of Mr. J. H. Byrne, jr.

New storm signal masts have been erected at Yarmouth, N.S., and North Sydney, N.S., in place of the old masts which were rotten. The mast at Souris, P. E.I., has been removed from its old position down the shore to the high land immediately in front of the landing stage; and at Amherstburg a mast has been erected on the new waterworks wharf in place of on the Mullen-Garfield Coal Company's wharf.

TABLE I.

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
1886.....	906	799	88·2
1887.....	1,093	972	88·9
1888.....	897	758	84·5
1889.....	1,126	926	81·3
1890.....	1,199	987	82·3
1891.....	1,017	826	81·2
1892.....	1,161	888	80·7
1893.....	1,317	1,118	84·9
1894.....	1,333	1,149	86·2
1895—six months, 1st January to 30th June.....	298	259	86·9

WEATHER FORECASTS.

Weather forecasts have been issued regularly throughout the period comprised in this report, they have been published daily by most of the leading newspapers of the Dominion, besides being posted at about 1,500 telegraph offices in Manitoba, Ontario, Quebec, and the Maritime Provinces.

Since September last, in addition to the ordinary forecasts, a bulletin has been telegraphed each morning, at 10.15 a.m., to the harbour masters or other suitable persons at the various principal ports on the lakes and in the Maritime Provinces. Usually the bulletin contains a forecast of the force and direction of the wind for the next 36 hours, but at times, when thought advisable, a general statement as to the probable movement of storms is given, and I have much pleasure in reporting that these bulletins have proved a very great success; they are now posted each day at twenty-eight ports, viz.:—Port Arthur, Sault Ste. Marie, Collingwood, Owen Sound, Sarnia, Amherstburg, Hamilton, Port Colborne, Port Dalhousie, Toronto, Kingston, St. John, Halifax, Guysborough, Liscomb, Port Morien, Sydney, Digby, Shelburne, Liverpool, Bridgewater, Lunenburg, Parrsborough, Charlottetown, Tignish, Alberton, Summerside and Georgetown. On January 4th, I sent a circular to the harbour masters at these points, asking them to report as to the time of posting of the bulletins, &c., and the following are extracts from some of the replies received:—

Yarmouth, N.S.—"The weather bulletins are posted regularly in a conspicuous place on Water Street, where shipping men cannot fail to notice them, and they have already come to be looked for and consulted by them. We know of two vessels, only last week, that took warning from your report, and by so doing escaped a terrible gale which we notice did much damage all along the American shore. They were the schooners 'Roulette,' of Boston, and 'Ernest Norwood,' of Digby, both fishermen, and there is a three-master, called the 'J. W. Durvant,' been around this morning waiting for your report for to-morrow, before deciding to tow out or not. You have predicted our weather so correctly as to give confidence to the seafaring public, and having missed in not more than two or three cases in as many months, and we have no doubt the forecasts have been and will be, if continued, the means of saving life and property." (Signed) EBEN SCOTT, harbour master.

Lunenburg, N.S.—"I am sure it is a great benefit to those going to sea. For instance the large schooner 'Narcissus,' bound for the West Indies, was stopped for two or three days on account of coming storm. I have also asked quite a number of captains and owners and they say it is quite satisfactory to all concerned in vessels." (Signed) W. H. BEGG, harbour master.

Georgetown, P. E. I.—"These reports are invaluable, but should be posted here earlier in the day. Between 2.00 o'clock and 5.00 o'clock is not satisfactory. consider them of great importance to mariners and fishing boats generally." (Signed) SAMUEL HEMPHILL, harbour master.

Pictou, N.S.—"I cannot give you a positive answer as to how many have been governed by the warnings, but I feel satisfied that a large portion of the coasting vessels have given it their attention and acted accordingly." (Signed) JOHN GUNN, harbour master.

North Sydney, N.S.—"In busy season I have seen captains come and read the bulletins and decide not to go to sea until more favourable weather. I think as soon as spring opens it will be advisable to continue the bulletin." (Signed) GEORGE B. MOFFAT, harbour master.

St. John, N.B.—"The bulletin is very much appreciated by mariners. I have heard many expressions of their usefulness." (Signed) D. L. HUTCHINSON, Director, St. John Observatory.

Liscomb, N.S.—"We know it will be of great benefit to fishermen here, as the predictions in every case since we have been receiving them have been very correct. Of course it is something new for this place, and at first people generally did not take much notice of the bulletins, but they have been so correct that people look for them now so as to know what the weather will be the next day. There are fishing

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vessels in the harbour nearly every night, and I feel quite sure that the bulletins are much appreciated by the fishermen." (Signed) JAMES HEMLOW, jr.

Port Morien, N.S.—"I consider it of benefit to mariners and fishermen; they look for the report every day." (Signed) HERBERT McDONALD, harbour master.

Harbour masters at other ports also make most favourable comments.

The demand from persons in Toronto and at a distance for special forecasts continues, and in all cases predictions have been furnished at once to those asking for them.

Warnings of approaching storms, as heretofore, were issued to the railways, and have apparently been valued.

Train signals, as usual, were displayed during the summer on the morning trains in Ontario, Quebec and Maritime Provinces.

The percentage of verification of the forecasts for the year has been well up to that of the past few years.

The following table (No. 2) shows the predictions and the percentage of fulfilment in each district, in each month and in the whole period:—

NUMBER of Predictions and Percentage of fulfilment in each District

MONTH.	MANITOBA.					LOWER LAKE REGION.					UPPER ST. LAWRENCE.				
	Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1894.															
July.	81	70	8	3	91.4	110	94	13	3	91.4	105	87	11	7	88.1
August.	88	69	8	11	83.0	105	82	10	13	82.9	101	84	11	6	88.6
September.	92	72	12	8	84.8	115	89	17	9	84.8	97	78	12	7	86.6
October.	99	63	18	18	72.7	125	89	14	22	76.8	111	73	18	20	73.9
November.	107	76	14	17	77.6	131	102	20	9	85.5	120	94	18	8	85.8
December.	89	58	16	15	74.2	116	90	19	7	85.8	103	82	14	7	86.4
1895.															
January.	92	62	22	8	79.3	125	77	36	12	76.0	109	74	21	14	77.5
February.	80	67	7	6	88.1	103	80	13	10	84.0	94	71	16	7	84.0
March.	84	61	11	12	79.2	106	66	17	23	70.3	99	78	15	6	86.4
April.	84	66	12	6	85.7	97	77	14	6	86.6	99	88	6	5	91.9
May.	84	65	13	6	85.1	113	97	7	9	88.9	93	75	10	8	80.6
June.	81	50	20	11	74.1	106	84	13	9	85.4	92	71	13	8	84.2
Total.	1,061	779	161	121	81.3	1,352	1,027	193	132	83.2	1,223	955	165	103	84.5

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in each Month, and in the Year, July, 1894, to June, 1895, inclusive.

LOWER ST. LAWRENCE.					GULF.					MARITIME.					TOTAL.				
Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.			
	Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
95	77	12	6	87.4	90	70	13	7	85.0	97	73	13	11	82.0	578	471	70	37	87.5
95	78	12	5	88.4	98	80	8	10	85.7	102	90	8	4	92.2	589	483	57	49	86.8
95	72	8	15	80.0	97	72	16	9	82.5	97	70	14	13	79.4	593	453	79	61	83.1
109	75	16	18	76.1	115	77	20	18	75.7	116	89	18	9	84.5	675	466	104	105	76.7
118	96	14	8	86.4	119	99	12	8	81.5	119	93	18	8	85.7	714	560	96	58	85.0
104	83	9	12	84.1	97	68	12	17	76.3	110	75	13	22	74.1	619	456	83	80	80.4
99	69	15	15	77.3	91	67	11	13	79.7	109	76	24	9	80.7	625	425	129	71	78.3
91	75	10	6	87.9	95	77	13	5	87.9	109	90	12	7	88.1	572	460	71	41	86.6
97	71	14	12	80.4	96	78	10	8	86.5	104	68	21	15	75.5	586	422	88	76	79.5
98	78	15	5	87.2	96	86	9	1	94.3	110	94	11	5	90.5	584	489	67	28	89.5
92	64	15	13	77.7	87	70	7	10	84.4	98	73	17	8	83.2	567	444	69	54	84.4
88	58	15	15	74.4	91	66	19	6	83.0	105	80	17	8	84.3	563	409	97	57	81.3
1,181	896	155	130	82.3	1,172	910	150	112	83.5	1,276	971	186	119	83.3	7,265	5,538	1,010	717	83.3

GENERAL REMARKS.

The monthly map is printed with the view of keeping the agricultural and other interested portions of the community posted, as to the meteorological conditions prevailing, and the advance of the seasons in the various parts of the Dominion; with this object it is printed a few days after the close of each month, and contains notes on the leafing and flowering of trees and shrubs, the arrival of birds, state of crops, &c. Much interest is taken in this map by the public in general, and voluntary observers have been so stimulated to increased work, that we are now receiving such an accumulation of climatological and meteorological data as was never before obtainable, and will be most valuable should it ere long be deemed advisable to prepare a work on the climatology of the Dominion.

In order to facilitate the obtaining of information regarding the weather by mariners in the Maritime Provinces the Director of the St. John Observatory has since the spring been furnished with a very full and comprehensive daily bulletin containing the 9 a. m. reports from eight stations in the Maritime Provinces and New England, a general statement of the pressure and weather conditions over the continent, and a forecast for as long a period as it is thought advisable to make. At the foot of the printed bulletin form is a note to the effect that "Telegraphic messages of inquiry regarding the weather from ports where the morning bulletin is not posted addressed to 'Observatory St. John' will be answered without delay. Inquiry and answer cost but one rate, which must be paid by the inquirer." This insures all mariners being able to get the forecasts. It is due to add that Mr. Hutchinson has been most enthusiastic and energetic in increasing the usefulness of the service in the Maritime Provinces. Since May the same bulletin has been sent to Mr. Allison, our agent in Halifax, and has been displayed each day at some nine points in the city as well as being published in some of the afternoon newspapers.

In December last I visited Washington and New York, with the object of looking into the methods of working employed in the United States Weather Bureau, and if deemed advisable adopting such methods in the Canadian service. I was much struck with the admirable management, and with the earnest desire displayed by all to improve their service, and profited much by the inspection of their instruments and apparatus, but at the same time concluded that our methods of forecasting and of disseminating forecasts were equally as good as those in vogue in the United States.

I took with me a standard barometer, and made careful comparisons with the United States standard.

UNITED STATES WEATHER BUREAU.

The Chief of the United States Weather Bureau has continued to interchange reports with this office, and I desire to express my warm appreciation of the uniform courtesy that has characterized all communications from that office.

TIME SERVICE.

The method of performing this work, together with a table showing the discordance at the different observatories, will be found in the report on the magnetic observatory.

The report on Quebec Observatory forms Appendix B.

The report on St. John Observatory forms Appendix C.

The report on the McGill College Observatory forms Appendix D.

PUBLICATIONS.

Applications are frequently made by persons and institutions in different parts of the world for the publications of this office. Over 800 copies of the Monthly Weather Review are distributed immediately upon their being printed, and since January, 400 copies of a Weather Chart have been issued monthly.

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LIBRARY.

The number of publications received during the year was 280, being for the most part annual reports, pamphlets and periodicals from the principal astronomical, meteorological and magnetical institutions of the world.

For the last six or seven years the library has been over-crowded, and the publications received have now to be tied in bundles and piled in out-of-the-way places, making it difficult to keep a catalogue, or to have books handy for reference. It will be necessary to provide more room and to make out a new catalogue of the whole library. Owing to the fact of there having been scarcely any binding done during the last nine years, there are at present many works of reference on hand to be bound.

INSPECTION OF STATIONS.

There were 67 stations inspected during the period covered by this report. Of these, 43 were inspected by Mr. Webber, 23 by Mr. Payne and 1 by Mr. Denison.

These reports form Appendix A, and give the state and condition of the various stations visited, and show the absolute necessity of regular and systematic inspection.

All of which is respectfully submitted,

R. F. STUPART,
Director.

APPENDIX A.

INSPECTORS' REPORTS.

INSPECTOR B. C. WEBBER.

New Westminster, B.C., 2nd July, 1894.—The instruments are at the Methodist College, situated in the highest part of the city, at present they are too much sheltered in a small back yard, but shortly, when alterations are made at the college, it is the intention to place them in an open space. Mr. Gamble, of Victoria, now has a fully equipped meteorological station at the mouth of the Fraser River, which will be a good substitute for New Westminster, should observations be discontinued at the latter place at any time.

Esquimalt, B. C., 3rd July, 1894.—The barometer was reading as heretofore, but it was very opaque, it was cleaned thoroughly. Spare Green barometer, 3164, was left at this station. All work is well done, and Mr. E. Baynes Reed loses no opportunity in trying to obtain reliable observers over British Columbia.

Nanaimo, B.C., July 5th, 1894.—Mr. Good did not feel disposed to continue observations gratuitously, so as the Rev. R. J. Roberts, of Kuper Island, had expressed his willingness to assume the duties, the instruments were removed from Nanaimo to Kuper Island.

Carmanah, B. C., 9th July, 1894.—This station is at the mouth of the Strait of Juan de Fuca, and directly opposite Tatoosh Island. The barometer is 130 feet above sea level, it was quite dirty and I had it well cleaned. Instruments are well exposed. The annual rainfall here is enormous.

London, Ont., 4th December, 1894.—The thermometers were reading correctly. I discovered that the barometer had been read several hundredths too low on the morning of my visit, and on the observer re-setting and reading the instrument, the reading was again quoted two-hundredths lower than it actually was. The rain-gauge was in a dilapidated condition, broken off at its base, and the inside receiver had two holes in the bottom.

Courtright, Ont., 6th December, 1894.—Mr. Sinclair was not disposed to do the work at this place without receiving remuneration, so brought the instruments back to the central office.

Port Stanley, Ont., 6th December, 1894.—Placed the new anemometer and vane in position and left the gauge working fairly well; all other instruments in good order.

Stratford, Ont., 7th December, 1894.—The barometer is getting a little dirty and will soon be the better of cleaning. Mr. Dick attends very faithfully to the work and is a thorough and conscientious observer.

Owen Sound, Ont., 11th March, 1895.—The thermometers were tested and proved to be correct, but as the old style thermometer box was in use, it was deemed advisable to substitute the regulation shed. Tenders were invited for the repainting of the storm signal pole as it was in need of it.

Bognor, Ont., 12th March, 1895.—The observing station is situated about sixteen miles south-east from Owen Sound. The observer although a man of seventy-seven years was very anxious to continue as an observer, and will gladly add the maximum and minimum thermometer readings to his observations. Maximum 79905 and minimum 79924 were left at this place.

Presque Isle, Ont., 13th March, 1895.—The old Green anemometer in use here for fourteen years had become worn out, so replaced it by one of the new pattern, made up a new three cell battery to replace the one broken to pieces by the frost, renewed portions of outside wires and put all in good order generally and left everything working well.

Quebec, Que., 3rd May, 1895.—The anemometer platform was much worn and shaky, it was therefore necessary to have it renewed. The binding collar of carriage of vane is defective and occasionally works loose, the anemometer is a good deal worn and the spindle has been already reversed. The time ball apparatus needed some repairs both to gear and building together with a new chain. All thermometers were re-scaled and the barometer is reading correctly.

Halifax, N. S., May 6th, and 21st, 1895.—Approved of proposed site for anemometer at Citadel and considered the building of an annex for anemograph necessary. Cleaned the barometer as it was quite dirty. On return visit removed wind gauge from observer's house to its new position at the Citadel and left it working well. The work at the Citadel has been well and thoroughly done, the anemograph is connected by a seven wire cable which is carried through an iron pipe and buried some distance in the ground. The new exposure for the gauge will, I should judge, give the true force of the wind at sea, and not in excess of it. A new drum and cone was much needed and furnished, the mast also required repainting, and the drum box had to be re-built.

Lunenburg, N. S., 7th May, 1895.—The harbour master here says the daily weather bulletin is much sought after by the fishermen. It is posted in two conspicuous places. About sixty vessels sail from this port, consequently it is rather a desirable point for a storm signal.

Liverpool, N. S., 8th May, 1895.—The mast required a little staying but it is not in need of repainting. Captain Bartling, the new agent, attends carefully to the work. The harbour master says the daily bulletin is greatly appreciated.

Bridgewater, N. S., 9th May, 1895.—The harbour master here says the daily bulletin is much valued.

Yarmouth, N.S., 10th May, 1895.—The barometer was reading correctly; it was cleaned, as it was getting a little dirty. The anemometer, old pattern with faulty spring contact, was replaced by one of the new ones, and new and heavier wire was furnished for the gauge. The battery was very weak, a further cause of the imperfect working of the gauge. It will be necessary to replace the old storm signal mast, as it is quite rotten and endangering surrounding dwellings. Harbour master reports daily bulletin of much value.

Digby, N.S., 11th May, 1895.—More attention has evidently been given to the storm signal work here of late, as everything was discovered to be in good order. It is not found possible at present to take observations as Mr. Turnbull has no suitable place for the instruments.

St. John, N.B., 13th May, 1895.—All in very good order at this station, and work carefully and conscientiously attended to.

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Grand Manan, N.B., 14th May, 1895.—Line to anemometer in very bad shape; nineteen poles require to be replaced by new ones and all wires re-strung. A good position for the anemometer can be obtained on the high ground at the back of the Marble Ridge Hotel, a quarter of a mile from observer's house. If this is proved to be an equally good exposure, the expense of a line to the said point would not cause as great an outlay as repairs to the one existing.

St. Andrew's, N.B., 15th May, 1895.—The barometer was reading $.30^{\circ}$ lower than the standard. It was leaking slightly through a small hole in the bag. I renovated and cleaned the instrument thoroughly and left it reading correctly. The minimum thermometer again had a detached portion of spirit equivalent to 1.5° .

Fredericton, N.B., 16th May, 1895.—The barometer did not require cleaning. Anemometer and vane quite worn out after their long service and both were renewed. Re-scaled all thermometers.

Truro, N.S., 18th May, 1895.—The barometer was reading correctly, but it was excessively dirty; cleaned it thoroughly, substituting new mercury. All instruments very well exposed and much attention given to the work.

Port Hastings, N.S., 23rd May, 1895.—Minimum thermometer had detached spirit amounting to 6° ; thermometer screen all to pieces; no inside receivers to rain-gauge. The observer did not know how to read rain measuring glass—called half an inch an inch, and read all divisions as tenths; says he was instructed so by the late observer now deceased. Signal pole was in need of paint and top of drum box was broken.

Port Hawkesbury, N.S., 23rd May, 1895.—Harbour master reports daily bulletin much appreciated by the fishermen.

Louisbourg, N.S., 24th May, 1895.—Mast was very rotten throughout, it was therefore necessary to call for tenders for a new one, the latter to be fifty feet—ten feet higher than the old one, as growth of surrounding trees was beginning to interfere with the view of it. The mast is placed on the bluff on far shore of harbour in order that fishing vessels off the coast can see it, but unfortunately this entails some delay in the display of signals as the telephone office is a mile and a half distant. Our agent's house is near the mast. The telephone company offer to run a line to agent's house and charge forty dollars per annum rent of telephone, or build line complete for seventy-five dollars. At present we are obliged to pay twenty cents for delivery of each message. Louisbourg is a considerable fishing point, and seemingly promises to soon do a large shipping business. Mr. Patrick O'Toole, custom house officer, is anxious to receive and post the daily bulletin on his wharf.

Port Morien, N.S., 25th May, 1895.—Drum hoisted at night; signal lanterns not used, as harbour hidden from outside and no vessels sail until daylight. Work appears to be carefully attended to. Harbour master's daily bulletin greatly esteemed.

Glace Bay, N.S., 25th May, 1895.—Lanterns likewise not used here, same reason as at Port Morien. Work appears to be properly attended to.

Low Point, N.S., 27th May, 1895.—Wind gauge working well and all in good order.

Sydney, N.S., 27th May, 1895.—Wind gauge apparatus all much worn and will not last much longer. New wet bulb thermometer was required. Work is all well and carefully done.

North Sydney, N.S., May 27th, 1895.—Found drum house broken open, hal-yards pulled up to top of arm and mast so rotten that no one could safely go aloft to reeve them. The mast is placed on the ridge a little distance from the town proper, and the damage to the drum house and hal-yards had been the work of the small boy during the absence of the agent, then on leave. A new mast should be erected, and a good stout door and lock on drum house will in all probability stop any wanton destruction in the future.

Pictou, N.S., 29th May, 1895.—Mast needed new guide rope, otherwise all in good order. Minimum thermometer still reads two degrees too low. Harbour master reports weather bulletin much appreciated.

Charlottetown, P.E.I., 30th May, 1895.—It was necessary to replace the old vane and anemometer as both were out of order, all other instruments in good order. Mast was very badly in need of paint, it was also necessary to change one of the stays as it fouled the drums, and drum box had to be higher to prevent rotting of drum and cone owing to damp. Lanterns no use here, as completely obliterated by adjoining electric lamp.

Souris, P.E.I., 31st May, 1895.—Mast in its old secluded position a marked spot for the destructive energy of the miscreant. Mr. Morrow, the agent, offered a plot of land gratis in front of his house and overlooking the wharf, a better position in every way than the old one, his offer was afterwards accepted and the mast removed. On my arrival at Souris the drum house was found broken open, the door torn down and the signals covered with mud.

Chatham, N. B., 4th June, 1895.—Cleaned the barometer, it was not however very dirty. Suitable blocks were needed for the halyards. It is to be hoped that when the ground adjoining the new government building is put in order, permission will be granted to place the instruments there, as their present exposure is very poor.

Escominac, N.B., 3rd June, 1895.—The anemograph clock stops frequently, so will have to be replaced; all else in good order and the large anemometer shows no apparent sign of wear.

Shippegan, N.B., 5th June, 1895.—The mast in its present position cannot be seen from the anchorage, where as many as five hundred schooners frequently lay. Not long since the fleet went to sea unaware that the danger signals were displayed and several vessels were wrecked in the storm and lives were lost. The warnings are much appreciated here and it is the general wish that the mast be removed to Indian Point, two miles and a half down the shore and overlooking the anchorage. Mr. McNally the most suitable man to do the work tenders for removal of mast for twenty-five dollars, he will also build the requisite drum house as economically as it can be done. Mr. Duguay, the agent, can neither read nor write and further he told me himself that all autumn (the storm warning season) he was away fishing. Mr. Gogain has all along done the clerical part of the work for Mr. Duguay, and as this is the place above all others where we require a thoroughly good agent, I respectfully recommend that Mr. Gogain receive the appointment and in event of the much desired removal of the mast to Indian Point that he be allowed an equivalent for the increased duties. Mr. Gogain is a very good man for the position and if appointed would do the work thoroughly. At Indian Point there is neither settler, telegraph nor telephone.

Caraquette, N.B., 6th June, 1895.—The mast needed repainting and a new lock was required for drum box.

Bathurst, N.B., 7th June, 1895.—Work apparently as indifferently attended to as ever; barometer was very dirty, coated with sulphur fumes and leaking a little owing to loosening of binding of bag. Observer was making alterations to his dwelling, the reason given for promiscuous way thermometer shed and rain-gauge were scattered about the yard. New halyards were required, together with a lock for the drum box. I recommend that this be a maximum and minimum and rainfall station and that the barometer and other observations be discontinued.

Paspebiac, Que., 8th June, 1895.—Mast will receive the much needed painting that it requires. Mr. Bryan Murray attends faithfully to the duties of agent and Mr. Romeril, manager of the Robins Company, says that the warnings received have been very correct and of great value to them. He would like to see another storm signal station at Grand River.

Gaspé, Que., 12th June, 1895.—All apparatus pertaining to signals in good order, lanterns are of no service as vessels cannot sail until daylight. The drum will be hoisted in future when the warning arrives at night, heretofore for some-time signals have not been displayed until daylight, the agent asserting that he had been so instructed. The agent was informed that due attention must be given to reports on Form 10.

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Percé, Que., 13th June, 1895.—Mast here barely discernible off harbour on account of its dark colour and back ground. It will be painted white. Drum and cone will receive the necessary repairs.

Dalhousie, N. B., 14th June, 1895.—Mast here a dark colour and close up to centre of government building, very hard to see it from the harbour. It will be painted white, to in a measure improve matters, but it should really be removed to one or other side of the building. The barometer is reading correctly and all instruments are well exposed.

Father Point, Que., 15th June, 1895.—The barometer was reading correctly, but it was so dirty that it was extremely difficult to read it. Everything else in good order.

INSPECTOR H. V. PAYNE.

Quebec, Que., 16th August, 1894.—The time ball at the Citadel had been dropped by hand and the ball and all the apparatus were in a very bad state of repair. Had new running gear and shed made and an air cushion for new ball to drop on. Connected the ball with a new electrical trip apparatus and made connections with the observatory wire, so that the ball is now dropped by electricity direct from the observatory. The storm signal mast was in too bad repair to hoist signals on and required to be thoroughly overhauled. Signals were lying on the ramparts rotting. At the observatory all instruments were tested and found in good order, except the anemometer which was wearing at the spindle—this, however, had been reversed and will last for a time—pointed out some omissions in registers and wrong reading of maximum thermometer.

Roberval, Que., 17th August, 1894.—The volunteer observer had stopped taking observations owing to want of time. Prevailed on the Lady Superior of the Ursuline Convent to take temperature observations, and she will undertake rainfall observations later on if she finds it not too much a tax on her time. Fully instructed her in the work. Instruments were in good order.

Kingston, Ont., 21st August, 1894.—Barometer required cleaning badly, this was attended to and barometer tested with standard. It is now in good order, but previously must have given erroneous reading as it was impossible to set it correctly. Minimum thermometer was reading 2° too low, this was readjusted, other thermometers and wind instruments were in good order. Rain-gauge was not level. Exposure of anemometer and thermometers is not good owing to surrounding trees. Observer was ill at the time.

Mattawa, Ont., 6th September, 1894.—Thermometer and shed in good order. Rain-gauge required to be removed to a better position.

Collingwood, Ont., 10th September, 1894.—Arranged for prompt posting of harbour masters' bulletin at the post office. Harbour master says that shipping men are much pleased with the bulletin. One signal lamp broken, and signal mast and shed required painting.

Dr. Stephen, the volunteer observer, wishes to take humidity observations. Maximum thermometer was reading 1° too high. Other instruments in good order and much interest taken in observations.

Owen Sound, Ont., 11th September, 1894.—Signal shed required slight repairs. All the signals and masts in good order. Arranged for harbour masters' bulletin to be posted regularly on the main wharf.

Presqu'Isle, Ont., 12th September, 1894.—Anemograph was in good order, but anemometer required a new spindle which was worn out. The signal mast is propped and stayed, but is rotten at the base and will soon be useless. Signals in good order.

Tobermory, Ont., 14th September, 1894.—New signal shed was required and mast painting. A windlass is also required as the mast is seventy feet high. The bolt of one stay had drawn out of the rock and a new hole was bored and staff set up. Two anemographs, anemometers and vane were taken away and returned to central office as no use had been made of them by the agent. The fishermen speak

highly of the storm warnings and daily bulletins, but complain that our agent, the telegraph operator, is not always on hand to send or receive telegrams.

Saugeen, Ont., 18th September, 1894.—The anemograph was not working satisfactorily and required adjusting. Barometer and all thermometers tested with standard and found satisfactory. Other instruments in good order.

Kincardine, Ont., 19th, September 1894.—Minimum thermometer C. 754 was reading 2° too low. Maximum thermometer 9498 is a very old instrument and reads 3° too high as tested with standard. Other instruments and signals in good order. Mast required painting and some new running gear.

Goderich, Ont., 20th September, 1894.—Present mast has a bad list and the arm broken off. This was being repaired when I arrived. Mast will last for a time yet, but will require replacing before long. A new stick had been obtained but was not sound and was condemned. Agent will look out for a new stick during the winter. A new cone is required, other signals in good order. Agent complains of the signal lamps going out in high winds. Anemometer shafting required slight repairs.

Bayfield, Ont., 20th September, 1894.—There is a good signal shed here, but the signals had not been taken proper care of. Mast, shed and signals required painting. New cone and rigging will be required in the spring.

Woodstock, Ont., 21st September, 1894.—Anemometer working all right. Minimum thermometer not working properly owing to not being placed in proper condition. Improved cylinder required for anemograph.

Fergus, Ont., 22nd September, 1894.—The volunteer observer was ill and wished to give up observing, instruments were therefore taken away.

Port Dalhousie, Ont., 27th September, 1894.—Signals and mast all in good order, but mast will require painting in the spring. Arranged for harbour master's bulletin to be posted regularly at the custom-house.

Port Colborne, Ont., 28th September, 1894.—The mast has a list and owing to closeness of roadway it is impossible to run stays far enough apart to be of much service. Running blocks are set inside arm and stick; outside rigging is required, and the mast wants painting. The signal lamps smoke, but this was owing to wrong chimneys being used. Complained about reports not being sent in regularly.

Thorold, Ont., 28th September, 1894.—Minimum thermometer had spirit detached—this was rectified. All the other instruments in good order and well placed.

Wanstead, Ont., 24th April, 1895.—Volunteer observer had been away but promised to resume observations if the instruments were left. All the instruments were in good order, but the thermometer shed required painting.

Sarnia, 25th April, 1895.—Signal mast and signals all in good order but mast required painting. Harbour master's bulletin much appreciated here.

Pelee Island, Ont., 26th April, 1895.—The anemometer is working, but owing to faulty construction is continually getting out of adjustment. Anemograph gets very weak current through north and east coils—it would be better to rewind it. Connecting wires from lighthouse to dwelling house require to be replaced. Mast and signals all in good order. Jack-stay required for mast.

Amherstburg, Ont., 27th April, 1895.—The present signal mast is a poor affair and is now completely shut out by newly constructed coal chute. Would recommend that new mast be placed on waterworks wharf which is the best position and can be rented for less than the present one. Pointed out the necessity for sending fuller reports. Harbour master's bulletin much needed and will be posted regularly at post office. Signals all in good order.

Ridgetown, Ont., 30th April, 1895.—Volunteer observer had ceased observing owing to some misunderstanding, will continue observations if sent a barometer.

Port Dover, Ont., 1st May, 1895.—Took away old thermometers M. O. 31 and C. 2. Other instruments in good order. Mast required painting. Signals all in good order.

F. N. DENISON.

Port Stanley, Ont., 18th March, 1895.—Anemograph not recording, found the observer had placed cotton batting in the gravity cells, between the zinc and copper

Marine and Fisheries—Marine Branch.

which reduced the electrical output to a minimum; removed batting and cleaned zincs, after which anemograph worked well. Cleaned and oiled anemometer, everything else in good order.

MAGNETIC OBSERVATORY.

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

SIR,—I have the honour to submit herewith the report on this observatory for the fiscal year ended 30th June, 1895.

During the year the regular routine magnetical and meteorological observations have been carried on as in past years, and the self-recording magnetographs have been kept in operation, as likewise have the barograph and thermograph. Field observations made at a point about two hundred yards magnetic north of the observatory, well removed from all influence of buildings, begun in May, 1894, were continued in July and September, and again in May and June, in order to determine the amount of the effect of the new school of science on the various magnets in the observatory.

The determinations made in this manner have shown that all the magnets are affected, and constant corrections will have to be applied. In addition to this effect the electric car circuits on week days keep the magnets in constant vibration, the amount of which, however, is very small and does not seriously affect the value of the photographic traces, the true magnetic changes can be obtained nearly, if not quite as well as before the cars were running, but these vibrations do necessitate the making of all absolute determinations on Sundays as well as on week days, exact readings of the differential instruments are impossible. The value of the magnetic observations at Toronto Observatory, while slightly impaired by the erection of the neighbouring building and by electric circuits is not, I consider, very seriously diminished. Since November last we have charted the magnetic daily, mean absolute values on millimetre paper and thus have continuous curves which with daily observations of the sun spots made with the six-inch equatorial, will I hope, be valuable data for the investigation into the cosmical relations manifested in the simultaneous disturbances of the sun and the terrestrial magnetic field.

Since November, the value of the magnetic elements have each day been sent to Washington, where they are used with those of other magnetic observatories, in an investigation into the relationship between meteorological and magnetical phenomena.

The most important magnetic disturbances were recorded on the 2nd, 17th and 20th of July, the range of declination on the latter date being $1^{\circ} 49' 4''$. August 20th an unusually heavy disturbance, the range being over $3^{\circ} 48'$ in a short time. September 14th and 19th, November 13th, December 15th, February 9th, 15th and 16th, April 11th and May 29th.

TIME SERVICE.

During the year ending June 30th, 1895, observations of stars in the meridian for time on 99 days were taken at the Toronto Observatory, in which 484 stars have been observed. The positions of the stars as given in the "Berliner Jahrbuch" have as formerly been used in the reductions. Two solar transits have also been taken for time during intervals of cloudy nights.

Determinations of the collimation error of the transit instrument have frequently been made, chiefly by micrometrical measurements on the cross wires in the collimating telescope.

Preparations were made to observe the transit of Mercury across the disc of the sun on the 10th of November, but owing to cloudiness and other causes the contacts could not be observed. A meridian transit of Mercury on the face of the sun was observed across the wires of the transit instrument on the 10th, and also near its eastern and western elongations, these observations were taken to test the accuracy of its tabulated positions as given in the almanac.

Regular sun spot observations were commenced on March 29th, 1895. The sun was seen through the six-inch equatorial telescope, using a magnifying power of about 50, being projected upon paper forming an image four inches in diameter, the spots are then sketched in and located by means of two lines drawn through one of the spots across the surface of the sun by the slow motion screws in declination and R. A., the driving clock meanwhile keeping the telescope steadily following the sun. Observations on 66 days have been made during the period extending from March 29th to June 30th, inclusive. These observations have been taken as soon after 10 a.m. as the state of the sky permits.

The exchange of time between the observatories at Montreal, Quebec, St. John and the Toronto Observatory have taken place as usual, the comparisons being registered on the chronograph. The errors of the clock at Toronto, and the different timepieces used by the observers, being computed from the latest observations.

The time has also been given regularly on time exchange days to Halifax.

The examination of the clock and chronometer comparisons and observations sent in from the observatories at Quebec and St. John has been performed.

The following table shows the difference between the time by "Standard Observer" and that given at the various exchanges. The sign + indicates that the time as sent from the various observatories is faster than that by the "Standard Observer."

		Toronto.	Montreal.	Quebec.	St. John.
1894.		Seconds.	Seconds.	Seconds.	Seconds.
July	5.....				-2.29
do	18.....	+0.14	-0.14	-0.72	-0.85
do	31.....	-0.06	+0.06	+0.89	-0.75
Aug.	17.....	-0.13	-0.13	-1.32	-0.85
do	31.....	+0.12	-0.12	+1.00	+0.78
Sept.	14.....	+0.03	-0.03	+0.24	-1.24
Oct.	1.....			-0.78	-0.56
do	18.....			-0.88	-0.84
Nov.	8.....	+0.07	-0.07	+0.43	
do	23.....	0.00	0.00	+0.22	+1.32
Dec.	14.....	+0.24	-0.24	+4.07	-0.10
do	31.....	+0.32	-0.32	-1.55	-0.66
1895.					
Jan.	15.....	+0.39	-0.39	-1.20	-0.09
do	31.....	+0.34	-0.34	+9.40	-0.23
Feb.	13.....	+0.36	-0.36	-2.39	+0.98
do	26.....	+0.36	-0.36	+0.58	-0.08
Mar.	12.....	+0.49	-0.49	-0.03	-0.63
April	2.....	+0.44	-0.44	+0.76	-0.18
do	18.....			+0.30	-1.40
May	2.....	+0.51	-0.51	+0.38	-1.13
do	16.....	+0.25	-0.25	+2.47	-1.95
June	10.....	+0.13	-0.13	-3.95	
do	11.....				+0.52
do	25.....	+0.30	-0.30	-0.03	+0.05

Marine and Fisheries—Marine Branch.

APPENDIX B.

QUEBEC OBSERVATORY,

QUEBEC, QUE., 1st August, 1895.

The Director,
Meteorological Service,
Toronto.

SIR,—I have the honour to transmit my annual report for the fiscal year ending 30th June, 1895.

The meteorological observations have been regularly taken daily at the observatory, with the exception of the 6-hourly temperatures, which have been continued on the citadel as formerly.

The correct time has been daily given to the city by means of the noon gun, and to the shipping during the navigation season, by means of the ball at 1 p.m., local time.

Certain changes have been made in connection with the time service. The old time ball has been replaced by a new one, and the old cushion upon which the ball falls, by a compressed air cushion; and since the 25th of August last the ball has been dropped directly from the observatory by means of an electrical attachment thus preventing errors which may have occurred formerly. There has, however, been some failures of the ball owing to the breaking of the chain which has now been replaced by a stronger one. The whole is now in perfect order.

The electrical attachment is also used to give the noonday gun signals, by means of a semaphore which is placed on the time ball mast.

Certain repairs have been made to the shutters of the transit room at the observatory, and also to the roof of the equatorial tower in order to preserve the instrument from the inclemency of the weather.

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

ARTHUR SMITH.
Director.

APPENDIX C.

ST. JOHN OBSERVATORY,

ST. JOHN, N.B., 1st August, 1895.

R. F. STUPART, Esq.,
Director, Meteorological Service,
Toronto.

SIR,—I have the honour of presenting my annual report on the St. John Observatory for the year ending 30th June, 1895.

In connection with the time service, observations for the correction of clock errors and rates were frequently made with the old transit instrument referred to in my last report and were not as satisfactory as I should desire.

The new transit instrument arrived in May last from Messrs. Troughton and Simms, London, but owing to some necessary alterations to transit pier it was not mounted until the latter part of June. The instrument has an object glass of two and a half inches diameter and about thirty inches focal length, two setting circles divided on silver attached to the telescope, clamp and slow motion screws, micrometer, striding level with cross level, two ordinary and one rectangular eye-piece, lamps, &c., mounted on cast iron stand to be bolted to stone pier. The instrument is well finished and will no doubt prove most accurate and reliable.

The time ball as formerly reported has been dropped every week day at the instant of 1 p.m. local time at the observatory.

The chief station routine of meteorological observations have been continued as heretofore reported.

Since February last I have been receiving a daily weather bulletin by wire from Toronto, which contains a synopsis of the weather throughout the continent, the morning probabilities as well as the 8 a.m. weather report from stations covering the coast from Chatham to Boston. These bulletins are posted, distributed and published by the daily newspapers. In addition to this bulletin the daily newspapers publish our local weather report. The bulletins are very much appreciated and there is a growing and increasing demand from the public for information regarding the weather.

I trust that you will soon be able to arrange for the publication of a daily weather map in the Maritime Provinces. Such a map would be of great value to the shipping interest and others and would very much increase the usefulness of this service in eastern Canada.

I have the honour to be, sir,

Your obedient servant,

D. L. HUTCHISON,

Director.

APPENDIX D.

MCGILL COLLEGE OBSERVATORY.

MONTREAL, 14th January, 1896.

The Honourable

The Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honour to present my report on the McGill College Observatory, Montreal, for the year ending 31st. December, 1895.

The usual meteorological observations have been made during the year, and the results published in the *Montreal Gazette* and the *Canadian Record of Science*. The reduction of the bi-hourly series of temperature for the ten years, 1885-1894, has been completed and the average daily curves for each month plotted. It may be interesting to note that the curves exhibit a defect of temperature in the afternoon, due most probably to the position of the observatory, on the eastern slope of Mount Royal. A synopsis of the results of the year and the bi-hourly means referred to, are presented herewith.

Determinations of clock errors were made on 129 nights by the observation of 747 stars. The noon-time ball has been regularly dropped at mean noon of the fifth hourly meridian during the period of navigation. The Observatory time signals have also been distributed as in former years throughout the city and country. There have been exchanges of clock signals with the Toronto Observatory on twenty days, on which the average difference of the time of the two observatories was found to be 0.33 second and the greatest difference 0.76 second.

I have the honour to be, sir,

Yours very truly,

C. H. McLEOD, *Director.*

Marine and Fisheries—Marine Branch.

APPENDIX No. 5.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION.

OTTAWA, October, 1895.

Hon. JOHN COSTIGAN,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report of the proceedings of the Board of Steamboat Inspection, for the year ending 30th June, 1895.

The report contains the total number of steamboats in the Dominion known to the inspectors; form No. 1, showing the steamboats which were inspected, and form No. 2, the steamboats not inspected; form No. 4, shows the number of steamboats added to the Dominion, and form No. 5, the number of steamboats lost, broken up or otherwise put out of service.

In addition to the number of steamboats inspected at the port of Montreal, there has also been inspected by the steamboat inspectors of that port, the ships tackle and hoisting gear of 185 vessels. Twelve of the vessels were found in bad condition and were repaired; three others were bad and condemned.

Tables A, B and C show the total number of steamboats in the Dominion and their gross tonnage; the amount of dues and fees collected, and the number of steamboats added to the Dominion, with their gross and registered tonnage.

A.—NUMBER of Steam Vessels inspected and not inspected, reported by the Inspectors of Steamboats in the Dominion and their gross tonnage, during the year ending 30th June, 1895.

DIVISION.	Number of Vessels.	Gross Tonnage.
West Ontario, Huron and Superior	343	73,283 00
Kingston	153	22,075 56
Montreal	152	19,468 07
Quebec	156	41,691 00
Nova Scotia	123	28,683 80
New Brunswick and Prince Edward Island	129	19,125 23
British Columbia	134	20,843 83
Manitoba, Keewatin and North-west Territories.....	88	6,889 74
Total	1,273	232,060 23

B.—DUES and Fees collected on account of Steamboat Inspection during the year ending 30th June, 1895.

DIVISION.	Amount.
	\$ cts.
West Ontario, Huron and Superior	7,189 82
Kingston	2,572 65
Montreal	2,356 11
Quebec	4,066 96
Nova Scotia	2,743 64
New Brunswick and Prince Edward Island	1,939 26
British Columbia	2,119 60
Manitoba, Keewatin and North-west Territories	703 52
Inspecting tow barges	80 00
Engineers' certificates	859 00
Total	24,630 56

C.—NUMBER of Steam Vessels added to the Dominion during the year ending 30th June, 1895.

DIVISION.	Number of Vessels.	Gross Tonnage.	Register Tonnage.
West Ontario, Huron and Superior	8	2,658 00	1,772 00
Kingston	8	1,660 79	935 67
Montreal	4	702 43	270 10
Quebec	4	109 76	76 69
Nova Scotia	8	1,331 55	728 00
New Brunswick and Prince Edward Island	9	3,852 42	2,625 19
British Columbia	9	1,707 91	1,099 33
Manitoba, Keewatin and North-west Territories	10	455 05	324 18
Total	69	12,477 91	7,831 16

BOARD MEETINGS.

A meeting of a quorum of the Board of Steamboat Inspection was held at Kingston from 12th to 25th July inclusive, being composed of Inspectors John Dodds, of Toronto, Joseph Samson, of Quebec, with the chairman, E. Adams. The meeting was held for the purpose of examining candidates for the position of steamboat inspectors.

Two candidates who applied for engineers' certificates, were also examined and passed during the sitting of the board.

August 9th, 1894.—A quorum of the board met at Montreal from the 9th to 17th inclusive, composed of Inspectors Joseph Samson, Quebec; Wm. Laurie, Montreal, and E. Adams, chairman, for the purpose of examining Thos. P. Thompson of Sorel, for the position of steamboat inspector. Mr. Thompson passed his examination satisfactorily. Three applicants for engineers' certificates also passed.

October 2nd, 1894.—A quorum of the Board met at Halifax from the 2nd to 10th inclusive, the members present were Inspectors W. L. Waring, St. John, N.B.; D. Stevens, Halifax, N.S., and E. Adams, chairman. The meeting was held for the purpose of examining candidates for the position of steamboat inspector.

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February 14th, 1895.—The board, again composed of the former members convened at Halifax from the 14th to 26th inclusive. It being for the purpose of examining candidates for the position of steamboat inspector. Mr. Esdaile satisfactorily passed the examination.

INSPECTORS APPOINTED.

During the year the personnel of the staff has undergone changes.

On the retirement from the service of the late chairman June 30th, 1894, I had the honour of being promoted to that responsible position, assuming the duties of the office July 1st, 1895. This caused a boiler and machinery inspector vacancy on the board of Steamboat Inspection for eastern Ontario division.

To fill this vacancy, Mr. Thos. P. Thompson of Sorel, P.Q., who passed a satisfactory examination at Montreal, 17th August, 1894, was appointed to the position of boiler and machinery inspector for steamboats, to reside at Kingston, by Order in Council of 29th August, 1894, at a salary of \$1,000 per annum.

Mr. Thompson assumed the duties of the office 18th September, 1894.

On account of the death of the late Capt. Thomas Harbottle of Toronto, on October 12th, 1894, the office of hull inspector at that port was rendered vacant, and an appointment was necessary to fill the vacancy.

The candidates who offered for the position were examined at Toronto, December 20th, 1894, by a board of examiners especially appointed for that purpose under the Act 49 Vic., chap. 78, sec. 7.

Mr. Wm. Evans of Deseronto, being reported as having passed the most satisfactory examination, was appointed an inspector of hulls and equipment of steamboats, to reside at Toronto, with a salary of \$1,000 per annum, by Order in Council, 31st January, 1895. Mr. Evans assumed the duties of the office on 25th February, 1895.

Owing to the appointment of Mr. D. Stevens at Halifax, N.S., to be employed for the special supervision of government steamboat work, Mr. J. P. Esdaile of Charlottetown, P.E.I., who passed a satisfactory examination at Halifax, 26th February, 1895, was appointed to the position of boiler and machinery inspector of steamboats, to reside at Halifax, with a salary of \$1,000 per annum, by Order in Council, 29th June, 1895. Mr. Esdaile assumed the office duties at Halifax on 15th July, 1895.

CASUALTIES.

West Ontario and Huron Division.

August 20th, 1894.—Str. "Lake Michigan," of Hamilton, while en route from Montreal to Port Arthur, when about thirty miles west of Sault Ste. Marie, broke her crank shaft close to the after bearing. The steamer returned to Sault Ste. Marie, and new shaft was procured.

September 9th, 1894.—Str. "Atlantic," of Collingwood, when returning to Collingwood from Sault Ste. Marie, and near Lion's Head, Georgian Bay, broke her crank pin. This caused the breaking of the entablature between the high and low pressure cylinders, and the bed plate of engine. The low pressure cylinder and crosshead were also cracked.

The steamer was towed to Collingwood where the necessary repairs were made.

September 13th, 1894.—Str. "Enterprise," of St. Catharines, on a voyage from Fort William to Kingston, ran ashore on North Point reef near Alpena, Mich. The steamer was abandoned by the owners.

June 7th, 1895.—Str. "St. Magnus," of Hamilton, while loading at the dock at Cleveland, Ohio, capsized.

East Ontario Division.

October 19th, 1894.—While Str. "North King" was lying at the dock a flaw was discovered in the starboard shaft by the engineer, she proceeded to Kingston

under check for repairs. On examination the port shaft showed a similar defect, and both were replaced by new ones.

March 12th, 1895.—Str. "Rideau Belle," while lying in winter quarters at Sand Lake, caught fire and was totally destroyed.

May 9th, 1895.—Str. "Jack," of Kingston, while proceeding up the Welland Canal collided with the lock gates, breaking her stem and some frames on port side; she was repaired and proceeded on her voyage.

On May 30th, 1895, same vessel while proceeding down Lake Huron, collided with str. "Norman," of Cleveland, sinking the latter steamer, whereby three of her crew were lost. The str. "Jack" having a cargo of timber did not sink and was towed to a port of safety. She is now being repaired.

Montreal Division.

September 13th, 1894.—Str. "Laurier," of Montreal, while lying at the dock in Montreal caught fire and was partially burnt; cause unknown; amount of damage, \$200.

June 14th, 1895.—Str. "G. H. Perley," of Ottawa, while towing on Chat Lake took fire and was a total loss; cause of fire supposed to be a torch lamp igniting a barrel of coal oil which caused the flames to spread so rapidly that it was with the greatest difficulty the crew made their escape; amount of damage valued at \$20,000.

Quebec Division.

October 10th, 1894.—The tug "C. S. Parnell" while moored at the wharf at Quebec was run into by the ferry steamer "Pilot" and sunk, no person being on board, and was reported as not having had up her lights.

March 16th, 1895.—Ss. "Greetlands," on a voyage from New York to Cardenas, broke her shaft nine inches inside the sleeve and lost her propeller, made Jacksonville under sail, when a new shaft and propeller were fitted.

June 8th, 1895.—Str. "Como," on a voyage to Gentilly, got aground on a rock, filled with water and sank, was again floated with the aid of bateaus and repaired.

Nova Scotia Division.

No accident of any importance occurred in this division.

New Brunswick and Prince Edward Island Division.

On the morning of August 20th, 1894, the tug "Maggie" when on a voyage from St. John to Alma, Albert Co., New Brunswick, went ashore in a dense fog. Four of the crew were drowned.

British Columbia Division.

July 4th, 1894.—The boiler of the str. "Queen," of New Westminster, when en route up the North Thompson River exploded, wrecking the vessel and causing the death of the fireman. From the investigation held, there was grave reason to suspect the cause of explosion was due to tampering with the steam gauge and safety valves.

On account of the total destruction and disappearance of boiler and mountings it was impossible to verify the suspicion, and it is to be regretted that any person guilty of committing such a reckless deed, "if such was done," should go unpunished.

August 2nd, 1894.—Str. "Saturna" caught fire in False Creek, Vancouver, destroyed the deck and partially destroyed the hull; was afterwards repaired and inspected, October 10th. Cause unknown.

Marine and Fisheries—Marine Branch.

September 27th, 1894.—Str. "Swan" was run into and damaged by str. "May Queen," this was caused by the master of "May Queen" after giving the signals, placing his helm to the wrong side. The planks, frames and beams were broken, but were repaired satisfactorily.

October 8th, 1894.—Str. "Mischief," on a voyage from Alaska encountered a severe gale, received damage to the extent of springing her mast at main deck, also her planking, thereby starting to leak, and was with difficulty brought to Victoria where she was repaired.

January 15th, 1895.—Str. "Clara Young," on a voyage to Skeena River stranded near Metlah-Cathla, damaging several planks on starboard side and breaking the frames, also losing propeller wheel. She was brought to Victoria and repaired, 13th March.

March 22nd, 1895.—Str. "Velos," on a voyage to Haddington Island with barge "Pilot" in tow, was driven ashore on Trial Island during a severe gale. She was broken up and became a total wreck, causing the loss of five lives.

April 19th, 1895.—While str. "Comet" was on a trip from Lagging Camp, Thurlow Island, to Vancouver the propeller wheel collided with floating logs, thereby breaking wheel, outer bearing and bending shaft, the vessel was taken to Vancouver for repairs.

May 12th, 1895.—Str. "Mogul" while towing a vessel struck her a glancing blow and started the stem of steamer; to save steamer from sinking the master beached her. A strong gale sprang up same evening, the seas pounded the vessel on the rocks when she became a total wreck.

June 17th, 1895.—Str. "Belle," at Woodwoods Slough, Fraser River, struck a snag with propeller wheel, breaking the shaft close up to stern bearing and losing it. She was towed to Westminster where a new shaft and wheel were fitted.

Steamers "Coquithan," "Vancouver" and "Joan," met with slight accidents of minor importance.

Manitoba, Keewatin and North-west Territories.

August 19th, 1894.—Str. "Monarch" ran aground in the Sault Rapids, Rainy River, was floated with little damage.

Same steamer on the 5th June, 1895, while running the same rapids swung around and got on the rocks, smashing the planking of the hull, was released on 1st August, put on the marine railway and repaired.

June 11th, 1895.—The steamers "Enda Brydges" and "Algoma," collided in the narrows on the Lake of the Woods, escaping with very trifling damage being done.

PROSECUTIONS FOR VIOLATION OF THE STEAMBOAT INSPECTION ACT.

Proceedings ordered and results in each case.

July 6th, 1894.—Tug "Squaw." Mr. J. B. Smith, the owner, was charged with running said steamer during the twelve months previous, having had a man employed as captain and in charge not having the necessary certificate as required by law.

The case was tried by J. A. Champagne, recorder of Hull, when he was convicted and fined \$100 and costs. The fine was paid, with costs to the amount of \$20.

Again, on September 9th, the following charges were made: 1st. That Mr. Smith, during the months of June, July and August, plied his steamer without a certificated master; 2nd. That he neglected to have his boat inspected; 3rd. That he ran his boat without having such inspection made.

The cases were tried before the Recorder of Hull, and on all three charges the owner was convicted and fined, with costs, on 1st charge, \$100; 2nd, \$400; 3rd, \$50.

The Honourable Minister of Justice, on hearing the explanation made by defendant and also an explanation from the magistrate who inflicted the fines, considered under the circumstances, in lieu of the fines a charge of what might cover the costs be collected, viz., \$145, which was paid to the department, 12th June, 1895.

July 9th, 1894.—Ss. "Garden City," of Toronto, violated the law by carrying a greater number of passengers than that allowed by her certificate. Proceedings were ordered to be taken against the owners. The case was tried at Toronto, July 18th, and a conviction obtained for a penalty of \$100, which was paid by Bank of Montreal cheque, 31st July, 1894.

July 31st, 1894.—Ss. "Macassa," of Hamilton, violated the law by carrying a greater number of passengers than that allowed by her certificate. Proceedings were taken and the case was tried in the police court at Toronto on the 8th of August. The defendants pleaded for an adjournment for three weeks, and an adjournment of two days was granted. A conviction was obtained and a fine of \$250 and costs imposed against the captain, which was paid 25th September, 1894.

August 3rd, 1894.—Tug "Eileen," of Ottawa. Proceedings were ordered to be taken against the owner for violation of the Steamboat Inspection Act. The case was brought before Judge O'Brien at Casselman, 14th September, 1894, when the defendant confessed judgment, was fined \$50 and \$5 costs, which was paid to the department by cheque, September 20th, 1894.

August 8th, 1894.—Str. "Emulator," of Toronto. For violation of the steamboat inspection law, proceedings were ordered to be taken against the owner, who admitted having carried passengers without having had a certificate to do so. In view of the circumstances laid before the Honourable Minister of Marine and Fisheries, he was pleased to direct that the proceedings might be stayed on Mr. Walton, the owner, paying the minimum penalty, \$50, and the amount of costs incurred, which was paid by post office order, 12th October, 1894.

August 13th, 1894.—Str. "Shamrock." Proceedings were taken and information laid against the president of the Toronto Ferry Company for carrying more passengers than allowed by their certificate.

The case was adjourned from time to time, when finally, on September 7th, the defendant was convicted and a fine of \$50 imposed, which was paid by cheque, 25th September, 1894.

August 27th, 1894.—Str. "Mazeppa," of Toronto, violated the law by running beyond the limits permitted by her certificate with passengers. Proceedings were instituted against the master, Thos. Lundy, jr., before the police magistrate at Hamilton. The defendant pleading guilty, a penalty of \$50 and costs were inflicted, which was paid by the Hamilton Steamboat Company, 6th November, 1894.

August 30th, 1894.—Str. "Acacia," of Hamilton—proceedings were ordered to be taken against the owners for running in violation of the law. The case came before the police magistrate at Hamilton, 12th September, 1894. The owners pleaded guilty to the charge of going beyond the limits of the waters for which they held a certificate. The magistrate imposed a penalty of \$50 and costs, which was paid by cheque, 24th October, 1894.

September 4th, 1894.—Str. "Adie Alice," of St. Catharines—proceedings were taken against the owner, Wm. Julian, charging him with carrying on two different occasions more passengers than those allowed by her certificate. Upon the first charge the defendant was acquitted, on the second he was convicted and a fine of \$50 and costs imposed.

From this the defendant has appealed and the case is to be tried at a sitting of the Court of General Sessions.

September 21st, 1894.—Tug "Commodore," of Charlottetown, P.E.I.,—proceedings were taken against the owner before the stipendiary magistrate of that place, for carrying passengers without the necessary certificate authorizing such. Also for having a master in charge not holding a certificate as required by law.

The defendant in each case was fined \$50 and costs, to be paid in ten days, in default of such to be imprisoned for one month. The fine has not yet been paid, defendant having left the country.

Marine and Fisheries—Marine Branch.

September 24th, 1894.—Ss. "Greetlands"—proceedings were taken against Messrs. Ross & Co., owners, for running the steamer without a certificate of inspection and a fine of \$400 was imposed. The case was carried to appeal, which was heard on the 6th May, 1895, and the previous judgment was confirmed. The amount of fine was deposited to the credit of the Receiver General, 31st May, 1895.

September 29th, 1894.—Str. "Bonita"—proceedings were ordered to be taken against her for violation of the law, in not having a certificated master and having no small boat as required by law. The complaint against the defendant for not having a small boat was heard at L'Original on the 18th October, 1894, when a fine of \$50 and costs was inflicted, which was paid by draft of December 4th, 1894.

On payment of the fine, the department did not consider it necessary to press the other charge.

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

EDWARD ADAMS,
Chairman Board of Steamboat Inspection.

APPENDIX No. 6.

LIVE STOCK SHIPMENTS.

Record of Live Stock shipped from Port of Halifax, N.S. from 1st January to 1st December, 1895.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.			HORSES.		SWINE.		Hay for Feed. Lbs.	Grain for Feed. Lbs.	Number Men.
				Shipped.	Lost.	Fat.	Stockers.	Total.	Lost.	Fees collected. \$ cts.	Shipped.	Lost.			
1	1895.														
2	Feb. 9.	Oregon.	Liverpool			181		181		5 43					7
3	do 16.	Mongolian.	do			30		30		0 90					2
4	Mar. 2.	Laurentian.	do			152		152		4 56					6
5	do 16.	Numidian.	do			300		300		9 00					10
6	do 30.	Mongolian.	do			322		322		9 66					10
7	April 11.	Brazilian.	do			445		445	2	13 35			118,825	37,800	19
8	do 27.	Bordeaux.	London.			600		600		18 00			136,000	42,000	24
9	Nov. 2.	Numidian.	Liverpool			329		329	1	9 87			56,000	19,040	13
		Halifax City.	London												
						2,359		2,359	3	70 77					91

RECORD of Live Stock shipped from Port of Montreal during month of May, 1895.

1	May 3.	Mariposa	Liverpool			185		185		5 55			53,440	20,000	10
2	do 5.	Pomeranian.	Glasgow	146		400		400		13 46		219	103,460	35,620	17
3	do 8.	Baltimore	Liverpool	53		691		691		21 26		16	167,360	61,924	29
4	May 8.	Aleides	Glasgow	700		346		346		17 38		112	105,590	42,790	16
5	do 11.	Dominion.	Bristol.			431		431		12 93			108,510	38,200	17
6	do 10.	Christiana.	London.			370		370		11 10		20	98,940	33,540	15
7	May 10.	Freinona.	do			482		482		14 46		109	135,080	35,170	20
8	do 11.	Laurentian.	do			379		379		11 37		91	119,503	47,618	16
9	do 11.	Parkmore.	Liverpool			645		645		19 35		42	163,980	62,856	27
10	do 11.	State of Georgia.	do	32		630		630		19 22		*59	155,125	59,000	27
11	May 12.	State of Georgia.	Newcastle	347		291		291		12 20		41	97,500	29,250	15

Marine and Fisheries—Marine Branch.

12	do	13.	Crynthiana.	Liverpool	532	532	15 06	582	137,360	44,450
13	do	14.	Sarnstian	Glasgow	400	400	12 00	400	90,350	32,370
14	do	16.	Tritonia.	do	507	507	22 08	507	147,240	55,760
15	do	16.	Memphis.	Bristol.	338	338	10 14	338	83,192	29,220
16	May	17.	British Prince.	Liverpool.	411	411	12 33	411	102,790	34,160
17	do	18.	Montevidean.	London.	420	420	12 60	420	129,525	45,235
18	do	18.	Lake Superior	Liverpool.	601	601	19 59	601	142,985	53,090
19	do	19.	Merrimac	London.	480	480	14 40	480	143,410	43,090
20	May	19.	Hurona.	do	654	654	19 62	654	214,106	66,810
21	do	20.	Buenos Ayrean.	Glasgow	400	400	12 00	400	82,450	32,040
22	May	22.	Scotia.	London.	355	355	12 18	355	100,000	36,000
23	do	22.	Escalona.	Cherbourg	364	364	10 92	364	126,500	27,650
24	do	23.	Concordia	Glasgow	400	400	19 47	400	130,128	50,390
25	May	23	Avlona	Newcastle	300	300	9 00	300	80,940	30,450
26	do	24.	Mexteo	Bristol	320	320	9 60	320	80,580	28,870
27	May	24.	Gerona.	London.	454	454	14 16	454	133,870	47,534
28	do	24.	Messmore	Liverpool	492	492	14 76	492	114,080	45,620
29	May	25	Mongolian	do	609	609	18 27	609	150,000	54,000
30	do	26.	Norwegian	Glasgow	400	400	12 00	400	100,990	36,110
31	do	26.	Lake Winnipeg	Liverpool	540	540	18 64	540	138,120	28,740
32	May	29	Brazilian	London.	494	494	14 82	494	138,590	47,130
33	do	30.	Amarynthia	Glasgow	399	399	19 28	399	118,160	69,450
34	May	30	Montezuma.	London.	473	473	15 09	473	172,900	42,420
35	do	30.	Oregon	Liverpool	414	414	14 82	414	97,900	34,800
36	do	30.	Otolia.	Bristol	280	280	8 40	280	78,000	25,000
36	do	30.	do	do	15,523	15,887	521 11	15,887	4,442,604	1,526,357
37	June	1.	Numidian	Liverpool	14,341	14,341	523 93	14,341	982	
38	do	2.	Lake Ontario.	do	15,336	15,336	306 72	15,336	296	
39	do	2.	Dracon	Newcastle	16,287	16,711	334 22	16,711	511	
40	do	2.	Siberian	Glasgow	397	397	11 91	397	117	
41	do	4.	Warwick.	do	308	308	16 63	308	61	
42	do	5.	Assaya.	London.	260	260	11 20	260	118	
43	do	7.	Baltimore	Liverpool	697	697	20 91	697	18	
44	do	7.	Falmas	Bristol	234	234	9 02	234	10	
45	do	7.	Martposa.	Liverpool	200	200	9 85	200	105	
46	do	7.	Lons.	London.	423	423	14 65	423	75	
47	do	8.	Rosarian	do	375	375	14 57	375	100	
48	do	12.	Lake Huron	Liverpool	393	393	15 71	393	99	
49	do	12.	Pomeranian.	Glasgow	400	400	13 49	400	89	
50	do	13.	Alcides.	do	399	399	18 49	399	59	

*On Labrador.

37	June	1.	Numidian	Liverpool	602	602	18 06	602	27	
38	do	2.	Lake Ontario.	do	410	410	13 70	410	134	
39	do	2.	Dracon	Newcastle	300	300	9 00	300	32	
40	do	2.	Siberian	Glasgow	397	397	11 91	397	117	
41	do	4.	Warwick.	do	308	308	16 63	308	61	
42	do	5.	Assaya.	London.	260	260	11 20	260	118	
43	do	7.	Baltimore	Liverpool	697	697	20 91	697	18	
44	do	7.	Falmas	Bristol	234	234	9 02	234	10	
45	do	7.	Martposa.	Liverpool	200	200	9 85	200	105	
46	do	7.	Lons.	London.	423	423	14 65	423	75	
47	do	8.	Rosarian	do	375	375	14 57	375	100	
48	do	12.	Lake Huron	Liverpool	393	393	15 71	393	99	
49	do	12.	Pomeranian.	Glasgow	400	400	13 49	400	89	
50	do	13.	Alcides.	do	399	399	18 49	399	59	

RECORD of Live Stock Shipped from Port of Montreal during 1895—Continued.

Number	Date.	Steamer.	Destination.	SHEEP.		CATTLE.			HORSES.		SWINE.		Hay for Feed.	Grain for Feed.	Number of Men.
				Shipped.	Lost.	Fat.	Stockers.	Total.	Lost.	Fees collected.	Shipped.	Lost.				Lbs.	Lbs.
1895.															
51	June 14	Parkmore	Liverpool	755				674		40					
52	do 14	Dominion	Bristol	845				289							
53	do 15	*Laurentian	Liverpool	206				677		226					
54	do 16	Austrian	London					352		137					
55	do 19	Sarmatian	Glasgow					400		130					
55	do 19	Lake Superior	Liverpool	843				370		117					
57	do 20	Tritonia	Glasgow	1,302				401		33					
58	do 20	Canada	London	237				338		35					
59	do 21	Mennon	Bristol	878				304		95					
60	do 21	Fremona	London	762				267		118					
61	June 23	State of Georgia	Newcastle	437				238		11					
62	do 23	British Empire	London	527				442		18					
63	June 26	Lake Winnipeg	Liverpool	801				460		24					
64	do 26	Buenos Ayrean	Glasgow					400		80					
65	do 27	Montevidean	London					371		11					
66	do 27	Hispoma	do	819				186		103					
67	do 28	Concordia	Glasgow	505				400		26					
68	do 28	Memphis	Bristol	467				343		14					
69	do 28	Hurona	London	928				427		35					
70	do 29	Mongolian	Liverpool	253				585		35					
71	do 30	Avlona	Newcastle	180				170		6					
72	do 30	Nessmore	Liverpool					451		55					
Reported May 31st, 1895				14,270	13	13,943		13,943		2,443			3,999,452	1,464,421	624
Total to June 30th, 1895				4,450	13	15,523	364	15,887	13	1,997	128		4,442,604	1,526,357	669
Total to June 30th, 1895				18,720		29,466	364	29,830		4,440	128		8,442,056	2,990,778	1,293
Same period, 1894				16,055		23,090		20,090	19	1,033	3				
do 1893				218		33,374	15	33,389	34	572	3				

* Horses on "Labrador" for Liverpool.

Marine and Fisheries—Marine Branch.

73	July	2..	Norwegian				1	12 00'	112	0						
74	do	3..	Lake Ontario				406	15 00'	96	0						
75	do	3..	Grecian				451	17 64	82	0						
76	do	4..	Grecian				316	14 93	82	0						
77	do	4..	Sanaynthia				400	15 10	88	0						
78	do	4..	Mexico				210	21 58	71	0						
79	do	5..	Gerona				230	34 40	36	1						
80	do	5..	Merrimac				523	31 40	36	1						
81	do	6..	Numidean				334	10 02	70	0						
82	do	7..	Baltimore				605	26 60	62	0						
83	do	7..	Siberian				400	12 00	62	0						
84	do	10..	Brazilian				341	16 64	22	0						
85	do	11..	Warwick				400	13 58	42	0						
86	do	11..	Scottia				332	12 84	37	0						
87	do	11..	Merrimac				522	34 36	70	0						
88	do	11..	Etolia				291	11 95								
89	do	12..	Dracona				300	9 00	83	0						
90	do	13..	Montezuma				561	19 61	90	0						
91	do	13..	Mariposa				98	11 15	70	0						
92	do	16..	Escatona				196	10 66	25	0						
93	do	16..	Parkmore				720	30 39								
94	do	17..	Pomeranian				251	7 53	146	1						
95	do	17..	Lake Huron				312	24 13	94	0						
96	do	18..	Rosarian				312	18 90	70	0						
97	do	18..	Arcides				251	8 60	41	1						
98	do	18..	Dominion				251	14 06								
99	do	19..	Iona				475	22 62	89	0						
100	do	20..	Laurentian				676	29 28	27	0						
101	do	21..	British Queen				456	23 36	126							
102	do	21..	Assaya				446	21 56	60							
103	do	23..	Sarmatian				400	12 00	42							
104	do	24..	Lake Superior				488	26 06	12							
105	do	25..	Tritonia				400	16 61	66							
106	do	25..	Christiana				339	15 00	41							
107	do	25..	Austrian				415	16 99	36							
108	do	26..	Mennon				373	13 59	76							
109	do	30..	Buenos Ayrean				400	12 00	17							
110	do	31..	Lake Winnipeg				493	23 62	56							
			do				237	24 26								
			Total for July				14,797	685 63	2,202							
			Previously reported				29,830	1,082 10	4,440	25						
			Total to date				44,627	1,767 73	6,642							
			Same date, 1894				42,941									
			do 1893				45,753									
			Taken ashore													
			Wrecked off Belle Isle													
			total loss													
			Live stock reshipped from stock yards													
			Laurentian to Liverpool in June													
			Shipped by SS. Laurentian to Liverpool in June													
			Live stock reshipped from stock yards													

*Horses on the Labrador for Liverpool. †Shipped by SS. Laurentian to Liverpool in June. ‡Wrecked off Belle Isle, total loss. §Went ashore opposite Longueuil. Live stock sent back to stock yards, and reshipped on 11th. ¶Live stock reshipped from stock yards.

Marine and Fisheries—Marine Branch.

144	do	28	Sarmatian.....	Glasgow.....	289	301	11 92	60	.....	.....	.....	.....
145	do	28	Lake Superior.....	Liverpool.....	715	495	22 00	44	.....	.....	.....	.....
146	do	28	Austrian.....	London.....	994	328	19 78	61	.....	.....	.....	.....
147	do	29	Tritonia.....	Glasgow.....	718	367	18 19	35	.....	.....	.....	.....
148	do	29	Mennon.....	Bristol.....	1,516	248	23 60	.....	.....	.....	.....	.....
149	do	30	Iona.....	London.....	1,897	190	24 67	150	.....	.....	.....	.....
150	do	31	Anglioman.....	Liverpool.....	1,068	814	36 30	20	.....	.....	.....	.....
		Reported July 31st, 1885.....		.....	23,449	15,580	762 16	1,639	.....	4,799,466	1,501,010	762
		Total August 31st, 1885.....		.....	42,892	44,627	84 1,767 73	6,642	31	128	4,463,738	1,986
		Same period, 1894.....		.....	60,977	55,332	39 2,270 41	3,174	.....	.....	.....	.....
		do 1893.....		.....	712	60,835	48 1,593 05	1,123	.....	.....	.....	.....
		do 1892.....		.....	15,703	74,612	166 1,492 24	1,323	.....	.....	.....	.....

* Per Labrador.

151	Sept. 1	Nessmore.....	do	.....	.....	.....	.....	.....	.....	.....	.....	.....
152	do 3	Buenos Ayrean.....	Glasgow.....	.....	417	547	16 41	22	0	.....	.....	.....
153	do 4	Lake Winnipeg.....	Liverpool.....	345	575	575	15 00	.....	.....	.....	.....	.....
154	.....	Montevidean.....	London.....	619	368	368	17 23	44	.....	.....	.....	.....
155	.....	Scotia.....	do	426	360	360	15 06	.....	.....	.....	.....	.....
156	.....	Assaye.....	do	649	477	477	20 80	61	.....	.....	.....	.....
157	Sept. 5	Concordia.....	Glasgow.....	671	409	409	18 98	37	.....	.....	.....	.....
158	.....	Memphis.....	Bristol.....	1,649	274	319	26 06	.....	.....	.....	.....	.....
157	Sept. 7	Mongolian.....	Liverpool.....	710	567	567	24 11	19	.....	.....	.....	.....
160	do 8	Cynthiana.....	Glasgow.....	745	483	483	21 04	2	.....	.....	.....	.....
161	do 10	Norwegian.....	do	.....	304	304	9 12	34	.....	.....	.....	.....
162	do 11	Grecian.....	London.....	1,623	341	341	26 46	63	.....	.....	.....	.....
163	.....	Lake Ontario.....	Liverpool.....	306	362	362	13 92	65	.....	.....	.....	.....
164	.....	Merrimac.....	London.....	2,269	660	660	42 49	54	.....	.....	.....	.....
165	Sept. 12	Amarynthia.....	Glasgow.....	613	394	394	17 95	4	.....	.....	.....	.....
166	.....	Lycea.....	Bristol.....	1,098	89	305	20 13	.....	.....	.....	.....	.....
167	Sept. 13	Hurona.....	London.....	1,992	207	207	26 13	118	.....	.....	.....	.....
168	do 15	Parkmore.....	Liverpool.....	1,036	712	712	31 72	.....	.....	.....	.....	.....
169	.....	Numidian.....	do	462	606	625	23 40	.....	.....	.....	.....	.....
170	.....	Scotsman.....	do	2,080	995	1,050	52 30	47	0	.....	.....	.....
171	Sept. 17	Siberian.....	Glasgow.....	669	381	387	18 30	50	.....	.....	.....	.....
172	do 18	Christiana.....	London.....	1,752	41	41	18 75	34	.....	.....	.....	.....
173	.....	Brazillian.....	do	1,619	232	232	23 15	99	.....	.....	.....	.....
174	.....	Briti h Queen.....	do	2,760	180	180	33 00	.....	.....	.....	.....	.....
175	Sept. 18	Roman.....	Liverpool.....	1,203	486	621	30 66	40	.....	.....	.....	.....
176	do 19	Warwick.....	Glasgow.....	275	413	413	15 14	.....	.....	.....	.....	.....
177	do 20	Etolea.....	Bristol.....	1,030	185	277	18 61	.....	.....	.....	.....	.....
178	do 21	Mariposa.....	Liverpool.....	2,465	20	20	25 25	21	.....	.....	.....	.....

RECORD of Live Stock shipped from Port of Montreal during 1895—Continued.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.			HORSES.		SWINE.		Hay for feed.	Grain for feed.	Number of Men.
				Shipped.	Lost.	Fat.	Stockers.	Total.	Lost.	Shipped.	Lost.	Shipped.				Lost.
	1895.														
179	Sept. 22	Lake Huron.....	Liverpool	1,093		484		484	25 45						
180	do 22	Durham City.....	do	271		271		271	8 13						
181	do 25	Pomeranian.....	Glasgow	1,407		430		430	26 97	53					
182	do 25	Norseman.....	Liverpool	1,727		602		602	35 33	7					
183	do 25	Gerona.....	Cherbourg			127	451	578	17 34	202					
184	do 26	Rosaria.....	London	1,335		124		124	17 07	205					
185	do 26	Aleides.....	Glasgow	505		398		398	16 99	44					
186	do 26	Dominion.....	Bristol	1,659		305		305	25 74	12					
187	do 28	Canada.....	London	1,647		230		230	23 37	*206					
188	do 28	Laurentian.....	Liverpool	1,385		500		500	28 85	8					
		Shipped in September		39,824		14,509	1,150	15,659	868 01	1,551					781
		Previously reported		72,341	289	59,111	1,105	60,216	94 2,529 89	8,281	36	128			2,748
		Total to date		112,165		73,620	2,255	75,875	3,397 90	9,832		128			3,529
193		Same date, 1894		90,703	678			69,880	3,004 11	3,988					
191		do 1893		905				70,541	115 1,886 13	1,310					
214		do 1892		15,917				86,877	171 1,737 54	1,505					

*On Labrador. 1161 more sent to Quebec to go on board there, on account of low water.

189	Oct. 1	Sarmatian.....	Glasgow	2,248	4	400		400	34 48	18	0				24
190	do 2	Lake Superior.....	Liverpool	1,227	0	471		471	0 26 40	36	0				23
191	do 3	Tritonia.....	Glasgow	2,036	3	404		404	0 32 48	29	0				19
192	do 3	Nessmore.....	Liverpool			520		520	0 15 60						
193	do 3	Austrian.....	London	1,367	6	201		201	0 19 70	66	1				14
194	do 4	Mennon.....	Bristol	1,239	2	196		196	1 18 27	81	0				16
195	do 5	*Angloman.....	Liverpool	2,143	10	404		404	2 33 55						*36
196	do 6	Buenos Ayrean.....	Glasgow	1,735	6	350		350	0 27 85						21
197	do 9	Iona.....	London	2,107	11	90		90	0 23 77	248	0				21

Marine and Fisheries—Marine Branch.

198	do	9.	Lake Winnipeg.	Liverpool	913	0	404		404	0	21 25	291	0						19
199	do	10.	Montazuma	London	3,418		650		650	0	53 08	83	0						48
200	do	10.	Montevideo.	do	2,140	14	211		211	0	27 73	41	0						18
201	do	10.	Concordia.	Glasgow.	338		365		365	3	15 23								17
202	do	11.	Memphis.	Bristol	3,225	58	216		216	1	38 73								22
203	do	12.	Mongolian	Liverpool	1,168	8	439		439	0	24 85	33	0						22
204	do	13.	Escalona.	St. Malc.	837		277	277	277	0	8 31	106	0						13
205	do	15.	Amarnythia.	Glasgow	1,786	6	395		395	2	20 22	6	0						19
206	do	15.	Norwegian.	do	385	0	228		228	0	10 69	81	0						12
207	do	16.	Lake Ontario.	Liverpool	969	6	726		726	1	31 47								30
208	do	16.	Parkmore	do	1,610	8	185		185	0	21 63	89	2						14
209	do	16.	(Prcian)	London	2,456	33	101		101	1	27 59								14
210	do	17.	Lycia.	Bristol	1,077	2	527		527	1	26 38	7	0						24
211	do	19.	Nunaidian	Liverpool	1,544		183		183		20 03								16
212	do	19.	Scotia.	London	5,346		760	38	798		77 40	10							54
213	Oct.	19.	Scottsman	Liverpool	2,442		290		290		31 12	75							23
214	do	19.	Assaya.	London	2,652		359		359		37 29	138							25
215	do	22.	Siberian.	Glasgow	1,147		363		363		22 36	111							25
216	do	23.	Lake Huron	Liverpool			313	24	237		10 11	108							19
217	do	23.	Mentmore.	do	414		298		298		13 08								20
218	do	24.	Warwick.	Glasgow	2,002		181		181		25 45								13
219	do	25.	Etolia.	Bristol	2,578		460		460		39 58	75							16
220	do	26.	Merrimac.	London	2,362		175		175		28 87	82							32
221	do	26.	Brazilian.	do	2,228		329		329		32 15	196							17
222	do	27.	Hurona.	do	1,685		403		403		28 04	76							23
223	do	29.	Pomeranian.	Glasgow	463		342		342		14 89	16							22
224	do	31.	Alectides	do	59,087		12,746	330	12,585		988 42	2,064							15
			Total for Oct., 1895		112,165	524	73,620	2,255	75,875	129	3,397 90	9,882	37						778
			Reported 30th Sept., 1895.		171,252		85,866	2,594	88,460		4,366 32	11,896							8,529
			Total to 31st Oct., 1895		119,341	834			79,390	96	3,575 79	5,095							4,307
229			Same date, 1894.		1,781				80,495	141	2,193 51	1,516							
216			do 1895.		15,314				95,192	608	1,903 84	1,628							
243			do 1892.																
			Total to 31st Oct., 1895		1,633				201		22 36	*42							31
225	Nov.	1.	Dominion.	Bristol	1,544				200		21 44	30							17
226	do	3.	Rosarian.	London	527				4189		23 83	23							16
227	do	3.	Avlona.	do	1,816				244		18 56	59							14
228	do	5.	Sarnatian.	Glasgow	1,127				520		15 60	168							25
229	do	6.	Lake Superior	Liverpool	1,643				449		23 90	1							10
230	do	6.	Nessmore	do					491		14 73	35							20
231	do	7.	Tritonia.	Glasgow															25
232	do	8.	Amarnythia.	Liverpool															41

*283 cattle, 687 sheep to go on at Quebec.

Record of Live Stock shipped from Port of Montreal during 1895—Continued.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.			HORSES.		SWINE.		Hay for feed. Lbs.	Grain for feed. Lbs.	Number of Men.
				Shipped.	Lost.	Fat.	Stockers.	Total.	Lost.	Fees Collected. \$ cts.	Shipped.	Lost.			
283	Nov. 8	Christiania	London.	1,974						19 74					8
284	do 9	Gerona	do	2,157				317		31 08					22
285	do 10	Austrian.	do	1,209				150		16 59					11
286	do 11	Hibernian.	Glasgow.	1,310				243		20 39					16
287	do 12	Memnon.	Bristol.	2,674				198		26 74					16
288	do 12	Concordia	Glasgow.	306				379		9 00					9
289	do 14	Lake Winnipeg.	Liverpool	924				940		20 61					19
290	do 15	Scotsman.	do	4,308				283		71 28					55
291	do 15	Fremona	London.	2,067				473		29 16					21
292	do 16	Mongolian.	Liverpool	1,084				258		25 03					24
293	do 16	Norwegian.	Glasgow.	1,576				142		23 50					17
294	do 19	Lake Ontario.	Liverpool	304				20		7 30					7
295	do 20	Memphis.	Bristol	5,672				257		37 32					20
296	do 20	Anarynthia	Glasgow.	1,494				160		22 65					16
297	do 20	Iona.	London.	2,734				177		32 14					18
298	do 21	Montevidean.	do	2,110				124		23 29					13
299	do 21	Lake Huron.	Liverpool	1,165		124		6,512		15 37					11
		November total		39,355		6,512		86,635		588 91			3,486,675	955,922	502
		Previously reported		171,252	839	86,866	2,594	88,460	133	4,366 32	11,896	128	28,158,055	8,999,237	4,307
		Total for 1895.		210,607	839	92,478	2,594	94,972	133	4,955 23	13,203	128	31,594,730	9,955,159	4,809
		Total for 1894		139,780				86,635	473	3,997 53	5,623				
		do 1893		3,743				83,322	141	2,297 94	1,660	137			
		do 1892		15,914				98,731	646	1,984 70	1,739	1,262			

*On Laurentian, that had cattle (562), &c., sheep (1,914), shipped by rail and put on board at Quebec on account of low water. †262 more cattle sent by rail to Quebec. ‡Lost off Scotch coast. §On Vancouver.

Marine and Fisheries—Marine Branch.

There was shipped by rail from here and put on board at Quebec:—

Nov. 3	Laurentian	Liverpool	1,914	562
do 3	Anglo-man.	do	3,137	216
do 3	Sarmatian	Glasgow		262
Oct. 3	Anglo-man.	Liverpool	689	283
June 3	Cynthiana.	do	1,801	78
			7,541	1,401

MONTREAL, 25th November, 1895.

GEORGE POPPE,
E. B. MORGAN,
Inspectors.

Total Record of Live Stock Shipments from the Dominion for the year 1895:

Cattle	104,872
Horses	13,203
Sheep	210,607

APPENDIX No. 7.

STATEMENT relating to the Wharfs under the control of the Department on 30th June, 1895.

(Rules established for the government of wharfs, 12th June, 1889.)

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
				§ cts.
ONTARIO.				
Cockburn Island	Alfred Monck	Apl. 16, 1894.	25 p.c. of collections	80 85
Goderich	Wm. Marlton	Feb. 14, 1894.	25 do not to exceed \$200 per annum.	260 43
Kingsville	S. A. King	May 5, 1890.	25 p. c. of collections	71 21
Morpeth	Chas. Stammers	Aug. 1, 1894	25 do	46 73
Rondeau	W. R. Fellowes	Dec. 17, 1888.	25 do	192 35
Sault Ste. Marie	Vacant	Jan. 2, 1890.	\$100 per annum	368 90
Southampton	James Johns	Oct. 31, 1892	25 p. c. of collections	75 67
Summerstown	H. Haggarty	Sept. 27, 1894	25 do	16 01
Warrton	H. R. A. Ely	Dec. 10, 1890.	25 do	165 48
QUEBEC.				
Agnes	L. A. Roy	Nov. 27, 1891.	25 p. c. of collections	
Anne St. Jean	J. Desgagné	June 10, 1893.	25 do	4 55
Baie St. Paul	Vacant	Aug. 25, 1891.	25 do	
Baie St. Paul, Isolated Blk	A. Simard	Aug. 25, 1891.	25 do	139 39
Beauport	Felix Guillot	Nov. 21, 1891.	25 do	
Berthier	Vacant		25 do	85 34
Carleton	Jos. Cauchon	June 4, 1889.	\$50 per annum	33 74
Cascades	Nérée Moreau	Oct. 26, 1892.	25 p. c. of collections	
Chicoutimi	Juste Ouelette	May 2, 1892.	25 do	150 00
Echo Vale, Lake Megantic	D. P. Matheson	May 16, 1894.	25 do	
Grand River	John Carberry	Sept. 23, 1892	55 do	192 44
Isle aux Grues	Jos. Painchaud	Feb. 17, 1890	25 do	3 22
Lacolle	R. J. Robinson	Mar. 8, 1894.	25 do	2 89
Les Eboulements	M. Tremblay	Sept. 4, 1894	25 do	108 26
L'Islet	Octave Morin	Feb. 8, 1892.	25 do	3 99
Longueuil	D. Brissette	Mar. 23, 1893.	25 do	89 71
Megantic	D. J. Matheson	May 16, 1894.	25 do	
Murray Bay	Elie Maltais	Aug. 15, 1893.	25 do	191 02
New Carlisle	John C. Hall	June 4, 1889.	25 do	192 35
Percé	T. W. Flynn	Jan. 19, 1893.	25 do	77 64
Port Daniel	John Enright	Sept. 11, 1890.	\$50 per annum	56 60
Rimouski	Chas. Lepage	July 24, 1894.	25 p. c. of collections	
Rivière Ouelle	J. H. dit Beaulieu	Nov. 28, 1892.	25 do	2 55
Rivière du Loup	Louis Pinze	Sept. 16, 1891	25 do	403 64
St. Alphonse de Bagotville	Abel Tremblay	July 7, 1891.	25 do	183 74
St. Jean d'Orléans	Chas. Langlois	Dec. 16, 1892.	25 do	
St. Laurent d'Orléans	Edouard Chabot	Dec. 16, 1892.	25 do	16 33
Ste. Cécile du Bic	L. N. Côté	July 20, 1891.	25 do	2 29
Tadouac	A. Christiansen	July 7, 1891.	25 do	25 85
Trois Pistoles	Nap. Rioux	Sept. 16, 1891.	25 do	
St. Thomas de Montmagny	T. Gandrew	Nov. 9, 1894.	25 do	5 70
NOVA SCOTIA.				
Arisaig	John McInnis	Aug. 97, 1894.	25 do	37 00
Avonport	Robert Shaw	Nov. 23, 1888.	25 do	
Barrington	S. W. Crowell	Aug. 12, 1891.	25 do	167 27
Bayfield	Wm. McDonald	Oct. 30, 1894.	25 do	57 57

Marine and Fisheries—Marine Branch.

STATEMENT relating to Wharves, &c.—Continued.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
				\$ cts.
NOVA SCOTIA—Con.				
Belliveau's Cove	St. Clair Thérieau	Nov. 24, 1892	25 p. c. of collections	244 85
Broad Cove, Lunenburg Co	John Teal	June 12, 1893	25 do	
Broad Cove Marsh, Inverness Co.	Hugh McDonald	Oct. 19, 1892	25 do	
Brooklyn	F. T. Gardiner	Oct. 20, 1882	20 do	
Canada Creek	C. E. Eaton	Nov. 23, 1888	25 do	
Cape Cove, Cape St. Mary's	M. A. Doucette	Dec. 7, 1891	25 do	40 42
Centreville	W. M. B. Dakin	Aug. 25, 1888	25 do	96 44
Chipinan's Brook	Jas. Misaner	Nov. 23, 1888	25 do	
Church Point	Chas. F. Belliveau	Aug. 20, 1892	25 do	60 95
Cow Bay	Arch. McKinnon	April 15, 1879	7½ do	1,347 28
Cranberry Head	Abram Thurston	Feb. 16, 1889	25 do	
Delap's Cove	R. W. McCaul	Nov. 28, 1889	25 do	
Digby	H. B. Short	Jan. 9, 1891	25 do	557 51
Eagle Head	Nathan Leslie	do 9, 1889	25 do	
East Bay	Donald McInnis, (Ronald's son)	April 5, 1886	50 do	
East River, Sheet Harbour	Malcolm McFarlane	May 20, 1890	25 do	6 08
Grand Narrows, Victoria Co	Vacant	Aug. 25, 1888	25 do	
Grand Narrows, Cape Breton Co.	E. A. McNeill	Nov. 6, 1888	25 do	180 48
Hall's Harbour	Sydney Roscoe	do 23, 1888	25 do	
Hampton	Judson Foster	Aug. 25, 1888	25 do	18 16
Harbourville	B. Morris	June 8, 1894	25 do	28 76
Irish Cove	John Cash	Sept. 17, 1892	25 do	37 90
Maitland, Hants Co.	W. B. Smith	June 8, 1894	25 do	48 56
Maitland, Yarmouth Co	J. N. Sanders	Sept. 20, 1894	25 do	34 22
Margaretsville	T. J. Downie	Aug. 25, 1888	26 do	80 32
Meteghan Cove	H. F. Deveau	Sept. 15, 1888	25 do	69 17
Meteghan River	Urbain Doucette	Jan. 3, 1883	20 do	101 33
Militia Point	D. McIntosh	Aug. 20, 1892	25 do	
Morden	John Redgate	Nov. 16, 1893	25 do	59 06
Oak Point (Kingsport)				200 00
Ogilvie	Martin Donnellan	July 13, 1893	25 p. c. of collections	17 77
Parrsboro'	Thompson Tipping	Nov. 26, 1888	25 do	50 22
Pickett's Wharf	Andrew Bishop	Dec. 24, 1884	25 do	
Plymton	Wm. K. Smith	Aug. 8, 1890	25 do	
Point Brulé	David Stevenson	Nov. 23, 1888	25 do	
Port George	W. Crawford	June 7, 1894	25 do	99 01
Port Hood	V. A. McDougald	May 17, 1892	25 do	122 83
Port Lorne	Samuel Beardsley	Aug. 25, 1888	25 do	118 32
Salmon River	J. M. Deveau	Nov. 25, 1890	25 do	
Saulniersville	John T. Saulnier	Aug. 25, 1888	25 do	69 03
Tancook Island	Amos Hubley	Feb. 28, 1893	25 do	
Tracadie	J. M. Hall	Nov. 6, 1888	25 do	
Tusket Wedge	Jas. Cothreau	Fe. 16, 1889	25 do	
Victoria	William Brown	do 11, 1889	25 do	12 40
Wallace	Don McKenzie	Dec. 16, 1892	25 do	
West Pubnico	Wm. D'Entremont	Sept. 21, 1893	25 do	11 50
West River, Sheet Harbour	Malcolm McFarlane	do 3, 1889	25 do	
White Point	Elisha West	Jan. 9, 1889	25 do	
NEW BRUNSWICK.				
Buctouche	J. J. LeBlanc	May 2, 1892	25 do	10 49
Campbellton	Alfred J. Venner	June 10, 1893	25 do	107 11
Cape Tormentine	Wm. B. Welsh	April 28, 1894	25 do	420 69
Clifton, Stonehaven	S. Paynes	Nov. 9, 1894	25 do	2 32
Dalhousie	W. J. Smith	June 27, 1891	25 do	204 70
Hopewell Cape	Wm. Hamilton	April 9, 1890	25 do	35 40
Quaco	W. H. Rourke	July 15, 1892	25 do	
St. Louis	E. Comeau	May 2, 1893	25 do	

STATEMENT relating to Wharfs, &c.—*Concluded.*

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
PRINCE EDWARD ISLAND.				\$ cts.
Annandale.....	James Taylor.....	July 2, 1885	25 p. c. of collections.....	59 46
Bay View.....	Joseph Harrington..	Oct. 2, 1885	25 do	16 57
Belfast.....	Thos. McLennan.....	July 21, 1890.	25 do	84 51
Brush Wharf.....	Levi R. Ings.....	Sept. 18, 1885.	25 do	108 22
Campbell's Cove.....	Angus McIntyre.....	Oct. 17, 1888.	25 do	
Chapel Point.....	Ronald McCormack..	Sept. 18, 1885.	25 do	8 70
China Point.....	W. S. N. Crane.....	do 18, 1885.	25 do	16 50
Clifton.....	Wm. McKay.....	do 22, 1886.	25 do	
Crapaud and Victoria Pier.	James Day.....	May 12, 1890.	25 do	94 62
Georgetown.....	James Bourke.....	July 2, 1885.	25 do	29 24
Hickey's Wharf.....	R. Webster.....	do 31, 1891.	25 do	14 00
Higgin's Shore.....	G. G. Henry.....	Nov. 9, 1891.	25 do	1 02
Hurd's Point.....	R. Robblee.....	Oct. 6, 1888.	25 do	34 08
Kier's Shore.....	W. Hodgson.....	June 10, 1895.	25 do	72 88
Lambert.....	Angus McQueen.....	Oct. 24, 1896.	25 do	
Lewis Point.....	D. Lewis.....	June 10, 1895.	25 do	77 65
McGee's Island.....	Norman Gallant.....	Nov. 9, 1891.	25 do	
Mink River.....	B. Clow.....	June 30, 1891.	25 do	
Murray Harbour, South.....	R. Murley.....	Aug. 25, 1891.	25 do	10 00
Nine Mile Creek.....	Edward Harrington..	Oct. 29, 1885.	25 do	
North Cardigan.....	Donald McIntyre.....	July 2, 1885.	25 do	28 38
Pinette.....	Vacant.....		25 do	
Pownal.....	Alex. McRae.....	Oct. 2, 1885.	25 do	52 11
St. Mary's Bay.....	B. Lewellin.....	April 22, 1893.	25 do	25 64
Souris.....	Vacant.....		25 do	
South Rustico, Oyster Bed				
Bridge.....	D. Gallant.....	Feb. 23, 1895.	25 do	
Stevens and Montague.....	Angus McQueen.....	Oct. 24, 1891.	25 do	86 75
Sturgeon River.....	Bernard Kearney.....	Sept. 18, 1885.	25 do	32 76
Tignish River.....	Geo. Conroy.....	Oct. 2, 1891.	25 do	49 81
Vernon River.....	J. G. McKenzie.....	do 19, 1885.	25 do	100 88
Wood Island.....	M. H. McMillan.....	May 16, 1889.	25 do	

RECAPITULATION.

Ontario.....	\$ 1,177 64
Quebec.....	1,971 24
Nova Scotia.....	3,974 41
New Brunswick.....	780 71
Prince Edward Island.....	1,003 78
Total wharfage dues collected.....	\$ 8,907 78

ADD—Fees received by undermentioned harbour masters in excess of remuneration allowed :—

Harbour Masters—Fort William, Ont.....	\$ 45 50
do Port Arthur, Ont.....	26 50
do St. John, Que.....	88 50
do Cape Canso, N.S.....	15 00
do Chatham, N.B.....	64 50
do St. Andrews, N.B.....	3 00
	243 00
Total Revenue from Wharfs and Harbours.....	\$ 9,150 78

This statement only shows amounts received by department and placed to credit of Receiver General up to 30th June, 1895.

Marine and Fisheries—Marine Branch.

APPENDIX No. 8

SIGNAL SERVICE, CANADA.

QUEBEC, 11th November, 1895.

To the Deputy Minister of
Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report as to the service for the year ending 30th June, 1895.

As in preceding seasons reports have been received from the stations in the lower part of the river and gulf, recording the weather, wind, condition, location and movement of the ice during the winter and spring months, and during the season of navigation, all inward and outward vessels as signalled and seen from the stations.

Snow fell early, but not in such quantities as in 1893-94, but ice formed early and closed the river harbours that in 1892-93 remained open much later.

As compared to previous seasons very little ice was met by incoming steamers and very little detention was caused by it. Most of the vessels met the first ice from between 30 to 40 miles to the eastward of Cape Ray and some 35 miles to the westward, and very little up to Anticosti and none from there to Quebec.

A few steamers who made a more southerly course found field ice within 40 miles to the east, north and west of Bird Rocks.

The port of Canso was closed on the 21st January and opened on the 19th April. In 1893-94 the port was closed on 9th January and opened 25th April.

Sidney Harbour closed 13th February and opened on 15th April. In 1893-94 the closing was on the 2nd February and the opening on the 28th April.

Port Mulgrave, Gut of Canso, reported the condition of ice in the Gut as in the past two seasons to Halifax, N. S., Pictou, N. S. and Charlottetown, P. E. I. until navigation was closed.

Grosse Isle Quarantine station reported as in 1892 all trans-atlantic vessels when given pratique, and has proved very satisfactory to the shipping interests. These reports are free to the department being transmitted over the government telegraph line to Quebec.

From the 1st to the 20th April three reports per week were obtained and forwarded to the Boards of Trade, Montreal, St. John, N.B. and Quebec, and to the Chamber of Commerce, Halifax, N.S.; also to the press of Montreal and Quebec, to the agent of the department, Quebec, to the custom house and immigration agent, to agents of steamship lines, tug owners, to the pilots for below and above Quebec, also to Messrs. H. Fry & Co., Lloyds agents, Quebec.

From the 21st April reports were received daily as above and in addition the news room, North Sidney, is also supplied with the reports during the season of navigation.

The quarantine doctor at Rimouski is also supplied with a report of the incoming mail steamers, name of station and hour of passing being given when vessel first signalled.

The chief superintendent of the quarantine service at Grosse Isle is also supplied with full information as to weather, wind and the incoming of all trans-atlantic or foreign vessels.

Information as to the wind, weather and ice in the vicinity of Anticosti, Magdalen Islands, Meat Cove, C. B., St. Paul's Island, Cape Ray, Newfoundland, is also sent to Pointe aux Esquimaux in March for the guidance of the sealing fleet.

This is the fifth season that no ice has been seen in the vicinity of St. Pierre-Miquelon after the middle of April.

Full information was supplied from the bureau here as in past seasons to the agents at Anticosti, Magdalen Islands, Meat Cove, C. B., Cape Ray, Newfoundland; Low Point, North Sydney, from the 18th April and to Cape Race, Newfoundland; from the 13th April, as to the weather, wind, movement and condition of the ice in the Gulf and River St. Lawrence up to Montreal for the guidance of any vessel calling for information.

NAVIGATION.

1894—Last outward sailing vessel, October 31st, barque "Festine Lents."

1894—Last outward steamers, December 5th, ss. "Hestia" and "Rosarian."

1895—Last outward steamers, April 20th, ss. "Otter" and ss. "Polino."

1895—First inward steamer bound trans-atlantic vessel, April 26th, ss. "Mari-rosa," from Liverpool, and ss. "Austria," from Palermo on the 28th April. The Allan liner "Sardinian," from Liverpool, April 18th, arrived on the 30th April.

The first inward bound sailing vessel arrived on May 12th, from Liverpool, the barque "Prince Charlie."

SEALING.

March 25th. The following eleven schooners with an average crew of ten men each left Point aux Esquimaux for the gulf and Straits of Belle Isle, and returned having made but very poor fares: "Eugenie," "Emilia," "Stella Maria," "Gleaner," "Pioneer," "C.M.G.P.," "Marguerite," "Marie Anne," "Sea Star," "Marie Sacré-Cœur," "Marina."

In 1894, fourteen schooners left Pointe aux Esquimaux on March 13th, twelve days earlier than this season, which in part explains the poor catch.

Respectfully submitted,

H. J. McHUGH,
Supt. Signal Service.

APPENDIX A.

REPORT on ice, &c., in the Straits of Belle Isle and west coast of Newfoundland as noted by the Agents of the Department at Belle Isle, Cape Bauld, Cape Norman, Forteau, Greenly Island and Point Rich, Newfoundland, from July, 1894, to June, 1895.

BELLE ISLE.

1894, December 1st.—First snowfall, had occasional snow flurries during the month, prevailing winds being from the west and west north-west.

1894, December 23rd.—First slob ice drifted out from the north. In 1893, slob ice noticed on December 3rd, and in 1892 on December 23rd.

1894, December, 31st.—One large berg aground three miles off to S.S.E.

1895, January—On the 10th, 11th and 14th, slob ice made very fast but drifted off, none being seen from the 23rd to 31st. Fog occurred on the 15th and 16th, only on the 20th the iceberg to the S.S.E., moved off south.

February—The prevailing winds were from the W. and W.N.W., and W.S.W. Very little snow fell, occurring on the 1st, 3rd, 5th, and 12th. Fog and rain on the 28th. The first heavy ice came in on the 8th. Up to this date vessels could have passed through. On the 13th a large number of ducks and other sea birds made their appearance around the island. As a rule very few birds are to be seen in this month.

March.—Snow fell on the 5th and 9th only,—rain and fog on the 1st. A heavy am of ice on the 3rd and 4th, and very little during the rest of the month. On the

Marine and Fisheries—Marine Branch.

20th a steamer and schooner seen off Cape Norman. On the 23rd a schooner off Cape Bauld,—on the 29th and 30th two schooners going west.

April.—Snow fell on the 1st and 11th. No fog during this month—heavy gales from the west and north, from the 1st to 3rd,—very little ice to the east or south, heavy jam coming down from Cape Norman. On the 9th strings of ice in the straits,—Schooners “Fidèle” and “Five Brothers” off Cape Bauld. On the 12th the “Fidèle” landed fishing crew here. From the 14th to 20th straits full of ice, north north-east winds, then west winds set in to the end of the month. Moving ice eastwards three knots. On the 25th edge of the ice passing here at 10 a.m., schooners “Bessie Elliott” and “Five Brothers” drifting in the jam. No ice seen after the 28th.

May.—No snow fell this month. Rain and fog on the 6th and 14th. No heavy jams of ice occurred this month, none to the west, but a good deal to the south-east, moving from the north-east on the 18th. West north-west gale moved the ice to the east fast, and on the 19th the straits were clear until the end of the month. On the 23rd schooners “Fidèle” and “Beulah” passed, bound for Lark Harbour.

June.—On the 3rd a string of ice coming out from the north-east, along the Labrador shore. On the 7th, light scattered ice to the east and south. 80 schooners bound north and west. Nothing to impede navigation. On the 17th a two-masted steamer passed in at 1 a.m., first of the season. On the 22nd, 4 p.m., the ss. “Elenore,” passed in, at 6.00 p.m.; the “Sarmatian” passed out. Some scattered ice to the west.

ICEBERGS.

December 31st, 1, to S. S. E.	February 17th, 41, to S.
January 30th, 1, to E.	May 1st, 16, to S. E.
February 13th, 30, to E.	do 17th, 16, to do
do 14th, 3, to W.	do 19th, 9, to do
do 14th, 34, to E. and S.	do 27th, 7, to do

CAPE BAULD, NEWFOUNDLAND.

As stated in the previous reports, the distance from Belle Isle being but 14 miles, the observations as to wind and ice vary but little.

No seals sighted on shore or drifting ice.

CAPE NORMAN, NFLD.

1894.—October 2nd.—First snow, E.N.E. wind.

November.—Snow fell during 14 days of this month.

December.—First ice on the 5th in the inshore, to end of month moving east. Snow fell on 11 days.

January.—From 1st to the 9th no ice in sight, but from the 10th to the end of April, the straits were covered with heavy, close-packed ice inshore, moving east. During this interval it snowed 53 days. From the 16th to 20th May, and 5th to 8th and 16th to 20th June, heavy close packed inshore. On all other dates from 1st May to 30th June, open ice inshore. Snow fell on two days in May and June. No seals sighted.

ICEBERGS.

1894.—October.—Two seen (daily average.)

“ —November.—Three seen (only.)

“ —December.—Six seen “

1895.—February.—Five seen “

“ —March.—One seen (daily average.)

“ —April.—Two seen “

“ —May.—Four seen “

“ —June.—Nineteen seen (only.)

POINT AMOUR, LABRADOR.

Observations as to wind and weather are almost similar to Cape Norman, as both are within the same limit of the strait. The first snow this season fell on the 6th November, and first slob ice on the 20th. On the 18th January, the mail man from the north reported plenty of seals caught in the bays.

March 19th.—Sealing steamer going north.

April 10th.—One steamer and nine schooners in ice after seals.

May 16th to 20th.—Ducks and partridge in thousands.

May 22nd.—Ninety seals caught in harbour.

June 3rd.—First codfish caught.

June 21st.—Fishermen had to pull up nets on account of ice.

June 22nd.—First inward bound steamer sighted. Deer and caribou very plentiful.

GREENLY ISLAND.

1894.—First snow fell on November 4th, and first ice formed on December 11th, and from that until end of April, heavy to close packed ice covered the entrance to the straits. First seals on ice March 2nd.

ICEBERGS.

1894.—October.—Three seen.

POINT RICH, NEWFOUNDLAND.

1894.—First snow, September 3rd.

1895.—First ice seen outside on the 7th January, and the first shore ice formed on the 31st January. From this latter date until the 17th April, heavy, close packed ice kept along shore and outside. The seal fishery was very good.

March 13.—Seals plentiful.

March 16.—Sealing steamship just outside.

March 18.—Sealing steamer came ashore near here and has been abandoned by crew.

March 22.—Steamer outside.

March 31.—A schooner outside loaded with seals.

April 2.—One steamer and four schooners far off, killing seals.

April 7.—Six schooners in ice, killing seals.

April 14.—Another schooner with 60 seals jammed ashore at the point; crew came ashore and abandoned the vessel.

ICEBERGS.

1894.—September 3.—Three off here.

1895.—February—Two off here.

“ —April 6.—Two off here.

“ —April 14th.—One off here.

BIRD ROCKS.

1894.—First appearance of light open ice going west was on the 8th November; the winds were variable up to end of month, but ice was seen daily. In December it moved to the south and east; in January in various directions, the winds being variable; in February it moved principally to the west. The first heavy close packed ice appeared on the 5th March, close to the island, and as far as could be seen.

On the 22nd March the steamers “Panther” and “Windsor Lake,” and one schooner in sight.

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On the 28th, eight Magdalen Island schooners in sight.

April 1.—One and the only flock of harp seals in sight off here. From the 3rd to the 6th the north edge of the ice in sight.

April 31.—Last of the ice seen.

Respectfully submitted,

H. J. McHUGH,
Supt. Signal Service.

APPENDIX B.

THERMOMETER Readings at Belle Isle from 1st January, 1895, to 31st May.

Date.	Degrees	Date.	Degrees	Date.	Degrees	Date.	Degrees
1895.		1895.		1895.		1895.	
Jan. 1.....	39	Feb. 8.....	30	Mar. 18.....	18	April 25.....	36
do 2.....	33	do 9.....	30	do 19.....	17	do 26.....	34
do 3.....	27	do 10.....	32	do 20.....	26	do 27.....	30
do 4.....	29	do 11.....	30	do 21.....	26	do 28.....	35
do 5.....	— 5	do 12.....	26	do 22.....	20	do 29.....	33
do 6.....	5	do 13.....	24	do 23.....	24	do 30.....	30
do 7.....	9	do 14.....	6	do 24.....	22	May 1.....	20
do 8.....	26	do 15.....	10	do 25.....	26	do 2.....	24
do 9.....	30	do 16.....	6	do 26.....	26	do 3.....	29
do 10.....	34	do 17.....	28	do 27.....	32	do 4.....	29
do 11.....	4	do 18.....	13	do 28.....	33	do 5.....	31
do 12.....	7	do 19.....	31	do 29.....	31	do 6.....	37
do 13.....	12	do 20.....	29	do 30.....	28	do 7.....	39
do 14.....	18	do 21.....	24	do 31.....	26	do 8.....	37
do 15.....	24	do 22.....	26	April 1.....	33	do 9.....	39
do 16.....	22	do 23.....	21	do 2.....	30	do 10.....	39
do 17.....	30	do 24.....	26	do 3.....	30	do 11.....	37
do 18.....	24	do 25.....	28	do 4.....	33	do 12.....	36
do 19.....	18	do 26.....	22	do 5.....	33	do 13.....	37
do 20.....	17	do 27.....	14	do 6.....	30	do 14.....	40
do 21.....	26	do 28.....	33	do 7.....	30	do 15.....	36
do 22.....	20	Mar. 1.....	39	do 8.....	29	do 16.....	36
do 23.....	24	do 2.....	33	do 9.....	33	do 17.....	37
do 24.....	22	do 3.....	27	do 10.....	36	do 18.....	39
do 25.....	26	do 4.....	29	do 11.....	30	do 19.....	40
do 26.....	26	do 5.....	5	do 12.....	19	do 20.....	38
do 27.....	30	do 6.....	— 5	do 13.....	21	do 21.....	41
do 28.....	33	do 7.....	9	do 14.....	32	do 22.....	40
do 29.....	31	do 8.....	26	do 15.....	36	do 23.....	40
do 30.....	28	do 9.....	30	do 16.....	36	do 24.....	40
do 31.....	26	do 10.....	34	do 17.....	37	do 25.....	40
Feb. 1.....	6	do 11.....	4	do 18.....	34	do 26.....	40
do 2.....	21	do 12.....	7	do 19.....	34	do 27.....	39
do 3.....	— 2	do 13.....	12	do 20.....	36	do 28.....	44
do 4.....	— 7	do 14.....	18	do 21.....	36	do 29.....	46
do 5.....	26	do 15.....	24	do 22.....	36	do 30.....	44
do 6.....	26	do 16.....	30	do 23.....	34	do 31.....	45
do 7.....	31	do 17.....	25	do 24.....	36		

Lowest temperature, 1895, 5th January; highest, 1st January. Lowest temperature, 3rd February highest, 23rd February. Lowest temperature, 6th March; highest, 1st March. Lowest temperature, 19th April; highest, 17th April. Lowest temperature, 1st May; highest, 29th May.

The sign minus (—) before figures denotes below zero.

(Signed)

MICHAEL COLTON,
Light-Keeper.

Respectfully submitted.

H. J. McHUGH,
Supt. Signal Service.

APPENDIX
TELEGRAPH, SEMAPHORE AND SIGNAL
RIVER AND GULF
SOUTH SHORE OF THE

Signal Stations.	Telegraph Offices.	Lighthouse.	Flag Stations.	Semaphore Station.	Marine Miles from Quebec.	Telegraph Co. Working Lines.
1 L'Islet	Tel. Office		Flag		41	Great North-western Co.
2 Rivière du Loup.....	do	Lighthouse.....	do		95	do
3 Father Point	do	do	do		157	do
4 Little Métis.. ..	do	do	do		197	do
5 Matane	do	do	do		230	do
6 Cape Chatte	do	do	do		255	do
7 Martin River	do	do	do		288	do
8 Cape Magdalen.....	do	do	do		318	do
9 Fame Point.....	do	do	do		339	do
10 Cape Rosier.....	do	do	do			
NORTH SHORE OF THE						
11 Port Neuf.....	Tel. Office	Lighthouse.....	Flag		145	Dom. Govt. and G.N.W. Co. ..
12 Manicouagan	do	do	do		187	do
13 Pointe des Monts	do	Lighthouse.....	do		224	do
GASPE COAST						
14 Cape Despair.....	Tel. Office	Lighthouse.....	Flag		372	Great North-western Co.
15 Pointe Maquereau	do	do	do		394	do
COAST OF NEW						
16 Point Escuminac.	Tel. Office	Lighthouse.....	Flag		450	Dom. Govt. and G.N.W. Co. ..
ISLAND OF						
17 West Point	Tel. Office	Lighthouse.....	Flag		328	Dom. Govt. and G.N.W. Co. ..
18 South-west Point.....	do	do	do		358	do
19 South Point	do	do	do		408	do
20 Heath Point.....	do	do	do		428	do
MAGDALEN						
21 Grosse Isle.....	Tel. Office	Lighthouse.....	Flag		467	D. Govt., W. U. & G.N.W. Co. ..
22 Amherst Island.....	do	do	do		471	do
CAPE BRETON,						
23 Meat Cove	Tel. Office	Lighthouse.....	Flag		529	D. Govt., W. U. & G.N.W. Co. ..
24 Low Point	do	do	do	Semaphore..	575	do
ST. PAUL'S						
25 Main Station	Telephone	Lighthouse.....	Flag		528	D. Govt., W. U. & G.N.W. Co. ..
NEWFOU						
6 Cape Ray.....	Tel. Office	Lighthouse.....	Flag		542	D. Govt., Anglo-Amer. Cable Co., W. U. & G.N.W. Co. ..

Marine and Fisheries—Marine Branch.

C.

STATIONS, MARINE DEPARTMENT, CANADA.

OF ST. LAWRENCE.

RIVER ST. LAWRENCE.

Rate per ten words and additional words.	Date when established.	Name of Agent.	Post Office.	County.	Province.	Salary per annum from Marine Dept.
25c. & 1c.	Oct. 28, '79	Mrs. J. B. E. Fortin	L'Islet	L'Islet	Que.	\$50
do	Nov. 16, '81	L. T. Puize	Rivière du Loup (en bas)	Temiscouata	do	50
do	Nov. 22, '79	John McWilliams	Father Point	Rimouski	do	50
do	Nov. 17, '79	Jules Martin	Little Métis	do	do	50
do	Nov. 5, '79	P. Desjardins	Matane	do	do	50
do	Sept. 19, '79	Treflé Côté	Cape Chatte	Gaspé	do	50
do	Sept. 23, '79	Jean Gauthier	Martin River	do	do	50
do	Oct. 9, '79	J. F. Sasseville	Cape Magdalen	do	do	50
do	Oct. 14, '80	James Ascah	Fox River	do	do	50
do	Oct. 20, '79	E. Costin	Cape Rosier	do	do	50

RIVER ST. LAWRENCE.

40c. & 2c.	June 1, '83	Dorelas Tremblay	Port Neuf (en bas)	Saguenay	Que.	\$50
do	Aug. 15, '83	A. Lausier	Manicouagan	do	do	
do	Oct. 19, '83	V. Faffard	Pointe des Monts	do	do	50

OF THE GULF.

25c. & 1c.	June 17, '80	James Beck	Cape Despair	Gaspé	Que.	\$50
do	May 22, '80	Auguste Bertrand	Port Daniel	do	do	50

BRUNSWICK.

40c. & 2c.	July 2, '85	K. McLennan	Point Escuminac	Northumberland	N.B.	
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ANTICOSTI.

75c. & 6c.	Oct. 1, '81	Auguste Malouin	Anticosti Id. via Gaspé	Gaspé	Que.	
do	Oct. 18, '80	E. Pope	do	do	do	
do	July 27, '81	Alphonse Nadeau	do	do	do	
do	July 20, '81	Z. Gagné	do	do	do	

ISLANDS.

\$1.00 & 8c.	Aug. 17, '80	A. Le Bourdais	Magdalen Id. via Pictou	Gaspé	Que.	
do	June 11, '81	William Cormier	do N.S.	do	do	

NOVA SCOTIA.

55c. & 3c.	Nov. 7, '81	A. R. MacDonald	Meat Cove, C.B.	Victoria	N.S.	
30c. & 2c.	Aug. 1, '81	J. G. Peters	Low Point, C.B.	Inverness	do	\$50

ISLAND.

80c. & 5c.	1890	S. C. Campbell	North Sydney, C.B.	Victoria	N.S.	
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N.D.L.A.N.D.

\$1.05 & 10c.	Nov. 3, '82	E. R. Rennie	Cape Ray	Newfoundland	Nfld.	\$50
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H. J. McHUGH, *Inspector, Signal Service*

APPENDIX No. 9.

MESSENGER PIGEONS.

HALIFAX, N. S., MESSENGER PIGEON SERVICE.

From CAPTAIN H. V. KENT, Royal Engineers,
Superintendent of Signals,
Halifax, Nova Scotia.

To J. PARSONS, Esq.,
Agent, Marine and Fisheries Department,
Halifax, Nova Scotia.

CITADEL SIGNAL STATION, HALIFAX, N.S., 1st October, 1895.

SIR,—In reply to your letter dated the 20th ult., asking for a report on the messenger pigeon service for this year, I have now the honour to report as follows:—

On the 1st January, 1895, there were 79 birds in the loft at the Citadel. Since that date 129 have been hatched, and 22 presented by General Cameron, making a total of 230 birds dealt with during this year's training. These are now accounted for as follows, viz.:—

Lost in training from 40 miles and under	72
“ “ “ 70 “ “	1
“ “ “ 90 “ “	1
“ “ “ 120 “ “	7
“ “ “ 160 “ “	2
“ “ Sable Island.....	26
Missing or escaped from loft.....	6
Killed by caretaker, through sickness	5
Died.....	49
Total..	169

Leaving 61 birds at present in the loft.

In the training, 152 birds were dealt with. They made 1,207 flights between them, being an average of 8 flights per bird, at distances varying from $\frac{1}{4}$ mile to Sable Island.

On the 6th July last, Pte. Tansey proceeded in the Dominion Government steamer “Newfield” in charge of 12 birds to be let fly from Sable Island. Of the first 6 let go, 5 returned in fairly good time, each with a message, but of the second 6 let go, none returned. The weather was all that could be desired and the birds were well cared for up to time of liberation.

On the 30th August, Sergt. Mulholland, R.E., proceeded in the same steamer to Sable Island in charge of 21 birds to be let fly from there. On 2nd September, of these 21 birds, 14 were let go in groups of 2 and 3, each with a message, and in presence, among others, of Mr. Ogden, the inspector of life boats, &c., and Mr. Boutilier the superintendent of the island. The weather was most favourable, but notwithstanding this fact, they acted very badly, and hung round the island for hours, two hours after liberation 6 were counted resting on a building, and at 2 p.m. next day, one was observed in the rigging of the “Newfield,” which would then be about midway between Halifax and Sable Island. The birds seemed to be put off their course, and much worried with sea gulls, these latter flying up to and circling round with the pigeons. When the pigeons were heading for Halifax, these birds would seem to divert their attention, and cause them to come back to the island.

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Up to date only one of these 14 have returned, viz., H. 190, which arrived at its loft on Tuesday 24th inst., 22 days after being liberated. The remaining 7 birds were left on the island to be let fly the first fine day. This was no doubt done on Saturday 7th September, as one bird arrived at 9 a.m. on Sunday 8th September, with a message showing that it was liberated at 10 a.m. the previous day. Of these 21 birds, five had previously made the flight successfully, but only one (H. 190) made it the second time.

After the experience of this and previous years' trainings it appears that the establishment of a certain and reliable pigeon service between Sable Island and Halifax is impracticable, but at the same time, given favourable conditions of wind and weather, I see no reason why the service should not be partially successful.

The great prevalence of fog on this coast, together with the persecution of sea gulls, seems to me to be the main cause of loss of birds, and failure, but when five birds out of six make the passage from Sable Island without difficulty it is evident that when more birds have been carefully trained, the same result may happen again; and when it is remembered that one successful message from Sable Island may mean the saving of many lives, and valuable property it would be a pity if the efforts to maintain communication by this means were abandoned, because the service is not always reliable. What is needed to improve is, firstly:—a competent, and intelligent caretaker, who can give his whole time and attention to the training and breeding of the birds, and who shall be continuously with them, at any rate during the summer months.

At present the caretaker has to be taken away for his musketry course and his field training in the middle of the training season.

Sergeant Mulholland has devoted a great deal of time and attention to the birds, but he has many other duties to attend to, and cannot give them undivided attention. I consider that such success as has attended the training has been mainly due to the trouble he has taken over the matter. He is, I regret to say, about to be sent home and his relief is expected from England next month.

If it is decided, therefore, after the results of this year, to discontinue the service the loft had better be closed without delay, but if it is decided to persevere in the attempt, the new loft, proposed by Captain Mills, R. E., my predecessor, should be erected, as the room now occupied by the pigeons is urgently needed for the signal service, and besides a properly constructed loft would give a better chance to the birds.

I would suggest that the pigeon service to Sable Island would probably stand a far better chance of success if the pigeon loft were moved to Canso, or some spot immediately opposite the island, provided the service of a competent caretaker could be obtained. The birds would then have only some 90 miles to fly, and the percentage of successful flights would probably be far higher than what is reached at present. There would not, however, be the same facilities for training at intermediate distances as there are here.

In conclusion I would repeat that the maintenance of a successful and reliable pigeon service between Sable Island and Halifax, appears practically impossible, but if it is considered that the arrival of an occasional message from the island would repay the cost of maintaining the service, I would recommend that the new pigeon loft be constructed without delay.

I must take this opportunity of placing on record the many kindnesses and courtesies I have received free of charge, from the shipping merchants and masters of vessels, in the training of pigeons.

I should particularly mention Captain MacNevin and officers of the ss. "City of Ghent," which steamer did most of the eastern shore training up to 90 miles, before taking the birds on their sea flights and to Sable Island.

I have the honour to be, sir, your obedient servant,

H. V. KENT, *Capt., R.E.*
Superintendent of Signals.

APPENDIX No. 10.

REPORT OF CHAIRMAN OF BOARD OF EXAMINERS OF MASTERS
AND MATES.

HALIFAX, N.S., 23rd August, 1895.

The Deputy Minister,
Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the proceedings of the Board of the Examiners of Masters and Mates, from the 30th June, 1894, to the 30th June, 1895, the end of the fiscal year.

The Board met for examinations as follows:—

Port of Halifax.....	10 times.
“ St. John.....	9 “
“ Yarmouth.....	5 “
“ Quebec.....	1 time only.
Total.....	25 times.

There were also 4 examinations for candidates who made application for sea-going certificates at Victoria, B.C., the papers and problems being forwarded to the agent of the Department of Marine and Fisheries at that port (who acts as examiner for the province), and returned to Halifax for inspection and approval of the Chairman of the Board.

At Halifax 11 applications were made for sea-going certificates of competency as master, and 11 for mates, and also 1 for second mate.

11 masters, 8 mates and 1 second mate received certificates. 12 applications were made for certificates of competency as master of coasting and inland vessels, and 3 for mates.

11 masters and 3 mates received certificates.

At St. John 11 applications were made for sea-going certificates as master competency, and 10 certificates were issued to successful candidates.

20 sea-going officers applied for mates certificates and 1 for second mate.

13 mates and 1 second mate were granted certificates.

At Yarmouth 7 applications were made for sea-going certificates of competency as master and there were three candidates for mates' and 1 for a second mate's certificate.

7 masters, 3 mates and 1 second mate received certificates. 2 applications for certificates of competency as master coasting, and 4 as mates were examined at this port and all obtained certificates.

At Quebec 2 candidates applied for masters' certificates sea-going, competency, and were granted certificates.

1 candidate applied for a certificate as mate, but was not examined on account of illness.

At Victoria, B.C., 3 applications were made for masters' certificates of competency sea-going and 7 for mates'.

3 masters and 4 mates received certificates.

By the foregoing statement it will be observed that for the 12 months ending June 30th, 1895, 34 applications were made for masters' certificates of competency sea-going, 42 for mates' and 3 for second mates'.

33 masters, 28 mates and 3 second mates were granted certificates.

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14 applications for certificates of competency as master coasting were made to the Board of Examiners and 7 mates.

13 masters and 7 mates obtained certificates.

17 certificates of service were issued through the Halifax office, for masters coasting and 7 for mates and 8 renewal certificates of all grades.

The total number of certificates granted by the Department of Marine and Fisheries at Ottawa, including competency, service and renewal, upon applications made to the Board of Examiners at Halifax, was 116 and fees to the amount of \$1,068 were collected, and deposited to the credit of the Receiver General and the bank receipts for same forwarded to the department monthly.

The fees for the examinations of candidates at Victoria are sent direct to Ottawa by the agent of Marine and Fisheries, at that port, and are not accounted for by the chairman of the Board at Halifax.

This report does not include certificates of competency for coasting and inland waters, issued by the department upon examinations at any other ports than those above mentioned.

At St. John the local member of the Board holds examinations for coasting and service candidates and makes the return to the department at Ottawa direct.

Amongst the applications above enumerated, some candidates have presented themselves a second or third time for examination, for master or mate, as the case may be, having previously failed.

The names of these candidates appear upon the books at this office each time they come forward to be examined. They are, however, permitted to have a second trial without paying another fee, but on each successive occasion after that, no matter how often they present themselves, the full amount of the fee is again collected from them.

I regret to state that a number of officers holding mates certificates and making application to be examined for masters' certificates of competency, sea-going, are not capable of passing the examination upon the deviascope, as required by the regulations of the Board of Trade.

In all such cases I submit the question upon the deviation of the compass (No. 19), which was formerly part of the examination, to be written by the candidates.

It is important that officers who are in steel built vessels, should have a proper knowledge of the causes of the deviation of the compass, and it ought to receive a much greater amount of attention than appears to be given to it at present, and I am of opinion that more care should also be observed by shipowners in the selection of a good position for the standard compass in many of the small steamers upon our coast and upon the lakes.

They ought also to avoid if possible placing it in the vicinity of any vertical iron.

No doubt many masters of Canadian registered vessels have a fair knowledge of the subject of deviation, but from the conversation I have occasionally had with the officers who present themselves for examination, I am led to believe that few captains show a desire to impart that information which they have acquired, to their subordinates.

There also appears to be a disposition on the part of many masters of sailing vessels not to allow their officers free access to the charts on board, so that they could obtain information themselves in matters pertaining to the navigation of the ship during the voyage and ascertain where the vessel was and upon what course she was steering.

On account of the practice of such narrow minded policy, many officers who are examined by the board, are deficient in their knowledge of the use of the chart and in some cases candidates have been failed on that account.

I have also been informed that some masters of ships do not encourage their officers to take solar or stellar observations with the quadrant or sextant and work these observations up to ascertain the ship's position, but navigate the ships entirely by themselves, without the aid or assistance of their officers.

Such men in command of vessels must certainly lose sight of the fact that there should be some one on board besides themselves, capable of taking full charge of the ship in case of sickness, death, or any other emergency.

The first mate has occasionally to keep watch himself, and work and manœuvre the ship, and it is impossible to take this responsibility if he is kept in the dark with reference to the position of the vessel.

When he relieves the deck officer and assumes charge, it is proper for him to know where the ship is, where she is making for, and why she is steered upon any particular course by the compass.

I am of opinion that the standard of examination for masters of coasting vessels should be raised.

At present the regulations prescribe only one problem in navigation for those candidates, "Latitude by the Meridian Altitude of the Sun," and the examination required of them is not equal to that laid down and authorized by the Board of Trade for a second mate, sea-going, who has very little responsibility in the navigation of the ship.

Some candidates for certificates as master coasting competency, having been successful in passing the examination and obtaining certificates, have then actually returned to school to get more instruction in what is really necessary in navigation, before taking charge of a vessel.

I am also of opinion that service certificates should cease to be issued on and after January 1st, 1896—three month's notice being given before such action takes place.

Those who may have been desirous of obtaining these certificates have had ample time to make their applications, and many of them have been living on shore for years, employed in farming and other occupations, and have had no opportunity of keeping up their connection with seafaring people and ships, and consequently have very little knowledge of the rule of the road.

I also desire to state that in my opinion it is necessary for all men who take charge of either sailing or steam vessels, of whatever class or size, even those who have charge of small tugs and lighters, should have a good acquaintance with the rules and regulations for preventing collisions, as they have to exercise their knowledge every day when going up and down our harbours, and during the summer months we very frequently find that a large number of women and children go on board small steamers to various places for picnics, the steamers often returning to their wharfs after dark, and having to pass many other vessels moving in all directions.

W. W. SMITH,
Chairman.

Marine and Fisheries—Marine Branch.

APPENDIX No. II.

REPORT OF ALFRED OGDEN AS TO EFFICIENCY OF LIFE STATIONS, BOATS AND CREWS.

BEDFORD, N.S., 11th November, 1895.

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

SIR,—I inclose, herewith, my report upon the inspection of life saving stations for 1895.

Pictou Island Station.

On the 7th June last, while on Pictou Island in connection with the Bay View lobster hatchery, I had an opportunity of inspecting this station. The coxswain and one of the crew only were on shore, the others were out fishing as they usually are in fine weather. The boat was nicely painted, in good order and everything about the boat-house clean and in its proper place.

The old cork jackets mentioned in my report last year as being "tender and uncomfortable to the wearer" are still there and new ones should be supplied.

I have seen the crew in active service, they are first-class men and excellent oarsmen.

Scatarie Island Station.

Inspected 15th August.—The boat is in good condition and nicely painted. The boathouse is also kept clean and in good order.

Of the crew five were present, the others were out fishing, I did not have the boat launched.

The windlass at this station is not strong enough for the work it has to do, and I would recommend that a double barrel winch with 1·12 inch block with steel bush and pin be supplied.

White Head Station.

Inspected 20th August.—The launch ways had been well repaired, but for want of paint and oil the boat had not been painted this year, otherwise the boat and all appliances were in good condition.

The coxswain only was at home the crew all being out fishing, and as I had exercised the crew on previous visits, and knowing them to be a good crew I did not wait for their return from the fishing grounds to launch the boat.

Sable Island Station No. 1.

The boats and appliances at this station are in a good serviceable condition except the launch ways and the despatch boat.

The launch ways are about worn out and should be renewed, a sufficient quantity of pitch pine timber of suitable dimension has been washed ashore at this station, and Superintendent Boutellier says he will use this material in constructing new ways.

The despatch boat which I reported upon fully last season as being weak and unfit for the service it was intended for, "has been patched, puttied and painted and possibly would in fair weather make a voyage in safety to the main land.

The rocket apparatus recommended in my report of 1893 has not yet been supplied.

Sable Island Station No. 3.

At this station there is one surf boat in good condition, also a metallic life boat, "Grace Darling," which should be painted inside to prevent rust; this the coxswain promised to attend to at once. Otherwise this boat appeared to be in very good order.

I arrived off No. 4 station at 9 o'clock at night but had no opportunity of seeing the boats as the "Newfield," after taking on board some passengers, sailed for Halifax.

I have visited the houses of refuge and the quarters of the staff and found everything clean and comfortable.

The superintendent informs me that in the event of a large number of persons being landed upon the island, there is always on hand about 90 head of horned cattle and from 25 to 100 barrels of flour, together with a good supply of other stores.

Herring Cove Station.

Inspected 24th September.—This boat and boathouse are kept in good order and everything about the premises clean and in good shape. The boat is metallic and very heavy for the crew to hand up. They often obtain assistance from outsiders. I would recommend that two pieces of 8 inch x 3 inch scantling 25 feet long with hardwood rollers, be placed on the floor of the boat house which will lighten the labour and save the bottom of the boat.

Two lanterns and one 9-inch patent block are also required.

The coxswain only was at home when I visited this station.

Duncan's Cove Station.

Inspected the 24th September and found everything in good order, except the boat which needs painting.

Coxswain reports no paint or oil on hand for the boat.

The crew were all out fishing as usual in fine weather.

Devil's Island Station.

Inspected 9th October.—The boat, boat house and all appliances are in good order. The crew being all present and a heavy sea running, the boat was launched and run through the breakers several times and was well handled by the crew.

A 3-gallon water keg and one iron bucket is required.

Port Mouton Island Station.

Inspected 25th October, 1895.—The boat is in good order, nicely painted, and all appliances in their proper places. The launch ways are not in good condition and will require about \$20 to place them in order. In their present state the boat is liable to get damaged if launched in rough weather.

The boat was launched and the crew exercised; they are good men and excellent oarsmen.

Blanche Station.

30th October.—The boat was taken on board the steamer "Lansdowne" to be carried to Halifax for repairs, and another boat landed to take its place. The launch ways had been repaired, everything in good order, and all materials recommended last year had been supplied.

Marine and Fisheries—Marine Branch.

Cape Sable Station.

31st October.—The metallic boat is nicely painted, boat house had been removed and repaired. The boat had not been launched since 1887. There being no wrecks there since that time.

Seal Island Station.

4th November.—This boat, a Bebee-McLellan, is in good order; had her launched and the crew exercised, they are good oarsmen.

The old boat at the west side is in good order, but the forward thwart is too close to the bulk head, I gave the coxswain instructions to change it to suit.

The dwelling house occupied by the coxswain and his family is small and inadequate for his requirements, and the men's quarters present a dingy and very gloomy appearance.

I would recommend that additional room be made for the coxswain and that paint and oil be supplied to improve the appearance of the new quarters.

The coxswain, an active and intelligent man, is of the opinion that he can, by placing cork at each end of the boat make it self-righting, I quite agree with him and recommend that one hundred pounds sheet cork and five pounds paraffine wax be supplied at once for that purpose.

One steering oar twenty feet long and one axe are required.

Mud Island Stations.

4th November.—Arrived at 6.30 p.m. and anchored off the island, as the night was dark and a heavy surf on the rocks it was impossible to land, and the "Lans-downe" proceeded towards Yarmouth.

Yarmouth Station.

5th November.—Arrived at three o'clock p.m., coxswain and crew were all absent and no person connected with the crew could be found. I sent one of the men belonging to the steamer to the residence of the coxswain for the key of the boathouse, he returned without it as the coxswain was in town, and his wife refused to send the key or open the boathouse. The coxswain lives about three-quarters of a mile from the boathouse and the crew are scattered about the settlement.

I could only see the boat through the windows, it appeared to be well painted and the outside launchways were in good order. At all other stations on the coast I have always found some of the crew present and the boathouse opened within five minutes after my arrival at the station.

Cape Tormentine Station.

8th November.—The boat and all appliances are in good order; launched boat and exercised the crew who are good oarsman and able bodied.

The supplies and materials recommended for launch ways, &c., in my report of last year have not been furnished.

I would strongly urge that the materials I recommended last year be furnished.

The winch sent there for the purpose of hauling up the boat is worthless for that purpose, a good double barrel winch is required.

I would strongly urge that the materials I recommended last year be furnished at once, as in its present state this station is not efficient.

STATEMENT relative to Life-Boat Stations

Stations.	Established.	Coxswain.	Number of Crew.	Salary of Coxswain.	Wages of Crew.
Blanche, N.S.	Sept.—, 1895	W. A. B. Smith.	6	\$75 per annum and \$1.50 for each drill	\$1.50 each drill, twice a month.
Cape Sable, N.S.		Lightkeeper	No organized crew.		
Cobourg, Ont.	Nov. 7, 1882	D. Rooney.	6	\$75 per annum and \$1.50 for each drill	\$1.50 each drill, twice a month.
Collingwood, Ont.	Sept. 2, 1885	P. Doherty.	6	do ..	do ..
Devil's Island, N.S.	1885, reorganized in 1890.	F. Edward.	6	do ..	do ..
Duncan's Cove, N.S.	1886.	R. E. Monk.	6	do ..	do ..
Goderich, Ont.	Oct. 21, 1886	Wm. Babb.	6	do ..	do ..
Herring Cove, N.S.		J. Dempsey	No organized crew.		
Mud Island, N.S.		J. Pitman.	do	\$80 ..	
Pelé Island, Ont.		A. Henning.	6	\$75 per annum and \$1.50 for each drill	\$1.50 each drill, twice a month.
Pictou Island, N.S.	Nov. 23, 1889	D. McLean.	6	do ..	do ..
Poplar Point, Ont.	Apl. 20, 1883	L. Spafford.	6	do ..	do ..
Port Hope, Ont.	Nov. 6, 1889	C. R. Nixon.	6	do ..	do ..
Port Mouton, N.S.	do —, 1889	J. Maxwell.	6	do ..	do ..
Port Rowan, Ont.	Oct. 19, 1883	Richard Clark. .	6	do ..	do ..
Port Stanley, Ont.	June 25, 1885	Wm. Berry.	6	do ..	do ..
Sable Island, N.S.	1885.	Supt. Humane Establishment.	From staff of Humane Establishment.	Paid as superintendent and staff of Humane Establishment.	
Scatterie, N.S.	1885, reorganized in 1890.	J. N. Brown.	6	\$75 per annum and \$1.50 for each drill	\$1.50 each drill, twice a month.
Seal Island, N.S.	1880.	W. Trefry.	7	\$250 per annum.	\$100 each per annum.
St. Paul's Island, N.S.		Supt. Humane Establishment.	No organized crew.		
Tormentine Cape, N.B.		W. B. Walsh, Bayfield.			
Toronto, Ont.	Mar. 1, 1883	W. Ward.	6	\$75 per annum and \$1.50 for each drill	\$1.50 each drill, twice a month.
Wellington, Ont.	do 17, 1883	H. McCullough.	6	do ..	do ..
Whitehead, N.S.	June 6, 1890	H. P. Monroe. .	6	do ..	do ..
Yarmouth, N.S.	1886, reorganized in 1889.	John H. Gavel. .	6	do ..	do ..

Marine and Fisheries—Marine Branch.

maintained by the Dominion Government.

Value of Boat.	Description of Boat.	Equipment.	Where built.
\$			
575	Self-righting and self-bailing, 25 ft. over all, 8 ft. beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Dartmouth, N.S.
.....	Metallic life-boat, 16 ft. keel, 5 ft. beam....	Ordinary outfit.....	
575	Self-righting and self-bailing, 25 ft. over all, 8 ft. beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Goderich, Ont.
575	do do ..	do do ..	do
575	do do ..	do do ..	Dartmouth, N.S.
575	do do ..	do do ..	do
575	do do ..	do do ..	Goderich, Ont.
.....	Metallic life-boat, 28 ft. keel, 6 ft. beam....	Full equipment.....	New York.
.....	Fishing boats and dorys (not Government property).	.....
575	Self-righting and self-bailing, 25 ft. over all, 7 ft. beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Goderich, Ont.
575	do do ..	do do ..	Dartmouth, N.S.
550	Self-righting and self-bailing, 26 ft. over all, 7 ft. beam, Dobbins' pattern.	do do ..	Buffalo, U.S.
620	do do ..	do do ..	Goderich, Ont.
575	do do ..	do do ..	Dartmouth, N.S.
.....	Surf-boat, 26 ft. long, 6½ ft. beam.....	Full equipment and boat-house.	Buffalo, U.S.
575	Self-righting and self-bailing, 25 ft. over all, 7 ft. beam.	do do ..	Goderich, Ont.
.....	The two Dobbins' pattern boats were exchanged in 1893 for one Beebe surf-boat and carriages, and one Beebe McLellan self-bailing life-boat.	Boat-house, full equipments,&c.	
.....	Self-righting, &c., same as others, Dobbins' pattern, and clinker built ships' life-boat, 21 feet keel.	Full equipment and boat-house.	Dartmouth, N.S.
.....	Beebe McLellan boat on east side and a surf-boat on the west.	do do ..	Halifax, N.S.
.....	Two surf-boats, one 25 ft. over all, 6½ ft. beam, the other 23 ft. long, 4 ft. 8 in. beam.	.....	do
.....	.....	Not yet equipped.....	
575	Self-righting, &c., same as others, Dobbins' pattern.	Full equipment and boat-house.	Goderich, Ont.
1,400	do do ..	do do ..	Buffalo, U.S.
575	do do ..	do do ..	Dartmouth, N.S.
575	do do ..	do do ..	do

APPENDIX No. 12.

List of persons to whom rewards have been granted by the Government of Canada, for the fiscal year ended 30th June, 1895, for gallant and humane services rendered in life saving from shipwrecked vessels, or by British and Foreign Governments for similar services rendered by Canadian vessels in saving life from shipwrecked British and Foreign vessels for the same period.

Names and Designations of Persons.	Nature of Services Rendered.	Date of Services Rendered.	Description of Reward.
John Gavel, coxswain of life boat at Baker's Cove, Yarmouth, N.S., part of crew with three volunteers and Capt. Cann with his tug.	Went to rescue the crew of the American schooner "Alfred Keene" of Rockland, Maine, which struck on Trinity Ledge.	March 31, 1895	The sum of \$10 was given to each of the crew and \$13 to the owner of the tug for towing boat.
H. McCullough, coxswain of Wellington, Ontario, and lifeboat crew.	Went to rescue of crew of steam barge "Aberdeen" which stranded at Weller's Bay.	Nov. 27, 1894.	The sum of \$3 was paid to each of the crew of the life-boat, ten in all.
Capt. Wm. Babb and crew of life-boat at Goderich, Ont.	Went to rescue of Canadian schooner "M. L. Breck" and American schooner "Home," disabled in a gale.	Oct. 11, 1894.	The expenses for towing the life-boat were paid.
Capt. Knickle, master of schooner "Alaska" of Lunenburg, N.S.	Services rendered French vessel "Emilie" on the banks of Newfoundland.	Sept., 1894 . . .	A binocular glass in aluminum from the President of the French Republic.
Alex. McDonald (John's son), J. McDonald, Alex. McDonald (Turner) and John McQuarrie, all of Little Mabou, Nova Scotia.	Rescued John A. McDonald, Alex. Campbell and Miss Kera McDonald, all of Port Hood, N.S., from drowning. The above persons were in a boat which was upset in a heavy sea.	August, 1894.	A silver watch with name engraved to each of the rescuers presented by the Minister of Marine and Fisheries.
Capt. John M. Allen, master, and Thos. Mooney, and H. P. Patterson, of the brigantine "Sullivan," of Boston, Mass.	Went to the rescue of the crew of the schooner "Granville" of Annapolis, N.S., disabled in a gale.	Feb. 12, 1895.	A gold watch to Capt. Allen and a silver watch to Mr. Mooney and Mr. Patterson.
Capt. A. Jennings, master, F. B. Crosby, mate, C. J. Carson, carpenter, M. Nussab, boatswain, R. D. Impett and A. T. G. Evans, quarter-masters of the steamer "Iran" of Liverpool, Eng.	Went to the rescue of the crew of the brigantine "Prussia" of Lunenburg, N.S., disabled in a gale.	Feb. 12, 1895.	A binocular glass to Captain Jennings, a gold watch to F. B. Crosby and silver watches to each of the others of the rescuing crew.
Francis Byers, master, and crew of the British steamship "Creole Prince."	Went to the rescue of the crew of the schooner "Coronet" of Lunenburg, N.S., foundered at sea.	Oct. 22, 1894.	The thanks of the Government of Canada and payment to the owner of the "Creole Prince" of £5 2s. for compensation for the subsistence of the shipwrecked crew.
Capt. J. J. Mehegan, master, J. E. Tripp, 1st mate, and four seamen of the British steamer "Glenwood," of West Hartlepool, Eng.	Went to the rescue of the master and four of the crew of the schooner "St. John" of St. John, N.B.	Oct. 29, 1894.	A binocular glass to Capt. J. J. Mehegan, a gold watch to J. E. Tripp and £2 each to P. Peterson, J. Wright, D. Firmano and W. Stern, and paid £14 5s. for subsistence of the shipwrecked crew.
Frank Nickerson, John Nickerson and Moses Nickerson, of Cape Sable Island, Shelburne County, N.S.	For services in rescuing Lovitt Nickerson from an upturned fishing boat off the Tusket Islands, Yarmouth County, Nova Scotia.	April 12, 1894.	A silver watch to Frank Nickerson who saved the life of another man when 12 years of age.

Marine and Fisheries—Marine Branch.

APPENDIX No. 12.—List of persons to whom Rewards have been granted by the Government of Canada, &c.—*Concluded.*

Names and Designations of Persons.	Nature of Services Rendered.	Date of Services Rendered.	Description of Reward.
David Mills and William Duggan, fishermen, of Merigomish Ponds, Pictou Co., Nova Scotia.	Humane services in rescuing the crew and passengers of the steamer "Eldon" of Pictou, N.S., which vessel went ashore in a heavy gale near Merigomish, N.S., on the south shore of the Strait of Northumberland.	April 26, 1893.	A silver watch to each.
Henry Chrimes, 1st officer, A. Hewitt, 1st engineer, E. Stannard, 2nd officer, C. Golburne, 3rd officer, Thos. Stevens, boatswain, James Campbell, master, and the cook of the Str. "Bentala" of Liverpool, G.B.	Humane and gallant services in rescuing the crew of the barque "Howard A. Turner" of St. John, N.B., disabled in a gale.	Jan. 19, 1890.	A gold watch to 1st officer, value £20; gold watches to 1st engineer and 2nd officer, value £15; a silver watch to 3rd officer, value £9; silver watches to boatswain and cook, value £4 9s. 2d., and a binocular glass to J. Campbell and an allowance of £10 for subsistence of shipwrecked crew.
Ottagio Francesco, mate, C. Giovanni, cook, G. Michele, A. B. L. Giovanni, A.B., and Dona Pietro, A.B., of the Italian barque "Savina" of Genoa.	Humane services in rescuing the crew of the barque "Harriet Upham" of Londonderry, N.S., disabled at sea.	Feb. 7, 1888.	£2 10s. to each of the seamen, and payment to the owners of £26 10s. for damages sustained by the Italian vessel in the rescue.
Wm. Sampson, master, O. B. Thompson, 2nd officer, Hans Hansen, A.B., C. Dobbelaere, A.B., K. Karbooe, A.B., and W. T. Nylund, A.B., of the Str. "Sandfield," of London, Eng.	Humane services in rescuing the crew of the schooner "Unexpected" of Windsor, N.S., disabled in a gale.	Jan. 26, 1893.	A binocular glass to the master of "Sandfield," a silver watch to the 2nd officer, and £2 to each of the four seamen who manned the rescuing boat, and £12 for subsistence expenses of the shipwrecked crew.
Jacob Wyman, master, C. D. Grant, 1st officer, C. Prifert, A.B., R. Wessel, A.B., John Williams, A.B., and P. H. Swensen, A.B., of the barque "Buteshire," of St. John, N.B.	Gallant and humane services in rescuing the crew of the American schooner "Flurence J. Allen" disabled at sea.	Feb. 11, 1895.	A gold watch and chain to the master of the "Buteshire," a gold medal to the 1st officer, and silver medal to each of the four seamen who manned the rescuing boat. Presented by the President of the United States.

APPENDIX No. 13.

STATEMENT of Sick Mariners' Dues collected for the fiscal Year ended 30th June, 1895.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia—Concluded.</i>	\$ cts.
Gaspé.....	84 32	Canso.....	262 08
Montreal.....	3,249 14	Digby.....	70 14
New Carlisle.....	319 62	Halifax.....	5,818 42
Percé.....	35 66	Kentville.....	10 68
Quebec.....	5,832 82	Liverpool.....	74 83
Rimouski.....	338 60	Lockeport.....	30 90
St. Armand.....	4 22	Lunenburg.....	459 14
St. John.....	1,109 10	Margaretsville.....	5 22
Sorel.....	94 00	North Sydney.....	1,198 36
Stanstead.....	22 23	Parrsboro'.....	1,690 82
Three Rivers.....	196 62	Pictou.....	439 52
Total.....	11,287 33	Port Hawkesbury.....	191 73
		Port Hood.....	2 96
		Shelburne.....	136 16
		Sydney.....	2,873 27
		Weymouth.....	156 00
		Windsor.....	782 82
		Yarmouth.....	370 22
		Total.....	15,031 47
<i>New Brunswick.</i>			
Bathurst.....	279 04	<i>Prince Edward Island.</i>	
Chatham.....	1,191 16	Charlottetown.....	426 30
Dalhousie.....	565 86	Summerside.....	124 30
Dorchester.....	40 16	Total.....	550 60
Moncton.....	949 90		
Newcastle.....	857 64	<i>British Columbia.</i>	
Sackville.....	185 08	Nanaimo.....	3,199 76
St. Andrews.....	114 86	New Westminster.....	176 58
St. John.....	4,922 00	Vancouver.....	1,324 12
St. Stephen.....	67 02	Victoria.....	2,091 16
Total.....	9,172 72	Total.....	6,791 62
		Grand total.....	42,815 74
<i>Nova Scotia.</i>			
Amherst.....	611 92		
Annapolis.....	123 22		
Arichat.....	6 16		
Antigonish.....	149 34		
Baddeck.....	166 88		
Barrington.....	11 56		
Bridgetown.....	4 32		

F. GOUBDEAU,
Accountant.WM. SMITH,
Deputy Minister of Marine and Fisheries.

Marine and Fisheries—Marine Branch.

APPENDIX No. 14.

58-59 VICTORIA, CHAPTER 26.

An Act to amend chapter 10 of the Statutes of 1892, respecting the Harbour Commissioners of Three Rivers.

[Assented to 22nd July, 1895.]

HER Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section six of chapter ten of the Statutes of 1892, intituled *An Act respecting the Harbour Commissioners of Three Rivers*, is hereby repealed and the following substituted therefor:—

“6. No loan shall be effected, and no debentures shall create any lien or charge on the said harbour, until the said commissioners have paid to the Government of Canada the sum of fifteen thousand dollars.”

APPENDIX

STATEMENT of Expenditure by the Marine Department

	1868.	1869.	1870.	1871.	1872.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights—					
Above Montreal	40,561 28	42,306 69	46,289 05	44,054 01	57,609 16
Montreal District	23,053 56	25,762 54	21,699 49	22,453 52	22,369 00
Below Quebec	45,615 65	41,651 73	43,730 61	31,582 75	41,936 00
Nova Scotia	46,460 72	56,394 88	43,682 86	76,230 77	67,862 24
New Brunswick	20,488 00	23,893 00	27,485 14	20,542 29	23,369 12
Prince Edward Island					
British Columbia					
Construction—					
Above Montreal	3,136 15		2,976 83	8,770 55	6,940 45
Quebec	7,323 75	7,492 59	1,543 06		57,818 35
Nova Scotia	22,041 42	6,905 80	18,967 23	10,948 31	34,760 12
New Brunswick			11,555 91	8,735 73	9,561 14
Prince Edward Island					
British Columbia					
Dominion steamers—					
Quebec	69,026 73	37,176 02	34,549 49	59,797 05	47,500 00
Nova Scotia	14,778 92	26,603 94	19,759 96	13,139 86	20,999 63
New Brunswick					
Prince Edward Island					
British Columbia					12,115 96
Examinations of masters and mates			908 12	1,407 66	4,312 07
Hudson's Bay expedition					
Investigations into wrecks			140 00		874 00
Marine Hospital, Quebec	19,977 36	19,221 45	21,618 73	19,823 18	21,000 00
Marine Hospitals	1,070 86	15,615 71	15,652 62	15,728 93	23,536 16
Meteorological Service	8,200 00	8,950 00	8,950 00	9,379 82	12,618 15
Registration of Canadian shipping					
Removal of obstructions			2,350 07	1,000 00	
Rewards for saving life					2,284 32
Signal Service					
Steamboat inspection	7,106 93	7,999 00	7,396 96	8,321 00	8,500 00
Survey, Georgian Bay					
Water Police, Montreal	27,445 35	10,238 71	9,423 31	8,030 00	10,000 00
do Quebec		12,623 59	9,038 62	9,370 73	10,348 00
Civil Government	15,083 88	18,064 25	19,401 05	20,220 96	22,644 52
Steam communication—					
Between Quebec and Maritime Provinces					
Between Prince Edward Island and Mainland					
Purchase of steamer to replace—					
"Glendon"					
"Lady Head"					
Winter Mail Service, P. E. I.					
Tidal observations					
Gratuities					
Survey, Burrard Inlet					
Export cattle trade					
	371,070 56	360,899 90	367,129 11	389,537 12	518,958 49

Marine and Fisheries—Marine Branch.

No. 15.

from Confederation to 30th June, 1895.

1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
61,036 47	60,798 75	71,937 18	68,344 18	65,421 00	73,175 11	74,587 78	65,518 61	67,541 21
31,143 14	20,939 13	15,000 00	12,999 48	15,998 00	15,996 09	14,917 95	16,523 88	14,326 36
65,545 00	102,056 09	110,362 00	98,792 93	89,980 41	96,904 00	93,178 61	96,703 87	89,781 29
100,953 80	114,711 91	114,344 51	143,125 56	128,496 00	132,888 95	120,951 33	116,189 60	128,918 59
29,266 85	53,439 04	60,119 02	62,551 61	50,998 00	58,989 00	57,499 02	61,252 82	63,921 90
	3,357 71	12,584 64	13,730 53	11,817 00	16,986 66	12,158 72	15,288 17	12,997 33
13,207 09	18,519 50	15,983 72	17,175 97	15,853 00	18,948 78	15,152 73	15,576 99	17,570 72
18,999 38	24,461 86	14,286 65	13,320 40	16,267 98	7,207 90	11,993 75	13,297 81	14,180 02
39,303 87	41,950 82	19,325 00	24,336 47	12,945 29	12,776 47	4,154 58	7,797 75	7,539 76
90,181 79	51,867 94	43,898 63	42,214 55	25,550 00	13,500 00	17,386 97	7,069 01	7,758 36
16,691 06	31,572 60	8,842 97	17,819 85	7,083 82	12,028 13	22,598 14	4,985 53	4,578 52
			11,829 61	17,752 00	2,504 47	2,560 88	6,074 50	8,150 05
	4,353 93	8,799 07	8,477 67	29 66				8,645 39
51,758 05	64,490 00	79,043 70	62,971 49	49,987 66	42,683 00	44,972 79	49,318 93	64,973 00
24,999 57	30,008 99	22,992 62	133,826 08	38,839 29	43,027 00	42,016 53	32,574 64	34,700 60
			16,241 26	61,782 63	28,933 63	16,333 05	14,429 52	15,139 95
15,984 72	10,555 67	41,796 74	19,156 56	16,095 90	12,193 40	8,460 68	9,733 34	11,788 09
6,466 18	4,520 19	5,696 62	4,672 08	4,050 00	4,249 76	4,250 12	4,253 43	3,888 41
1,068 89	2,313 31	366 00	466 41	342 65	500 00	1,691 00	676 73	310 48
21,000 00	20,456 45	21,994 75	23,795 85	19,965 97	19,987 50	20,791 77	19,991 22	19,964 33
27,150 43	45,986 87	37,111 67	37,155 72	42,449 55	37,487 10	37,445 57	35,040 00	32,218 94
18,830 54	36,760 59	33,580 00	45,560 03	44,871 38	46,050 24	45,706 13	45,554 51	46,163 54
	272 30	1,096 46	412 06	842 14	1,435 10	239 26	257 75	607 43
		450 00		293 00	462 00	305 86	825 00	150 00
1,975 13	4,931 78	3,552 86	2,292 20	1,958 55	4,071 00	2,833 10	2,263 15	1,806 13
	1,000 00							
13,266 00	10,291 58	12,200 00	13,081 86	13,073 01	13,228 38	13,076 46	11,854 34	12,211 65
14,453 87	12,370 86	13,395 00	14,090 00	13,524 29	14,062 00	13,462 74	13,131 06	21,953 26
18,200 00	26,526 66	24,500 00	27,136 68	21,482 08	23,498 06	23,023 26	22,094 48	13,497 81
25,336 04	30,087 23	31,326 18	32,789 18	32,304 12	32,682 50	33,610 19	35,083 95	36,447 50
	15,000 00	10,000 00	10,000 00					
			750 00					
706,817 92	845,159 09	844,586 09	979,146 27	820,054 38	786,156 23	755,359 47	723,360 89	761,730 62

APPENDIX

STATEMENT of Expenditure by the Marine Department

	1882.	1883.	1884.	1885.	1886.	1887.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights—						
Above Montreal	71,048 50	70,116 68	70,788 27	70,697 89	85,718 98	75,690 74
Montreal District	21,643 05	22,250 32	22,946 43	23,262 94	33,289 28	16,735 49
Below Quebec	91,098 66	102,784 99	101,302 35	118,856 94	131,095 29	131,540 80
Nova Scotia	137,846 15	150,793 17	142,909 72	137,439 40	143,153 24	117,708 53
New Brunswick	66,073 00	75,947 92	86,670 70	92,130 28	76,046 63	96,425 28
Prince Edward Island	16,985 72	17,907 27	19,059 62	20,218 83	22,282 52	17,852 13
British Columbia	17,803 00	18,349 06	18,107 54	15,457 76	14,783 75	16,230 43
Cape Race						4,453 25
Construction—						
Above Montreal	13,581 00	9,782 27	18,432 63	27,977 42	36,678 16	18,383 20
Quebec	3,731 31	9,672 50	3,168 48	4,354 87	5,877 84	1,260 00
Nova Scotia	13,355 00	9,422 75	12,489 35	4,352 42	5,905 17	5,330 89
New Brunswick	2,253 80	1,022 57	2,868 70	7,667 42	2,421 66	5,280 75
Prince Edward Island	3,092 00	1,934 49	2,158 60	879 40		384 60
British Columbia	3,237 90	1,005 26	9,830 38	5,223 11	4,942 70	321 84
Queen's Printer						26 58
Dominion steamers—						
Quebec	44,923 98	45,156 13	43,019 13	51,092 98	51,485 03	50,714 52
Nova Scotia	31,049 74	37,841 07	27,726 60	42,921 27	30,283 27	32,287 10
New Brunswick					24,633 26	14,337 23
Prince Edward Island	23,911 97	19,680 00	19,539 52	33,962 54	20,927 58	19,987 67
British Columbia	8,504 61	25,484 00	16,111 83	12,485 07	13,430 69	10,809 07
Department						13,288 83
Examinations of masters and mates	3,982 00	4,021 20	5,580 79	6,656 44	5,239 28	4,858 98
Hudson's Bay expedition			480 69	71,374 69	35,217 10	14,762 61
Investigations into wrecks	863 19	875 64	830 12	385 15	592 63	520 14
Marine Hospital, Quebec	19,938 12	19,998 53	19,990 34	19,996 68	16,047 95	19,706 96
Marine Hospitals	33,162 45	29,880 78	31,401 30	35,371 29	32,229 02	32,545 35
Meteorological Service	47,464 07	51,990 25	56,418 16	56,625 46	56,898 33	57,140 74
Registration of Canadian shipping	2,013 28	168 84	189 27	237 88	157 13	233 13
Removal of obstructions	1,116 51	35 80	342 76	2,259 21	1,237 34	4,190 83
Rewards for saving life	2,212 00	2,534 60	2,614 91	5,221 15	8,147 22	7,363 94
Signal Service		3,365 33	6,704 17	3,881 05	4,622 00	5,082 17
Steamboat inspection	14,835 00	16,209 00	21,893 28	23,235 04	21,775 57	22,837 80
Survey, Georgian Bay		77 81	26,745 54	20,454 68	17,759 36	21,592 55
Water Police, Montreal	21,994 74	15,798 24	19,021 93	17,683 59	20,933 75	17,413 47
do Quebec	20,321 82	22,520 41	22,958 79	20,399 33	22,922 82	22,935 65
Civil Government	36,789 46	37,988 39	38,775 00	29,900 83	30,453 57	37,193 62
Steam communication—						
Between Quebec and Maritime Provinces						
Between Prince Edward Island and Mainland						
Repairs to wharfs						
Purchase of steamer to replace—						
"Glendon"		395 55	56,164 71	47,238 03		
"Lady Head"						
Winter Mail Service, P. E. I.					5,985 42	6,312 93
Tidal observations						
Gratuities						
Survey, Burrard Inlet						
Export cattle trade						
Survey, Bay of Quinte						
Relief of distressed Canadians						
Manning ships						
Widow of late A. Warner						
McDonald Bros						
	774,831 53	825,010 82	927,241 61	1,029,901 14	980,120 59	917,557 31

Marine and Fisheries—Marine Branch.

No. 15—*Concluded.*

from Confederation to 30th June, 1895—*Concluded.*

1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
85,588 70	72,621 23	84,035 65	93,180 72	87,033 61	87,598 15	78,090 69	82,541 16
17,510 17	12,285 79	118,750 70	122,471 89	116,531 27	120,404 19	124,348 80	124,763 81
108,278 67	112,680 20						
133,009 92	140,197 15	139,459 56	139,916 83	148,815 26	150,445 26	137,339 73	140,877 53
73,465 49	78,285 79	61,608 91	61,089 31	66,886 69	71,079 46	59,917 96	69,654 46
14,796 62	19,118 51	16,968 80	19,000 46	17,069 98	16,819 64	15,569 39	17,976 67
19,604 63	16,877 12	16,411 49	19,595 22	26,858 68	24,413 27	27,240 77	21,734 18
5,124 20	7,358 01						
6,341 97	8,623 76	23,863 09	9,796 28	21,704 05	8,766 62	12,581 15	2,699 40
2,287 86	12,203 06		3,723 14	809 27	10,097 18	4,743 13	3,004 14
2,533 48	6,039 91		4,596 94	1,965 16	4,381 24	3,104 77	4,737 03
1,542 61	2,966 36		208 16	1,845 35	1,271 15	115 45	1,597 89
6,918 00	1,890 00		410 00	1 56		1,604 00	
	40 14		14,417 25	9,478 81	2,958 61	6,357 43	180 83
150,659 19	126,629 33	114,956 20	111,437 03	145,899 61	163,097 46	178,183 97	169,661 64
5,063 96	4,381 04	4,117 83	4,255 24	6,363 88	4,116 99	3,745 33	2,757 29
165 00							
513 91	516 67	888 94	1,172 77	603 21	643 49	850 81	351 15
18,777 62	18,643 14	10,279 08	751 75				
30,667 67	33,689 20	31,450 03	33,303 37	34,106 83	35,757 07	38,403 94	38,589 05
59,986 10	58,577 07	58,452 10	62,457 10	67,138 06	64,165 60	66,440 96	64,588 34
897 02	179 21	647 52	1,207 07	462 59	1,476 19	394 00	207 40
2,500 94	3,603 65	5,737 26	3,633 65	2,878 68	1,554 53	202 02	2,217 36
6,825 48	5,503 44	8,150 92	4,952 20	6,398 93	7,432 64	8,014 67	6,591 34
4,441 59	5,092 54	4,976 80	4,700 79	5,014 42	5,040 58	4,668 93	5,311 74
21,430 45	22,313 03	20,989 52	22,183 76	22,736 59	24,386 95	25,961 36	26,385 88
19,424 14	17,808 46	17,969 23	17,677 51	16,451 10	17,542 11	31,461 76	12,653 28
18,725 95	16,948 82	13,167 00	573 80				
18,553 57	14,698 68	8,620 61	7,279 85	6,161 60	5,436 23		
32,728 78	43,501 96	42,836 78	43,253 67	43,195 31	56,477 21	54,988 88	71,373 82
	143,505 60						
					84 90	1,007 65	824 38
7,740 25	1,842 47	2,752 67	7,012 70	3,309 44	4,376 96	6,497 03	6,138 18
		244 75	1,888 71	711 59	5,099 17	10,172 61	11,507 24
	200 00	80 00	1,025 00			3,261 32	
			1,690 12	2,580 45			
			520 85	1,411 57	1,711 73	1,350 83	2,268 74
					2,085 45		
							7 30
							500 00
							160 00
							4,000 00
883,250 85	1,023,801 34	807,417 53	885,410 11	861,426 80	898,720 03	905,654 34	895,862 28

APPENDIX No. 16.

COMPARATIVE STATEMENT of Lighthouses, &c., and Steamers of the Marine Branch maintained in the respective Agencies, corrected up to 1st December, 1895.

District.	Light-stations.	Lights.	Keepers.	Light-ships.	Fog-whistles.	Fog-horns.	Fog-bells.	Fog-guns or bombs.	Whistling-buoys.	Bell-buoys.	Gas-buoys.	Steamers.	Total Expenditure for Maintenance, including Steamers in each Agency.	Salaries Paid in the Agencies.	Number of Persons Employed in each Agency.
Province of Ontario.	* 179	223	173	4	2	11	2			5			\$ 82,503 91		
Light-ships	4														
Province of Quebec.	117	154	138	8	2	9		9			10 (4 with bells)	2	144,990 83	4,685 18	4—Agent, accountant and 2 clerks.
Light-ships	8				3		1								
Province of Nova Scotia.	170	176	175	1	10	6	2	1	16	13		2	179,875 82	3,102 45	4—Agent, accountant, clerk, messenger.
Fog-alarms	2														
Light-ships	1														
Province of New Brunswick.	94	120	102	1	4	8		1	4	3		1	92,540 93	3,233 47	3—Agent, accountant, messenger.
Fog-alarms	3														
Light-ships	1														
Province of Prince Edward Island	36	57	42			1			3	1			46,155 99	1,400 00	1—Agent.
Province of British Columbia.	14	19	17		1	5	3		1	1			40,612 94	1,623 94	2—Agent, messenger and occasional clerical assistance.
	632*	768	647	14	22	40	8	11	23	23	10				

* Light-ships and fog-alarms where there are no lights are in these two columns included in the total number of light-stations and lights in the Dominion.

Marine and Fisheries—Marine Branch.

APPENDIX No. 17.

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 twelve months ended 30th June, 1895, was 247, representing a tonnage of 93,914 tons register, and the amount of loss, both partial and total, to vessels and cargoes so far as ascertained was \$767,536.

The number of lives reported lost in connection with these casualties was 54. A statement of the wrecks and casualties will be found in the supplement to this report.

59 Victoria.

Sessional Papers (No. 11A.)

A. 1896

TWENTY-EIGHTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1895

FISHERIES

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1896

[No. 11a— 1896.] *Price, 20 cents.*

*To His Excellency the Right Honourable SIR JOHN CAMPBELL HAMILTON-GORDON, EARL
OF ABERDEEN, Governor General of Canada, etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Twenty-Eighth Annual Report of the Department of Marine and Fisheries, Fisheries Branch.

I have the honour to be,

Your Excellency's most obedient servant

JOHN COSTIGAN,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 31st December, 1895.

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Marine and Fisheries—Fisheries Branch.

REPORT OF THE DEPUTY MINISTER

To the Honourable

JOHN COSTIGAN,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit the following report on the transactions of the Fisheries Branch of this department for the fiscal year which ended on the 30th of June last. While the pages of this report present as complete an account as is possible up to date, all the statistical tables and returns are not available, and certain of the usual appendices will be published in complete form later.

Statements of expenditure and revenue, a brief *resumé* of Fishing Bounty claims, Fisheries Protection Service, Fisheries Intelligence Bureau, Behring Sea Question, Oyster Culture, and notes on Dominion Fishery Statistics as viewed by foreign authorities, and the policy of Fishery Protection and Regulation in Canada are embraced in this report.

Appended thereto are papers on "Peculiar Features in the Breeding of Oysters," "Practical Hints on Trout Culture," and notes on the "New Brunswick Sardine Fishery" by Professor Prince, Commissioner of Fisheries for the Dominion. The appendices named follow in order:—

- No. 1. Expenditure and Revenue.
- No. 2. Detailed Statement of Fishing Bounty Claims, 1894.
- No. 3. Schedule of Fishery Officers in Canada.
- No. 4. Fishery Protection Service, by Commander O. G. V. Spain.
- No. 5. Detailed Statement of Fisheries Intelligence Bureau.
- No. 6. Behring Sea Question.
- No. 7. Inspectors' Reports.
- No. 8. Fishery Statistics.
- No. 9. Fish Culture, by the Commissioner of Fisheries.
- No. 10. Oyster Culture Report, by Mr. Ernest Kemp.

EXPENDITURE AND REVENUE.

The total expenditure for all the fishery services during the last fiscal year aggregated \$420,165.00. This comprises Fisheries proper, Fish Breeding, Fisheries Protection Service, and Fishing Bounty, the details of which will be found in the first appendix of this report.

The total amount of revenue derived during the same period from license fees, etc., is nearly \$95,000. (See page 7.)

FISHING BOUNTIES, 1894.

The payments made for this service are under the authority of an Act passed in 1891, 54-55 Vic., cap. 42, intituled "An Act to encourage the development of the sea fisheries and the building of fishing vessels," which provides for the payment of the sum of \$160,000.00 annually.

In 1894 no less than 14,496 claims for bounty were received and paid, with the exception of 146.

The sum of \$77,325.00 was paid to 899 vessels, and \$82,741.00 divided among 13,351 boats. The total number of persons who received bounty in 1894, is given at 29,222.

The regulations governing the payment of this bounty are fully given at page 10 of this report.

For full details of payments to vessels and boats in the different provinces, and comparative statements connected therewith, see Appendix No. 2.

OUTSIDE STAFF.

Of late years the tendency has been to decrease the fishery wardens and give overseers, with magisterial powers, a large extent of jurisdiction.

There are 336 officers, nearly all overseers, now employed to supervise our waters. They are assisted by about 200 guardians, hired from time to time, whenever or wherever most needed to protect the fish, especially during their different close seasons. Including the officers and crew of our protection cruisers (about 175) we have a total staff of 700 men. Appendix No. 3 gives a full list of all these officers.

FISHERIES PROTECTION SERVICE.

The work of this very important branch of the department has been performed without any accident and in a highly creditable manner. There was a very large number of United States fishing schooners on the coast, but the cruisers, by constant vigilance, were enabled to prevent any poaching. The fleet was under the direction of O. G. V. Spain, commanding the Fisheries Protection Service of Canada, who, for the greater part of the season, was on board the "Acadia;" he also made visits to all the other cruisers for short periods. The report of this officer forms Appendix No. 4, and deals very fully with all the details.

The fleet consisted of the steam cruisers "Acadia," "Curlew," "Petrel," "Dolphin," "Stanley," "La Canadienne," "Constance," the schooners "Kingfisher" and "Vigilant," and on occasions the new steamer "Aberdeen." The "Quadra" was also used for fisheries experts work on the Pacific coast when necessary. A glance at the long list of United States vessels boarded by the Dominion cruisers, will show the great importance of our ports to foreign fishermen. Special attention was paid to the enforcement of the lobster regulations.

Marine and Fisheries—Fisheries Branch.

FISHERIES INTELLIGENCE BUREAU.

This service which is also under the charge of Commander Spain, very ably assisted by Mr. W. M. Hutchins as clerk, stationed at Halifax, came into operation in 1889, and is of great importance to the fishermen. Reports being now telegraphed from fifty-five stations to all the fishing centres of the Maritime Provinces. These also enable the commander of the service to keep exact track of the movements of foreign fishermen. Detailed statements of this season's work form Appendix No. 5 of this publication.

BEHRING SEA QUESTION.

The different features of this question arising during the year just closed, are treated in an article by Mr. R. N. Venning, forming Appendix No. 6 to this report, in continuation of a similar article in respect of the phases of previous years, contained in the respective reports.

In Part I. of this article attention is given to the working of the award regulations, and proposals for changes therein, the seal catch, the patrol of the vessels charged with the enforcement of the legislation, the boarding of British vessels, the seizure of British vessels during the year, disasters and other incidental questions of interest in this connection.

It likewise deals with the Behring Sea claims and the *modus vivendi* claims under the arrangements for the closure of Behring Sea pending negotiations for the arbitration at Paris.

Part II. of this appendix refers to the agreement between Her Majesty's Government and that of Russia, providing protective zones along Asiatic Russian shores, and around Russian seal islands in the North Pacific Ocean and the Sea of Okhotsk,

The Imperial legislation necessary to the further renewal of this agreement is considered and an interesting comparison is made between it and that previously obtaining.

REPORTS OF INSPECTORS OF FISHERIES.

As it was necessary that this report should be placed in the printer's hands at an early date, the different inspectors of fisheries were requested to send preliminary reports on the general results of the fisheries in their respective districts. These will be found in Appendix No. 7 of this report. Although the data furnished are not complete there is every indication of a decline in the yield of fisheries, especially in the Maritime Provinces.

British Columbia will probably show an increased value, as the large salmon pack of the previous year has been exceeded by about 5,000,000 cans. The halibut fishery will also show a considerable improvement over last year's catch. The capture of seals will not reach the total of the previous season.

The inland fisheries of Manitoba and North-west Territories will probably show a falling off as the commercial fishing does not seem to have been prosecuted as vigorously as formerly.

In Ontario the catch will be about an average one.

STATISTICS OF FISHERIES.

As the yield of the fisheries for the season closing on the 31st December is not yet available for publication, a few statistical tables have been prepared and form Appendix No. 8.

The statements show the general extent of the Canadian fisheries; their yield and value in each province of the Dominion, as well as the capital invested and the number of men engaged in this important industry.

For the past few years the yield of the fisheries of Canada has exceeded twenty million dollars. Over 70,000 fishermen exploit our seas and inland waters for a livelihood, and over \$9,000,000 are now invested in fishing vessels, boats, nets and other implements.

OPINIONS ON DOMINION FISHERIES STATISTICS.

The importance of compiling statistics from year to year has always been recognized by the department, and the outside officers perform a valuable service by the care and diligence with which they prepare annually, the returns of the fishery catches, etc., in the several districts under their charge. Such statistics may be incomplete, and in many respects fail to fully represent the quantities or values of the actual fisheries; but their utility as indicating the growth or decay of fishing industries in the Dominion cannot be questioned. Testimony could be adduced from many sources in proof of this, and it is gratifying to find that fishery authorities in other countries testify to the invaluable character and the general accuracy of the statistics published annually in the department's report.

"One of the ways" said a United States authority some years ago, "in which the Canadian treatment of the general subject of the fisheries is valuable is the exact and useful knowledge which they obtain of the whole subject.

"This accurate knowledge of the fisheries is serviceable in many ways. For instance, it enables the legislature to know its importance as a subject of legislation; it tallies from year to year the success or failure of the preservative measures; it points out distinctly the value of artificial propagation, and the points at which natural sources of resupply need re-enforcement by artificial and scientific methods. The Canadian reports show the total value of the fishery product of the Dominion, and also minutely the relative value of each item or variety of fish, as well as that for each province"

The fact, however, cannot be ignored, that in some seasons the catch of fish really taken in our waters is larger than the published figures show. Not only is poaching carried on, especially in waters where the United States shores and Canadian territory are in close proximity, but those engaged in the Canadian fisheries at times adopt surreptitious ways of disposing of their catches, and enter into arrangements for shipping into the United States vast quantities of Canadian fish, which are never recorded in the department's tabulated statistics. The reports of some of the officers make allowance for these Canadian catches, which appear in published returns as American fish, but it is easy to see that until some uniformity in statistical methods, and some common action in fishery regulation are adopted on international fishing grounds, the recorded figures, must, as a rule, fall short of the actual yield of the Canadian fisheries annually.

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FISH-BREEDING.

The fish-breeding operations during the past year show, on the whole a great advance upon the work of preceding years. A summary of the results and the detailed reports of the officers in charge of the various hatching establishments form Appendix No. 9 prepared by the Commissioner of Fisheries.

Ever since the work of artificial fish culture has been carried on in the Dominion under the auspices of the government, Mr. Samuel Wilmot held the position of superintendent. On the retirement of Mr. Wilmot in April last, this branch of departmental work was placed under Professor Prince, the Commissioner of Fisheries, and that officer is now the responsible head of the fish-culture operations.

From Professor Prince's report it appears that no less a quantity than two hundred and ninety-four millions of fry, including salmon, whitefish, salmon-trout, Pacific sockeye salmon and lobsters were hatched in the department's establishments.

No new hatcheries have been opened during the present year, and one hatchery at Dunk River, P.E.I. has, continued inoperative as during several seasons past.

OYSTER CULTURE.

A full report has been submitted by Mr. Ernest Kemp, oyster expert, on oyster culture work during the season 1894-95 and will be found in Appendix No. 10

At Shediac, N. B., three beds have been planted and when examined during the summer were found to be in a flourishing condition, the oysters and the brood having grown very rapidly.

At Tracadie, N. S., one bed has been prepared and partially planted, but owing to warm weather setting in, Mr. Kemp was unable to complete laying the stock in full. Since that time several areas have been examined in Nova Scotia, Prince Edward Island and New Brunswick, to ascertain the condition of the soil also to set off certain areas for mud-diggers to work upon, without interfering with the privileges of the fishermen.

UNITED STATES' VIEWS UPON UNIFORM LAWS ON THE GREAT LAKES.

Reference was made at some length in the twenty-sixth annual report of the department to the necessity of uniform regulations in the fisheries on both sides of the Great Lakes. It is generally admitted that the policy of unrestricted fishing on the American side has brought about the most deplorable results, and the efforts of the department to carry out our fishery laws has met with the approval of intelligent minds in the United States as well as in the Dominion. But the enforcement of the regulations not only affects our own Canadian fishermen, it involves quite as imperatively the United States fishermen who share in the valuable products of these international waters. With the serious depletion of the American portions of the Great Lakes there has been an increasing tendency to foreign poaching in Canadian waters. These encroachments have necessitated an expensive patrol service by cruisers, and every season foreign poachers are detected and punished in

accordance with the requirements of the law. On these occasions public expressions of resentment are frequent in the newspapers and journals across the line. There are exceptions, however, and some journals fully appreciating the object of the Canadian fishery restrictions and laws, and recognizing the disastrous consequences of a policy of no regulation on the American shores, have declared their approval of the action which our laws call for in cases of foreign encroachment.

The *Toledo Commercial* in May last thus unequivocally announces its views upon the United States fishermen and the policy of unrestricted fishing, in contrast to our policy on the Great Lakes:—

“Driven to desperation by the threat of bankruptcy they have brought upon themselves, and having defeated all efforts to protect an interest in which their own fortunes were the most largely involved, they are now persistently defying the laws of Canada. On the southern side of Lake Erie, and particularly in the shallow waters and the marshes of Ohio, are the natural spawning grounds of the fish. Here, if not driven away, they would come by the millions. Once the fisheries of Ohio were far superior to those of Canada. Now the conditions are reversed; Canada, having given reasonable protection to the fish, is reaping a golden harvest from her fishing interests. Having persistently fought every effort to protect the fish in Ohio, and driven the fish into Canadian water, the American fishermen, contrary to the law, attempt to follow the fish into the waters of the Dominion, where they are caught and made to suffer a lighter punishment than they deserve.”

The case for Canadian protection could not be more clearly and emphatically expressed.

But the depletion of the United States waters has made it impossible, in some cases, for adequate supplies of fish-eggs to be obtained for some of the hatcheries in the United States. Season after season for many years, requests have been made for permission to procure spawn upon the Canadian side of these contiguous waters. Unless, indeed, such supplies, especially of eggs of whitefish and lake-trout, were obtained from Canadian fishermen, some of the lake-hatcheries in the United States could not continue their operations.

It has not in every case appeared advisable to officially grant such requests, or sanction the draining of the spawning beds in our waters in order to populate the depleted waters on the other side of the international dividing line. No doubt, the planting of fry on either side must, in the long run, be advantageous to both countries, but it is also beyond doubt that salmonoids all have the same habit of returning, when mature, to the locality where they spent their earliest days as small immature fry. Whitefish and salmon-trout have not been proved to be so rigidly obedient to this law as the sea-salmon, but, belonging as they do to the same great family, they are characterised by common habits. Hence there is every probability that the fry of whitefish and salmon-trout planted on the United States side of the great lakes, even though the eggs were obtained on the Canadian breeding grounds, will continue season after season to return to the American localities, especially at the spawning period.

While the refusal to accede to American requests for fish-spawn may appear to some to savour of ungraciousness, it may be looked upon as a wise and necessary course, save in exceptional cases, and by many United States authorities, the action of the department in declining to supply spawn is strongly approved. As an example

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of this enlightened opinion an article from the *Marine Record*, Cleveland, Ohio, of October 17th last, may be quoted. The high class journal named after referring to the fact that some United States journals spoke of the refusal of the department as a "Churlish Refusal" stated that the Canadian authorities had "declined the request of the United States authorities to supply fish ova to the hatchery which has just been established at Cape Vincent. The view taken in official circles is that, so long as the present arrangement with regard to lake fisheries continues, the government is not justified in giving ova or fry to United States hatcheries."

"It seems rather unthoughtful and extreme to condemn the action of the Canadian government in such harsh language as the quoted heading. But the great importance of the article lies in the intimation it conveys that the Dominion Government is resolved to bring about some issue which may lead to an adjustment of the lake fisheries question, and may possibly result in the United States Government assuming charge of the regulation of fishing privileges, the only consummation which can bring about absolute justice to all parties to this many-sided controversy. The Dominion is certainly justified in refusing to lend its aid in establishing fisheries from which, under present regulations, United States fishermen get (literally and somewhat paradoxically) the Lion's share of the benefit. Canada is also thoroughly justified in refusing to let down the bars to her own citizens, a sort of reprisal which many countries would indulge in, and which would result in a few years, in cutting down the number of fish in the lower lakes until the industry would be wiped out. Canada is plainly desirous of preserving the lake fisheries and this can best be done by united international action.

"The chief source of alarm is, of course, not the number of fish legitimately consumed, but the inroads made upon the fish during the period of reproduction, and in the vicinity of the spawning grounds when the fish are still young. Canada's regulations restricting fishing to licensed parties do not accomplish much so long as fishing on the American side is free, or regulated only by easily evaded state laws. The spawning grounds of the lower lakes are chiefly on the American side, and as to the regulation of fishermen, only the surveillance of a speedy revenue cutter can secure observance of the laws. It is to be hoped that if Canada is really trying to secure some concerted action, she will be successful, as a careful regulation would inure to the best interests of all engaged in fishing."

With the growth and spread of enlightened views of this kind on both sides of the great lakes, the desirability will be emphasized for joint action with a view to the preservation and increase of the fisheries in which Canada and the United States are equally interested.

It is scarcely necessary to repeat, in conclusion, that the principal aim which is kept in view is to foster and promote the great fishing industries of the Dominion by preserving, as a permanent source of wealth, the matchless resources of our inland and marine waters. These might, indeed, appear inexhaustible were it not that unrestricted and unprotected fisheries of vast extent in other countries had been well nigh depleted, and the dependent fishing industries brought to the verge of ruin by pursuing an opposite policy.

I have the honour to be, sir,

Your obedient servant,

WM. SMITH,

Deputy Minister of Marine and Fisheries.

SPECIAL APPENDED REPORTS.

No. I.—PRACTICAL NOTES ON THE CULTURE OF TROUT.

BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR CANADA.

Fish-culture embraces methods and operations very different from each other and dependent upon the particular species or kind of fish which it is desired to artificially propagate. The operations suitable for trout are not applicable to lake whitefish or to pike-perch and black bass, nay more, the methods adopted for spawning the parent fish and hatching broods of fry are wholly different from those necessary for rearing and fattening yearlings and more mature fish.

As there is evidence of a growing desire in various provinces on the part of enthusiastic individuals to pursue private fish-culture, and to second and support the efforts of the Department of Marine and Fisheries in recuperating various waters in the Dominion, some brief notes, of a simple and practical nature, may at this juncture appear opportune.

Applications for information have reached the department at Ottawa in increasing numbers recently, and in accordance with the wishes of the Minister of Marine and Fisheries, the Hon. John Costigan, I have prepared some brief notes for the information of persons who may wish to carry on privately the culture of brook-trout.

The essential feature in the hatching of trout and salmon, whose ova are comparatively large and heavy, is the arrangement of the eggs in shallow perforated troughs over which pure fresh water passes during the period of incubation. If the eggs are loosely spread so that they do not unduly press upon each other, and if frost, excess of light, deleterious chemical or other influences are guarded against, the process of artificial hatching can be accomplished with facility. More than thirty years ago the Commissioner of Irish Fisheries hatched a quantity of salmon by a simple incubating apparatus in his office in the Customs House, Dublin—a clear proof that the obstacles to success are not serious.

Before commencing artificial fish-culture for the purpose of stocking any waters it is necessary to prove as a first step that the waters are suitable. Even streams and lakes, which once abounded with trout, may, during the process of depletion, have become altered in character, and no longer possess their former favourable features. A few adult trout transplanted from other waters will in a single season afford the required information. If the fish survive and flourish, there need be no fear of success. Such information is especially necessary in the case of artificial ponds or of waters which it is proposed to stock for the first time. Under conditions which are really unfavourable speckled trout will, of course, live, but not in a healthy, vigorous state. They will even survive in shallow stagnant water, where the supply is small and uncertain, but very different conditions are necessary for successful trout-culture.

If it is intended to hatch and rear trout from the egg the parent fish must be secured before the close season begins and retained in a pond until ripe, otherwise trout can only be secured by obtaining from the Minister of Marine and Fisheries a special permit, the conditions attached to which are very stringent. Trout, when two years old, will yield spawn, but as the number of eggs provided by them is small, and the eggs have been proved to be less hardy than those of older fish, it is preferable to select parent fish not younger than four years and not older than twelve

years. Moreover, the larger fish furnish a greater number of eggs, the amount being about 900 for every pound weight of the parent, and the eggs themselves are of larger size. A salmon produces eggs at least one-third larger than those of a small grilse, and the fry hatched from eggs of large size have been found to be finer, healthier and of more rapid growth than from smaller eggs. This is as true also of the trout. The spawning season extends over a long period, and individuals containing ripe eggs may be found from late fall until spring. It is not necessary to describe the methods of obtaining parent trout, though the drag seine of 1-in. bar, *i. e.*, about 2-in. extension mesh, is very effective. The seine being an excessively destructive net is generally prohibited in Canadian waters, however, and it must not be forgotten that the barring of small streams frequented by trout and other fish is forbidden by law.

The requisite number of parent trout having been obtained and confined in a small pond ready for artificial spawning, it is necessary for at least two operators to assist in the work, one to perform the "stripping," the other to net the fish, as required and hand the vessels, etc., to the operator. Kneeling on the ground the operator firmly but gently lifts a fish by the tail out of the landing net, using his left hand and rests its head for a moment on a towel, lightly passing his right hand towards the throat and grasping it with the open thumb and forefinger under the breast fins, the other three fingers of the right hand being pressed upon the right gill-cover of the fish. The back of the fish is pressed against the right breast of the operator and the tail bent back and upward. If the fish is fully ripe the ripe eggs will shoot out in a continuous stream and the assistant completes the operation by gently pressing upon the under side of the fish and passing his hand from the head towards the tail to expel the eggs that may not have run out. The eggs should not fall far, so that the assistant should hold or place on the left of the operator the shallow dish, which is to receive the eggs. No force is necessary. If the eggs refuse to stream out, the fish is most probably not fully ripe and a little patience will prove that. Some fish refuse for a minute or two to yield their spawn, and old fish always spawn less freely than young examples. Some manipulators wrap the fish in a towel leaving the snout and hind part of the body free, others hold the fish's head or shoulders in the left hand, and grasp the under side of the body with the right hand, holding the tail down and slightly pressing with the right thumb. There are disadvantages connected with these methods; but in all alike patience and gentle handling are essential. The fish should not be unduly disturbed or roughly treated, and spawning can thus be accomplished without the slightest possibility of injury. Very large and strong fish may demand the united efforts of two operators. When four or five female fish have been spawned into the plate yielding, say, 10,000 ova, the assistant must then land in succession two or three ripe males. Each fish should be brought close to the eggs as they lie in the plate, and as soon as the abdomen touches the eggs a large flow of creamy milt will be forcibly ejected. The plate should be turned round as each new male is brought so that all the eggs may receive a share of the fluid milt. A slight pressure of the right thumb and finger behind the breast fins and further back will increase the flow. The milt of a single male will suffice for an extraordinary number of eggs if both sexes be in fully ripe condition, and in cases of necessity one male may with confidence be used to fertilize the ova of five or six females; but where possible the first named proportion is safest. The vivifying or fertilization of the eggs will be aided by gently stirring them with a clean feather after milting, and adding half a pint of water to dilute the creamy milt. Each dish when thus filled and stirred should be placed on one side and five more females spawned into another dish. In half an hour they should be placed in a larger vessel, a clean wooden bucket, and placed under a gentle flow of clean water, to wash all impurities and excess of milt away. The eggs will appear no longer soft and yielding, and instead of clinging together will be hard to the touch and separate from each other. They are very elastic and will endure great pressure. Thus Frank Buckland, the most famous of English pisciculturists placed upon some trout eggs a weight not less than five pounds six ounces before he could crush them. Nevertheless pressure especially upon newly fertilized eggs is highly injurious.

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It is necessary to place the eggs, after being cleaned, upon the hatching trays. These consist of lightly made square frames of wood, across which is stretched japanned wire cloth, though in the Government hatcheries perforated zinc trays, black japanned, have been found advantageous.

The following five conditions are necessary for successful hatching :

- (1) A supply of water which is regular and unfailing.
- (2) Water of even temperature, that supplied from a spring at some depth beneath the ground is preferable.
- (3) Freedom from impurities and sediment, which suffocates the eggs, hence the supply of water should run into a tank to allow sediment to settle before it runs over the hatching trays.
- (4) The quantity desirable is about 100 gallons per hour for 10,000 eggs. The greater the quantity of water the better, as eggs actually breathe water and need ample supplies of oxygen which the fresh inflow of water contains.
- (5) Protection from floods by means of guards and an overflow ditch higher up than the supply pipe. While spring water from its equable temperature, purity and other features is always preferable, yet when incubation has advanced to what is called the eyed-egg stage, water from a brook or river will serve quite well.

Trout eggs hatch out in from 50 to 150 days, according to the temperature, amount, and rapidity, as well as the character, of the water. Water from limestone strata is generally held to be best, and the greater the quantity of water the longer can incubation be protracted. Temperature is of course most potent and a change of one degree Fahr. rise or fall, shortens or lengthens the process of incubation four or five days. Eggs of trout which hatch out in 50 days when the temperature of the water is kept at 50° Fahr., will take 100 days if the temperature is kept as low as 40°. The filled hatching trays are placed in wooden boxes open at the top, and a flow of water through the boxes must be arranged to ensure two inches or less of water over the eggs. Direct light should be excluded to discourage fungus growth. Dead eggs should be picked out each day. When eggs die they lose their delicate transparency and bloom, and assume a dead white appearance, and unless removed a feathery fungus rapidly covers the egg, and spreads to other healthy eggs. Hence the necessity for promptly removing them. If eggs require moving on the tray it should be done gently with a soft camel-hair pencil or brush. They may be softly swept into a spoon when it is desired to remove a few from the tray. A tray may be emptied by lifting it out of the water and skilfully overturning it into a dish. Eggs must never be touched by the hand, and dead eggs are best removed with wooden pincers or forceps.

Hatching and rearing boxes require to be blackened inside. Charring is much to be preferred to black varnish. Black paint must be avoided. Hot blocks of iron 20 lbs. or 25 lbs. weight are closely applied to the surface to be charred and this close contact prevents burning. All boxes, trays, &c., after charring, varnishing, &c., must be well seasoned in water some time before hatching operations begin.

When the delicate young fry, called "alevins," begin to hatch they do so in such numbers that special tanks are necessary to which to transfer them. Many of the fry cannot free themselves from the egg-shell or capsule, and require a little skilful help by means of an artist's camel-hair brush. When not more than two hours old the little fish have intelligence enough to dart away from danger. It requires some agility to capture one with a spoon. A scoop of fine gauze or perforated zinc is effective.

The following points may be noted in connection with managing the fry :

- (1) They should be exposed to very little light.
- (2) No food is required until the large bag of yolk attached to each alevin is almost absorbed.
- (3) Prevent massing together, their jelly-like bodies when crowded together result in suffocation and death.
- (4) Cover the exit with fine gauze to prevent the tail and yolk-sac of some of the fry passing through, and occasionally sweep them gently away from the point of outflow.

Before the yolk is gone, trout fry will pick up minute particles of food, but they may be fed on hard roe of flat fishes, of mackerel, or of other fish with very small eggs, which are easily scattered amongst the hungry alevins. Liver and rock-mussels finely minced form good food; but very little should be given at a time as fragments falling on the floor of the tank pollute the water. Opinions are divided as to the advantages of planting young fry, or of keeping them until a year old.

Only a small proportion can be artificially reared under the most favourable circumstances and their growth is always stunted as compared with those in their natural haunts. Early planting *i.e.*, the planting of fry within a short time after hatching and before the yolk-sac has wholly disappeared, possesses many advantages. In one well-known experiment, the fry which were planted early were found to have increased in nine days to four times the size of those of the same brood which had been confined in rearing troughs. There is no doubt also that yearlings, artificially fed, learn to trust to artificial protection and sustenance and are unfitted for the perils of natural waters when turned out. Yet, even though not more than one yearling in ten can be reared from the alevin stage, this is a great gain over natural rearing which almost certainly ensures the destruction of nine hundred and ninety-nine in a thousand fry hatched on the "redds" or natural spawning beds.

A young salmon weighs less than two grains, thus it takes nearly 250 alevins to make up an ounce, yet in sixteen months a weight of 2 oz. is reached, and twenty months later when as a smolt he has betaken himself to the sea and in a short while become a grilse of 7 or 8 lbs. *i.e.*, achieved an increase of 68 times his weight in three or four months, his advance has been most marked, and may continue until, say, a weight of 30 lbs. has been attained or an increase of 115,000 times his original weight. The rate of growth was clearly demonstrated by the late Duke of Atholl's experiments over thirty years ago when three salmon were marked by means of copper-wire around their tails. They were descending to the sea, and weighed 10, 11½ and 12½ lbs. respectively. Six months later they were retaken ascending the river from the ocean, and showed an astonishing increase in weight, *viz.*, 17, 18 and 19 lbs. respectively.

Trout ponds for rearing and fattening purposes should be:—

(1.) Edged with charred wood, which is much better than earthen banks washed by the water.

(2.) Sloping to the north and sheltered from the east.

(3.) Not deeper than 5 to 8 feet, and shallower (say 3 feet) at the ends. The outlet should always be shallow, but trout will flourish in water 18 to 20 feet deep, though they are apt to get out of control and difficult to manage from a piscicultural standpoint.

(4.) Sheltered so that the fish can find cool water in summer. Trees or over hanging wooden shade fences will prevent a high temperature which is injurious.

(5.) Secure from land and water-enemies, thus eels, rats, water-beetles, insects, reptiles and some birds are most destructive. Many animals and birds which never prey on fish are cruelly killed because suspected. Thus in England, the water ouzel has been mercilessly shot, though an examination of hundreds of the slaughtered birds showed that they feed only on insects and the grubs which destroy fishes eggs and young. One fish culturist published his confession that for years he had been shooting his best friends as no traces of eggs or fish had been found in the digested food of these birds. It is probable that musk-rats and other rodents live solely on leaves, roots and vegetable matters, but the real enemies of fish should be prevented from making inroads on retaining ponds.

One word of warning is necessary in view of a common opinion that German carp and other coarse fish merit the attention of fish culturists. In pure and prolific waters, such as those of Canada, abounding in trout, salmon, and all the highest grades of fish, these lower inferior kinds are a positive curse and injury if introduced. They increase fast and survive under the most unfavourable conditions: but their propagation in Canadian waters is little short of a crime, and entails the destruction

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of food upon which the finer indigenous kinds live, and the crowding out of the splendid fish native to our rivers and lakes.

Even of the higher kinds, the Salmonidæ, there are species and varieties which should be regarded with disfavour, especially those from the continent of Europe. German and Austrian trout, full of the germs of disease, should not be hastily introduced, and in this connection, the words of one of the most experienced and successful fish culturists of modern times, Sir James Gibson-Maitland, of Howietown, Scotland, may be quoted as a final caution. Speaking of the changing conditions in the waters of America, and the possible decrease in the finny population, especially salmon and speckled trout (*S. fontinalis*, *Mitch*) Sir James Maitland says: "that nation, wise in fish culture, will soon fill their streams with trout already accustomed through centuries to the interference of man; not trout imported from the forest streams of Norway, or the mountain lakes of Switzerland, but good honest British trout, which, a hundred generations ago, made acquaintance with mill weirs and sunny streams. Civilization must breed its trout, as its cattle, or civilization will have no trout."*

*History of Howietown, Stirling, Scotland, 1837.

II.—PECULIARITIES IN THE BREEDING OF OYSTERS.

BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER OF FISHERIES FOR CANADA, OTTAWA.

When one considers the value and importance of our oyster supply, and the vastly extended efforts in the way of oyster culture during recent years, it is surprising that so little is popularly known of the main features of oyster propagation.

He would be regarded as a very stupid gardener who should attempt to grow plants, of whose flowers, seeds, and habits of growth he was totally ignorant, and the man who attempted to raise sheep or cattle without first gaining some knowledge as to their management and characteristic features, would be justly ridiculed. The cultivation of living things, animal or vegetable, terrestrial or aquatic, cannot be successfully carried on without an acquaintance with the main principles of their life, growth and propagation. In the case of oyster culture, such knowledge is the more necessary in view of the contrasts exhibited by different species of oysters, and the unlikeness in their habits and modes of multiplication.

Under specially advantageous circumstances I have been enabled to carry on investigations upon three distinct species of oyster, each distinguished by peculiarities in breeding habits which are of the highest moment.

The brief sketch, which I propose to give, of the main points brought out by my studies, may prove of practical utility and interest to many who pursue oyster culture.

It is clear that unless those who contemplate starting new oyster beds, or recuperating old depleted areas, are familiar with the main features of the mollusc's life-history some of the most hurtful influences and conditions may arise and continue without the possibility of their removal.

One point in the structure of the oyster requires reference here in order to render clear some of the descriptions which follow. The oyster, it is well to note, has, like a riding saddle, a left and a right side, with a corresponding right and left shell-valve. We speak in common language of the shell, inclosing the oyster's soft succulent body, as consisting of two halves, an upper and lower half; but, correctly described, the concave valve which is undermost is the left and the flat upper one is the right valve. The oyster lies, in fact, on its left side when clinging to its native bed. The two valves are drawn together by a thick muscle (the adductor) while at the pointed end of the shell is found a brown horny ligament or cushion-hinge, which forces the valves open when the adductor muscle is cut through or is relaxed. This dark ligament, like the horny shield of the tortoise, marks the back of the oyster. We cannot, however, truly speak of a head-end or a tail end but the right and left sides are clearly demonstrated when the oyster is anatomically examined.

In studying oyster propagation the first important fact to be noted is this, that each oyster originates in an egg of extremely minute size. This egg is like a round ball, but soon assumes the form of a somewhat oval body. Each measures about one five-hundredth of an inch in diameter, so that five hundred of these eggs in the case of our Atlantic oyster (*Ostrea virginiana*, Lister), would cover an inch if laid side by side. The English oyster (*Ostrea edulis*, L.) produces much larger eggs, no less in fact than one-two hundred and fiftieth of an inch in diameter, or more than twice the size of the oyster's eggs in our Canadian water. In the diminutive British Columbian oyster (*Ostrea lurida*, Carpenter), which I had the opportunity of studying in 1895 on the Pacific coast, I found that the eggs were less than one-third the diameter of the English mollusc.

Each egg, in all three kinds of oysters, has the character of a minute grain of soft living matter, practically invisible to the naked eye, and unprovided with any protective shell or hard membrane. These eggs are produced by special organs in the mature oyster at a particular period known as the breeding season, to cover

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which period legislative prohibitions have been enacted in all civilized countries. These special organs form a network imbedded in the fleshy body of the oyster. The network is made up of very delicate canals, with pockets or follicles at intervals, and it is in these follicles that the eggs arise. The eggs, when ripe, pass down the fine canals into a main duct on the right and left side of the oyster. These larger right and left ducts open into the fore part of a slit or depression, into which also the kidney or organ of Bojanus opens. The depression is really in the mantle cavity or chamber of the oyster, which may be also called the shell-chamber, and it passes general down close to the great adductor muscle.

Before an egg can grow into an oyster it must receive a peculiar granule of living matter, the sperm-particle, which is the male element. The egg must be regarded as a female product. When the two are fused, fertilization is completed, and the egg produces a young oyster. The sperm-particles are exceedingly minute, so small, in fact, that a myriad of them simply appear as a drop of creamy fluid. Eggs and sperms can be distinguished from each other by a trained expert without the aid of any instrument; but when magnified under a powerful microscope, the appearance of the two is wholly dissimilar. The late Professor Ryder discovered a chemical test of a very efficient character, for when using a mixture of methyl green and sanfranin, (a saturated alcoholic solution,) he found that the eggs were always coloured red, and the sperm granules appeared of a blue-green colour.

The two elements, (eggs and sperms) are formed in different individuals in our Atlantic oyster. In other words the male oyster is distinct from the female. The same holds true for the British Columbia oyster, as my researches last summer on the Pacific coast demonstrated for the first time. In the same category may also be included the Portuguese oyster, (*Ostrea angulata*, Lam.) In the European oyster, (*O. edulis*, Linn.) whose life history was, until recently, alone fully and accurately known to scientific men, a wholly different state of things exist.

In the three species referred to (excluding the European species,) when the female is ripe, the eggs travel down the tubules into the large ducts, and finally reach the cavity of the mantle, or shell-chamber, as it may be called. The eggs are so minute and light that when the oyster opens its shell, the inrush of water carries them out. They float away into the open water, and occur in such countless myriads that the surface of the sea on some oyster beds is quite cloudy with them. A female Atlantic oyster may pour forth, in a single season, fifty to one hundred millions of eggs. When shed, they have not undergone the essential process of fertilization. Only contact with the sperms produced by the male oyster can accomplish that. The eggs are, therefore, sterile, and will produce nothing unless vivified or fertilized. Now the male produces great quantities of sperms, which pass into the shell chamber just as the eggs do in the female. These sperms are simply washed out into the open water, so that they come into contact with the floating eggs, if the weather and other conditions be favourable. Countless numbers of both eggs and sperms fail to achieve this, and of course, perish. Neither eggs nor sperms, if they are kept separate, survive very long. When the egg is penetrated by a living sperm, it rapidly changes in appearance and structure. These complex changes need not be described here. They proceed while the egg, an almost invisible floating speck, is carried about in the sea. In the space of a week, more or less according to the temperature and season, the little egg becomes an active embryo, provided with a delicate shell. It soon settles down and becomes attached to any available object, preferring the shady rather than the sunny side, and remains there for the rest of its life. The late Professor Huxley kept young floating oysters for about a week, and then found that they sank and became attached to the bottom of the vessel containing them. They appeared as white discs, about $\frac{1}{10}$ of an inch in diameter. Many eggs perish because they never become fertilized; others perish after fertilization from cold or rain, or wind and gales; others again come to nothing because the place upon which they settle is unfavourable. Sand, mud, and other harmful influences also kill myriads of young, and numerous marine animals devour quantities as food. Professor Brooks, in his admirable little work on the oyster, refers to the perils of the young oyster, and quotes Möbius, that every

newly hatched European oyster has but one chance in one million one hundred and forty-five thousand, of reaching maturity. "I have shown," adds Dr. Brooks, "that the chances of each American oyster are very much less."

During my studies last year, in which I dissected and microscopically examined many hundreds of the small Pacific oyster (*O. lurida*). I found that the number of males was greatly in excess of the females. On the other hand, the sexes appear to be about equal in number in the Atlantic oyster. Careful observations have shown that the sperms produced by a single male will suffice for fertilizing the eggs of six or more female oysters. It is not necessary in this place, to give further details, as I propose to lay before the Royal Society of Canada, a special technical memoir on the subject.

It is possible that deterioration of oyster beds may arise, at times, from a serious disparity in the relative numbers of the two sexes, in the case of the Atlantic and Pacific oysters, at any rate.

Under favourable conditions, however, such is the number of sperms poured into the sea by a single male, and such is the quantity of eggs produced by each female, that the perpetuation of the beds is ensured, unless unusual circumstances intervene. One sperm suffices to fertilize a single egg.

The contrast in the propagation of the English, or rather European oyster (*O. edulis*), as compared with that of the oysters indigenous to this continent, has been referred to: but some further details are called for in order to make more clear the important differences. This is necessary in view of the fact that some of the best manuals, and many of the most eminent authorities, deal with the English oyster only, and they cannot therefore be implicitly followed in oyster culture operations in our waters. Both sexes in the European oyster, are contained in the same individual; but the eggs are not produced at the same time as the sperms. This oyster is, in fact, male at one stage, and female at another; but the eggs are found to ripen and be discharged in a short space of time, whereas the sperms may be produced over a lengthened period. Dr. Hoek has placed on record the observation that a female oyster, in which eggs were still contained in the reproductive ducts, was found to contain sperms in all stages of development about two weeks later. All investigators agree that nothing of this kind has been discovered in Atlantic oysters. "I submitted more than a thousand oysters to microscopic observation," says Dr. Brooks, "and I did not find a single hermaphrodite." It must be remembered, however, that while individuals in the European species are bi-sexual, not unisexual, yet that ova and sperms are not produced at the same time in one individual. This species is in fact physiologically unisexual, and in no case fertilizes its own ova. The fertilizing sperms must therefore be derived from other individuals. It is generally held that each oyster is at first a male and produces eggs afterwards, and this view is supported by the fact, that very young oysters have been found filled with ripe sperms. Dr. Horst found such individuals sexually mature, though barely one year old. As oysters which have acted as females begin, immediately after, to produce sperms, it is clear that in some cases there is a regular alternation in the sex-features. How often the same individual may be male and female alternately, during the same season is not known.

When producing eggs the valves of the shell are opened for breathing purposes, and sperms, floating in the surrounding water, find their way into the shell chamber, and pass to that part of the mantle cavity where the urogenital grooves are situated. The sperms are possessed of powers of active movement and enter the ducts, where they come into contact with the ripe eggs, and at once fertilize them. The eggs are thus fertilized before they reach the shell-chamber, and long before they are emitted into the surrounding water. A glutinous matter surrounds them, so that they cling to the gills of the mother oyster, which is then said to be in a state of white sickness. White spat consists of eggs enveloped in a gummy secretion, and undergoing the first embryonic changes. At the next stage about two weeks later, when the spat turns dark in colour, it is called black spat. The eggs have increased in size as well as assumed a dark tint, and they are nearly ready for emission. The spat consists in fact no longer of eggs: but of very immature embryo oysters, pro-

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vided with an extremely delicate shell, and a dark brown liver, whence arises the colour characteristic of this stage. These embryo oysters are thrown out by the mother oyster as cloudy masses, which rapidly disperse in the open water. Each dark speck floats for a few days, and in calm weather sinks to the bottom, and attaches itself to any available object, dark objects being apparently preferred. Before settling down, the floating oyster may wander a long distance from the spawning beds, and in my investigations upon the Pacific coast, in the Dominion cruiser "Quadra," I captured many small embryo oysters several miles from any known oyster areas. The dangers which beset the floating young of both our two species of oysters are thus practically identical.

The European oyster does not produce more than one or two millions of eggs which are thrown out as black spat, as already described. It has therefore not one-hundredth the fecundity of the Atlantic oyster, but the young have the advantage of maternal protection until somewhat advanced, instead of being emitted into the open water, while still in the first and most frail condition. In all the species, however, a very minute proportion of the embryos or "spat" ever arrive at maturity, and apart from the perils which beset them when floating in the sea, there is always the danger that the places upon which the spat settles, or falls, may present condition fatal or at best very unfavourable. Artificial culture attempts to avoid these perils and to overcome these most serious disadvantages; but this sketch does not embrace a consideration of the conditions for successful oyster cultivation.

It remains to be added, simply, that while oysters may develop sex elements by the end of their first year, probably eggs in the Atlantic and Pacific species, though sperms only have hitherto been observed in such, and these are therefore males, yet the prime period for spat production is in the fourth and fifth year. Oysters are on many beds ready for the table in two years, and at that age the reproductive elements are formed, but they are vastly more prolific when a year or two older. In aged oysters, six to ten years old or more, the liver increases so much in bulk that the spermaries and ovaries diminish, as though crowded out. If therefore reserves of oysters in the fourth year of their growth could be secured on every important bed there need be no fear that our oyster fisheries will disappear unless natural conditions supervene, by which the original character of the beds is wholly changed.

The following summary exhibits the more important differences between our Canadian oyster and the European species:—

Canadian Oyster.

- (1.) Sexes separate.
- (2.) Unfertilized eggs shed by parent.
- (3.) Eggs and sperm meet in the open sea and fertilisation is accomplished.
- (4.) The swimming embryo is naked and has for a time no shell.
- (5.) Number of eggs enormous, probably 50 to 150 millions produced by each female oyster.

European Oyster.

- (1.) Sexes combined in the same individual.
- (2.) Eggs never shed before fertilization.
- (3.) Eggs fertilized and retained within the mother-oyster's shell.
- (4.) Embryos protected by a thin shell, and emitted as "black spat."
- (5.) Eggs do not exceed one to two millions *i.e.*, one egg for every hundred eggs produced by the Canadian oyster.

NOTE:—A detailed account of the Department's Oyster Culture operations by Mr. Ernest Kemp during the past year forms App. No. 10, page 227 of this Report.

III.—THE SARDINE FISHING INDUSTRY IN NEW BRUNSWICK.

BY PROFESSOR PRINCE, COMMISSIONER OF FISHERIES.

Passamaquoddy Bay, New Brunswick, and the waters around the West Isles, in the Bay of Fundy, have long yielded an abundant supply of herring. These have been commercially utilized in various ways. Formerly they were smoked or pickled and packed in barrels, but, during the last twenty years, with the decline of these branches of the fish curing industry in the province, there has grown up a sardine fishery, which has become of great importance and value.

In speaking of a sardine industry it is well to premise that the occurrence of the true sardine in Canadian seas has not been scientifically established. Sardines are fish of insignificant size, when adult, but those called by that name in Canada are, in reality, the young of the herring and allied clupeoids. The opinion expressed a year or two ago in a Quebec journal (*L'Evenement*, June 5th, 1893) by an acknowledged authority, with reference to the sardines canned on the banks of the St. Lawrence (Kamouraska) accurately represents the fact in regard to our sardines generally. "J'ai eu raison de dire qu'il n'y avait pas de sardine dans le St. Laurent et que ce que M. Letellier met en boîtes à St. André de Kamouraska n'est que du petit hareng." The small and immature condition of these fish by no means detracts from their comestible qualities. Indeed such qualities do not in all cases improve when the large full-grown stage is attained, and the adult of such clupeoids as the gaspereau is of inferior excellence, whereas the immature fish is delicate and toothsome.

The small fish, the capture of which constitutes the New Brunswick sardine fishery, are prepared and packed either in shallow rectangular tins or boxes, or in oval cans after the manner of the familiar *sardines à l'huile*, which have long formed a valuable industry in France. The sardine canneries have been chiefly, and are at the present time almost solely, carried on upon the coast of Maine. The three canneries in Charlotte County, New Brunswick, viz., that of Mr. Lewis Holmes, Beaver Harbour, Mr. Theodore Holmes, St. Andrews, and Mr. G. K. Wetmore, Deer Island, do not affect the general statement, as the pack of these establishments is but an inconsiderable item when compared with that of Eastport and other canneries.

The sardine cannery in the province of Quebec, already referred to, may be excluded from present consideration, although from the high excellence and repute of its productions it occupies a notable place in the fishery industries of the Maritime Provinces.

At or near Eastport, Maine, U. S., there are, or were until recently, no less than thirty-five sardine canneries, a number increased by the addition of sixteen new establishments to over fifty, or nearly as many as are occupied in the famous French sardine industry, packing, in 1892, 300,000 cases, which was a considerably smaller pack than in the preceding year. From season to season the number of establishments varies as new canneries are opened and old ones closed.

When the packing of sardines commenced, nearly thirty years ago, considerable quantities were put up in factories in Canadian territory. A prohibitive duty imposed by the United States, wholly altered the industry from a Canadian point of view. The supplies of fish, it is true, were obtained in our waters, but the market for the manufactured article was chiefly in the United States, and by a convenient interpretation of the customs regulations, which practically would have kept out even freshly caught fish, these fish were admitted into the United States. The United States Attorney General gave the decision that Canadian boats of less than five tons burden might be regarded as not vessels in the meaning of the regulations, and the Canadian fish required for the Maine sardine canneries were thus admitted as the product of American fisheries. The United States canneries could not carry on their operations for a single day but for the ample supplies of fish obtained from

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our waters, and the sardine industry, so far as our fishermen are concerned, is confined to the capture of the fresh fish and their disposal to the Maine canneries. At least ninety five per cent of the so-called United States sardines are caught by our fishermen on Canadian shores, and these are, for the most part, packed in Eastport, Lubeck and other small towns in the State of Maine.

Of such importance is the supply of these small fishes that a large proportion of the population on the Maine coast, as well as the body of Canadian fishermen who pursue their calling amongst the islands of the Bay of Fundy and neighbouring waters, may be said to be largely dependent upon the sardine industry. A failure in the supply of these fishes would mean disaster to those engaged in cleaning, curing and packing, and who have capital invested in the canneries, and would, without doubt, seriously affect the Canadian fishermen who find lucrative employment in the capture of the sardines. That the small fish, known as sardines in these waters, were abundant on the shores of Charlotte County, N.B., was long known to our fishermen, but their value was not appreciated, and the only use to which they were turned was that of conversion into manure for the purpose of fertilizing the land.

Sardines are captured in weirs (the name being pronounced "wires" in the locality), which are really walled inclosures or traps built of woven twigs, with wooden supports or posts driven into the sand at distances of six or seven feet apart, in comparatively shallow water. Smaller posts and horizontal stringers are used to secure additional strength. The weirs vary in form according to their position and the particular character of the shore. They consist essentially of a wall or leader, sometimes two or more leaders, terminating sea-wards in a pocket or trap. This pocket or trap may be circular, heart-shaped or triangular in form.

The fish, as they move along the shore, are guided by the leaders through narrow openings into the heart, and their return is prevented by projecting partitions. When once the fish reach the terminal heart they make little attempt to escape, and may be kept impounded, without suffering harm, for a period of many days, if the tide does not recede too far. Such brush weirs as just described, will last for six or seven years, but in order to avoid risk of damage by storms and drift ice in winter, many fishermen take the precaution to carry ashore a large part of the twig, wattling or brush used in the trap. The best position for a brush weir is without doubt at the extreme end of a tongue of land, especially between islands or rocky ledges, where the currents run smooth and swift.

The movement of the water when the tide flows, often carries the school directly into the trap, or when heading against the tide they are said to "stem in." As a rule the fish enter the trap at night, and on bright moonlight nights, and during the day they appear to be afraid of the weir, and as a rule, shrink from entering it. It is remarkable that the fish when entrapped, make no attempt to escape, though there are considerable spaces between the wattled twigs, especially when the weir has been recently built. Such openings become, to a large extent, filled up by weeds and debris, so that the walls of the weir, in the course of the season, increase in thickness and density, but are kept sufficiently clear to admit of free ingress and egress of water when the tide ebbs and flows. The poles and twigs, moreover, become thickly coated with mussels, zoophytes, etc., these having become attached when these creatures were in the young floating condition. Except for occasional repairs, the weir is a self-fishing device, and requires little attention. In many cases the fishermen's houses are a short distance away, but in other instances the fishermen must row a distance of two or three miles in order to secure their catch. The fish come in with the flood tide, very rarely at the commencement of ebb, and migrate into the shallows, attracted probably by food. A messenger, usually a boy, is dispatched to the weir as the water begins to lower—soon after "high-slack," during the day or after nightfall, and if he reports, on his return, that fish are in the "heart," the men, two or three, or more if the weir be very large, proceed to secure the catch. Often when the men are of opinion that the tides are "off," they omit to even inspect the weir, as they do not expect to find any fish. The catch varies greatly. Some weirs, favourably situated in narrow channels, which form favourite passages for the fish, may secure a catch worth \$700 or \$800 at a single

tide, the quantity of one catch on Grand Manan is reported at 400 hogsheads, *i.e.* 2,000 barrels. Fortunate lessees of weirs have realized as much as \$10,000 to \$20,000 in a year, as the return of a single weir; but this return is, of course, very exceptional. Storms and winds, the state of the moon, and other circumstances affect the movements of the fish, and, in consequence, the value of the catch. June, as a rule, is a moderate month, but there is often an improvement up to September. October and November are variable, but often are good, while in December the catches have been large, but in the early months of the year the fishery is not worth carrying on. So variable is the quantity of fish and the time of their appearance, that for many weeks and months it does not pay to fish the weirs. During the periods when the weirs are neglected, they must continue to catch fish of various kinds, and such fish are wasted and lost. This waste has suggested the desirability of providing a door or outlet for the escape of the fish at these times. Indeed some such provision is desirable on many grounds, for during the fishing season schools of small fish are entrapped for which there is no market, and such fish should have a means of escape provided.

The ease with which the weirs are worked tends to induce indolence and lack of enterprise on the part of the fishermen, who, unlike their brethren on the open sea, endure little hardship, labour or danger. They are not required to seek the schools of fish, but may be said simply to wait until the fish come in and entrap themselves.

The fish inside the weir pass backward and forward from end to end of the inclosure, but are not observed, as a rule, to make any attempt to escape by the open entrance, shoreward, by which they gained entrance. The interstices between the wicker work, would apparently afford means of escape, at any rate to the smaller fish, but they are observed to keep at some distance from the walls of the trap; the multitude of fish, large and small alike, move in a body backward and forward, or migrate round and round the trap. Small herring fry and post-larval silver hake often occur along with the larger fish, but these diminutive specimens, $2\frac{1}{2}$ or 3 inches in length, remain with the rest and are not observed to take advantage of the spaces and openings in the walls.

It is clear that nothing less than a spacious door, to be opened when required, will save even very minute fry from destruction. Sometimes the swift outflow of water, as the tide falls, will carry small specimens almost through the interstices, but they are observed to wriggle violently towards the centre of the inclosure and to rejoin the main school.

When the fishermen have arrived at the weir, they wait until the water has lowered sufficiently, and then proceed in the weir boats to seine the catch. These weir boats, of which two are generally used, are heavy and scow-like, measuring 15 or 20 feet in length and costing from \$70 to \$200.

The seine is fastened by one end to a post, usually in the deepest part of the trap, and the other end is carefully carried round, until both extremities are brought together. Thus the fish are gradually inclosed as the net is swept round. The alarmed fish rush hither and thither in great terror, as the area of the net diminishes around them, and if any risk appears that they may escape, one of the boats is rowed about in order to intercept them; the men in the meantime stamping with their feet on the bottom of the boat, and beating the water with oars and staves, driving the fish by these noises back into the pocket until finally they are massed in the bunt of the seine, and are then scooped out with capacious dip-nets. The canneries send boats round to the various points where weirs are placed and collect the fish. Fresh sardines are sold by the hogshead, equal to about 15 bushels, and the skipper of the cannery boat usually bargains for them on behalf of the factory. When several buyers are desirous of securing them a kind of auction takes place. Up to 1885 the price paid was, as a rule, \$5 per hogshead; but the rate now varies extremely and may run up to \$30, \$50, or even \$100, especially when the fish are scarce. Six dollars per hogshead is not considered a very remunerative price and when, as in rare cases, the rate has fallen to \$2.50 to \$3.00, the fishermen prefer to use them for other purposes than canning, and sell them for smoking. The preparation of smoked

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herring was at one time an important Canadian industry, but it has fallen off to such an extent that it cannot now be regarded as other than a decaying industry. Such herring as are destined for smoking are largely shipped to Eastport, where they are smoked in United States factories by arrangements with the Canadian fishermen, in order to escape the duty of $3\frac{1}{2}$ cents per box, levied on prepared fish shipped into the United States. Many smoking sheds in New Brunswick and Nova Scotia have been taken down and removed into Maine, but the weir fishermen receive the advantage of increased prices for fresh herring suitable for smoking. Small and undersized herring are not fitted for smoking purposes, and if too diminutive are refused by the canners who have a minimum size for the fish they handle.

The sardine factories are located along the shore in order to be easily reached by the collecting boats. It is important that the fish should be packed with little delay, or the resulting sardines will be soft, of a bad colour, and altogether inferior in quality. The factories are usually two-storey wooden buildings, provided with a wharf or landing stage. In the process of preparation, the fish are subjected to about half-a-dozen operations before they are ready for the market. The operations are largely performed by girls and youths, who, during the short season of sardine manufacture, make very large earnings. Indeed, it is said that many of the young employees in Maine work only three months in the year, and amass enough money to keep them for the remaining nine months.

The processes, briefly stated, are as follows:—

(1) The head and viscera are cut away; but the tail is not removed. This process corresponds to the "gibbing" or gutting in adult herring curing.

(2) The fish are next soaked in brine for a period of 15 to 45 minutes.

(3) On flakes, usually heated by stoves or steam pipes, the fish undergo a drying process. Unless the moisture be got rid of by efficient drying, the fish when canned are found to be spoiled.

(4) They are next cooked in oil, cotton seed or peanut oil being used. It must be remarked, in this connection, that the superiority of the French sardine, apart from the nature of the fish itself, is due largely to the use of olive oil, sometimes more or less adulterated. But in the Maine sardines inferior oil alone is used. In order to facilitate the production of superior grades of sardines, the Dominion Government permitted by Order in Council (May 16, 1893) the importation of olive oil duty free for sardine preserving—a privilege which proved highly advantageous to the "Union Sardinière du St. Laurent," and which has placed on the market canned sardines of the most excellent quality.

(5) The fish are next put through the actual packing process, being sorted and packed in oblong cases, eight or ten fish in a tin. Should this number of fish not fill the tin, they are regarded as too small, and as a rule such fish are refused by the canners.

(6) The sealing process is now executed. After being sealed, the tins are placed in a bath of boiling water for two hours. If the sealing has been done properly, and the tins are perfectly air-tight, each can should show, above and below, a concavity. When no such concavity or sinking-in appears, it is evident that the air has gained access on account of some flaw in the sealing, and the tin is at once returned to the sealer. In the larger ($\frac{1}{2}$ lb. and $\frac{3}{4}$ lb. tins) a slight puncture is made in the hot tin immediately on removing it from the bath. Through the puncture a jet of hot air escapes, and the hole is soldered up.

Formerly very small fish were accepted by the sardine canners; but these diminutive fish, twelve or more to the $\frac{1}{2}$ lb. tin, on account of their immaturity, were found to turn soft and break up when the tin was cut open. Tins presenting this bad appearance when opened caused complaints, hence the market for them ceased. Such inferior fish known as "snippers" are now rejected by the principal canners, and the weir fishermen have no encouragement to capture them.

With regard to the quality of the fish suitable for sardine manufacture, it cannot be questioned that the so-called sardines captured on our Canadian shores could hardly be excelled; but it cannot be claimed that the resulting product turned out by the United States factories in Maine have obtained a very high reputation in the mar-

kets. Quantities of sardines have been packed in oil of such inferior quality and in a manner so discreditable that they have been declared hardly fit for human consumption. One writer recently observed that "the adoption of this method has had a most damaging effect upon the well-being of the industry. Its result was to flood the market with what for a long time proved to be almost unsaleable trash. Some were packed in oil of an inferior grade, some with a very small proportion of oil of fair quality and some without any oil whatever. Of course there were numbers of good brands and brands of superior quality packed but the chief aim of a majority of the packers seemed to be to reduce the cost of production to a minimum, without regard to quality, and the consequence was to bring American sardines as a whole into disrepute in all parts of the country and abroad, wherever they had previously found a market. In the meantime competition in selling, together with the poor quality of a large proportion of the stock offered, had brought market prices down fully 50 per cent in some instances." (*Fishing Gazette*, Sept. 28th, 1895.)

In 1894 a law had been passed by the Maine Legislature with a view to remedying such a serious state of things. Amongst other regulations was one obliging every canner to use not less than one gallon of oil to a minimum quantity of sardines under pain of a considerable fine. These compulsory steps are said to have worked well, although many sardine canneries no doubt evaded the regulations, and their delinquencies escaped detected by the special inspecting officer appointed to see that the law was carried out.

As the principal run of small fish along our shores occurs in spring it is open to meet more or less effectively any abuse such as that of capturing fish too small to be utilized. "Snippers," it is true, occur in various months in summer and in the fall, but their numbers are far inferior then. Sardines should not be less than six or eight inches in length. The chief demand is for them, and fish of smaller size ("snippers") are a drug in the market. When the sardines run somewhat larger than the dimensions named they are either packed as herring, or put up in tins with tomatoes or spices or mustard. Other fish have been tried as well as the small herring, but not successfully. Smelt proved hard and dry when subjected to the various processes involved in the preparation and cooking of sardines. It must not be overlooked, however, that a new and growing industry, the canning of smelt, is now being carried on further north, enabling small smelt, not suitable for the fresh or frozen fish market, to be utilized, when taken in the usual smelt bag-nets.

What are the fish caught in the New Brunswick waters and canned as sardines?

So far as I am aware no detailed study of the smaller Clupeoids of these waters has been made, and it is possible that the so-called sardines which are caught in the weirs at one period of the year are not of the same species as those caught at another. Different species of the herring family strongly resemble each other and only the trained eye can, in many instances, distinguish them. No record appears of the occurrence in Dominion waters of the sprat (*Clupea sprattus*) though it abounds in European waters. It is an excellent and nutritious fish, though never exceeding 6½ inches in length, and usually ranging from 4 to 5 inches. It occurs in British waters during the cold winter months in immense shoals, being known in Scotland as the "garvie," and sold fresh in quantities. If these small species of the herring family occurs in our waters they must be caught in the weirs during some portion of the year. Again, the pilchard (*Clupea pilchardus*), which is the true sardine, somewhat larger than the sprat, viz., nine inches in length on an average, has not been observed off our coast. The Mediterranean sardine is smaller than that obtained on the west coast of France, and is often called *Clupea* or *Alosa sardina*; but there is every reason for regarding them as one species, inseparable from the pilchard of the Cornwall coast. No doubt also the young of the gaspereaux and the shad, not to name others of the herring family, must frequent these waters after their descent from the hatching grounds up the rivers. No observations are recorded concerning them. These surmises are made merely to show how improbable it is that merely one kind of clupeoid is caught in the weirs, and a detailed study of a large series of the small fish caught would possibly reveal in these prolific waters the existence of a species not recorded in these waters, and certainly of young forms of well-known

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fishes. This surmise is rendered more probable from the fact that on a visit I made to a weir in June very small specimens of silver hake were obtained. These small fish, of a bright silvery appearance, were called small herring by the fishermen, as indeed are all small silvery fish, which are captured in the weirs. The anchovy inhabiting the Pacific coast (British Columbia) may occur off New Brunswick; indeed it can hardly be doubted that the small fish captured under the name sardine belong to many species of herring-like fish, and not one kind only. So far, few opportunities have occurred of seeing specimens captured in the weirs, but those which it was possible to obtain proved to be merely half-grown herring. The specimens examined on June 12th were taken in a weir on the south-west side of Partridge Island, St. John County, N.B. Two hogsheads only were in the weir, and a close examination was made of certain examples by removing the reproductive organs from two specimens for microscopical study. Both were females $7\frac{3}{4}$ and $7\frac{7}{8}$ inches in length, respectively. The oblong ovaries were small, not more than two inches in length, and showed the characteristic transverse folds of the developing organ. Under a high power the eggs were seen to be thickly spread through the stroma and were of minute size, the largest not exceeding $\frac{1}{10}$ inch in diameter. The nucleus in these larger ova was of considerable diameter and occupied about one-third of the diameter of the egg, while the clear contents around contained separate oil vesicles, abundantly scattered. It is clear, both from the size of these fishes and the condition of the ovaries, that they were not more than two years old. Opinions as to the time occupied by the herring in reaching maturity have varied considerably. Some have held that seven years, others that three years, is the time, while nine months and eighteen months have been determined as the period. The life history of the herring in British seas has been fully and accurately followed in recent years. Two spawning seasons occur in the year, some individuals spawning in spring, other individuals in the fall. From the eggs, which are deposited in the bottom of the sea on rocky ground at moderate depths, young fry are hatched $\frac{1}{2}$ inch in length (5 to 7 mm.) The body is slender and transparent, sparsely spotted with black, while a large bag of yolk hangs from the under side. The larval herring develops rapidly, and has teeth and well formed breast fins when about a month old. Immense numbers of these active, worm-like young abound at the sea's surface and feed on minute crustaceans. Three months later they are still transparent and have doubled their length, and in the sixth or eighth month they measure two inches, and the sides glisten with a metallic lustre, while the head is spotted with yellow and black. They do not resemble the parent herring until three inches long. A herring four or five inches in length must be over eighteen months old, and those seven to nine inches long are probably a little over two years old and can hardly be ready to reproduce their species until their third year. The sardine industry must therefore destroy a vast number of immature herring, which eight or ten months later would be ready to spawn. The specimens examined in June had certainly never spawned, and the ovaries would hardly reach a state of ripeness until the following spring, eight or nine months later.

It is doubtful whether any fishery can withstand for long so serious a drain upon immature individuals. No doubt the hardy nature of the herring's eggs and fry help to keep up the numbers; but other species of fish in the sea would succumb were specimens that had never spawned captured in such vast quantities. All efforts to diminish the supply of herring here, as in Great Britain, have had apparently little effect. Some authorities have explained the non-appearance of the large winter herring in the Bay of Fundy, as for example in 1891, by the continued destruction of small fish for sardine purposes. The run of sardines also has shown at times a very marked diminution, but not more than may be attributed to the ordinary fluctuations of such a fishery. Indeed, it is a striking fact that in the years 1890-91 these small fishes were more abundant than they had been for twenty years previously.

It cannot, therefore, be said that the capture annually of vast quantities of immature fish has had any serious effects. The possibility is suggested that a considerable proportion of these small fishes may belong to other Clupeoids, though

this is contrary to the result of the examination, referred to on a prior page, and to the common opinion of those engaged in the sardine industry.

It is still an open question, therefore, whether this destruction, on a large and increasing scale is or is not calculated to ultimately endanger the supply of large herring. If schools of young are killed off before they have reached the spawning age, the general catch of the future must ere long be affected. The astonishing fact remains that in Canadian, as in British, waters, the herring fisheries have shown no signs of exhaustion, or, at any rate, no such signs as to create alarm.

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APPENDIX No. 1.

EXPENDITURE AND REVENUE.

The total expenditure for all Fisheries Services, except Civil Government, for the last fiscal year amounted to \$420,165, being within the appropriation by over \$25,000.

The total fisheries revenue during the same period from rents, license fees and fines, including the *modus vivendi* licenses to United States vessels and the proceeds of the sale of the condemned schooner "H. L. Philips," amounted to \$94,970, a surplus of over \$15,000 over the receipts of last year.

EXPENDITURE.

The subdivision of the expenditure is as follows :—

Service.	Expenditure	Vote.
	\$ cts.	\$ cts.
Fisheries	95,518 25	106,900 00
Fish-breeding	39,730 93	50,260 57
Fisheries protection service.....	100,207 29	100,435 00
Fishing bounty	160,089 42	160,000 00
Miscellaneous expenditure.....	24,619 86	30,513 80
Total	420,165 75	448,109 37

The details will be found in the Auditor General's report under the proper headings.

In addition to the above, the following summary shows the salaries and disbursements of fishery officers in the several provinces, together with the expenses for maintenance of the different fish-breeding establishments throughout the Dominion :—

Service.	Expenditure	Vote.
	\$ cts.	\$ cts.
Fisheries, Ontario.....	21,938 56	
do Quebec.....	12,459 34	
do New Brunswick.....	21,370 94	
do Nova Scotia.....	23,555 38	
do Prince Edward Island.....	3,796 58	
do Manitoba.....	2,663 55	
do North-west Territories.....	3,515 16	
do British Columbia.....	6,218 74	
Total	95,518 25	106,900 00

SALARIES and Disbursements of Fishery Officers—*Concluded.*

Service.	Expenditure		Vote.
	\$	cts.	\$ cts.
Fish-breeding, Ottawa hatchery	1,174	10	
do Newcastle do	3,648	68	
do Sandwich do	3,933	15	
do Tadoussac do	2,714	89	
do Gaspé do	2,491	40	
do Magog do	846	43	
do Restigouche hatchery	2,801	92	
do Bedford do	1,378	19	
do Sydney do	664	34	
do Miramichi do	1,750	86	
do St. John River do	4,146	09	
do Fraser River do	2,869	19	
do Bay View do	3,011	71	
do Selkirk do	3,849	98	
General account	4,438	00	
Total	39,730	93	50,260 57

This expenditure by provinces is subdivided as follows:—

EXPENDITURE.

	\$	cts.	\$	cts.
<i>Ontario.</i>				
Salaries of officers	7,609	16		
Disbursements of officers	10,198	79		
Miscellaneous	2,130	61		
Total			21,938	56
<i>Quebec.</i>				
Salaries of officers	7,392	89		
Disbursements of officers	4,680	86		
Miscellaneous	385	59		
Total			12,459	34
<i>New Brunswick.</i>				
Salaries of officers	14,237	13		
Disbursements of officers	6,859	38		
Miscellaneous	274	43		
Total			21,370	94
<i>Nova Scotia.</i>				
Salaries of officers	15,011	75		
Disbursements of officers	7,990	84		
Miscellaneous	552	79		
Total			23,555	38
<i>Prince Edward Island.</i>				
Salaries of officers	3,166	92		
Disbursements of officers	560	44		
Miscellaneous	69	22		
Total			3,796	58

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EXPENDITURE—*Concluded.*

<i>Manitoba.</i>	\$ cts.	\$ cts.
Salaries of officers.....	2,105 15	
Disbursements of officers.....	249 70	
Miscellaneous.....	308 70	
Total.....		2,663 55
<i>North-west Territories.</i>		
Salaries of officers.....	1,948 51	
Disbursements of officers.....	1,547 13	
Miscellaneous.....	19 52	
Total.....		3,515 16
<i>British Columbia.</i>		
Salaries of officers.....	5,378 17	
Disbursements of officers.....	301 20	
Miscellaneous.....	539 37	
Total.....		6,218 74
Grand Total.....		95,518 25

FISH-BREEDING.

<i>Newcastle Hatchery.</i>		
Salaries.....	1,000 00	
Miscellaneous expenditure.....	2,648 68	
Total.....		3,648 68
<i>Sandwich Hatchery.</i>		
Salaries.....	900 00	
Miscellaneous expenditure.....	4,033 15	
Total.....		4,933 15
<i>Tadoussac Hatchery.</i>		
Salaries.....	650 00	
Miscellaneous expenditure.....	2,064 89	
Total.....		2,714 89
<i>Gaspé Hatchery.</i>		
Salaries.....	570 42	
Miscellaneous expenditure.....	1,920 98	
Total.....		2,491 40
<i>Magog Hatchery.</i>		
Salaries.....	600 00	
Miscellaneous expenditure.....	246 43	
Total.....		846 43

FISH-BREEDING—Continued.

	\$ cts.	\$ cts.
<i>Restigouche Hatchery.</i>		
Salaries.....	758 61	
Miscellaneous expenditure.....	2,043 31	
Total.....		2,801 92
<i>Bedford Hatchery.</i>		
Salaries.....	450 00	
Miscellaneous expenditure.....	928 19	
Total.....		1,378 19
<i>Sydney Hatchery.</i>		
Salaries.....	360 00	
Miscellaneous expenditure.....	304 34	
Total.....		664 34
<i>Miranichi Hatchery.</i>		
Salaries.....	500 00	
Miscellaneous expenditure.....	1,250 86	
Total.....		1,750 86
<i>St. John River Hatchery.</i>		
Salaries.....	616 48	
Miscellaneous expenditure.....	2,529 61	
Total.....		3,146 09
<i>Fraser River Hatchery.</i>		
Salaries.....	500 00	
Miscellaneous expenditure.....	2,369 19	
Total.....		2,869 19
<i>Ottawa Hatchery.</i>		
Salaries.....	700 00	
Miscellaneous expenditure.....	474 10	
Total.....		1,174 10
<i>Bayview Hatchery.</i>		
Salaries.....	450 00	
Miscellaneous expenditure.....	2,561 71	
Total.....		3,011 71
<i>Selkirk Hatchery.</i>		
Miscellaneous expenditure.....		3,849 98
<i>General Account.</i>		
Salaries.....	4,000 00	
Miscellaneous expenditure.....	450 00	
Total.....		4,450 00
Total, Fish-breeding.....		39,730 93
Total salaries and disbursements of fishery officers.....		95,518 25

Marine and Fisheries—Fisheries Branch.

FISH-BREEDING—Concluded.

MISCELLANEOUS.	\$ cts.	\$ cts.
Building fish-ways	1,939 05	
Legal and incidental expenses	8,730 31	
Canadian fisheries exhibits and Ottawa hatchery	578 80	
Expenditure in connection with the distribution of fishing bounties	4,994 54	
Surveys of oyster-beds	5,363 36	
International Fisheries Commission	2,000 00	
Licenses to United States fishing vessels	338 80	
Geo. Gouley, for tug hire in Ontario	675 00	
Total		24,619 86
Grand total		159,869 04

FISHERIES PROTECTION STEAMERS—1894-95.

<i>Steamer "Acadia."</i>	\$ cts.	\$ cts.
Wages of officers and men	9,623 02	
Provisions	2,308 88	
Fuel	1,598 17	
Repairs	1,027 81	
Miscellaneous expenditure	3,598 99	
Total		17,156 94
<i>Steamer "La Canadienne."</i>		
Wages of officers and men	7,628 99	
Provisions	2,509 59	
Fuel	1,140 78	
Repairs	4,068 32	
Miscellaneous expenditure	4,176 18	
Total		19,523 86
<i>Steamer "Stanley."</i>		
Wages of officers and men	3,713 15	
Provisions	1,818 62	
Fuel	2,223 18	
Repairs	181 87	
Miscellaneous expenditure	1,407 47	
Total		9,344 29
<i>Steamer "Curlew."</i>		
Wages of officers and men	5,149 53	
Provisions	1,544 00	
Fuel	1,470 87	
Repairs	595 44	
Miscellaneous expenditure	1,843 64	
Total		10,603 43
<i>Steamer "Petrel."</i>		
Wages of officers and men	6,308 77	
Provisions	1,844 73	
Fuel	1,391 26	
Repairs	236 97	
Miscellaneous expenditure	1,664 79	
Total		11,446 52

FISHERIES PROTECTION STEAMERS, &c.—*Concluded.*

	\$ cts.	\$ cts.
<i>Steamer "Constance."</i>		
Wages of officers and men.....	6,740 09	
Provisions.....	2,067 13	
Fuel.....	4,264 77	
Repairs.....	701 86	
Miscellaneous expenditure.....	2,790 19	
Total.....		16,564 04
<i>Steamer "Bayfield."</i>		
Miscellaneous expenditure.....		29 37
<i>Schooner "Vigilant."</i>		
Wages of officers and men.....	4,141 14	
Provisions.....	1,039 57	
Fuel.....	39 39	
Repairs.....	351 00	
Miscellaneous expenditure.....	786 51	
Total.....		6,357 61
<i>Steamer "Dolphin."</i>		
Wages.....	4,072 96	
Provisions.....	831 26	
Fuel.....	54 19	
Repairs.....	1,098 76	
Miscellaneous expenditure.....	1,869 55	
Total.....		7,926 72
General account.....		5,912 68
Fisheries Intelligence Bureau.....		2,628 93
Total.....		112,176 49
LESS—Amount paid for steamer "Constance" by Customs Department.....		11,969 20
Total.....		100,207 29
RECAPITULATION.		
Steamer "Aberdeen".....		2,128 71
do "Dolphin".....		2,564 78
do "Acadia".....		17,156 94
do "La Canadienne".....		19,523 86
do "Stanley".....		9,344 29
do "Petrel".....		11,446 52
do "Constance".....		16,552 75
do "Curlew".....		10,603 43
do "Bayfield".....		29 37
Schooner "Vigilant".....		6,357 61
do "Kingfisher".....		7,926 72
General account.....		5,912 58
Fisheries Intelligence Bureau.....		2,628 93
Total.....		112,176 49
LESS—Amount paid for steamer "Constance" by Customs Department.....		11,969 20
Net expenditure, Fisheries Protection Service.....		100,207 29

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REVENUE.

STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada, for the Fiscal Year ended 30th June, 1895.

	\$ cts.
Ontario, rents, license fees and fines	33,211 60
Quebec do do	8,836 18
Nova Scotia do do	7,075 07
New Brunswick, rents, license fees and fines	11,170 36
P. E. Island do do	3,312 30
Manitoba do do	2,149 30
N. W. Territories do do	309 50
British Columbia do do	23,517 25
LESS—Refunds	89,581 56
	1,673 02
Licenses to U. S. fishing vessels	87,908 54
Sale of U. S. fishing vessel "H. L. Philips"	5,819 62
	1,241 88
Total	94,370 04

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COMPARATIVE Statement of Expenditure and Revenue of the Fisheries Department, from 1st July, 1885, to 30th June, 1895—*Con.*

	1890-91.		1891-92.		1892-93.		1893-94.		1894-95.	
	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Ontario.	15,540	30	26,517	70	15,155	83	25,368	90	20,116	91
Quebec.	10,665	98	3,642	14	10,917	36	4,742	76	11,761	34
New Brunswick.	16,082	77	7,193	59	15,707	98	6,334	83	11,692	82
Nova Scotia.	17,844	19	5,582	65	18,755	86	3,357	42	18,522	94
P. E. Island.	3,242	25	667	00	1,835	65	166	00	20,490	81
Manitoba and N.W. Territories.	3,609	03	1,234	00	3,583	43	2,847	60	3,078	55
B. Columbia.	4,320	53	12,359	02	6,158	17	3,332	96	5,331	25
Fish-breeding and fish-ways.	39,496	45	1,286	50	43,957	74	5,490	60	5,283	21
Fisheries Protection Service.	83,050	16	1,934	49	93,397	40	47,322	49	45,024	67
Miscellaneous.	13,382	28	.....	.....	106,805	39	.....	.....	115,147	59
Totals.	207,234	94	60,917	19	226,928	48	49,719	39	334,044	70
Fishing bounties.	165,967	22	.....	.....	136,892	25	.....	.....	159,752	15
									282,028	44
									158,794	54
								
									76,719	19
								
									260,076	33
									100,089	42
									420,165	75

APPENDIX No. 2.

FISHING BOUNTIES.

The payments made for this service are under the authority of Act 54-55 Vic., cap. 42, intituled: "An Act to encourage the development of the sea fisheries and the building of fishing vessels," which provides for the payment of the sum of \$160,000 annually, under regulations to be made from time to time by the Governor General in Council.

The total number of claims received for the year 1894 was 14,496, being an increase of 517 as compared with 1893.

The total number of claims paid during the year was 14,350, an increase of 715 as compared with the previous year.

The total amount of bounties paid in 1894 was \$160,066.80, of which \$77,325.80 was paid to vessels, and \$82,741 to boats.

The number of vessels which received bounty in 1894 was 899, with a tonnage of 29,584 tons, being an increase of 94 vessels and 1,605 tons, as compared with 1893.

The number of boats on which bounty was paid was 13,351, and the number of boat-fishermen who received bounty was 23,132, being an increase of 521 boats and 863 fishermen, as compared with the previous year.

FISHING BOUNTY REGULATIONS.

The regulations under which the bounty for 1894 was paid are the same as those which were in force in 1893, and were established by Order in Council No. 2533, on the 24th of August, 1894, as follows:—

1. Fishermen who have been engaged in deep-sea fishing for fish other than shell-fish, salmon and shad, or fish taken in rivers or mouths of rivers, for at least three months, and have caught not less than 2,500 pounds of sea-fish, shall be entitled to a bounty; provided always that no bounty shall be paid to men fishing in boats measuring less than 13 feet keel, and not more than three men (the owner included) will be allowed as claimants in boats under 20 feet.

2. No bounty shall be paid upon fish caught in trap-nets, pound-nets and weirs, nor upon the fish caught in gill-nets fished by persons who are pursuing other occupations than fishing, and who devote merely an hour or two daily to fishing these nets and are not, as fishermen, steadily engaged in fishing.

3. Only one claim will be allowed in each season, even though the claimant may have fished in two vessels, or in a vessel and a boat or in two boats.

4. The owners of boats measuring not less than 13 feet keel which have been engaged during a period of not less than three months in deep-sea fishing for fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty on each such boat.

5. Canadian registered vessels of 10 tons and upwards (up to 80 tons) which have been exclusively engaged during a period of not less than three months in the catch of sea-fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage, one-half of which bounty shall be payable to the owner or owners, and the other half to the crew, except in cases where one or more of the crew shall have failed to comply with the regulations, then such share or shares shall not be paid.

6. The three months during which a vessel must have been engaged in fishing, to be entitled to bounty, shall commence on the day the vessel sails from port on her fishing voyage and end the day she returns to port from said voyage.

7. Owners or masters of vessels intending to fish and claim bounty on their vessels must, before proceeding on a fishing voyage, procure a license from the nearest collector of customs or fishery overseer, said license to be attached to the claim when sent in for payment.

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8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kinds of sea-fish caught.

9. Ages of men must be given. Boys under 14 years of age are not eligible as claimants.

10. Claims must be sworn to as true and correct in all their particulars.

11. Claims must be filed on or before the 30th November in each year.

12. Officers authorized to receive claims will supply the requisite blanks free of charge, and after certifying the same will transmit them to the Department of Marine and Fisheries.

13. No claim in which an error has been made by the claimant or claimants shall be amended, after it has been signed and sworn to as correct.

14. Any person or persons detected making returns that are false or fraudulent in any particular will be debarred from any further participation in the bounty and be prosecuted according to the utmost rigour of the law.

15. The amount of the bounty to be paid to fishermen and owners of boats and vessels will be fixed from time to time by the Governor in Council.

16. From and after 1st January, 1895, all vessels fishing under bounty license are required to carry a distinguishing flag, which must be shown at all times during the fishing voyage at the main topmast head. The flag must be four feet square, in equal parts of red and white, joined diagonally from corner to corner. Any case of neglect to carry out this regulation reported to the Department of Marine and Fisheries, will entail the loss of the bounty, unless satisfactory reasons are given for its non-compliance.

The following particulars in connection with bounty payments, show :

1. That the bounty was established in 1882.

2. The number of claims and fishermen paid per year, as follows :—

In 1882	11,972,	representing	29,932	fishermen.
1883	13,086	do	33,399	do
1884	12,468	do	31,279	do
1885	14,124	do	33,564	do
1886	14,900	do	33,523	do
1887	15,416	do	34,387	do
1888	15,599	do	34,887	do
1889	17,078	do	38,343	do
1890	17,959	do	39,050	do
1891	18,506	do	38,859	do
1892	14,442	do	29,064	do
1893	13,635	do	28,013	do
1894	14,350	do	29,222	do
Totals	193,535	do	433,540	do

3. The amount of bounty paid per year as follows :—

In 1882		\$172,285	47
1883		130,344	85
1884		155,718	98
1885		161,539	39
1886		160,903	59
1887		163,757	92
1888		150,185	53
1889		158,526	54
1890		158,241	01
1891		156,891	85
1892		159,752	15
1893		158,234	10
1894		160,066	80
Total amount of bounty paid		\$2,046,448	17

4. The proportion of bounty paid per head, or the basis of payments for each year :

In 1882, vessels were paid at the rate of \$2 per ton, one-half being payable to the owner and the other half to the crew.

Boats were paid on the basis of \$5 per man, one-fifth of which went to the owner and four-fifths to the men.

In 1883 the rate to vessels was \$2 per ton, and paid as in 1882. The basis of payment to boats was \$2.50 per man, one-fifth of which was paid to the owner and four-fifths to the men.

In 1884, vessels were \$2 per ton, as in 1882 and 1883; and owners of boats were paid as follows:—

On boats from 14 feet keel to 18 feet keel.....	\$1 00
do 18 do 25 do	1 50
do 25 do upwards	2 00
And boat fishermen \$3 each.	

In 1885 vessels were paid \$2 per ton as in previous years. The rate to boats was the same as in 1884, with the admission of boats measuring 13 feet keel. Boat fishermen \$3 each.

In 1886 and 1887 the rate to vessels and boats remained the same as in 1885.

In 1888 vessels were paid at the rate of \$1.50 per ton, one-half to owner and one-half to crew, as formerly. Boats remained the same as in 1885-86-87, and boat fishermen \$3 each.

In 1889 the rate to vessels remained the same as in 1888. Owners of boats were paid \$1 per boat, and boat fishermen \$3 per man. These rates also formed the basis of payments for the years 1890 and 1891.

In 1892 vessels were paid at the rate of \$3 per ton, divided between the owners and the crew, in accordance with the regulations. Owners of boats were paid \$1 per boat, and boat fishermen \$3 each.

In 1893 the rate paid to vessels was \$2.90 per ton, while the rate paid to the owners of boats and to boat fishermen remained the same as in 1892.

In 1894 vessels were paid at the rate of \$2.70 per ton. The rate to boats was the same as has been paid since 1889, viz.: \$1 per boat to the owner thereof, and \$3 each to boat fishermen.

The total number of vessels to which bounty was paid since 1882 is 10,511, with a tonnage of 393,309 tons; the number of crew receiving bounty being 81,816. Average number of men per vessel is 8.

The total number of boats paid is 182,899, and boat fishermen 351,723. Average number of men per boat, 2.

5. The highest bounty paid per head to vessel fishermen was \$21.75 in 1893; the lowest 83 cents.

The highest bounty paid per head to boat fishermen was \$4, the lowest being \$2.

The general average paid per head is \$4.72.

Marine and Fisheries—Fisheries Branch.

GENERAL STATEMENT of Fishing Bounty Claims received for the year 1894.

Province.	County.	Number of Claims received.	Number of Claims rejected.	Number of Claims held in abeyance.	Number of Claims paid.
Nova Scotia	Annapolis	179	3	1	175
	Antigonish	133		1	132
	Cape Breton	401			*404
	Colchester				
	Cumberland	6			6
	Digby	311	6	2	*304
	Guysborough	1,299	3	1	1,295
	Halifax	1,683	5	1	1,677
	Inverness	570		1	569
	King's	40			40
	Lunenburg	1,158	3		1,155
	Pictou	33			33
	Queen's	319			319
	Richmond	986	6	2	978
	Shelburne	828	2	3	823
	Victoria	491	10		*489
	Yarmouth	203	2		201
	Totals	8,640	40	12	8,600
New Brunswick	Charlotte	413	1		*414
	Gloucester	457	10		447
	Kent	27	1		26
	Northumberland	9	4		5
	Restigouche				
	St. John	19			19
	Westmoreland				
	Totals	925	16		911
Prince Edward Island	King's	492	6		*487
	Prince	382	1	15	367
	Queen's	109			109
	Totals	983	7	15	963
Quebec	Bonaventure	820	14	2	804
	Gaspé	2,356	31	6	2,319
	Rimouski	18			18
	Saguenay	754	2	17	735
	Totals	3,948	47	25	3,876

RECAPITULATION.

Nova Scotia	8,640	40	12	8,600
New Brunswick	925	16		911
Prince Edward Island	983	7	15	963
Quebec	3,948	47	25	3,876
Grand Totals	14,496	110	52	14,350

*NOTE.—The number of claims paid includes several applications for previous years which, on inquiry, were found correct. This will explain the difference between claims paid and claims received after deducting those rejected and held in abeyance.

DETAILED STATEMENT showing Fishing Bounties paid to Vessels in each County for the Year 1894.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount Paid.
						\$ cts.
Nova Scotia	Annapolis	14	484	34½	91	1,084 91
	Antigonish	1	11	11	2	29 70
	Cape Breton	11	184	17	46	471 09
	Cumberland	1	17	17	2	45 90
	Digby	56	1,483	26½	399	3,742 56
	Guysborough	19	522	27	89	1,338 70
	Halifax	83	2,194	26½	506	5,617 00
	Inverness	18	345	19	98	926 95
	King's	7	122	17	23	329 40
	Lunenburg	167	11,500	69	1,905	30,695 14
	Queen's	12	502	42	96	1,331 13
	Richmond	74	2,280	31	509	6,014 42
	Shelburne	90	2,790	31	724	7,215 45
	Victoria	1	11	11	5	37 73
Yarmouth	48	2,290	47	582	5,920 95	
	Totals	602	24,735	41	5,077	64,801 03
New Brunswick	Charlotte	58	1,019	17½	171	2,460 05
	Gloucester	171	1,992	11½	519	5,282 52
	Kent					
	Northumberland					
	St. John	9	178	20	31	445 23
	Westmoreland					
	Totals	238	3,189	13	721	8,187 80
Prince Edward Island	King's	15	436	29	79	1,098 19
	Prince	5	141	28	31	380 70
	Queen's	1	17	17	4	45 90
	Totals	21	594	28	114	1,524 79
Quebec	Bonaventure	1	26	26	5	70 20
	Gaspé	4	124	31	29	334 80
	Saguenay	33	916	127½	144	2,407 18
	Totals	38	1,066	28	178	2,812 18

RECAPITULATION.

Nova Scotia	602	24,735	41	5,077	64,801 03
New Brunswick	238	3,189	13	721	8,187 80
Prince Edward Island	21	594	28	114	1,524 79
Quebec	38	1,066	28	178	2,812 18
Grand totals	899	29,584	33	6,090	77,325 80

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Boats for the year 1894.

Province.	County.	Number of Boats.	Number of Men.	Amount paid.	Total Bounty paid to Vessels and Boats in 1894.
				\$	\$ cts.
Nova Scotia	Annapolis	161	255	926	2,010 91
	Antigonish..	131	197	722	751 70
	Cape Breton.....	392	766	2,690	3,161 09
	Cumberland.....	4	6	22	67 90
	Digby	247	453	1,606	5,348 56
	Guysborough	1,274	2,174	7,796	9,134 70
	Halifax	1,569	2,455	8,934	14,551 00
	Inverness	551	1,240	4,270	5,196 95
	King's	33	48	177	506 40
	Lunenburg	987	1,137	4,402	35,097 14
	Pictou	33	45	168	168 00
	Queen's	307	482	1,753	3,084 13
	Richmond	898	1,364	4,989	11,003 42
	Shelburne	729	1,169	4,237	11,452 45
	Victoria	487	866	3,088	3,125 73
Yarmouth	153	242	879	6,799 95	
	Totals	7,956	12,899	46,659	111,460 03
New Brunswick	Charlotte	354	563	2,043	4,503 05
	Gloucester.....	267	643	2,195	7,477 52
	Kent	25	46	163	163 00
	Northumberland.....	5	14	47	47 00
	St. John	10	15	55	500 23
	Westmoreland				
	Totals	661	1,281	4,503	12,690 80
Prince Edward Island.....	King's	444	745	2,674	3,772 19
	Prince	361	778	2,698	3,078 70
	Queen's	108	290	979	1,024 90
	Totals	913	1,813	6,351	7,875 79
Quebec	Bonaventure	798	1,358	4,869	4,939 20
	Gaspé	2,307	4,473	15,720	16,054 80
	Rimouski	18	29	105	105 00
	Saguenay	698	1,279	4,534	6,941 18
	Totals	3,821	7,139	25,228	28,040 18

RECAPITULATION.

Nova Scotia.....	7,956	12,899	46,659	111,460 03
New Brunswick.....	661	1,281	4,503	12,690 80
Prince Edward Island.....	913	1,813	6,351	7,875 79
Quebec.....	3,821	7,139	25,228	28,040 18
Grand totals	13,351	23,132	82,741	160,066 80
Legal expenses, Bounty prosecutions.....				22 62
				160,089 42

COMPARATIVE STATEMENT of Fishing Bounties paid for the years 1892 to 1894, inclusive.

Number.	Province.	County.	1892.			1893.			1894.			Grand Total.
			Vessels.	Boats.	Total.	Vessels.	Boats.	Total.	Vessels.	Boats.	Total.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Number.
1	Nova Scotia	Annapolis	776 11	761 00	1,537 11	700 52	746 81	1,447 33	1,084 91	926 00	2,010 91	1
2		Antigonish	24 75	789 00	813 75	15 95	559 00	574 95	29 70	722 00	751 70	2
3		Cape Breton	324 51	2,806 00	3,130 51	317 34	2,677 00	2,994 34	471 09	2,690 00	3,161 09	3
4		Colchester										4
5		Cumberland	4,214 12	1,788 00	6,002 12	49 30	11 00	60 30	45 90	22 00	67 90	5
6		Digby	1,386 15	7,186 00	8,572 15	250 87	1,675 00	1,925 87	3,742 56	1,606 00	5,348 56	6
7		Guysboro'	6,107 71	7,416 00	13,523 71	964 04	6,964 00	7,928 04	1,338 70	7,796 00	9,134 70	7
8		Halifax	7,57 89	4,123 00	11,700 89	7,321 32	7,283 00	14,604 32	5,617 00	8,934 00	14,551 00	8
9		Inverness	220 20	242 00	462 20	155 25	156 00	311 25	926 95	4,270 00	5,196 95	9
10		King's	31,260 30	4,657 00	35,917 30	31,588 21	3,996 00	35,584 21	30,695 14	4,402 00	35,097 14	10
11		Lunenburg										11
12		Pictou	1,041 61	1,600 00	2,641 61	1,136 34	1,505 00	2,641 34	1,331 13	1,753 00	3,084 13	12
13		Queen's	6,043 97	4,931 00	10,974 97	6,227 13	4,635 00	10,862 13	6,014 42	4,237 00	11,003 42	13
14		Richmond	5,905 46	406 00	6,311 46	5,256 94	4,256 00	9,512 94	7,215 45	4,237 00	11,452 45	14
15		Shelburne	85 00	3,049 00	3,134 00	139 20	2,959 00	3,098 20	37 73	3,088 00	3,125 73	15
16		Victoria	6,709 25	895 00	7,604 25	6,50 45	748 00	7,248 45	5,920 95	3,879 00	6,739 95	16
17		Yarmouth										17
18		Totals	64,837 39	44,576 00	109,413 39	65,523 86	42,542 81	108,066 67	64,801 03	46,659 00	111,460 03	18
19	New Brunswick	Charlotte	2,519 65	2,405 00	4,924 65	2,427 24	2,000 00	4,427 24	2,460 05	2,043 00	4,503 05	19
20		Gloucester	1,513 69	2,935 00	4,448 69	4,634 07	2,338 00	6,972 07	5,282 52	2,195 00	7,477 52	20
21		Kent	47 50	615 00	662 50	69 01	122 00	191 01		163 00	163 00	21
22		Northumberland	288 00	97 00	385 00	250 85	48 00	298 85		47 00	47 00	22
23		Restigouche										23
24		St. John	271 87	66 00	337 87	535 92	99 00	634 92	445 24	55 00	500 23	24
25		Westmoreland	71 50	21 00	92 50							25
26		Totals	4,711 61	6,159 00	10,870 61	7,917 09	4,607 09	12,524 09	8,187 80	4,03 00	12,690 80	26

Marine and Fisheries—Fisheries Branch.

COMPARATIVE STATEMENT OF Fishing Bounties paid for the years 1892 to 1894, inclusive.

Number.	Province.	County.	1892.			1893.			1894.			Grand Total.	Number.			
			Vessels.		Boats.		Vessels.		Boats.		Vessels.			Boats.		
			Amount.	Total.	Amount.	Total.	Amount.	Total.	Amount.	Total.	Amount.			Total.	\$	cts.
27	P. E. Island	King's	1,102 30	4,465 30	1,345 70	2,578 00	3,923 70	1,098 19	2,574 00	3,772 19	12,162 19	27				
28		Prince	1,276 85	3,949 85	989 02	3,326 50	4,315 52	380 70	2,698 00	3,078 70	11,344 07	28				
29		Queen's	250 64	1,366 64	133 40	957 00	1,090 40	45 90	979 00	1,024 90	3,481 94	29				
30		Totals	2,629 79	9,782 79	2,468 12	6,861 50	9,329 62	1,524 79	6,351 00	7,875 79	26,988 20	30				
31	Quebec	Bonaventure	25 00	6,449 00	24 17	4,720 50	4,744 67	70 20	4,849 00	4,939 20	16,157 87	31				
32		Gaspé	363 25	16,692 00	370 71	15,869 00	16,229 71	334 80	15,720 00	16,054 80	49,359 76	32				
33		Rimouski		286 00		321 00	321 00		105 00	105 00	49,712 00	33				
34		Saguenay	1,983 10	3,896 00	2,349 34	4,676 00	7,025 34	2,407 18	4,534 00	6,941 18	19,845 62	34				
35		Témiscouata										35				
36		Totals	2,371 35	27,323 00	2,744 22	25,576 50	28,320 72	2,812 18	25,228 00	28,040 18	86,055 25	36				

RECAPITULATION.

37	Nova Scotia		64,837 39	44,576 00	109,413 39	65,523 86	42,542 81	108,066 67	64,801 03	46,659 00	111,460 03	37
38	New Brunswick		4,711 61	6,199 00	10,870 61	7,917 09	4,607 00	12,524 09	8,187 80	4,503 00	12,690 80	38
39	P. E. Island		2,629 79	7,153 00	9,782 79	2,468 12	6,861 50	9,329 62	1,524 79	6,351 00	7,875 79	39
40	Quebec		2,371 35	27,323 00	29,694 35	2,744 22	25,576 50	28,320 72	2,812 18	25,228 00	28,040 18	40
41		Totals	74,550 14	85,211 00	159,761 14	78,653 20	79,587 81	158,241 10	77,325 80	82,741 00	160,066 80	41
		Less Refund....			9 00	Less Refund....		7 00		Total Refunds.....		
					159,752 14			158,234 10			16 00	
											478,053 04	

COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1894, inclusive, showing:—
 (1) Total number of Fishing Bounty claims received and paid by the Department of Marine and Fisheries.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.
1882.....	6,730	6,613	1,257	1,142	1,169	1,100	3,162	3,117	12,318	11,972
1883.....	7,171	7,076	1,603	1,579	1,138	1,106	3,602	3,325	13,604	13,086
1884.....	7,007	6,930	1,252	1,224	923	885	3,470	3,429	12,652	12,468
1885.....	7,646	7,509	1,609	1,588	1,117	1,025	3,943	3,912	14,315	14,124
1886.....	7,639	7,702	1,707	1,763	1,131	1,080	4,275	4,355	14,812	14,900
1887.....	8,262	8,227	1,975	1,958	1,201	1,126	4,138	4,105	15,576	15,416
1888.....	8,481	8,429	2,065	2,026	1,153	834	4,328	4,310	16,027	15,599
1889.....	8,816	8,523	2,428	2,392	1,211	1,511	4,604	4,652	17,119	17,078
1890.....	9,337	9,429	2,522	2,469	1,332	1,257	4,860	4,804	18,071	17,959
1891.....	10,242	10,063	2,831	2,084	1,482	1,446	5,108	4,913	19,603	18,506
1892.....	8,272	8,186	1,067	1,001	1,065	1,051	4,425	4,204	14,829	14,442
1893.....	7,926	7,844	967	881	1,027	1,012	4,059	3,898	13,979	13,635
1894.....	8,640	8,600	925	911	983	963	3,948	3,876	14,496	14,350
Totals.....	106,169	105,221	22,358	21,018	14,952	14,306	53,982	52,900	197,461	193,535

Marine and Fisheries—Fisheries Branch.

(2) NUMBER of vessels, tonnage and number of men entitled to bounty in each year.

Year.	NOVA SCOTIA.			NEW BRUNSWICK.			P. E. ISLAND.			QUEBEC.			TOTAL.		
	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.
1882.....	588	22,841	5,943	120	2,171	531	15	389	74	63	2,210	538	786	27,611	6,486
1883.....	700	29,788	6,238	126	2,102	496	16	450	66	62	2,236	443	904	34,576	7,243
1884.....	700	29,828	6,327	139	2,289	560	16	582	92	56	1,965	382	911	34,664	7,361
1885.....	629	27,709	5,897	128	2,120	496	19	597	113	55	1,791	317	831	32,217	6,823
1886.....	562	25,375	5,022	145	2,628	520	32	1,071	215	52	1,730	320	791	30,804	6,077
1887.....	566	24,520	4,900	154	2,889	563	38	1,677	338	54	1,883	334	812	30,969	6,135
1888.....	589	26,008	5,450	150	2,545	544	37	1,245	249	51	1,842	388	827	31,640	6,631
1889.....	597	27,123	5,084	153	2,590	565	35	1,274	239	48	1,729	330	833	32,716	6,818
1890.....	540	23,955	4,935	133	2,129	447	32	1,002	203	34	1,182	220	739	28,268	5,805
1891.....	527	22,780	4,618	124	2,051	411	27	778	155	27	924	168	705	26,533	5,352
1892.....	507	22,279	4,641	108	1,683	343	30	983	139	23	803	159	668	25,748	5,252
1893.....	536	23,195	4,780	210	2,922	634	27	910	151	32	952	179	805	27,979	5,744
1894.....	602	24,735	5,077	238	3,189	721	21	594	114	38	1,066	178	899	29,584	6,090
Totals.....	7,643	330,136	68,862	1,928	31,308	6,831	345	11,552	2,148	595	20,313	3,956	10,511	303,309	81,817

(3) NUMBER of Boats among which Bounty was distributed, and number of men engaged in boat fishing receiving Bounty.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.
1882.....	6,043	12,130	1,024	2,530	1,087	3,070	3,071	5,716	11,225	23,446
1883.....	6,458	13,553	1,453	3,309	1,098	3,106	3,266	6,188	12,275	26,156
1884.....	6,257	12,669	1,086	2,505	869	2,346	3,344	6,416	11,556	23,936
1885.....	6,970	13,396	1,460	3,254	1,006	2,606	3,857	7,485	13,203	26,741
1886.....	7,140	13,351	1,618	3,567	1,048	2,547	4,303	7,981	14,109	27,446
1887.....	7,662	13,997	1,804	3,994	1,088	2,711	4,051	7,550	14,605	28,252
1888.....	7,840	14,115	1,876	4,148	797	2,141	4,259	7,852	14,772	28,256
1889.....	7,926	14,118	2,237	5,032	1,475	3,568	4,602	8,807	16,240	31,525
1890.....	8,886	15,738	2,324	5,242	1,192	3,024	4,766	9,241	17,168	33,245
1891.....	9,525	16,552	1,928	4,126	1,383	3,427	4,865	9,402	17,701	33,507
1892.....	7,679	12,307	893	1,765	1,021	2,047	4,181	7,693	13,774	23,812
1893.....	7,308	11,748	671	1,314	985	1,962	3,866	7,245	12,830	22,269
1894.....	7,956	12,899	661	1,281	913	1,813	3,821	7,139	13,351	23,132
Totals.....	97,650	176,573	19,035	42,067	13,962	34,368	52,252	98,715	182,899	351,723

(4) TOTAL Number of men receiving Bounty in each year.

YEAR.	NOVA SCOTIA.	NEW BRUNSWICK	P. E. ISLAND.	QUEBEC.	TOTAL.
	No. of Men.	No. of Men.	No. of Men.	No. of Men.	
1882.....	17,473	3,061	3,144	6,254	29,932
1883.....	19,791	3,805	3,172	6,631	33,399
1884.....	18,996	3,065	2,438	6,798	31,297
1885.....	19,293	3,750	2,719	7,802	33,564
1886.....	18,373	4,087	2,762	8,301	33,523
1887.....	18,897	4,557	3,049	7,884	34,387
1888.....	19,565	4,692	2,390	8,240	34,887
1889.....	19,802	5,597	3,807	9,137	38,343
1890.....	20,673	5,689	3,227	9,461	39,050
1891.....	21,170	4,537	3,582	9,570	38,859
1892.....	16,918	2,108	2,186	7,852	29,064
1893.....	16,528	1,948	2,113	7,424	28,013
1894.....	17,976	2,002	1,927	7,317	29,222
Totals.....	245,455	48,898	36,516	102,671	433,540

Marine and Fisheries—Fisheries Branch.

(5) TOTAL annual payments of Fishing Bounty.

Year.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1882.....	106,098 72	16,997 00	16,137 00	33,052 75	172,285 47
1883.....	89,432 50	12,395 20	8,577 14	19,940 01	130,344 85
1884.....	104,934 09	13,576 00	9,203 96	28,004 93	155,718 98
1885.....	103,999 73	15,908 25	10,166 65	31,464 76	161,539 39
1886.....	98,789 54	17,894 57	10,935 87	33,283 61	160,903 59
1887.....	99,622 03	19,699 65	12,528 51	31,907 73	163,757 92
1888.....	89,778 90	18,454 92	9,092 96	32,858 75	150,185 53
1889.....	90,142 51	21,026 79	13,994 53	33,362 71	158,526 54
1890.....	91,235 64	21,108 33	11,686 32	34,210 72	158,241 01
1891.....	92,377 42	17,235 96	12,771 30	34,507 17	156,891 85
1892.....	109,410 39	10,864 61	9,782 79	29,694 35	159,752 14
1893.....	108,060 67	12,524 09	9,328 62	28,320 72	158,234 10
1894.....	111,460 03	12,690 80	7,875 79	28,040 18	160,066 80
Totals....	1,295,342 17	210,376 17	142,081 44	398,648 39	2,046,448 17

DETAILED STATEMENT of Fishing Bounties paid to Vessels for the Year 1894.

PROVINCE OF NOVA SCOTIA.

ANNAPOLIS COUNTY.

* This denotes that some of the crew did not comply with the regulations and are not included in the column for crew.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
75888	Annie	Yarmouth	22	Isaiah Sabeau, M. O.	Port Lorne.....	* 3	51 98
72978	Annie Coggins	Digby	22	David Hayden, M. O.	Thorneville	* 7	59 40
85684	Constitution	do	28	Joseph Anthony, M. O.	Victoria Beach	* 7	67 20
100013	Fleet Wing	Annapolis	54	Wm. W. Goucher	Margaretsville	* 4	109 36
80001	Florence	St. John, N. B.	15	H. Weaver & E. Quinlan	do	* 2	28 35
94700	Franklin S. Schenck	Digby	44	Wm. McGrath, M. O.	Thorneville	* 11	118 80
94693	John H. Kennedy	do	54	Stephen Haynes, M. O.	Victoria Beach	* 10	125 00
83461	Josie L. Day	do	16	Wm. Taylor, M. O.	do	* 6	40 12
94709	Jennie B. Thomas	do	52	John Apt, M. O.	Thorneville	* 8	110 34
88685	Ladora	St. John, N. B.	12	Stephen Baker	Margaretsville	* 2	24 80
97022	M. & L. Chase	Digby	46	Gilbert Welch <i>et al.</i>	Victoria Beach	* 3	80 73
94700	Mary E. Whorf	do	77	H. Anderson <i>et al.</i>	Digby	* 16	155 93
83253	Rescue	Annapolis	17	Josiah Burrell, M. O.	Clementsport	7	45 90
75595	Westwind	Digby	25	Syda & Cousins	Digby	5	67 50

ANTIGONISH COUNTY.

96787	Benecia Boy	Halifax	11	Lawrence Hylan	Strait of Canso	2	29 70
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CAPE BRETON COUNTY.

100382	Alice	Sydney	10	Wm. Hunt	Sydney	3	27 00
100372	Betsy Jane	do	11	Samuel Moore	Little Bras d'Or	3	29 70
88507	Belle of Rome	do	14	C. W. Mann	Gabarouse	* 3	28 35
85381	Champion	do	16	John Williams	Louisburg	5	43 20
61948	Ellen Eliza	Arichat	21	Abram U. Grant	Gabarouse	* 2	39 69
100383	Florence L.	Sydney	10	Peter Leblanc	Little Bras d'Or	* 3	23 63
88513	Ida	do	11	Elias Leblanc	do	* 3	25 99
74039	James Henry	do	18	Peter Deveaux	do	6	48 60
100380	Mary D.	do	27	Simon Deveaux	do	7	72 90
92600	Merit	do	13	Alex. Leblanc	do	5	35 10
75577	Mary Ann Bell	Lunenburg	53	Therault & Arseneault	do	6	89 10

CUMBERLAND COUNTY.

75614	Fawn	Digby	17	James E. Ogilvie	Parrsboro'	2	45 90
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DIGBY COUNTY.

75612	Alice	Yarmouth	17	Haines Bros.	Freeport	* 6	42 63
83431	Acadian	Weymouth	32	Geo. H. Stevens, M. O.	do	8	86 40
88598	Alph. B. Parker	St. John, N. B.	39	Holland Outhouse, M. O.	Tiverton	11	105 30
90660	Alice May	Yarmouth	18	Edgar McDormand, "	Westport	8	48 60

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

DIGBY COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
83258	Alfred	Digby	29	Haines Bros	Freeport	8	78 30
94696	Annie M. Sproule	do	70	Jno. W. Sproule, M.O.	Digby	16	189 00
74308	Bald Eagle	Yarmouth	14	Louis Gaudet, M.O.	Belliveau Cove.	5	37 80
88267	Bessie May	St. John, N. B.	23	Geo. McDormand	Westport	* 4	46 58
94704	Chas. Haskell	Digby	67	Howard Anderson	Digby	*15	175 25
94698	Carrie H	do	20	Aug. Haycock, M.O.	Westport	*7	54 00
74331	Condor	Yarmouth	11	Howard Titus, M.O.	do	5	29 70
75711	Dove	do	19	Thomas Ossinger	Tiverton	* 6	47 64
88408	Elihu Burritt	Digby	50	H. B. Allen, M.O.	Digby	*12	125 36
94707	Ernest F. Norwood	do	67	Ansel Snow, M.O.	do	*15	206 64
90662	Edward A Horton	do	79	Jos. E. Snow	do	*13	163 95
85633	Edith L.	do	16	R. W. Ford, M.O.	Westport	* 3	32 40
77740	Elmer	do	15	James Gower, M.O.	do	6	40 50
75757	Etta	Yarmouth	17	T.W. & J. W.C. Webber	do	6	45 90
80797	Ella H	Digby	13	Jno. W. Whiteneck	Freeport	3	35 10
100535	Fair Play	do	11	Cas'r R. Comeau, M.O.	Meteghan River.	* 3	23 76
80798	Freddie G	do	18	Geo. Gower, M.O.	Westport	7	48 60
75601	Flash	do	10	Jas. A. Peters, M.O.	do	* 1	13 50
100891	Fleur de lis	Weymouth	17	Amb. Thériéan, M.O.	Belliveau Cove.	* 4	38 26
74329	Fairy Queen	Yarmouth	13	Wallace Coggins, M.O.	Westport	6	35 10
77963	Freeman Colgate	St. Andrews, N.B.	26	Frank Morrell, M.O.	do	9	70 20
94706	Geo. J. Tarr	Digby	61	Jno. S. Hayden, M.O.	Digby	13	164 70
83260	Gazelle	do	20	Orbin Sproul, M.O.	do	* 2	36 00
100534	Glydax R	do	18	Nelson Thurber, M.O.	Freeport	* 6	45 13
100537	Gertie H	do	32	John Outhouse, M.O.	Tiverton	* 7	73 44
90436	Genesta	Barrington	32	Geo. Denton, M.O.	Westport	*10	82 48
80800	Helen Maud	Digby	20	C. McDormand, M.O.	do	8	54 00
88401	Hattie	do	37	T. C. Tates, M.O.	do	7	99 90
100064	Isma	St. John, N. B.	31	Chas. Hicks, M.O.	do	9	83 70
80604	Jennie C.	Yarmouth	16	Charles Hicks, M.O.	do	* 5	39 60
97026	James Farnham	do	31	John W. Snow	Digby	* 1	4 65
85690	Lora T	Digby	15	Joseph Thurber, M.O.	Freeport	7	40 50
80881	Lena May	St. Andrews, N.B.	18	John Clifford, M.O.	Tiverton	8	48 60
75594	Lizzie G	Digby	16	Wm. W. Hayden	Digby	* 4	38 88
85531	Minnie C	Yarmouth	12	Haines Bros	Freeport	* 6	30 09
80794	Minnie C	Digby	18	Chas. Bailey, M.O.	Westport	6	48 60
85682	Malapert	do	23	E. C. Bowers	do	8	62 10
100487	Mabel B.	do	57	Chas. E. Finigan	Freeport	10	153 90
94833	News Boy	St. Andrews, N.B.	16	Arthur Porter, M.O.	Westport	5	43 20
94825	On Time	Weymouth	19	Henry Glaven, M.O.	do	8	51 30
75714	Prince	Yarmouth	10	Samuel Thurber, M.O.	Freeport	6	27 00
100539	Rowena	Digby	10	Warren Snow, M.O.	Digby	* 3	21 60
75864	Roving Lizzie	Weymouth	11	Heber Outhouse, M.O.	Tiverton	5	29 70
83132	Restless	Digby	25	Jackson Coggins, M.O.	Westport	* 7	60 00
100609	Swan	Shelburne	56	Haines Bros	Freeport	12	151 20
85558	S. A. Crowell	Yarmouth	23	Wallace Gower, M.O.	Westport	8	62 10
80784	Silver Cloud	Digby	45	Hanford Outhouse	Tiverton	11	121 50
75726	Thrush	Yarmouth	13	Jos. W. Moran, M.O.	Freeport	*5	30 10
94694	Utah and Eunice	Digby	33	Haines Bros	do	8	89 10
88264	Walter J. Clarke	do	20	A. H. Outhouse, M.O.	Tiverton	*4	40 52
85559	Willie F.	Yarmouth	12	Jas. Buckman, M.O.	Westport	6	32 40
74317	Willie	do	22	Johnson Denton, M.O.	do	*8	56 10

GUYSBOROUGH COUNTY.

41771	Atalia	Guysborough	34	Thos. H. Peeples	Pirate Harbour	4	91 80
43109	Chatham Head	Miramichi	24	Wm. England	Middle Melford	3	64 80
38418	Dolphin	Arichat	36	Wm. S. Peart	Guysborough	*4	76 38
59470	Dart	Guysborough	44	John J. Sangster	do	*7	100 98

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

GUYSBOROUGH COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							¢ cts.
83180	Friend	Halifax	17	Luke Mannett	Larry's River	5	45 90
80999	Guardian Angel	Guysborough	21	Jos. Fougère, jr.	do	5	56 70
94963	Golden Seal	Halifax	32	Edw. B. Pelrine	do	8	86 40
48356	Henry Fenwick	Guysborough	43	Isaiah Fougère	do	6	116 10
53577	Ilda	Pt. Hawkesbury	27	W. T. England, M.O.	Middle Melford	*3	63 79
74355	La Mode	Pictou	26	James O'Neil	Auld's Cove	4	70 20
37551	Leading Star	Halifax	39	James E. Hadley	Guysborough	10	105 30
69964	Lizzie A.	Pt. Hawkesbury	23	John F. Reeves, M.O.	Mulgrave Stn	4	54 00
88466	Minnie J	Arichat	10	Perry Munroe	White Head	3	27 00
83838	Ocean Bride	Pt. Hawkesbury	23	Joseph O'Neil	Auld's Cove	3	62 10
80970	Orion	Halifax	24	Hubert Richards	Charlo's Cove	6	64 80
100231	Pearl	do	17	Alex. Keating	Canso	*	22 95
75892	Peter Mitchell	Pt. Hawkesbury	26	Wm. P. Power, M.O.	Pirate Harbour	6	70 20
48353	Ruby	Guysborough	35	Freeman Myers	Cole Harbour	3	94 50
69192	Village Queen	Halifax	24	Geo. E. Swain	Steep Creek	5	64 80

HALIFAX COUNTY.

90866	Alice	Halifax	11	Abraham Cleveland	West Dover	*3	25 99
61625	Alpha	do	18	Lindsay Hubble	French Village	*	24 30
74020	Addie	do	17	Dennis Fagan	Halifax	3	45 90
90844	Armada	Guysborough	25	Thomas O'Neal	do	8	67 50
57727	Agnes	Halifax	21	Wm. Unlah	do	6	56 70
75848	Annie Gaetz	do	36	John G. Weston	East Jeddore	11	97 20
73969	Bertha E.	do	21	Chas. Fader	Mason's Point	4	56 70
90496	Black Prince	do	18	Jas. W. Slaunwhite	Terence Bay	4	48 60
90721	Brilliant Star	do	36	P. & J. Hartlin	East Jeddore	*10	92 79
94662	Bessie Florence	do	12	Chas. W. Twohig	Pennant	3	32 40
100236	Bessie Jennex	do	80	Wellington Jennex et al	East Jeddore	*15	209 25
96799	Catharine, A. C.	do	17	Hezekiah Cleveland	West Dover	3	45 90
74071	Condor	do	20	John Julien et al.	W. Chezzetcook	3	54 00
92366	Carrie M.	do	12	W. H. Munroe	Sheet Harbour	2	32 40
85655	Daisy	do	16	Samuel Richardson	Indian Harbour	5	43 20
85663	Daring	do	18	Chas. Slaunwhite, sr.	Terence Bay	3	48 60
85738	Emma F.	do	13	Amos Graves	East Dover	3	35 10
90832	Ella May	do	16	Amos Murphy	Head Harbour	*2	36 00
100220	E. J. Smith	do	11	W. McC. Boak	Halifax	3	29 70
90481	Ella D	do	32	Arch. Darrah, sr.	Herring Cove	8	86 40
97226	Ellen Maud	do	16	Wm. Flemming, 1st.	Ketch Harbour	6	43 20
96785	Eva M. B.	do	45	Wm. Bonin, et al.	W. Chezzetcook	*8	98 15
92364	Evangeline	do	23	Henry Young, sr.	Petpiswick Hbr.	*3	49 68
100248	Excelsior	do	14	Joseph H. Prest	Spry Bay	*4	34 02
94636	Fortuna	do	80	Arthur N. Whitman	Halifax	16	216 00
85644	Flora	do	42	Patrick Scallion	Herring Cove	10	113 40
100247	Fairy Queen	do	11	Geo. H. Nickerson	Pennant	3	29 70
88227	Fleetwing	do	32	Thos. Lapierre, et al.	W. Chezzetcook	*9	78 56
88357	Floresta	do	57	Jacob Nietorth, et al.	Seaforth	*15	144 86
55636	Frank Newton	Sydney	41	Theo. Conrod	Sheet Harbour	*5	89 95
97046	Fredona	Liverpool	12	Edward Sturmy	Spry Bay	*3	25 92
96782	Glide	Halifax	10	Sidney H. Garrison	Peggy's Cove	*1	20 25
88220	Grande	do	14	Jno. P. Staunwhite	Terence Bay	3	37 80
100228	Golden Dawn	do	46	Edwd. Conrod, et al.	E. Chezzetcook	*12	119 43
80996	Gertie Bell	Guysborough	15	James York	Eastern Passage	6	40 50
90489	Green Leaf	Halifax	43	Martin Julien, M. O.	W. Chezzetcook	*8	96 77
94979	Gleaner	do	57	Alex. Jennex, M. O.	Jeddore	16	153 90
69097	Highland Jane	do	32	Geo. Hartlin	East Jeddore	11	86 40
83306	Iona	do	26	Andrew Sullivan	Herring Cove	8	70 20
100212	James R	do	51	C. & A. Mitchell	East Jeddore	14	137 70
94661	L. C. Tough	do	12	John E. Tough	Pennant	3	32 40
75605	Little Annie	do	27	Matthew Lynch	Ferguson's Cove	*7	68 35

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c., Nova Scotia—Con.

HALIFAX COUNTY—Concluded

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
94665	Louis Luby	Halifax	41	Wm. Lapierre, <i>et al</i>	W. Chezzetcook	*6	83 04
96797	Laura Phoebe	do	18	John Kent	Musquodoboit H	*3	42 53
96789	Lydia A. Mason	do	39	E. Mason, <i>et al</i>	Tangier	10	105 30
85664	Mary E.	do	14	Andrew Twohig	Pennant	3	37 80
100227	May	do	10	Wm. S. Henneberry, Sr	Sambro	2	27 00
96805	Maggie May	do	62	Jeremiah Fillis, <i>et al</i>	W. Chezzetcook	18	167 40
100249	Minnie M.	do	10	Jno. P. Martin	Ship Harbour	4	27 00
46498	Mariner	do	56	W. C. & J. H. Henley	Spry Bay	9	151 20
83408	M. A. Franklin	do	22	Wm. Stuart, sr	do	5	59 40
100238	Mary Bell	do	10	Jno. A. McDonald	Harrigan Cove	*3	21 60
85665	Nellie D.	do	12	Daniel Smith	Sambro	4	32 40
80841	Nina	do	14	Wm. Murphy	Owls Head	4	37 80
100245	Oracle	do	18	Wm. McC. Boak	Halifax	*2	34 02
64018	Ocean Bride	do	23	George Borgal	Pleasant Hbr	*4	51 76
92571	Primrose	do	14	Angus Gray	Pennant	3	37 80
100241	Pansy	do	32	Geo. Schuare	do	5	86 40
94677	Progress	do	14	L. Murphy & J. Richardson	East Ship Hbr	4	37 80
77787	Rescue	do	20	Henry Fader	East Dover	3	54 00
100474	R. Beatrice	do	19	James Morash, jr	West Dover	5	51 30
75575	Rising Dawn	do	18	Fred. Boutillier	Indian Harbour	5	48 60
92575	Robinetta	do	14	Hy. Harris	Halifax	5	37 80
100546	Rob S.	do	21	Geo. H. Marryatt	do	5	56 70
53551	Roving Bird	do	24	Jno. Brown	Herring Cove	6	64 80
96806	Rising Sun	do	28	(George Julien, M. O.	W. Chezzetcook	*4	68 04
59462	Rival	do	20	Henry Faulkner	Jeddore	*5	49 50
100218	Sarah M. W.	do	14	Hezekiah Wambolt	Indian Harbour	4	37 80
64869	Sarah L. Oxner	do	34	Edward Hayes	Herring Cove	10	91 80
97042	Sea Bird	do	17	Seymour Monk	Murphy's Cove	4	45 90
37519	Safe Guide	do	36	W. C. Henley	Spry Bay	*7	91 13
75833	Twilight	do	14	Simon Hubley	Indian Harbour	7	37 80
90494	Two Brothers	do	21	J. Bayers & Jas. Smith	Petpiswick Har.	5	56 70
77836	T. W. Smith	do	35	Chas. Beaver	Spry Bay	7	94 50
96781	Venture	do	43	Edward Dempsey	Herring Cove	12	116 10
97086	Veria G.	do	54	Chas. W. Hart	Sambro	10	145 80
90485	Violet West	do	36	Thos. A. Gaetz <i>et al</i>	Seaforth	11	97 20
61904	Water Lily	do	14	Isaac Morash	West Dover	2	37 80
92578	Willetta	do	12	Joseph Gray	Sambro	3	32 40
100226	Willie H. Crosby	do	65	John Julien <i>et al</i>	W. Chezzetcook	*9	131 67
83042	Western Belle	Shelburne	23	Boak & Bennett	Halifax	*6	54 34
90723	Winnie L.	Halifax	31	James J. Gaetz <i>et al</i>	Seaforth	*9	76 10
85378	Zephyr	do	16	Robert Slaunwhite	Terence Bay	3	43 20

INVERNESS COUNTY.

71302	Alice	Charlotte town,	10	P. Cormier & D. Aucoin	Cheticamp	6	27 00
83244	Claribel	do	12	Charles Doucet	do	6	32 40
96778	Campania	Pt. Hawkesbury	11	A. Walter DeGrucy	do	4	29 70
96768	Elizabeth Ann	do	11	Magloire Poirier	Cheticamp Point	4	29 70
96774	Florence	do	11	Thomas Poirier	Cheticamp	4	29 70
96765	Granada	do	58	Jas. MacDonald	West Bay	14	156 60
38468	Hector	Arichat	35	James C. Skinner	Port Hastings	3	94 50
96772	Laura	Pt. Hawkesbury	27	Jno C. Munro	Margaree Har	*7	68 35
96763	Lelia Linwood	do	67	P. Paint & Sons	Pt. Hawkesbury	11	180 90
96775	Louise	do	11	Placide Boudrot	Cheticamp	5	29 70
96769	Mary Lambert	do	11	Joseph Leblanc	do	4	29 70
96771	Marie	do	10	Xavier Roach	do	4	27 00
69125	May Flower	Halifax	15	Hyacinthe Chiasson	do	6	40 50
96799	Majestic	Pt. Hawkesbury	12	A. Walter DeGrucy	do	4	32 40

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c., Nova Scotia—Con.

INVERNESS COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							¢ cts.
96777	Marie Joseph	Pt. Hawkesbury.	11	Victor Roach	Cheticamp	4	29 70
96770	O. L. B.	do	12	Gabriel Boudrot	do	4	32 40
96773	Virgin	do	10	Marcelin Leblanc	do	4	27 00
96776	Willie B.	do	11	Charles Roach	do	4	29 70

KING'S COUNTY.

94831	Alert	St. Andrews, N. B.	15	Ezra A. Munroe	Hall's Harbour.	2	40 50
80093	Anna K.	St. John, N. B.	14	Albert E. Spicer	Harbourville.	4	37 80
77732	Heather Bell.	Digby	13	Joseph Parker	Hall's Harbour	2	35 10
77957	Naomi	St. Andrew's, N. B.	14	Chas. Hagerty	Chipman's Brook	3	37 80
75453	Susan	Windsor	19	Benjamin West	Delhaven	4	51 30
94756	Sarah E. Ellis	St. John, N. B.	19	Leonard Houghton	Hall's Harbour	4	51 30
59378	Sarah Beach	St. Andrew's, N. B.	28	Fred. Parker	do	4	75 60

LUNENBURG COUNTY.

100578	Avon	Lunenburg	49	James Crouse	Conquerall Bank	11	132 30
100489	Algoma	do	56	Lemuel Publicover	Getson's Cove	10	151 20
94783	Alaska	do	80	Ben. Anderson, M.O.	Lunenburg	14	216 00
100170	Atlanta	do	80	Freeman Anderson, M.O.	do	14	216 00
100839	Acala	do	34	Herbert Heckman	do	4	91 80
100472	Arcana	do	50	Alex. Knickle, M.O.	do	*13	208 29
96831	Argo	do	42	Geo. A. Parker, M.O.	do	*6	105 30
94778	Argosy	do	80	Charles Smith, M.O.	do	*13	208 29
94961	Altona	do	67	Emmanuel Zellers	do	13	180 90
94790	Abana	do	80	Jno. M. Ritcey, M.O.	Ritcey's Cove.	14	216 00
100163	Beauty	do	65	J. N. Rafuse, M.O.	Conquerall	10	165 50
92637	Bertie C. H.	do	80	Thomas Hamm, M.O.	Lunenburg	14	216 00
94782	Bona Fides	do	80	J. Jos. Rudolph, M.O.	do	14	216 00
96828	Bonanza	do	80	Charles Silver, M.O.	do	14	216 00
100571	Britannia	do	80	Charles Smith, M.O.	do	14	216 00
96823	Burnham H.	do	80	G. Abraham Smith, M.O.	do	14	216 00
94648	Batavia	do	80	L. B. Currie, M.O.	West Dublin	14	216 00
94651	Bessie A.	do	80	Murd. MacGregor, M.O.	Ritcey's Cove	14	216 00
94647	Bonus	do	80	Jno. M. Ritcey, M.O.	do	14	216 00
37619	British Queen	do	34	George Hatt	Chester	*3	63 12
100838	Blanche A. Colp.	do	80	C. U. Mader, M.O.	Mahone Bay	14	216 00
100823	Carrie	do	60	Adnah Burns	Dayspring	13	162 00
90857	Capio	do	72	James Backman	Feltzen South	*11	186 30
100834	Comrade	do	80	B. E. Reinhardt	Getson's Point	14	216 00
97084	Calla Lily	do	62	Edmund Hirtle, M.O.	La Have	*5	116 90
96825	Cecilia W.	do	41	Robert Walfield	La Have Island	8	110 70
100570	Clarence F.	do	52	David Smith, M.O.	Lunenburg	12	140 40
90869	Clara E. Mason	do	80	do	do	14	216 00
94646	Carrie C. W.	do	80	Martin Westhaver	do	12	216 00
96835	Cora L.	do	80	Albert V. Conrad, M.O.	Parks Creek	12	216 00
90824	Ceto	do	80	Simon Sparks	do	14	216 00
100483	Curfew	do	49	Jno. D. Sperry, M.O.	Petite Rivière	11	132 30
100579	Citizen	do	80	Murd. MacGregor, M.O.	Ritcey's Cove	14	216 00
97081	Carrie	do	80	Elisha Wentzel	do	14	216 00
94643	Carrie M. C.	do	39	Simeon Coolen, M.O.	Fox Point	9	105 30
94658	C. A. Ernst	do	57	Abraham Ernst, M.O.	Mahone Bay	8	153 90
94645	C. A. Chisholm	do	80	do	do	11	216 00
85642	Charlotte E. C.	do	80	C. U. Mader, M.O.	do	12	216 00
100159	C. U. Mader	do	80	do	do	14	216 00

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—*Con.*

LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid
							\$ cts.
100841	Dora	Lunenburg	80	W. F. Acker, M.O.	Lunenburg	14	216 00
97089	Dictator	do	80	David Smith, M. O.	do	14	216 00
96826	Director	do	80	do	do	14	216 00
88355	D. A. Mader	do	80	C. U. Mader, M.O.	Mahone Bay	12	216 00
97085	D. Cronan	do	59	Lewis Strum	do	12	159 30
96821	Edgar T. Richard	do	55	Elias Richard, jr.	La Have	12	148 50
94650	Elsie	do	47	Jno. Schmeisser	do	8	128 90
94960	Eureka	do	80	Jno. S. Smith	Lower La Have	14	216 00
100827	Elnora	do	52	Josiah Gerhardt, M.O.	Lunenburg	10	140 40
90584	Eldora	do	75	E. Peter Young	do	14	202 50
100151	Erminie	do	80	Wm. Young	Lunenburg	14	216 00
94659	Enterprise	do	80	Wm. Cleversey	Pleasantville	*13	208 29
83308	Ella	Liverpool	10	Jennis C. Hanson	Mahone Bay	2	27 00
88356	Energy	Lunenburg	80	C. U. Mader, M.O.	do	12	216 00
100481	Florence M.	do	80	Alex. Silver, M.O.	Lunenburg	12	216 00
97088	Florence	do	29	W. A. Pickels, M.O.	Mahone Bay	*7	73 41
100480	Glendale	do	38	Charles Bell, M.O.	La Have	7	102 60
100481	Gallant	do	57	Elias Richard, M.O.	do	*10	141 08
100478	Gladiola	do	52	Charles Silver	do	11	140 40
94958	Genesta	do	80	Reuben Romkey	Lower La Have	14	216 00
96836	Gleaner	do	80	Wm. C. Acker, M.O.	Lunenburg	14	216 00
100576	Glad Tidings	do	80	John Geldert, M.O.	do	14	216 00
94773	Galatea	do	80	Jno. B. Young, M.O.	do	*13	208 29
90582	G. A. Smith	do	80	Wm. Young, M.O.	do	14	216 00
100825	Georgina	do	34	James Bell, M.O.	Lower Dublin	7	91 80
97083	Garland	do	51	J. D. Sperry, M.O.	Petite Riviere	8	137 70
100488	Gurnet	do	56	Alvin Creaser	Ritcey's Cove	10	151 20
90862	Grenada	do	80	Alvin Himmelman	do	14	216 00
100569	Howard Young	do	80	James Young, M.O.	Lunenburg	15	216 00
100156	Hustler	do	44	L. B. Currie, M.O.	West Dublin	9	118 80
90859	Hector W. McG.	do	80	Mur. MacGregor, M.O.	Ritcey's Cove	14	216 00
100161	Hilda Maud	do	37	Adam Selig	Vogler's Cove	9	99 90
90825	Henry N. Batchelder	Port Medway	80	Henry Selig	do	17	216 00
96837	Irvine G.	Lunenburg	80	Israel Spindler	Middle South	14	216 00
100490	Irene M. B.	do	66	Eli Ernst, M.O.	Mahone Bay	12	178 20
59475	Jessen	do	69	J. N. Rafuse, M.O.	Conquerall	*9	176 99
94970	Joseph O.	do	53	Thomas Oakley	La Have	11	143 10
92639	Jennie Miller	do	80	Henry Adams, M.O.	Lunenburg	14	216 00
94654	J. W. Geldert	do	80	James Geldert, M.O.	do	14	216 00
94785	J. C. Schwartz	do	80	Chas. Hewitt, M.O.	do	14	216 00
100164	J. H. Ernst	do	80	S. Watson Oxner	do	14	216 00
96830	J. A. Silver	do	80	Chas. L. Silver, M.O.	do	14	216 00
100837	J. M. Young	do	80	Wm. Young, M.O.	do	14	216 00
94789	Joseph McGill	do	80	Henry Ritcey, M.O.	Ritcey's Cove	14	216 00
97092	Lurline	do	57	Leander Corkum	La Have	12	153 90
96833	L. E. Young	do	80	Benj. Anderson, M.O.	Lunenburg	14	216 00
100835	Lottie B.	do	12	Allan R. Morash, M.O.	do	2	32 40
96838	La France	do	80	S. Watson Oxner, M.O.	do	14	216 00
90834	Latona	do	80	James R. Rudolph, M.O.	do	12	216 00
96832	Laura M. Knock	do	80	David Smith, M.O.	do	14	216 00
100484	Lavanda	do	53	F. Peter Young	do	12	143 10
96827	Leopold	do	80	Ammon Ritcey	Ritcey's Cove	14	216 00
83316	Lottie	Port Medway	80	Samuel E. Teel	Vogler's Cove	14	216 00
94780	Lawrence	Lunenburg	80	Abraham Ernst, M.O.	Mahone Bay	*15	198 00
94478	Laura C. Zwicker	do	80	do	do	12	216 00
100830	Lorraine C.	do	64	Edward Lohnes	Middle La Have	*6	126 30
96840	May Flower	do	60	Robert Dawson, M.O.	Bridgewater	9	162 00
100840	Maritime	do	59	Frs. Himmelman	La Have	13	159 30
100574	Melrose	do	71	Alvin Naugler	do	11	191 70
100573	Marsala	do	38	James Shankle, M.O.	do	*6	85 50
90823	Miletus	Port Medway	80	John Shankle, M.O.	do	12	216 00
100484	Mystic Tie	Lunenburg	64	Josiah Conrad	Upper La Have	12	172 80

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.,—Nova Scotia—Con.

LUNENBURG COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
92640	Minerva.....	Lunenburg.....	80	Wm. C. Acker, M.O.	Lunenburg.....	12	216 00
94772	Molega.....	do.....	80	Benj. Anderson, M.O.	do.....	14	216 00
94775	Malabar.....	do.....	80	R. H. Griffiths, M.O.	do.....	14	216 00
92633	Magnolia.....	do.....	80	Joshua Heckman, M.O.	do.....	12	216 00
74319	Merino.....	do.....	46	J. Jos. Rudolph, M.O.	do.....	* 6	103 50
92635	M. B. Smith.....	do.....	80	Wm. C. Smith, M.O.	do.....	14	216 00
92632	Monarch.....	do.....	80	J. H. Wilson, M.O.	do.....	14	216 00
97100	Maggie M. W.....	do.....	80	do	do.....	14	216 00
100153	Milo.....	do.....	80	J. Wm. Young, M.O.	do.....	14	216 00
94777	Maurice C. Geldert.....	do.....	80	Jno. B. Young, M.O.	do.....	14	216 00
97052	Minnie Maud.....	Liverpool.....	80	J. S. Wolf.....	West Dublin.....	*14	208 80
100162	Magic.....	Lunenburg.....	45	J. D. Sperry, M.O.	Petite Riviere.....	8	121 50
100562	Millie L. E.....	do.....	65	Abraham Ernst, M.O.	Mahone Bay.....	12	175 50
100485	Nightingale.....	do.....	52	Wallace Haughn.....	La Have.....	*11	134 55
90827	Nyanza.....	do.....	80	Elias Walters.....	Lunenburg.....	13	216 00
94966	Nicanor.....	do.....	79	Davis Westhaver.....	do.....	12	213 30
92636	Nonpareil.....	do.....	80	John Zink, M.O.	do.....	14	216 00
100831	Nantasket.....	do.....	80	Robert Parks.....	Parks Creek.....	14	216 00
88342	Nova Zembla.....	do.....	79	Joseph Ham, M.O.	Mahone Bay.....	12	213 30
88603	Nokomis.....	do.....	80	C. U. Mader, M.O.	do.....	*13	208 29
94641	Ovando.....	do.....	80	Jeffrey Publicover.....	Getson's Cove.....	12	216 00
100577	Oddfellow.....	do.....	58	Thomas Hamm, M.O.	Lunenburg.....	* 9	137 04
85562	Oresa.....	do.....	14	Alex. Knickle, M.O.	do.....	* 3	33 08
94779	O. P. Silver.....	do.....	80	Chas. L. Silver, M.O.	do.....	14	216 00
94786	Ontario.....	do.....	80	Benj. C. Smith.....	do.....	13	216 00
100157	Orinoco.....	do.....	56	Wm. Westhaver.....	do.....	12	151 20
100477	Pilot.....	do.....	42	W. N. Reinhardt, M.O.	Getson's Point.....	9	113 40
100483	Puma.....	do.....	58	Arthur Pentz.....	La Have.....	*15	151 71
100836	Panama.....	do.....	80	Henry Adams, M.O.	Lunenburg.....	14	216 00
100486	Pandora.....	do.....	53	Benjamin Lohnes, M.O.	do.....	12	143 10
94774	Puritan.....	do.....	80	Theophilus Creaser, MO	Ritcey's Cove.....	14	216 00
100572	Rowena.....	do.....	51	Wm. Schmeisser.....	La Have.....	12	137 70
96834	Robert F. Mason.....	do.....	80	Martin Mason, M.O.	Lunenburg.....	14	216 00
100473	Rapture.....	do.....	57	Alvin Moser, M.O.	Middle South.....	12	153 90
90593	Ralph.....	do.....	51	Solomon Smith.....	Ritcey's Cove.....	11	137 70
94787	Samoa.....	do.....	80	James Geldert, M.O.	Lunenburg.....	14	216 00
90868	Sadie.....	do.....	79	Chas. Smith, M.O.	do.....	12	213 30
100471	Secret.....	do.....	80	Jno. B. Young.....	do.....	14	216 00
100829	Stranger.....	do.....	11	Garret Richard.....	Pleasantville.....	3	29 70
94962	Stella E.....	do.....	80	Reuben Ritcey.....	Ritcey's Cove.....	14	216 00
88349	Senovar.....	do.....	80	Nathan Hiltz.....	Martin's River.....	14	216 00
100165	Snow Queen.....	do.....	67	Leander Meisner, M.O.	Martin's Point.....	12	180 90
100475	Tartar.....	do.....	61	W. N. Reinhardt, M.O.	Getson's Cove.....	13	164 70
100154	Triton.....	do.....	60	Refus Parks.....	La Have.....	14	162 00
100476	Tokalon.....	do.....	52	James Richard.....	do.....	* 9	122 85
10057	Tyler.....	do.....	54	W. A. Zwicker, M.O.	Lunenburg.....	10	145 80
94657	T. W. Langille.....	do.....	71	Francis Conrad, M.O.	Middle South.....	14	191 70
92623	Torridor.....	do.....	80	Mur. MacGregor, M.O.	Ritcey's Cove.....	14	216 00
97098	Urania.....	do.....	80	David Heisler, M.O.	Lunenburg.....	14	216 00
97099	Union.....	do.....	78	Wm. Smeltzer.....	do.....	12	210 60
100826	Vandala.....	do.....	72	Albert McKeen, M.O.	Conquerall.....	10	194 40
94956	Venezuela.....	do.....	80	Isaac Corkum, M.O.	La Have.....	12	216 00
94776	Volunteer.....	do.....	80	Stannage Creaser.....	Lower La Have.....	14	216 00
100479	Venator.....	do.....	57	James R. Rudolph, M.O.	Lunenburg.....	10	153 90
90597	Vivian.....	do.....	80	A. H. Zwicker, M.O.	do.....	*11	192 87
83164	Valiant.....	do.....	80	Thomas A. Cook.....	Ritcey's Cove.....	12	216 00
85635	Vanilla.....	do.....	80	Jno. M. Ritcey.....	do.....	12	216 00
100821	Venus.....	do.....	76	Jacob Hiltz.....	Mahone Bay.....	12	205 20
94649	Valenar.....	do.....	80	Nathan Hiltz, M.O.	Martin's River.....	12	216 00
94953	W. D. Richard.....	do.....	80	W. N. Reinhardt, M.O.	Getson's Cove.....	17	216 00
94642	Winnie C.....	do.....	55	Edmen Walters, M.O.	LaHave.....	13	148 50
96829	Wisteria.....	do.....	80	Free'n Anderson, M.O.	Lunenburg.....	14	216 00
100152	Werra.....	do.....	80	David Smith, M.O.	do.....	14	216 00

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

LUNENBURG COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100842	W. H. Walters	Lunenburg	80	Thomas Walters, M.O.	Lunenburg	*13	208 29
94967	White Cloud	do	80	C. U. Mader	Mahone Bay	14	216 00
100833	Yucatan	do	80	J. Jos. Rudolph, M.O.	Lunenburg	14	216 00

QUEEN'S COUNTY.

97048	Annie & Lizzie	Liverpool	39	Wm. B. Verge	Port Medway	9	105 30
85564	Bessie Williams	Barrington	77	A. W. Hendry	Liverpool	10	207 90
85470	Glenora	Liverpool	76	James C. Inness	do	* 9	194 94
103191	Jennie B	do	13	Newton Dexter	Brooklyn	5	35 10
103192	Lillian	do	65	A. W. Hendry	Liverpool	13	175 50
75762	May Queen	do	17	Ed. T. Campbell	Port Medway	3	45 90
83310	Myosotis	Port Medway	80	Edwin Morine	do	15	216 00
61916	Only Son	Liverpool	16	Wm. Conrad	Liverpool	7	43 20
103194	Oressa	do	10	Winnet Arnold	Port Medway	* 2	22 50
90832	Ronald H. C.	Port Medway	55	L. B. Cohoon	do	11	148 50
103193	Startle	Liverpool	11	J. Albert Wagner	do	3	25 99
97041	W. H. Smith	do	43	Willard Godfrey	Brooklyn	* 9	110 30

RICHMOND COUNTY.

69143	Arequipa	Arichat	36	Philip Gruchy	D'Escousse	* 5	89 10
83084	Annie A	Port Hawkesb'y.	22	F. L. Malzard	Arichat	4	59 40
83086	Ada M	do	20	William Burk	River Bourgeois	5	54 00
77544	Alpha	Arichat	42	Wm. Levesconte	D'Escousse	11	113 40
88456	Alice May	do	39	do	do	9	100 04
36474	Alexander Fraser	Lunenburg	32	Anselme Sampson	River Bourgeois	* 9	86 40
77851	Buxom	Sydney	11	Thos. McGrath	Lower L'Ardoise	4	29 70
35996	Blue Bell	Arichat	25	David Gruchy	D'Escousse	9	67 50
94680	Bonnie Glen	Halifax	17	Sylvestre Boudrot	Petit de Grat	4	45 90
54156	British Lady	do	19	Albert Joyce	Riv. Inhabitants	2	51 30
75561	Boreas	Lunenburg	41	Jno. Colford	Port Richmond	12	110 70
38501	B. Weir & Co.	Arichat	25	Celestin Cordeau	River Bourgeois	7	67 50
88459	Caroline	do	12	Wm. Babin	Arichat	* 2	27 00
72061	C. P. M.	do	22	Désiré Burke	River Bourgeois	6	59 40
74100	Candid	do	23	do	do	7	62 10
72058	Daisy	do	34	Placide Richard	Arichat	3	91 80
72052	Day Spring	do	52	Chas. Leblanc	West Arichat	4	140 40
80994	Espérance	Guysborough	10	Jos. Petitpas	Arichat	* 2	18 90
75616	Eliza Jane	Shelburne	22	Alexis Vigneau	do	3	59 40
77822	Eliza Smith	Arichat	44	Alexander Poirier	L. D'Escousse	*11	113 85
75569	Empress	Lunenburg	47	Celestin Poirier	do	13	126 90
83083	Emma Proctor	Pt. Hawkesbury	41	Edward Proctor	Riv. Inhabitants	5	110 70
83395	Elerie	Halifax	29	Jno. G. Murray	Port Richmond	3	78 30
38477	Elizabeth	Arichat	18	Placide Burke	River Bourgeois	* 5	44 55
74116	Fama	Halifax	44	Wm. Levesconte	D'Escousse	11	118 80
88462	Fannie S	Arichat	28	Daniel Sampson	River Bourgeois	9	75 60
88599	Guide	Halifax	38	Edward Poirier	L. D'Escousse	12	102 60
38481	G. H. B.	Arichat	35	Placide Furgeron	West Arichat	* 3	82 68
90734	Helen M. Crosby	Pt. Hawkesbury	64	Jas W. Cruickshanks	Port Richmond	15	172 80
88468	Irene	Arichat	12	D. M. Gruchy	Petit de Grat	3	32 40
96764	Ida C. Spoffard	Pt. Hawkesbury	54	Robert Murray	Port Richmond	6	145 80
88451	Jubilee	Arichat	34	D. Gruchy	D'Escousse	* 9	87 21
85560	Jacques	Yarmouth	58	Frédéric Poirier	do	*12	145 42
83135	J. B. M.	Halifax	20	Samuel Burke	St. Peter's	6	54 00
38486	Julia	Arichat	20	Louis Burke	River Bourgeois	6	54 00
80972	John Vincin	Sydney	17	Peter Burke	do	6	45 90

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—*Con.*RICHMOND COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
88467	Katie	Arichat	11	Alfred Meunier	West Arichat	3	29 70
72070	Lennox	do	46	D. Gruchy	D'Escousse	*11	119 03
75875	Lida & Lizzie	do	56	Wm. Levesconte	do	*12	145 39
38516	Lady of the Lake	do	26	Peter Landry	St. Peter's	7	70 20
88455	Laura Victoria	do	39	John Manger	D'Escousse	11	105 30
72071	Lumen Diei	do	20	Urbain Sampson	River Bourgeois	* 5	46 30
88464	Mary E.	do	10	Chas. DeWolfe	Arichat	3	27 00
38417	Messenger	do	30	Rennie Fougère	Poulamond	10	81 00
100240	Merrimac	Halifax	58	Albert Martel	D'Escousse	14	156 60
88463	Maria	Arichat	14	Andrew Boudrot	Petit de Grat	3	37 80
69969	Morning Light	Pt. Hawkesbury	39	David Walker	Basin	4	105 30
83100	Morning Star	do	13	Albert Boudrot	Riv. Inhabitants	3	35 10
72066	Mary L.	Arichat	19	Peter Burke	St. Peter's	5	51 30
38522	Mary	do	23	Isaiah Boudrot	River Bourgeois	7	62 10
72063	May Flower	do	12	John Burke	do	5	32 40
88431	May Flower	Halifax	21	Docie Fougère	do	7	56 70
74365	Nova Stella	Arichat	53	Leon Poirier	L. D'Escousse	14	143 10
72048	Neptune	do	26	Henry Sampson	River Bourgeois	* 5	64 35
54139	Ocean Belle	Halifax	20	Isidore Fougère	Poulamond	* 6	47 26
61630	Olive J.	do	57	John Malcolm	Port Malcolm	7	153 90
74332	Proditor	do	54	Arthur Poirier	Lr D'Escousse	*14	140 94
72067	Philomen D.	Arichat	22	James Walker	Basin	3	59 40
38462	Partners	do	26	Thomas Sampson	River Bourgeois	* 6	65 19
73119	Royal	Halifax	12	Isaac Dugas	West Arichat	2	32 40
88439	Ripple	do	20	Isidore Boudrot	Petit de Grat	4	54 00
75763	Ripple	Arichat	17	Dan. McDonald	Basin	2	45 90
88452	R. Ferguson	do	24	Maurice Burke	St. Peter's	7	64 80
64033	Ripple	Port Hawkesby	34	Geo. H. Cruickshanks	Port Richmond	* 3	80 33
37612	Sea Slipper	Lunenburg	41	Charles Major	Cape La Ronde	11	110 70
51781	S. E. Cove	Halifax	54	F. W. Bissett	River Bourgeois	14	145 80
88465	Stella	Arichat	46	A. J. Boyd	do	12	124 20
85645	Sissie Belle	Halifax	40	Patrick Paté	do	* 8	93 28
92599	Thistle	Sydney	11	L. Manbourgquette	L'Ardoise	3	29 70
38480	Two Brothers	Arichat	32	Simon Landry	River Bourgeois	8	86 40
61990	Union	Halifax	20	Arthur Leblanc	Arichat	2	54 00
71034	Vanguard	Barrington	47	Dominique Boudrot	Petit de Grat	* 7	126 90
57662	Village Bride	Halifax	24	Peter Malcolm	Port Malcolm	* 5	59 40
94666	Winged Arrow	do	56	Thomas Boudrot	Poulamond	*13	145 80

SHELburne COUNTY.

90655	Annina	Yarmouth	12	Barry Atkinson	South Side	* 6	30 09
90426	Amanda	Barrington	39	Henry D. Cook	do	10	105 30
71032	Arthur	Yarmouth	22	Edgar Nickerson	do	8	59 40
97034	A. D'E.	do	22	David H. Blades	Wood's Harbour	6	40 50
100612	Ardella	Shelburne	10	Jerry Belong	Green Harbour	4	27 00
100620	Alina	do	80	Churchill Locke	Lockeport	20	216 00
100617	Altona	do	28	C. Locke & Co.	do	8	75 60
94632	A. C. Greenwood	do	15	Chas. E. Hagar	Round Bay	5	40 50
100813	Blanche	Barrington	24	Jno. T. Duncan	Clarke's Harbour	9	64 80
97028	Bertha	Yarmouth	10	Austin Williams	Green Harbour	4	27 00
88551	Blanche M. Thorburn	Shelburne	80	John H. Thorburn	Jordan Bay	*16	186 56
100604	Bella H. McKinnon	do	35	C. Locke & Co.	Lockeport	9	94 50
85490	Billy Browne	do	80	Enos Churchill	do	17	216 00
61905	Champion	Liverpool	14	Leslie Hopkiss	Bear Point	* 4	29 70
94942	Cornella	Shelburne	23	Jno. P. Gardner	Clarke's Harbour	9	62 10
90434	C. A. Goreham	Barrington	33	C. A. Goreham	Wood's Harbour	* 6	65 13
96970	Charlie Richardson	Shelburne	26	Jno. B. Harding	Rockland	9	70 20

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT OF Fishing Bounties paid to Vessels, &c.—Nova Scotia—*Con.*

SHELburnE COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	Nc. of Crew Paid.	Amount of Bounty Paid.
							¢ cts.
61586	Cepola	Shelburne	80	W. A. McDonald	Lockeport	12	216 00
100605	Dawn	Barrington	49	A. N. Smith	Barrington	* 7	104 75
90855	Delta	Shelburne	25	Leander McKenzie	Green Harbour	* 6	59 07
75624	Dwina	do	52	Wm. Lloyd	Lockeport	13	140 40
83492	Dessie	Liverpool	11	E. A. Capstick	do	4	29 70
100613	Dove	Shelburne	80	Jno. M. Harding	Osborne	8	216 00
90644	Eva Mc	Yarmouth	19	James E. Smith	Bear Point	3	51 30
77603	Eldon C	Barrington	26	James F. Snow	Port la Tour	* 5	57 05
97023	Edwina	do	11	Henry D. Cook	South Side	* 4	26 73
96976	Edith	Shelburne	40	Enos Churchill	Lockeport	9	108 00
88545	Ella Maud	do	55	Thos. Hayden	Osborne	11	148 50
85731	Eva L. H.	do	62	Albert Thorburn	Sandy Point	*11	160 43
100615	Eddie	do	52	Jno. A. McGowan	Shelburne	* 8	110 34
85476	Fleetwing	Shelburne	11	Wil-on Sperry	Green Harbour	5	29 70
100818	Geneva Ethel	Barrington	29	Henry A. Kenny	Clarke's Harb'r.	10	78 30
85503	G. P. Taylor	Yarmouth	13	Erastus Nickerson	Wood's Harbour	4	27 58
90437	Geneva Myrt s.	Barrington	32	P. W. Stoddart	do	12	86 40
80831	Glide	Lunenburg	16	Frank McKenzie	Rockland	*5	39 60
100326	Helena	Yarmouth	14	Wm. McNair	Argyle Sound	6	37 80
100815	Happy Home	Barrington	10	Harvey Slate	Cape Negro	5	27 00
90879	Hope	do	22	Smith A. Nickerson	Clarke's Harb'r.	*7	52 80
90647	Hattie Emeline	Yarmouth	11	Chas. A. Reynolds	Up. Port la Tour	6	29 70
80799	Hatt e T	Digby	16	Isaa Nickerson	Shag Harbour	*7	40 50
97057	Horace B.	Liverpool	14	Geo. Hiltz	Brighton	6	37 80
103174	Iona	Shelburne	15	Allison McLean	Little Harbour	5	40 50
100607	Iceland	do	19	Kelly McMillan	Louis Head	5	51 30
90440	Jennie Frederica	Barrington	40	Peter Kenney	Clarke's Harb'r.	9	108 00
88554	Jersey Lilly	Shelburne	80	Enos Churchill	Lockeport	*15	209 25
94911	John Purney	do	80	Geo. H. King	Sandy Point	*21	211 10
73967	Kate	Liverpool	14	Churchill Locke	Lockeport	*4	31 50
77957	Kedron	Annapolis	22	do	do	8	59 40
90438	Lark	Barrington	13	Samuel Atwood	Barrington	*5	32 17
100817	Little Dorrit	do	64	A. N. Smith	do	15	172 80
80624	Lina	Yarmouth	12	John Nickerson	Bear Point	*5	29 70
100320	Lena	Barrington	13	Albert S. Swim	Clarke's Harb'r.	*6	32 60
90429	Lettie May	do	10	Chesley Nickerson	South Side	*4	24 30
100606	Myra Louisa	do	17	Robert Low, sr.	Clarke's Harb'r.	7	45 90
100816	Mattie Morrissey	do	24	David G. Morrissey	do	9	64 80
88271	Magellan Cloud	Shelburne	20	Melvin Atkinson	Newellton	*6	50 15
75550	Martino	Barrington	12	James Nickerson	Up. Wood's Har	*2	21 60
103175	Myrtle	Shelburne	10	George S. Decker	Little Harbour	3	27 00
103177	May Flower	do	12	Alfred Swim	do	4	32 49
100619	Mary E. Harlow	do	80	C. Locke & Co.	Lockeport	20	216 00
85488	Mable Somers	do	30	Enos Churchill	do	*14	202 50
83493	Mary C	Liverpool	80	Wm. McMillan	do	19	216 00
103173	Mabel	Shelburne	21	Jno. Matthews	Ragged Island	6	56 70
83434	Mary May	Barrington	20	Peter M. Crow	Sandy Point	*6	47 26
92568	Mary Kate	Hali ax	13	W. B. Laurence	Shelburne	*1	21 94
72977	Nellie H. Ham	Digby	26	J. Lewis Nickerson	Clarke's Harb'r.	9	70 20
90439	Oscar F.	Barrington	18	P. W. Penny	South Side	6	48 60
96977	Oriole	Shelburne	44	C. Locke & Co.	Lockeport	6	118 80
100319	Rob Roy	Yarmouth	12	Robert Low, sr.	Clark's Harbour	*7	30 38
92320	Rialto	Shelburne	46	Albert Thorburn	Sandy Point	11	124 20
85390	Susan C	Barrington	21	Peter P. Smith	Centreville	6	56 70
100325	Starlight	Yarmouth	10	Stephen M. Goodwin	Clarke's Harb'r.	*5	24 75
90433	St. Ann	Barrington	11	John W. Kenny	do	5	29 70
90648	Stranger	do	15	Reuben Penny	Stoney Island	7	40 50
100616	Sea Slipper	Shelburne	11	Ro s Enslow	Green Harbour	3	29 70
85483	Sarah H. Seaton	do	80	C. Locke & Co.	Lockeport	*15	198 00
100814	Three Sisters	Barrington	10	George Crovell	Bear Point	4	27 00
90894	Theresa	Yarmouth	18	Eldridge Newell	Clarke's Harbour	*6	45 13
90893	Thomas H.	do	13	Owen Nickerson	do	9	35 10
96961	Tivoli	Shelburne	24	Wm. J. Doane	Red Head	6	64 80

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

SHELburnE COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
90895	Union St. Pierre...	Yarmouth.....	19	Frank Nickerson.....	Clarke's Harbour	8	51 30
100811	Vesta Pearl.....	Barrington.....	40	A. K. Smith.....	Newellton.....	*7	91 80
100608	Vesper.....	Shelburne.....	14	Peter Decker.....	Little Harbour..	5	37 80
100812	Wyvern.....	Barrington.....	25	James E. Swim.....	Clarke's Harbour	*10	64 44
90430	Will Carleton.....	do.....	80	Geo. L. Nickerson....	Port La Tour....	16	216 00
85541	Willie M.....	Yarmouth.....	24	Herbert Kendrick....	Shag Harbour....	*8	61 20
106111	Water Sprite.....	Shelburne.....	50	Edgar L. Nickerson...	Wood's Harbour..	*14	130 50
100618	Willie.....	do.....	80	Jno. A. McGowan....	Shelburne.....	*17	204 64
77744	Whip-poor-Will....	do.....	17	Jno. P. Littlewood...	Black Point.....	5	45 90
75722	Yuba.....	Yarmouth.....	15	Chas. E. Crowell....	Port La Tour....	*6	37 61

VICTORIA COUNTY.

92608	Sadie M.....	Sydney.....	11	Dan. McLeod.....	South Bay.....	*4	26 73
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YARMOUTH COUNTY.

88586	Alma.....	Yarmouth.....	18	Wm. Kinney.....	Lower Argyle....	8	48 60
94980	Aurora.....	do.....	80	Leon D'Eon.....	West Pubnico....	*18	210 32
69217	Chlorus.....	do.....	57	R. C. Teed.....	Darling Lake....	*9	146 21
100501	Carrie May.....	do.....	25	Peter A. Amiro.....	West Pubnico....	*3	45 00
94977	Civilian.....	do.....	80	David L. Amiro.....	do.....	18	216 00
85536	Circassian.....	do.....	80	A. F. Stoneman & Co.	Yarmouth.....	24	216 00
66679	Diploma.....	do.....	80	Simon D'Eon.....	West Pubnico....	19	216 00
90871	Dora.....	do.....	63	A. F. Stoneman & Co.	Yarmouth.....	*19	165 85
97036	Eva.....	do.....	10	Gabriel Bourque....	Sluice Point....	*3	23 63
85551	Ethel.....	do.....	80	J. H. Porter & Co....	Tusket Wedge....	19	216 00
90654	Flora.....	do.....	64	David D'Entremont..	West Pubnico....	*20	168 69
94972	Florence.....	do.....	11	Joshua Boudreau....	Tusket Wedge....	5	29 70
90885	Georgina.....	do.....	80	H. & N. B. Lewis....	Yarmouth.....	22	216 00
85554	Hazel Glen.....	do.....	80	Arthur D'Entremont..	West Pubnico....	23	216 00
100327	Hattie.....	do.....	10	Robt. Ellenwood....	Yarmouth.....	7	27 00
80643	Hazel Dell.....	do.....	80	Parker, Eakins & Co.	do.....	*13	195 75
88587	Jessie May.....	do.....	14	Angus Daley.....	Pubnico Head....	7	37 80
80641	Jonathan.....	do.....	68	Chas. T. D'Entremont.	West Pubnico....	*17	173 94
88581	Kingfisher.....	do.....	47	A. F. Stoneman & Co.	Yarmouth.....	*16	123 17
90642	Komaroff.....	do.....	10	Thos. A. Crosby.....	do.....	*2	9 00
100329	La Rose.....	do.....	13	Hilaire Bourque....	Eel Brook.....	*5	32 18
51972	Lydia Ryder.....	do.....	57	J. J. D'Entremont..M.O	West Pubnico....	21	153 90
90887	L'Etoile.....	do.....	48	J. H. Porter & Co....	Tusket Wedge....	*12	110 55
80614	Louise.....	do.....	80	do.....	do.....	17	216 00
90874	Maggie Bell.....	do.....	10	Dominique Miuse....	Little River....	*3	19 29
88596	M. A. Louis.....	do.....	64	Francis D'Eon, M.O.	West Pubnico....	*19	168 48
74339	Maitland.....	do.....	45	Frank Harris.....	Sandford.....	7	121 50
74322	Morning Star.....	do.....	25	J. B. Lewis.....	Yarmouth.....	*7	33 75
88583	Mary Odell.....	do.....	14	David Smith.....	do.....	3	37 80
85539	Maggie Jane.....	do.....	12	Wm. H. Robbins.....	Port Maitland..	*2	24 30
90659	N. A. Laura.....	do.....	59	Thadée D'Entremont.	West Pubnico....	18	159 30
90892	Nellie.....	do.....	59	J. H. Porter & Co....	Tusket Wedge....	19	159 30
85553	Onyx.....	do.....	80	Parker, Eakins & Co.	Yarmouth.....	*18	210 32
90873	Primrose.....	do.....	34	Wm. McKenzie.....	Port Maitland..	11	91 80
75596	Ripple.....	do.....	19	Daniel Stoddart....	Yarmouth.....	*4	42 76
85535	Sigefroi.....	do.....	41	George Beveridge....	Melbourne.....	*5	76 65
83254	Sea Foam.....	Annapolis.....	28	John T. Amiro.....	Lower East Pubnico	*6	63 00
100313	Souvenir.....	Yarmouth.....	71	Sylvain D'Entremont..	West Pubnico....	20	191 70
100323	Senora.....	do.....	80	Marc A. Surette.....	do.....	20	216 00

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to **Vessels**, &c.—Nova Scotia—*Con.*

YARMOUTH COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
88589	Sandford	Yarmouth	20	Abram Thurston	Sandford	* 4	48 60
77956	Speed	do	13	Joseph H. Eldridge	Milton	2	35 10
95962	Sunrise	do	19	James Crosby	Yarmouth	3	51 30
75724	Sea Foam	do	75	J. H. Porter & Co.	Tusket Wedge ..	20	202 50
42072	Ulrica	do	20	Addison Morton	Lower Argyle ..	* 3	37 13
88597	Uncle Sam	do	80	James Amiro	West Pubnico ..	23	216 00
90882	Will-o'-the-Wisp. ...	do	51	A. F. Stoneman & Co.	Yarmouth	*17	133 88
90896	Wapiti	do	80	do	do	18	216 00
90897	Wrasse	do	56	do	do	10	151 20

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—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 paid.	Amount of Bounty paid.
							\$ cts.
94727	Aurelia	St. John	22	James Scovil	Flagg's Cove	3	59 40
94708	Annie Eliza	Digby, N.S.	62	D. & O. Sproule	Digby	* 9	159 03
83478	Argyle	St. Andrew's	10	George Fernald	Seeley's Cove	* 2	22 50
83469	Austin P.	do	12	Daniel Richardson	Lord's Cove	* 3	25 92
64011	Bee	do	18	Blan. Fletcher	Wilson's Beach	3	48 60
88409	Carrie	Digby, N.S.	12	Thomas Cook	Flagg's Cove	2	32 40
59375	Cadet	St. Andrew's	19	Ethelbert Savage	Wilson's Beach	* 1	25 65
35338	Caroline	do	18	Henry Stuart	Wilson's Cove	* 1	29 16
74326	Dreadnaught	Yarmouth, N.S.	19	Alfred Stanley	Flagg's Cove	3	51 30
92515	Dispute	St. Andrew's	13	Fred. Russell	Seal Cove	3	35 10
92503	Defiance	do	16	Frank Calder	Welchpool	3	43 20
59373	E. M. Oliver	do	14	Sydney Justason	Pennfield Centre	* 3	14 18
80803	Exenia	Windsor, N.S.	18	Wm. F. Parker	Beaver Harbour	3	48 60
92516	Emma	St. Andrew's	22	Robert Ellis	Lepreaux	5	59 40
80882	Ella Mabel	do	14	Walter Calder, jr	Welchpool	3	37 80
88280	E. B. Lane	do	12	Frederick Tewksbury	West Isles	* 1	16 20
92505	Edith R.	do	47	Charles Conly	Deer Island	5	126 90
97146	Free Trade	do	10	George Lahey	Flagg's Cove	2	27 00
88276	Falcon	do	12	James Brown <i>et al.</i>	Wilson's Beach	3	32 40
94834	Flora Wooster	do	22	Andrew McGee	Back Bay	* 1	39 60
92511	Fleetwing	do	11	Ben. H. Cosseboom	White Head	2	29 70
59379	Gazelle	do	47	Wm. Watt	Flagg's Cove	* 3	84 60
91150	Gleaner	do	13	Victoria Cook	Back Bay	3	35 10
94835	Georgie Linwood	do	25	Wm. Hawkin <i>et al.</i>	Beaver Harbour	7	67 50
59396	Gertie Westbrook	do	16	James Cline	Lord's Cove	* 1	21 60
92508	Grey Eagle	do	13	Nehemiah Mitchell, sr.	Welchpool	* 1	17 55
83463	Havelock	St. Andrew's	33	Wm. James	Wilson's Beach	5	89 10
80650	Happy Home	Yarmouth, N.S.	14	Jno. A. Doon, <i>et al.</i>	Black's Harbour	3	37 80
92507	Kinetics	St. Andrew's	10	Andrew McGee	Back Bay	3	27 00
77783	Lost Heir	Pt. Medway, N.S.	15	Chas. Dixon	Flagg's Cove	* 4	36 45
77766	Laconic	Shelburne, N.S.	15	Jno. Dixon	do	4	40 50
88407	Linnett	Digby, N.S.	15	Jas. Scovil	do	2	40 50
88273	Lillian E.	St. Andrew's	13	Andrew McGee	Back Bay	* 2	29 25
59342	Lizzie McGee	do	14	do	do	* 2	25 20
59395	Little Minnie	do	14	Joseph McGee	do	4	37 80
83426	Louisa	St. John	16	Wm. Shaw	Lepreaux	5	43 20
77965	Lydia B.	St. Andrew's	18	Jno. M. Calder	Welchpool	3	48 60
75598	Lizzie Jane	Digby, N.S.	18	Chas. Green	Fairhaven	* 2	40 50
59388	Letitia	St. Andrew's	10	L. B. Guptill	Woodward's Cove	3	27 00
59321	Little Nell	do	21	Wm. McLellan	Welchpool	4	56 70
92501	Maby	do	11	Jno. Kelly	Flagg's Cove	3	29 70
92514	Maggie Jane	do	10	Jno. Thomas	do	3	27 00
88277	Maggie Jane	St. John	18	Thomas Bright	Seely's Cove	2	48 60
94837	Olga	St. Andrew's	11	Thomas Richardson	Lord's Cove	* 1	19 80
92518	Peril	do	18	Geo. Dixon <i>et al.</i>	Beaver Harbour	3	48 60
75591	Rise and Go	do	16	Wm. Searles	Wilson's Beach	3	43 20
75547	River Rose	Barrington, N.S.	13	John Willis	Grand Manan	5	35 10
88272	Simeon H. Bell	St. Andrew's	14	Chas. Dixon	Flagg's Cove	3	37 80
95357	Silver Bell	do	13	J. & R. Malloch	Wilson's Beach	* 2	29 25
88284	Sea Foam	do	13	Dan. Leavitt	Back Bay	1	21 93
97145	Thistle	do	12	Frank Ingersoll	Flagg's Cove	2	32 40
59387	Telephone	do	19	Chas. H. Greenwood	Wilson's Beach	* 5	43 98
88414	Trumpet	St. John	20	Geo. U. Wright <i>et al.</i>	Beaver Harbour	* 4	48 60
94832	Venus	St. Andrew's	42	Simon Brown	Wilson's Beach	6	113 40
88282	Veritas	do	10	Simon Leonard	West Isles	* 1	13 50
103111	Volunteer	do	13	A. W. Ingersoll	Woodward's Cove	3	35 10
77969	Wave Queen	do	11	H. W. Foster	Grand Harbour	4	29 70
83427	Zoulou	Weymouth, N.S.	12	Eben Gaskill	Flagg's Cove	3	32 40

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—New Brunswick— Continued.

GLOUCESTER COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
96739	Angelina	Chatham	14	Octave Gionet	Caraquet	3	37 80
103085	Argentina	do	12	Vital Lanteigne	do	3	32 40
103071	Anglesea	do	12	Hyacinthe Boutillier	do	3	32 40
100984	Alice	do	11	Charles DeGruchy	do	3	29 70
100987	Arabi	do	12	Philip Rive	do	3	32 40
100990	Alberta	do	11	do	do	3	29 70
100960	Annie M	do	11	W. S. Loggie	Chatham	3	29 70
103073	Anna	do	11	do	do	2	24 75
103081	Albatross	do	13	Thomas Ahier	Shippegan	4	35 10
92419	Anna	do	12	Docité Chiasson	Lamèque	3	32 40
72099	Adelina	do	12	Auguste Poulin	do	1	21 60
97194	Alika	do	12	Lange Poulin, sr	do	3	32 40
100309	Adeline Gladys	do	10	Richard Young	Little Lamèque	3	27 00
103275	Anna Helen	do	11	Colin C. Turner	Tracadie	3	29 70
100983	Bee	do	11	Charles DeGruchy	Caraquet	2	24 75
100299	Blanchard	do	12	Peter Fiott	do	3	22 40
100780	Britannic	do	12	Colson Hubbard	do	4	32 40
100909	Bluenose	do	11	Joseph Sewell	do	3	39 70
100975	Big Bear	do	10	Robt. Young & Son	do	2	22 50
100783	Belle	do	11	do	do	3	29 70
61431	Bee	do	11	Paul Noël	Lamèque	3	29 70
72079	Betsy	do	13	Sebastien Noël	Little Lamèque	3	35 10
96725	Bessie T.	do	10	Colin C. Turner	Tracadie	3	27 00
103072	Ben Hur	do	11	John Young	do	3	29 70
100971	Cyprien	do	10	Elie Sivret	Caraquet	3	27 00
96730	Christina	do	11	Charles DeGruchy	do	3	29 70
103271	Celia	do	11	Dominique Gallien	do	3	29 70
100774	Calliope	do	12	Philip Rive	do	4	32 40
100998	Cesar	do	10	do	do	3	27 00
100916	Cygnat	do	12	Geo. Romeril	do	3	32 40
100784	Charlotte	do	13	Robt. Young & Son	do	3	35 10
100789	Chazabee	do	11	do	do	3	29 70
103083	Corsair	do	10	Thomas Ahier	Shippegan	3	27 00
101000	Condor	do	10	do	do	3	27 00
100915	Dawn	do	12	George Romeril	Caraquet	3	32 40
100917	Dora	do	11	do	do	3	29 70
103076	Dipper	do	11	W. S. Loggie	Chatham	3	29 70
100913	Daffodil	do	10	Thomas Ahier	Shippegan	3	27 00
100999	Dove	do	11	do	do	3	29 70
92412	Dollie Dutton	do	13	John Young	Tracadie	3	35 10
103090	Etna	do	11	Philip Rive	Caraquet	3	29 70
100905	Evangeline	do	10	do	do	3	27 00
100772	Estelle	do	13	do	do	3	35 10
100293	Eliza	do	15	Robt. Young & Son	do	3	40 50
100786	Empress	do	12	do	do	4	32 40
100787	Ethel	do	11	do	do	3	29 70
100911	Emperor	do	10	Thomas Ahier	Shippegan	3	23 63
100998	Eagle	do	10	do	do	3	27 00
96723	Emma	do	15	Ludger Duguay	do Island	3	40 50
61606	Edmund Russell	Arichat, N.S	28	James McDougall	Little Shippegan	3	75 60
96737	Elmina	Chatham	11	Jacques Noel, sr	Lamèque	4	29 70
85699	Four Sisters	do	10	Marcel Caron	Caraquet	3	27 00
100977	Fly	do	12	Charles DeGruchy	do	3	32 40
100782	Flying Foam	do	12	Robt. Young & Son	do	3	32 40
103077	Fame	do	10	W. S. Loggie	Chatham	3	27 00
103001	Falcon	do	10	Thomas Ahier	Shippegan	3	27 00
100913	Foam	do	10	do	do	2	22 50
96736	Fly	do	14	J. & R. Young	do	3	37 80
61445	Flavie	do	13	Théophile Duguay	Lamèque	4	35 10
100298	Fisher	do	12	Elie Chiasson	Little Lamèque	3	32 40
61405	Fly	do	11	Alex. McLaughlin	Tracadie	4	29 71

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—New Brunswick—
Continued.

GLOUCESTER COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
103086	Gipsev	Chatham.	20	Joseph R. Chiasson	Caraquet.	4	54 00
100910	Gleaner.	do	13	Luc Lanteigne.	do	3	35 10
100968	Gem	do	11	Charles DeGruchy	do	2	29 70
100778	Gambetta	do	12	Colson Hubbard	do	* 4	27 00
100955	Gazelle.	do	10	do	do	4	27 00
100992	Great Mogul.	do	11	Philip Rive	do	3	29 70
100989	Gladiator	do	11	do	do	3	29 70
100993	Garfield.	do	10	do	do	3	27 00
100964	Gladstone.	do	10	do	do	3	27 00
100919	Gazelle.	do	12	George Romeril.	do	3	32 40
100790	Guiding Star	do	11	Robt. Young & Son.	do	3	29 70
96733	Gem	do	12	J. & R. Young.	Shippegan.	4	32 40
92418	Grip	do	12	James Davidson	Tracadie.	3	32 40
100906	Hotspur.	do	10	Philip Rive	Caraquet.	3	27 00
100994	Hercules	do	10	do	do	3	27 00
61425	Hope	do	13	George Romeril.	do	3	35 10
100903	Hope	do	11	Robt. Young & Son.	do	3	29 70
100956	Harold N.	do	12	W. S. Loggie	Chatham	3	32 40
100997	Ivanhoe	do	10	Thos. Ahier	Shippegan.	4	27 00
96724	Isabel	do	11	Pierre Noël	Lamèque	3	29 80
100294	Jean	do	13	Dominique Gallien	Caraquet.	3	35 10
100965	Josephine	do	11	Philip Rive	do	3	29 70
100969	John Bull.	do	10	Joseph Sewell	do	3	27 00
100958	John B.	do	11	W. S. Loggie.	Chatham.	3	29 70
100981	Kite.	do	11	Charles DeGruchy	Caraquet.	3	29 70
100951	Leo.	do	13	Hyacinthe Lanteigne.	do	3	35 10
100980	Lynx	do	11	Charles DeGruchy	do	3	29 70
103089	Lady Maude.	do	11	Philip Rive	do	3	29 70
100972	Lizzie D.	do	11	Robt. Young & Son.	do	3	29 70
100902	Lord Stanley	do	10	do	do	3	27 00
103075	Lilly Belle.	do	14	W. S. Loggie.	Chatham.	3	37 80
103003	Lark	do	10	Thos. Ahier	Shippegan.	3	27 00
92403	Maria	do	25	Ubalde Landry	Grand Anse	* 3	59 07
103088	Max	do	10	Maxime Cormier.	Caraquet.	3	27 00
85692	Mary.	do	11	Isaïe Godin	do	4	29 70
100295	Marie Louisa.	do	18	Joseph Paulin	do	3	48 60
103084	Marie Emma	do	11	Onésime Paulin.	do	3	29 70
100300	Mikado	do	13	Peter Fiott	do	3	35 10
100779	Mermaid	do	11	Colson Hubbard	do	3	29 70
100955	Majestic.	do	10	do	do	3	27 00
100781	Mary Louise.	do	11	do	do	* 2	24 75
100785	Midnight	do	12	Robt. Young & Son.	do	3	32 40
100957	Mary R.	do	12	W. S. Loggie	Chatham.	3	32 40
61447	Merida.	do	13	André Aché, sr.	Lamèque	3	35 10
72100	Marie.	do	11	Onésime Chiasson	do	3	29 70
100292	Marie Joseph.	do	12	Lazare Gauvin	Little Lamèque.	3	32 40
88669	Morning Star.	do	12	Gustave Gionet.	Pokemouche.	3	32 40
92420	Mary Louise.	do	13	Richard Lebreton.	do	* 3	30 72
92413	Mary Jane	do	14	Théodore Savoy	Tracadie.	3	37 80
100991	MacMahon	do	11	Philip Rive	Caraquet.	3	29 70
100970	Nellie.	do	11	Dominique Gallien.	do	3	29 70
103004	Oriole	do	11	Thomas Ahier.	Shippegan	3	29 70
103005	Osprey	do	10	do	do	4	27 00
96740	Providence	do	13	Prosper Albert.	Caraquet	3	35 10
100996	Parisian	do	10	Philip Rive	do	3	27 00
100776	Patrick	do	11	do	do	3	29 70
103007	Petrel	do	10	Thomas Ahier.	Shippegan	3	27 00
72076	Providence	do	12	do	do	3	32 40
103080	Ptarmigan.	do	11	do	do	3	29 70
96732	Providence	do	11	Joseph L. Robichaud.	do	* 3	14 85
100297	Palma	do	14	Olivier Duguay.	Lamèque	4	37 80

Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—New Brunswick— Continued.

GLOUCESTER COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	N ^o . of Crew paid.	Amount of Bounty paid.
							\$ cts.
100904	P. T. S.	Chatham	11	Thos. Sivret	Caraquet	3	29 70
100967	Queen	do	10	Robert Young & Son	do	3	27 00
100908	Rosalie	do	10	Edward LeBoutillier	do	3	27 00
100979	Ranger	do	10	Charles DeGruchy	do	*2	22 50
97191	Rita	do	12	do	do	3	32 40
100775	Red Gauntlet	do	11	Philip Rive	do	3	29 70
100773	Rupert	do	12	do	do	*2	27 00
100952	Replevin	do	10	Geo. Romeril	do	3	27 00
103074	Raleigh	do	10	W. S. Loggie	Chatham	*2	22 50
103078	Reward	do	13	James DeGrace	Shippegan	3	35 10
92404	Rosa	do	17	Octave Aché	Lamèque	4	45 90
96727	Ryse	do	11	Romain Aché	do	3	29 70
61438	Rosane	do	13	Aimé Duguay	Little Lamèque	3	35 10
103273	Russel	do	10	John M. Ward	Miscou Harbour	3	27 00
103272	Red Weasel	do	11	John Young	Tracadie	4	29 70
103010	Sara B.	do	10	Jos. N. Lanteigne	Caraquet	3	27 00
103087	Stanley	do	10	Théotime Paulin	do	2	27 00
100982	Snowdrop	do	11	Charles DeGruchy	do	3	29 70
100976	St. John	do	10	do	do	3	27 00
100978	Speedy	do	11	do	do	3	29 70
100986	Swift	do	11	do	do	3	29 70
100963	Stanley	do	10	Philip Rive	do	3	27 00
100914	Sea Flower	do	11	Geo. Romeril	do	3	29 70
100907	Sarah	do	10	Robert Young & Son	do	3	27 00
100901	Sea Flower	do	12	do	do	3	32 40
100783	Sir Charles	do	11	do	do	3	29 70
100974	Sivret	do	10	do	do	3	27 00
100959	Sea Bird	do	10	W. S. Loggie	Chatham	3	27 00
100961	Silver Moon	do	14	do	do	3	37 80
103006	Swallow	do	11	Thomas Ahier	Shippegan	4	29 70
96731	Sea Star	do	13	Jos. M. Savoy	do	3	35 10
100308	St. Joseph	do	12	Adolphe Aché	Lamèque	3	32 40
74401	Sara	do	11	Nazaire Noël	do	3	29 70
92408	Sarah A. W.	do	15	Robt. J. Wilson	Miscou Island	*3	35 44
100777	Teutonic	do	11	Colson Hubbard	Caraquet	3	29 70
100918	Tickler	do	12	Geo. Romeril	do	3	32 40
103082	Thrush	do	10	Thomas Ahier	Shippegan	3	27 00
96738	Three Brothers	do	12	J. & R. Young	do	3	32 40
100771	Umbria	do	11	Philip Rive	Caraquet	3	29 70
100966	Von Molke	do	11	Philip Rive	do	3	29 70
100995	Voltaire	do	10	do	do	3	27 00
103274	Vesuvius	do	10	Geo. Mallet	Shippegan	4	27 00
100985	Wasp	do	12	Charles DeGruchy	Caraquet	3	32 40
100973	World's Fair	do	11	Robt. Young & Son	do	3	29 70
100953	Whitewings	do	10	do	do	3	27 00
88663	Wm. Sinclair	do	17	W. S. Loggie	Chatham	3	45 90
103079	Wren	do	11	Thomas Ahier	Shippegan	*2	24 75
96735	Whitefish	do	12	Joseph Savoie	Lamèque	4	32 40
100920	Zephyr	do	12	George Romeril	Caraquet	3	32 40

ST. JOHN COUNTY.							
Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	N ^o . of Crew paid.	Amount of Bounty paid.
							\$ cts.
57171	Anna Bell	St. Andrew's	19	Henry Alston	Pisarincó	5	51 30
88253	E. B. Colwell	St. John	19	Addison Thompson	Dipper Harbour	5	51 30
103114	Edward Morse	St. Andrew's	32	John Butler	Musquash	4	86 40
103113	Ethel	do	10	Wm. J. Galbraith	Pisarincó	3	27 00
42089	Lily	do	10	Frank Campbell	Dipper Harbour	2	27 00
59326	Maud Holmes	do	20	Patrick Murray	do	*4	51 03
59322	Sea Flower	St. John	11	James Thompson	Chance Harbour	3	29 70
75749	Vivid	Yarmouth, N.S.	44	Andrew Malcolm	St. John	*3	89 10
92149	Winnie	St. Andrew's	12	Robert McLennan	Dipper Harbour	2	32 40

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND.

KING'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							%	cts.
96924	Brother and Sister..	Charlottetown..	26	William Lord.....	Souris.....	* 3		50 16
74141	Belle.....	Guysboro', N. S.	31	Alex. Jackson.....	Murray H br., North.....	5		83 70
69132	Belle of the Bay....	do.....	20	Matthew Gosbee...	Murray River...	5		54 00
92675	Cant help it.....	Pictou, N. S.....	40	John Herring.....	Murray H br., South.....	8		108 00
3-335	Elizabeth.....	Arichat, N. S.	17	Daniel Hemphill....	Georgetown....	* 4		38 26
83196	Ethel Blanche.....	Pictou, N. S.....	17	Reuben Cahoon.....	Beach Point....	4		45 90
100691	Francis E. Willard.	do.....	23	Ben. H. Herring...	Murray H br., South.....	* 6		57 66
92673	Genesta.....	do.....	22	John McKinnon.....	Murray H br., South.....	5		59 40
88644	Hattie.....	Charlottetown..	18	George McAulay....	Georgetown....	* 3		36 45
75451	Julia Ward.....	do.....	39	Thomas Roberts....	Murray H br., South.....	9		105 30
69109	Marcella Butler....	Halifax, N. S....	38	Jno. Hemphill.....	Georgetown....	3		102 60
90631	Morell.....	Charlottetown..	16	Edward Delorey....	Brudenel.....	* 1		25 92
94667	Nettie M. G.....	Halifax, N. S....	32	John Cahoon.....	Beach Point....	* 5		79 20
88350	Orion.....	Charlottetown..	78	Aaron Cogswell....	Georgetown....	15		210 60
90488	Wave.....	do.....	19	Sames Delory.....	Brudenel.....	* 2		41 04

PRINCE COUNTY.

71310	Black Watch.....	Charlottetown..	23	Benjamin Perry....	Alberton.....	4		62 10
97074	Katie E. Wall.....	do.....	23	Fred Wall.....	Baltic.....	6		62 10
96926	Sea Foam.....	do.....	15	Wm. G. Ramsey....	Princetown....	3		40 50
94992	Sarah P. Ayer.....	do.....	64	John Champion....	Alberton.....	14		172 80
83096	St. Patrick.....	Chatham, N. B.	16	John White.....	Fortune Cove...	4		43 20

QUEEN'S COUNTY.

92466	G. H. Gardener....	Charlottetown..	17	Isaac Marshall.....	North Rustico..	4		45 90
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Marine and Fisheries—Fisheries Branch.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—*Concluded.*

PROVINCE OF QUEBEC.

BONAVENTURE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
94959	Winnie, G. S	Lunenburg, N.S.	26	Donald McGregor.	Dalhousie, N.B..	5	\$ 70 20

GASPÉ COUNTY.

73495	Canadienne	Halifax, N. S.	52	J. N. Arseneau.	Grindstone, M. I.	11	140 40
96766	Golden Rule	Port Hawkesbury, N. S.	19	Phileas Vézina.	St. Michel.	2	51 30
94675	Success	Halifax, N. S.	16	R. J. Leslie.	do	5	43 20
73492	Thirza	House Harbour.	14	J. P. Savage.	do	4	37 80

SAGUENAY COUNTY.

74270	Amarilda	Quebec	24	Pierre Bernier.	Bic	3	64 80
100857	Alix	do	13	Alfred Tremblay	Montmagny	2	35 10
85756	Aristile.	do	19	Phileas Vézina.	St. Michel.	2	51 30
42436	Amelia	Gaspé	50	Paul Cormier.	Pt. Esquimaux	6	135 00
57742	Acara	Halifax, N. S.	30	Fred Jomphe.	do	* 6	75 21
100463	B. C	Quebec	15	François Métivier.	Montmagny	2	40 50
83370	C. M. G. P.	do	46	Napoléon Picard.	Pt. Esquimaux	4	124 20
61966	D. Cronan	Halifax, N. S.	40	Alex. Vigneau	do	9	108 00
59909	Elizabeth	Quebec	27	Joseph Caron.	Sandy Bay.	4	72 90
80754	Eugenie	do	48	André Vigneau	Pt. Esquimaux	7	129 60
75679	Gleaner.	do	41	Daniel Boudreau	do	* 6	102 80
85750	H. B.	do	57	Hypolite Bourdeau.	do	* 8	138 51
100860	Hovington	do	17	Azade Arseneault.	Quebec	* 2	34 42
103135	Marie Anna	do	11	Hermenegilde Bilodeau	Montmagny	3	29 70
103136	Marie Claude	do	21	Ulric Couillard.	Sandy Bay	* 3	49 61
100464	Marie Olive	do	12	Horace Demeul.	Ile aux Coudres	3	32 40
69584	Marie Louise	do	23	Pierre Ouellette.	Quebec	4	62 10
100354	Marie Zoe.	do	10	Alphonse Hoffman.	Berthier	3	27 00
42434	Marguerite	do	27	Zoel Jomphe.	Pt. Esquimaux.	5	72 90
69380	Marie Anne	Gaspé	36	Chas. Landry.	do	6	97 20
69382	Marie du Sacré Cour	do	46	Paul Landry.	do	6	124 20
100462	Mary	Quebec	19	Thomas Taché.	Ste. Irénée.	4	51 30
55863	Marie Adelmina.	do	13	Cyrille Levesque, sr.	Ile Verte	* 2	29 25
100469	Marie Victoire	do	20	Alphonse Pedneault.	Ile aux Coudres.	3	54 00
77866	Pioneer.	do	39	Wm. Lebrun	Pt. Esquimaux.	6	105 30
80753	Stella Maris	do	51	Louis Cummings.	do	* 9	125 18
69591	Ste. Marie	do	37	Alex. Scherer.	do	6	99 90
83360	Ste. Anne.	do	13	Pierre Fraser.	Ile Verte.	2	35 10
103133	Snow Shoe.	do	20	Alfred Mercier.	Berthier.	4	54 00
88319	Ste. Anne.	do	14	Vital Charest.	Fraserville.	2	37 80
100362	Lt. Louis	do	23	Maurice Bergeron.	Ile aux Coudres.	5	62 10
66727	Willow.	do	18	Louis Boulet.	Montmagny	3	48 60
64873	Willie.	do	36	William Giasson.	Sept Isles.	4	97 20

APPENDIX No. 3.

SCHEDULE of Fishery Officers in the Dominion of Canada, as revised to
December, 1895.

NOTE.—Names in *italics* receive no salary. (Of.) means Officers, (W.) Wardens, and (I.) Inspectors
(G.) Guardians.

PROVINCE OF ONTARIO.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Dunn, Capt. E.	Owen Sound.....	Having jurisdiction over Georgian Bay and the Great Lakes.
MacGregor, Capt. A. M.	Goderich.....	do the whole province of Ontario.
Chadwick, Chas. W.	Rat Portage.....	Lake of the Woods.
Macdonell, Donald F.	Port Arthur.....	Lake Superior and its tributaries from Pigeon River to Cape Gargantua.
<i>Pim, Chas. Jas.</i>	Caribou Island....	Lake Superior around Caribou Island.
Elliott, Thos. H.	Sault Ste. Marie..	From the head of Lake Superior to French River, Algoma.
Macdonald, J. K.	Toronto.....	Lake Kagawong, Manitoulin Island.
<i>Boyd, W. M.</i>	Kagawong.....	Kagawong Lake do
<i>Lamorandière, P. R. de.</i>	Killarney.....	Georgian Bay, from Little Current to French River.
<i>Barron, Ed. jr.</i>	French River.....	do from Killarney to Byng Inlet.
<i>Lamondin, Joseph</i>	Byng Inlet.....	do Gladstone Island to Sophia Rock.
<i>Huff, Thos. W.</i>	Jones' Island.....	do part of Parry Sound Harbour.
<i>White, C. L.</i>	Snug Harbour.....	do vicinity of Point au Baril.
<i>Oldfield, S. E.</i>	Point au Baril....	do McCoy Islands to Alexander Inlet.
<i>Larson, A. A.</i>	Red Rock, Parry Sd.	do vicinity of Parry Sound.
<i>King, John</i>	Penetanguishene..	Part of Murray Township, Muskoka District.
Smith, Frank J.	Midland.....	Georgian Bay, from French River to Point Marks.
Donaldson, John.	Collingwood.....	do from Point Marks to Point Boucher.
<i>Marchildon, Thos.</i>	Lafontaine.....	do around Christian, Hope and Beckwith Islands.
Edmonstone, Robt	Ballaclava.....	do from Allenwood to Colpoys' Bay.
Lennox, Isaac.	Wiarton.....	do from Colpoys' Bay to Cape Hurd.
<i>Boyd, W. S.</i>	North Keppel.....	do around Griffith Island.
Briggs, Chas.	Paisley.....	Lake Huron, from Cape Hund to Southampton inclusive.
Ball, H. W.	Goderich.....	do from Southampton to Goderich inclusive.
Quarry, H. B.	Parkhill.....	do from Goderich to Blue Point.
Pollock, J. C.	Forest.....	do and St. Clair River, Blue Point to Baby's Point
Raymond, C. W.	Mitchell's Bay....	Lake St. Clair, from Little Lake to its head.
Boismnier, Joseph.	Sandwich.....	do from Dover East to the mouth of Detroit River, and from thence to its outlet.
Quick, Jas. E.	Point Pelee Island.	Lake Erie, around Point Pelee Island and adjacent islands.
<i>Bartlett, Horace H.</i>	North Harbour Id.	do North Harbour and Middle Sister Islands
Wigle, Everitt.	Leamington.....	Lake Erie, fronting on the county of Essex.
<i>Malott, E. A.</i>	Kingsville.....	do do Essex.
Linley, Hy.	Cedar Springs.....	do do Kent.
Freeland, Wm.	St. Thomas.....	do do Elgin.
Sharp, David.	Port Ryerse.....	Lake Erie, fronting on the counties of Norfolk Haldimand as far as South Cayuga.
McCrae, Chas. H.	Dunnville.....	Lake Erie, from Cayuga to Moulton Bay and Grand River (30 miles), from mouth to Caledonia.
Evans, Charles W.	Cayuga.....	Grand River, from North Cayuga to Caledonia.
Kerr, Fred.	Hamilton.....	Having jurisdiction over all Ontario, but district proper comprises Eake Ontario, from Burlington Beach, to Niagara River and Lake Erie to Low Banks.
Sargent, Wm.	Bronte.....	Lake Ontario, from Burlington Beach to Port Credit.
Stobo, Isaac.	Scarboro'.....	do fronting County of York.
<i>Hall, Thos.</i>	Lloydton.....	Hall's Lake, York County.
Stanley, James	Brighton.....	Lake Ontario, fronting on the counties of Northumberland and Durham and tributaries thereof.
Eagleson, A. R.	Cold Spring.....	Western part of Rice Lake.
White, Zaccheus.	Harwood.....	Eastern do
Perry, Chas.	Whitby.....	Lake Ontario, fronting on the county of Ontario South.

Marine and Fisheries—Fisheries Branch.

SCHEDULE of Fishery Officers, &c.—Continued.

PROVINCE OF ONTARIO—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Clarke, W. P.	Belleville	Bay of Quinté, from Mill Point to head waters of said bay in the township of Murray.
Redmond, Joseph, jr.	Picton	Lake Ontario, fronting on the county of Prince Edward.
Sills, E. H.	Napanee	do do counties of Lennox and Addington, and upper part of Amherst Island.
Finkle, R. R.	Bath	Lake Ontario, fronting Earnestown Township in Lennox and Addington, and the lower part of Amherst Island.
Crosby A. H.	Belleville	Head of Bay of Quinté from Three Brothers' Island, near Kingston, to Trenton.
McGynn, Jas.	Wolfe Island	Lake Onta io, around Wolfe, Simcoe, Horse-shoe and Pigeon Islands.
Ward, Wm.	Toronto	The waters around Toronto Island, including Toronto and Ashbridge Bays and River Don.
Purdy, John	Kingston	Lake Ontario, fronting on the township of Storrington, Pittsburg and Kingston, county Frontenac.
Cox, John	Howe Island	Lake Ontario and River St. Lawrence, around Howe Island.
Acton, Nassau	Gananoque	River St. Lawrence, from Wolfe Island to Jack Straw Lighthouse, Admiralty Islands; also part of Gananoque River.
Wallace, J. G. (W)	Ivy Lea	River St. Lawrence, from Jack Straw Lighthouse to Rockport.
Davis, John H.	Gananoque	do Sheriff's Point to Head of Grenadier Id.
Poole, Robt.	Poole's Resort	do do from Rockport to Prescott.
Pattison, Sydney (W)	Rockport	do do from Gananoque to Brockville.
Mooney, John	Maitland	do do from Brockville to Cornwall.
Boyd, Robt. P.	Lyn	do do extending 3 miles above and 3 miles below Cole's Shoal Lighthouse.
McDonald, Donald J.	Alexandria	do do the counties of Stormont and Glengarry.
Miron, Olivier	Alfred	South Nation River, county of Prescott.
Hyndman, James O.	South Mountain	do do and the counties of Dundas and Glengarry.
Boucher, W. W.	Ottawa	Ottawa River and its tributaries, from Ottawa to Fitzroy townships, county of Carleton.
Riddell, Matthew	Mohr's Corners	Ottawa River, from Fitzroy to McNab, including Lake des Chats.
Hicks, H.	Arnprior	Ottawa River, from McNab to Horton and Lakes des Chats.
Russell, M. L.	Renfrew	Bonnechère River and tributaries, in the county of Renfrew.
Gallagher, Hugh	Lake Clear, county Renfrew	Townships Sebastopol, Radcliff, Lyndoch and Gratton, in Renfrew.
Douglas, Geo.	Snake River	Muskrat Lake and Snake River, in Renfrew.
Richardson, J. S.	Sturgeon Falls	Lake Nipissing, Mattawa River, French River and tributaries.
Bastedo, David E.	Bracebridge	Townships of Macaulay, McLean, Ridout in N.R. Ontario Co., and Franklin, Brumel and Stephenson in Muskoka.
Steele, George R.	Lorimer Lake	Fourteen townships in the district of Muskoka and Parry Sound.
Forsyth, Edmund	Loring	Townships of Walbridge, Brown, Wilson Mills, Mowat, Blair, McKonkey and Hardy, in Parry Sound.
Lockhart, Wm.	Denville	Twelve townships in the districts of Muskoka & Parry Sound.
Clarke, Geo.	Orillia	do do do do Lakes Simcoe and Couchiching, also Rivers Severn and Holland.
McDermot, Wm.	Breeton	South riding of the county of Simcoe.
McFayden, H.	Durham	The head waters of Saugeen River and tributaries.
Bishop, Orra.	Wilkesport	North branch of Sydenham River, from junction with main river, to its sources.
Crotty, John	Bothwell	River Thames, from Lewisville to Wardsville.
McCann, Peter	London	do do from Wardsville to London.
Peltier, Theo.	Dover South	do do from Lewisville to its mouth.
Croome, W. P.	Brantford	Grand River and its tributaries, from Brantford upwards.
Jelly, W. B.	Bowling Green	North Riding of the county of Wellington.
Coleman, David	Alton	The whole county of Cardwell.
Graham, Joseph	Claude	River Credit, and tributaries.
Blakely, Alex.	Port Credit	do do from Norval to its mouth, in the county of Peel.
Simmons, Nelson	Meyersburg	Trent River, in Northumberland and Hastings.
Martin, Myron	Raglan	Lake Scugog, including Lindsay and Scugog Rivers, in the counties of Durham, Victoria and Ontario.
Bradshaw, Arch	Lindsay	Lake Scugog, Lindsay and Scugog Rivers.
Watson, John	Caesarea	do do do do
Bowen, J. C.	Marmora	Belmont Lake, Crow Lake and River in Hastings and Peterborough.

SCHEDULE of Fishery Officers, &c.—Continued,

PROVINCE OF ONTARIO—Concluded.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Fitzgerald, George W.	Lakefield	The county of Peterborough within the townships of Harvey, Burleigh, Dummer, Douro, Smith and Ennismore.
Breeze, David	Peterborough	Otonabee River, from Peterborough to Rice Lake, county of Peterborough.
Gainforth, Wm.	Haliburton	Gull and Burnt Rivers and tributaries, with Drag, Eagle, Moose, Redstone and Crooked Lakes.
Sweet, B. H.	Bancroft	Part of the North Riding of Hastings county.
Purcell, H. R.	Enterprise	Townships of Camden, Portland, Loughboro' Sheffield and Kennebec, in Addington and Frontenac.
Gilbert, Robt. A.	McLaren Depot	Townships of Palmerston, Clarendon, North Canonto, South Canonto and Miller, in Addington.
Lake, George	Tichbourne	Tps. of Bedford, Hinchinbrooke, Olden and Oso, Frontenac.
Boddy, Samuel	Athens	Beverley, Bass, Little, Wiltse and Mud Lakes, in Leeds.
Edgar, David W.	do	Upper Beverley Lake and tributaries to Morton and Lyndhurst and Griffin Lake, in the county of Leeds.
Moorhead, John	Long Point	From Lyndhurst to the division line, between Leeds and Lansdowne, in the county of Leeds.
Greer, James	Outlet	Gananoque River from Marble Rock to township of Lansdowne, county of Leeds.
Hicks, Wm.	Athens	Charleston Lake, in the county of Leeds.
Jeacle, George	Westport	Rideau, Upper Rideau, Openicon, Otty, and neighbouring lakes, county of Leeds.
Ross, Jas. H. (G.)	Smith's Falls	Rideau River, Burritt's Rapids to Smith's Falls.
Deacon, Eph.	Bolingbroke	River Tay and tributaries and Fall Bay River, in Lanark.
Moore, John	Carleton Place	Mississippi River and Lake, in the county of Lanark.
Campbell, R. O.	Kemptville	Rideau River and tributaries, from Ottawa to Burritt's Rapids, including Jock River, in Carleton.
McCuaig, R. C. W.	Ottawa	Province of Ontario.

NOTE.—The following Customs Officers have also been appointed Fishery Officers for Georgian Bay:—

Wabb, S. A.	Preventive officer	French River.
Potvin, P.	Acting customs officer	Byng Inlet.
Galna, John	Landing-waiter	Parry Sound.
Parkhill, W. J.	Sub-collector	Midland.
Clarke, Geo.	do	Penetanguishene.
Hogg, W. A.	Landing-waiter	Collingwood.
Cameron, A. Mc. K.	Sub-collector	Meaford.

PROVINCE OF QUEBEC.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Wakeham, Wm. (Of.)	Gaspé Basin	Lower St. Lawrence River and Gulf.
Gregory, J. U. (Agt.)	Quebec	Having jurisdiction in the whole province of Quebec.
Smith, Joseph	Cedar Hall	Lake and River Metapedia, in the county of Bonaventure.
Verge, J. A.	Campbellton	River Restigouche, Point Maguasha to Head of Tide, on the Quebec side, and Dalhousie to Head of Tide, in N.B.
Dagneau, John T.	Robitaille	Bay des Chaleurs, Co. Bonaventure, coast from Maguasha to Grand Cascapedia River.
Smith, John	New Carlisle	Bay des Chaleurs, Co. Bonaventure, coast from Grand Cascapedia River to Paspebiac.
Ross, Walter C.	Hopetown	Bay des Chaleurs, Co. Bonaventure, coast from Paspebiac to Point Macquereau
Jones, Henry	Little River West	County of Gaspé, Point Macquereau to corner of the Beach.
Annett, Geo. T.	Peninsula, Gaspé.	County of Gaspé from corner of the Beach to Cape Rosier.

Marine and Fisheries—Fisheries Branch.

SCHEDULE of Fishery Officers, &c.—Continued.

PROVINCE OF QUEBEC—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Thériault, Pierre.....	Griffin Cove, Gaspé	County of Gaspé from Cape Rosier to Faure Point.
Chevrier, J. A.....	Amherst	Gulf of St. Lawrence around the Magdalen Islands.
*Joncas, P. L.....	House Harbour, Magdalen Islands	Magdalen Islands, except Amherst and Entry Islands.
Lemieux, Joseph.....	Montlouis	River St. Lawrence, county of Gaspé, from Cape Rosier to Montlouis.
Sasseville, A. J.....	Ste. Anne des Monts.	River St. Lawrence, county of Gaspé, parishes of Duchesnay, Christie, Tourelle and Cap Chatte.
Pelletier, Olivier.....	do	River Ste. Anne des Monts, county of Gaspé.
Joncas, Johnny.....	Matane	River St. Lawrence, county of Rimouski, from Cap Chatte to River Blanche, including River Matane.
Grondin, L. E.....	Rimouski	River St. Lawrence, county of Rimouski, from River Blanche to Rimouski.
Martin H. (G.).....	do	River St. Lawrence, from Rimouski, to Temiscouata county.
Levesque, Nap.....	Isle Verte	River St. Lawrence, fronting on the county of Temiscouata.
Pelletier, Xavier.....	Ste. Anne de la Pocatière.	River St. Lawrence, fronting on the county of Kamouraska.
Beaubien, Octave V.....	Montmagny	River St. Lawrence, fronting on the counties L'Islet, Montmagny, Bellechasse and Lévis.
Huot, L. P.....	St. Roch de Québec	River St. Lawrence, around the Island of Orleans.
Bhéreur, U.....	Malbaie	North Shore of the River St. Lawrence, fronting on the county of Charlevoix.
Côté, Henri.....	Baie St. Paul	Lakes in rear of Murray Bay and Bay St. Paul.
Simard, Jos.....	Ste. Agnès	do do do
Catellier, L. N.....	Tadoussac	River St. Lawrence, fronting on the county of Saguenay up to Bersimis; also River Saguenay and tributaries to Chicoutimi.
Comeau, N. A.....	Godbout	Gulf of St. Lawrence, county of Saguenay from Manicouagan to Baie des Rochers.
Mignault, T.....	Montmagny	Gulf of St. Lawrence, county of Saguenay from Baie des Rochers to Point St. Charles.
Duburger, Geo.....	Pointe-à-Pic, Char- levoix.	Gulf of St. Lawrence, county of Saguenay from Point St. Charles to Esquimaux Point.
Gaudin, Geo.....	Cape Cove, Gaspé.	Gulf of St. Lawrence, on the county of Saguenay from Esquimaux Point to Natashquan River.
Legouvie, John (W.).....	Lobster Cove, — Gaspé.	Gulf of St. Lawrence, county of Saguenay and extending from Cape Whittle to Checatca.
Whitely, W. H.....	St. John's, Nfld.	Gulf of St. Lawrence, county of Saguenay, from Checatca to Blancs Sablons.
Veilleux, V. (W.).....	St. Ephrem de Tring	The inland waters of the county of Beauce.
Bourke, P. C.....	Somerset	The whole county of Megantic.
McCaw, John.....	Sherbrooke.	Lakes in counties of Sherbrooke and Stanstead, also Lakes Brompton and Aylmer, in the counties of Richmond and Wolfe.
Dupuy, Louis.....	Sherbrooke.....	Counties of Richmond and Wolfe.
McLeod, Allan.....	Echo Vale.....	About 10 miles of the waters of Lake Megantic and Spider in the county of Compton.
Carr, Guy.....	Compton Station.	County of Compton and Lake Massawippi, and tributaries in county of Stanstead.
Beach, N. A.....	Georgeville.....	The east side of Lake Memphremagog, in the county of Stanstead.
Green, Horace.....	East Bolton.....	The west side of Lake Memphremagog, in the county of Brome
Phelps, Sylvester E. W.....	Bolton Centre.....	Township of Bolton, east and west, in the county of Brome.
Courtney, Saml. U.....	Knowlton.....	Brome Lake, county of Brome.
Manson, Jeremiah M.....	Potton.....	Township of Potton, county of Brome.
Needham, Ernest E.....	Bolton Glen.....	Township of east and west Bolton, county of Brome.
Luke, P. E.....	Philipsburg.....	Missisquoi Bay and Pike River, in the county of Missisquoi.
Finlay, Jas.....	St. Johns East.....	Richelieu River, from St. Johns to Lake Champlain.
Dion, J. O.....	Chambly Canton.....	Richelieu River, from Sorel to Richelieu Village.
Kelly, John.....	Beauharnois.....	River St. Lawrence, counties of Beauharnois and Huntingdon; also part of Châteauguay and Trout Rivers.
Matte, Arthur.....	St. Constant.....	River St. Lawrence, county of Châteauguay, including Châteauguay River.
Morris, John.....	St. Lambert.....	River St. Lawrence, the counties of Laprairie and Chambly.
Magnan, Gédéon.....	L'Épiphanie.....	St. Lawrence River, counties of L'Assomption and Verchères.

*Collector of customs; specially connected with the fishing bounty.

SCHEDULE of Fishery Officers, &c.—Continued.

PROVINCE OF QUEBEC—Concluded.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Lavallée, Narcisse.....	Sorel.....	River St. Lawrence, fronting on the county of Richelieu.
Shooner, Denis.....	Pierreville.....	Lake St. Peter, county of Yamaska, and the upper part of River St. Francis.
Picotin, J. F.....	Drummondville.....	River St. Francis, in the counties of Yamaska and Drummond.
Charbonneau, Joseph.....	St. Césaire.....	Yamaska River and its tributaries from West Farnham to St. Hugues.
Boisvert, Geo.....	Bécancour.....	River St. Lawrence and Lake St. Peter, county of Nicolet.
Vadebonceur, Chas.....	Three Rivers.....	River St. Lawrence, fronting on and including the county of St. Maurice and Three Rivers.
Caron, Gabriel.....	Louiseville.....	River St. Lawrence and Lake St. Peter, counties of Maskinongé and Berthier.
Mooney, Dan.....	St. Théodore.....	Inland waters of the county of Montcalm.
Lauzon, Jos.....	Terrebonne.....	The Rivers Jésus and des Prairies, comprising about 50 miles.
Filiatrault, Jos.....	Ste. Adèle, Terrebonne Co.	Townships of Morin, Beresford, de Salaberry and Grandison, in Terrebonne and Argenteuil counties.
Cloutier, Toussaint.....	Piedmont, Terrebonne Co.	Townships of Abercrombie, Wexford and Kilkenny, in Terrebonne and Montcalm counties.
Filiatrault, Damien.....	Ste. Rose, Laval Co.	River Jésus to St. Francois de Sales in Laval.
Dunberry, David.....	Lachine Rapids.....	River St. Lawrence, fronting on Jacques Cartier Co.
Montpetit, Julien.....	Isle Perrot.....	River St. Lawrence, surrounding Isle Perrot.
Boivin, Jos.....	River Beaudet.....	River St. Lawrence, fronting on the county of Soulanges.
Jones, R. W.....	St. Andrew's East	Lower Ottawa River from Oka to Carillon.
Sabourin, Theo.....	Rigaud.....	South side of the Ottawa River, from Cascades to Point Fortune.
Clairoux, M. D.....	Hull.....	Both sides of the Ottawa River, fronting on the county of Ottawa.
Joynt, Robt. (W.).....	Joynt.....	The township of Masham, county of Ottawa, including Bernard Lake.
Weisener, Emiel.....	Blanche.....	Townships of Mulgrave and Lathbury, Ottawa county.
Mohr, Erwin.....	North Onslow.....	North side of Ottawa River, fronting on the county of Pontiac, from county line to Fort Coulonge.
Coghlan, J. T.....	Chapeau.....	Ottawa River, county of Pontiac, from Fort Coulonge to Des Joachims.

PROVINCE OF NOVA SCOTIA.

Bertram, A. C. (I.).....	North Sydney.....	District No. 1.—Cape Breton Island.
Hockin, Robt. (I.).....	Pictou.....	District No. 2.—Cumberland, Colchester, Pictou, Antigonish, Guysboro', Halifax and Hants counties.
Ford, L. S. (I.).....	Milton.....	District No. 3.—Lunenburg, Queen's, Shelburne, Yarmouth, Digby, Annapolis and King's counties.
Johnston, H. W. (Agt.)	Halifax.....	The whole province.
Stayner, Chas. A. (Of.)	do.....	The Maritime Provinces <i>re</i> lobster fishery.
	<i>Annapolis County.</i>	
Bailey, W. M.....	Round Hill.....	The whole county of Annapolis.
	<i>Antigonish County.</i>	
Aylmer, J. R. (W.).....	Pomquet Forks, Antigonish.	Vicinity of Pomquet Forks, including part of Pomquet and Black Rivers.
Cameron, Lochlin (W.)	Fraser's River, Antigonish.	From McWilliams' Bridge to Fraser's Bridge.
Chisholm, Hugh (W.)...	Lower South Riv'r, Antigonish.	Antigonish Harbour to St. Andrew's Bridge.
Chisholm, Donald (W.)	Salt Springs.....	From Trotter's Mill Brook to Thompson's dam.
Dexter, John (W.).....	Antigonish.....	From Harbour to Trotter's Mill Brook, including West River and Bailey's Brook.
Fraser, Duacan (W.)....	St. Joseph.....	Pinkeytown Bridge to Stewart's Mills.
Macadam, Alex. (W.)...	Addington Forks..	Thompson's dam to Addington Forks Bridge.

Marine and Fisheries—Fisheries Branch.

SCHEDULE of Fishery Officers, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
<i>Antigonish—Con.</i>		
McDonald, John.....	Doctor's Brooke...	The whole county of Antigonish.
McDonald, Allan (W.)..	James River.....	James River.
McDougall, Arch'd (W.)..	McNair's Cove, Cape George.	From Bun's Cove, Cape George, to Crebbing Head, St. George's Bay.
McInnes, Donald (W.)..	Addington Forks.	Vicinity of Addington Forks.
Randall, Albert (W.)...	Bayfield.....	From shore to Lake.
<i>Cape Breton County.</i>		
Quinan, Francis.....	Sydney.....	No. 1.—Northern division.
Hickey, Richard.....	North Sydney....	No. 2.—Western division.
Burke, William.....	Mira Ferry.....	No. 3.—Eastern division.
McDonald, Alexander...	East Bay.....	No. 4.—Southern Division.
<i>Colchester County.</i>		
Gass, Robt.....	Tatamagouche....	Tatamagouche Bay, Waugh and French Rivers.
Davidson, J. W.....	Bass River.....	The county of Colchester.
Pollock, R. J.....	Lower Stewiacke..	do
<i>Cumberland County.</i>		
Fowler, Elijah.....	Parrsboro'.....	County of Cumberland.
Gilroy, Geo. W.....	Oxford.....	do
Bland, George.....	Wallace Bridge....	do
Wills, A. M.....	Pugwash.....	do
<i>Digby County.</i>		
Schreve, T. C.....	Digby.....	The whole county of Digby
<i>Guysboro' County.</i>		
Cameron, Wm.....	Guysborough.....	County of Guysborough.
McQuarrie, Allan.....	Sherbrooke.....	do
<i>Halifax County.</i>		
Bartlett, John H.....	Terrance Bay.....	County of Halifax.
Gaston, Robert.....	Pope's Harbour....	do
Howlings, Geo.....	Musquodoboit Hr..	do
<i>Hants County.</i>		
Mosher, Jas. R.....	Kempt Shore.....	County of Hants, West Hants.
Snide, John.....	Shubenacadie....	Shubenacadie River, county of Hants.
<i>Inverness County.</i>		
McLean, D. F.....	Port Hood.....	No. 1.—Western Division.
McEachern, Peter.....	Glendale.....	No. 2.—Southern Division.
McKeen, Lewis.....	Mabou.....	No. 3.—Mabou Division.
Coady, James.....	S. W. Margaree....	No. 4.—Eastern Division.
Ross, David.....	N. E. Margaree....	No. 5.—Northern Division.
Deveau, Jos.....	Cheticamp.....	No. 6.—Part of Northern Division.
<i>King's County.</i>		
Bishop, C. E. (W.).....	Horton.....	Gaspereau River.
Brown, Philip (W.).....	Blomidon.....	Vicinity of Blomidon.
Miller, James S.....	Canning.....	The whole of King's county.
Murphy, L. A. (W.)....	Gaspereau.....	Part of Gaspereau River.
McIntyre, W. (W.)....	Aylesford.....	Annapolis River.
Reid, R. F.....	Wolfeville.....	The whole of King's county.
Thorpe, J. W. (W.)....	Hall's Harbour....	Halls Point to Cape Split.
Robinson, Chas.....	Lakeville.....	Cornwallis River and Tributaries, jurisdiction in whole county.

SCHEDULE of Fishery Officers, &c.—*Continued.*PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
<i>Lunenburg County.</i>		
Evans, David.....	Chester.....	The whole county of Lunenburg.
Solomon, W. M.....	W. LaHave Ferry.	do do
<i>Pictou County.</i>		
McPhie, Allan.....	Avondale.....	Eastern Division.
McQueen, J. D.....	Little Harbour.....	Southern Division.
Pritchard, A. O.....	New Glasgow.....	Central Division.
Sutherland, Robt.....	River John.....	Western Division.
<i>Queen's County.</i>		
Freeman, J. N.....	Liverpool.....	The whole of Queen's county.
<i>Richmond Co.</i>		
Lenoir, Alfred.....	Arichat.....	No. 1. Isle Madame and Arichat Division.
Cameron, Duncan.....	St. Peters.....	No. 2. Western Division.
Murchison, John.....	Grand River.....	No. 3. Eastern Division.
<i>Shelburne Co.</i>		
McGill, Wm. John.....	Shelburne.....	The whole of Shelburne county.
Goudey, E. S.....	Barrington.....	From Clyde River to Yarmouth county.
<i>Victoria Co.</i>		
Cambell, Chas. L.....	New Campbellton.....	No. 2. Middle Division.
McCharles, Danl.....	Middle River.....	No. 3. Southern Division.
Hellen, Win.....	Cape North.....	The whole of Victoria county.
<i>Yarmouth Co.</i>		
Hatfield, J. A.....	Tusket.....	The whole of Yarmouth county.

PROVINCE OF NEW BRUNSWICK.

Pratt, J. H. (I).....	St. Andrews.....	District No. 1. The county of Charlotte.
Chapman, Robt. A. (I).....	Moncton.....	District No. 2. Restigouche, Gloucester, Northumberland, Kent, Westmoreland and Albert counties.
Miles, H. S. (I).....	Oromocto.....	District No. 3. St. John, King's, Queen's, Sunbury, York, Carleton and Victoria counties
Harding, J. H. (Agt.).....	St. John.....	The whole province.
<i>Albert Co.</i>		
Stewart, Suthd.....	Alma.....	The whole county of Albert.
Taylor, Wallace (W).....	Salisbury.....	Upper Petitcodiac River.
Wilbur, Kinnear T. (W).....	Midway Harvey.....	Shepody River and Germantown Lake.
<i>Charlotte Co.</i>		
Brown, Barth.....	Campobello.....	Vicinity of Campobello and West Isles.
Campbell, D. F.....	St. Andrews.....	Inner Bay, Passamaquoddy.
Mathewson, John.....	St. George.....	Parishes of St. George, Pennfield and Lepreau.
Martin, Frederick.....	Grand Manan harbour.....	Around Grand Manan Island.
McLaughlin, W. B.....	Grand Manan.....	Grand Manan Island and Spawning Grounds.
Todd, Frank.....	St. Stephens.....	The whole of Charlotte county.

Marine and Fisheries—Fisheries Branch.

SCHEDULE of Fishery Officers, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
<i>Gloucester Co.</i>		
Aché, Adolphe (W).....	Shippegan	Vicinity of Shippegan.
Albert, Xavier D.	Caraquet.....	Caraquet herring banks.
Calnan, John, jr. (W) ..	Kinsale.....	Tête-à-Gauche River.
Dempsey, Miles (W)	Salmon Beach	From Ross River to Grindstone Point,
Gibbs, Valentine (W)....	Pokemouche.....	Vicinity of Pokemouche.
Hache, Jos. L.	Caraquet.....	Caraquet and Shippegan oyster beds.
Hickson, James	Bathurst.....	Bay des Chaleurs from Mill Stream to Grindstone Point and Nipissiquit River.
Landry, Arcade.....	Shippegan	Shippegan district.
Marks, William.....	Miscou.....	County of Gloucester.
Robichaud, Olivier (W) ..	Ferguson's Point	Bariau Point to Green Point and Tracadie River.
Sweeney, William.....	Green Point	From Belledune to Mill Stream.
Thériault, James D.....	Grand Anse	Grand Anse to Point Mizenette.
Walsh, William.....	Pokemouche.....	District of Pokemouche.
Whelton, Michael (W)....	Pokeshaw	Vicinity of Pokeshaw.
<i>Kent Co.</i>		
Despres, Thos.	Cocagne	Parish of Dundas.
Leblanc, Olivier J. O.	Buctouche	Parishes of Wellington and St. Mary.
Hannah, Wm. J.	Richibucto.....	The whole county of Kent.
Leblanc, A. T.	Legerville.....	Parishes of Harcourt and Huskisson
Richard, Pierre L.	St. Louis.....	Parish of St. Louis.
Beaty, John	Kouchibouguac	Parishes of Carleton and Acadieville.
<i>King's County.</i>		
Brown, James	Hammond Vale.....	Lakes in Hammond Parish.
Belyea, Ludger	Brown's Flat.....	Parishes of Westfield, Greenwich and Kingston.
Fenwick, Edwin (W.)....	Studholm	Millstream.
Grey, Justus H.	Springfield.....	Parish of Springfield.
Heine, W. H.	Norton Station	Kennebecasis River and Darling's Lake.
Nolan, James W.	Smith's Creek.....	Parishes of Havelock, Waterford, Sussex and Hammond.
Pearson, Isaac R. (W.)..	English Settlement	Washademoak Lake and tributaries.
<i>Northumberland Co</i>		
Robichaud, Ferdinand ..	Neguac	Part Miramichi Bay fronting on Alnwick and inland waters.
Williston, J. G.	Bay du Vin.....	South part Miramichi Bay to Point au Quart.
Abbott, Lemuel	Chatham.....	Miramichi River to Newcastle.
Hogan, Patrick	Newcastle	N.W. Branch Miramichi River and tributaries.
Boyes, Robt. E.	Blackville	S.W. Branch Miramichi River and tributaries.
<i>Queen's Co.</i>		
Case, Mayes	Wickham	The whole of Queen's county.
Warden, A. C.	Johnston.....	Washademoak Lake, Canaan and Salmon Rivers and tributaries
<i>Restigouche Co.</i>		
McLean, Donald.....	Charlo.....	Baie des Chaleurs, Belledune to Dalhousie.
Verge, J. A.	Campbellton.....	From Dalhousie to Tide Head.
<i>Sunbury County.</i>		
Griffith, Chas. (W.)....	Sheffield	County of Sunbury.
Hoben, G. W.	Burton	St. John River from Indiantown to York county.
<i>St. John County.</i>		
Cochrane, John	I.C.R. Station, St. John	St. John city and vicinity.
O'Brien, Joseph.....	Carleton, St. John	St. John county.
.....	.....	Coast from Quaco to Goose River.

SCHEDULE of Fishery Officers, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Concluded.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
	<i>Victoria County.</i>	
Ryan, Thos. D.	Grand Falls.	The whole county of Victoria.
	<i>Westmoreland Co.</i>	
Cormier, D. T.	Pré d'en haut.	Dorchester Parish and Petitcodiac River.
Goodwin, Robt.	Bay Verte.	Parishes of Sackville and Westmoreland.
Deacon, W. B.	Shediac.	Parishes of Salisbury, Moncton, Shediac and that part of Botsford to Big Shemogue Harbour.
Munroe, Chas. E.	Port Elgin.	Part of Parish of Botsford, east of Big Shemogue Harbour.
	<i>York County.</i>	
Orr, Robt.	Fredericton	The hole county of York.

PROVINCE OF PRINCE EDWARD ISLAND.

Lord, A. (Agt.)	Charlottetown	Prince Edward Island.
Hackett, Edward (I.)	Tignish	do do
McBriek, Patrick.	Central Bedeque.	The whole county of Prince.
McCormack, Michael.	Souris	Prince Edward Island.

PROVINCE OF MANITOBA.

Tupper, R. Latouche (I.)	Selkirk	The province of Manitoba.
Sutherland, M. (Asst. Inspector)	Winnipeg.	do do
Gardner, Rich.	Selkirk.	do do
Martineau, H.	The Narrows, Lake Manitoba.	Lake Manitoba, Elbb and Flow, Dog and ibutar .
Gunn, Robt.	Winnipeg.	Within his district as forest ranger.
Stevenson. E. F.	do	In his district as Crown timber nt.

NORTH-WEST TERRITORIES.

Gilchrist, F. C. (I.)	Fort Qu'Appelle	All the North-west Territories
Foster, John.	Silton	The Silton District.
Matheson, W. D.	Edmonton	District of Edmonton.
Lucas, S. B.	Holbrooke	do of Peace Hills, Alberta.
McKenzie, R. S.	Stobart.	do of Prince Albert, Saskatchewan
Thompson, J. R.	Calgary.	do vicinity of Calgary.
Cook, R. S.	Prince Albert.	do of Prince Albert.
Aikman, Jno. H.	Care of the commissioner of Dominion Lands, Winnipeg.	Each in his district as homestead inspector.
Rogers, John.		
Park, R. S.		
Arsenault, J. J.		
Allison, John		
Allison, W. H.		

PROVINCE OF BRITISH COLUMBIA.

McNab, John (I.)	New Westminster.	The province of British Columbia.
McKay, J. W.	Kamloops	District of Yale, B. C.
Mcason, W. L.	William's Lake	Kootenay R., from Clinton to Barkervil e.
Philips, Michael	Kootenay.	do district.
Higginson, T. S.	New Westminster.	In his district as Crown timber agent.
Ellison, Price	Vernon	O'Kanagan lake and river.
Gaudin, Capt. James	Victoria	Having jurisdiction in the whole Province.
Walbran, Capt. J. T.	do	do do do
Woods, W. F.	Kamloops.	Vicinity of Kamloops.

Marine and Fisheries—Fisheries Branch.

SCHEDULE of Fishery Officers, &c.—Continued.

FISH CULTURE.

Name.	Rank.	P. O. Address.
Wilmot, A. B.	Officer in charge of Government Fish Hatchery	Newcastle, Ont.
Parker, Wm.	do do	Sandwich, Ont.
Walker, John.	do do	Ottawa, Ont.
Moore, A. H.	do do	Magog, Que.
Catellier, L. N.	do do	Tadoussac, Que.
Sheasgreen, Wm.	do do	Gaspé Basin, Que.
Mowat, Alex.	do do	Campbellton, N.B.
McCluskey, Chas.	do do	Grand Falls, N.B.
Sheasgreen, Isaac.	do do	South Esk, Miramichi, N.B.
Ogden, A.	do do	Bedford Basin, N.S.
do	do Government Lobster Hatchery	Pictou, N.S.
Dunlop, W. J.	Asst. officer do Government Fish Hatchery	Sydney, C.B., N.S.
McNab, John.	Officer do do	New Westminster, B.C.
Tupper, LaTouche.	do do	Selkirk, Man.
Ernest Kemp.	do Oyster culture.....	Ottawa, Ont.

All captains of the Fisheries Protection Service are also fishery officers, with power of a justice of the peace for all purposes of the Fisheries Act. During the season of 1895 they were as follows:—

- Commander O. G. V. Spain, of the cruiser "Acadia."
- Capt. S. Belanger, of the cruiser "La Canadienne."
- Capt. A. Finlayson, of the cruiser "Stanley."
- Capt. J. H. Pratt, of the cruiser "Curlew."
- Capt. Geo. M. May, of the cruiser "Constance."
- Capt. H. McKenzie, of the cruiser "Vigilant."
- Capt. W. H. Kent, of the cruiser "Kingfisher."
- Capt. C. T. Knowlton, of the cruiser "Aberdeen."
- Capt. Ed. Dunn, of the cruiser "Petrel," for Ontario.
- Capt. G. W. Pearson, of the ss. "Dolphin," for Ontario.

RECAPITULATION OF FISHERY OFFICERS.

Provinces.	Number of Officers.
Ontario.....	110
Quebec.....	70
Nova Scotia.....	67
New Brunswick.....	57
Prince Edward Island.....	4
Manitoba.....	6
North-west Territories.....	13
British Columbia.....	9
Officers and crews of the fisheries protection vessels.....	175
Fishery guardians employed during the season of 1895.....	190
Total	701

APPENDIX No. 4.

REPORT ON THE FISHERIES PROTECTION SERVICE OF CANADA BY
COMMANDER O. G. V. SPAIN.

The Honourable JOHN COSTIGAN,
Minister of Marine and Fisheries.

SIR,—I have the honour to report on the work of the Fisheries Protection Service, under my command for the past season.

The vessels forming the fisheries protection fleet were:—

“Acadia,” Commander O. G. V. Spain, commissioned 26th May, and paid off on the 12th November.

“Stanley,” Captain Finlayson, commissioned 15th July, and paid off on the 15th September.

“Curlew,” Captain J. H. Pratt, commissioned 15th April, and paid off on the 9th of December.

“Constance,” Captain Geo. May, commissioned in April, paid off in December.

“La Canadienne,” Captain Belanger, commissioned April, paid off in November.

“Petrel,” Captain E. Dunn, commissioned in April, and paid off 3rd December.

“Dolphin,” Captain Pearson, commissioned in April, and paid off 3rd December.

“Kingfisher,” Captain W. H. Kent, commissioned in April, paid off 15th December.

“Vigilant,” Captain H. McKenzie, commissioned in April, and paid off on the 15th November.

The “Acadia” was most actively employed throughout the whole season, visiting all the stations allotted to the cruisers, and seeing that all instructions to fishery officers and others were fully carried out. She was cruising between Cape Sable, N.S., and Cape Gaspé, Quebec, making a trip up the river as far as Seven Islands on one occasion. This vessel cruised 11,000 miles protecting Canadian shores during the past season.

“La Canadienne.” This vessel was working independently of the rest of the fleet. She was mainly employed on the Quebec coast and on the Labrador, although a considerable portion of her time was taken up in lighthouse and buoy work.

“Stanley” cruised along the north shore of Prince Edward Island, making Souris her headquarters to the eastward, and Pt. Daniel headquarters to the westward.

“Constance.” This vessel was employed in revenue work in the Upper Gulf and River St. Lawrence. She has made some important captures.

“Curlew.” I have been compelled to use this vessel on the coasts of Nova Scotia and Cape Breton. Her usual patrol is the Bay of Fundy, but on account of the “Stanley” being at my disposal for such a short time this season, this other arrangement was necessary.

“Petrel.”—Employed on the great lakes where she has done excellent work. A report of her operations will be found herewith, Capt. Dunn’s report.

“Dolphin,” this patrol boat has been principally engaged in the Georgian Bay, and has proved herself very useful, looking after our fishermen, and carrying out the various regulations of the department. Report of her operations will be found herewith, Capt. Pearson’s report.

“Kingfisher,” employed off Prince Edward Island and Cape Breton coasts. She remains out in the fall till all the United States fishermen have left our shores. She has again proved herself a match for any of the very fast sailing United States mackerel schooners, and her builder has every reason to be proud of her.

Marine and Fisheries—Fisheries Branch.

“Vigilant,” this vessel was employed on the Nova Scotia and Cape Breton coasts. Though she has been well looked after, and is in excellent condition, her speed is totally inadequate to compete with the United States fishing vessels of the present day, and it is the intention of the department to build another vessel in the spring to take her place. She has been busily engaged in endeavouring to put a stop to illegal lobster fishing.

The above vessels have protected about 60,000 miles of our coast during the past season. The patrol was most efficient, and only one report of poaching was made, and even this one on investigation was proved to be incorrect, the people who gave the information being mistaken on account of the remarkable similarity between our own vessels, and those of the United States fishing fleet.

Canadian fishing schooners are now instructed to carry a red and white diagonal flag at the main truck, which does away with a great deal of inconvenience I formerly had, by the fact that our vessels rarely, if ever, show their colours till the cruisers were close alongside them. We can now recognize them at a long distance off.

Besides the mackerel seiners from New England, there were a large number of U.S. schooners which visited our ports for the purpose of procuring wood, water &c.

SEIZURES.

Two seizures of United States fishing schooners were made on the Atlantic coast.

The “David Sherman” was detained in Sydney harbour for selling provisions, stores, &c. (she having a Dominion license) to other United States schooners with no license. Her master acknowledged the fact, but although it was a great breach of right and privilege, her release was ordered; but to prevent cases of this kind for the future as much as possible, it is understood a clause will be inserted in the *Modus Vivendi* licenses issued to United States fishing vessels, warning them that if provisions, &c., are sold by a vessel with a license to a vessel without, the immediate cancellation of the license will ensue, and no license will be granted to the same vessel again.

The form of license will therefore be as follows:

License to United States Fishing Vessels.

(Name) _____ Master or Owner _____ of the United States
Fishing Vessel _____ tons register, of _____ having paid to the
undersigned, Collector of Customs at the port of _____, the sum of \$ _____

_____ , being one dollar and fifty cents per registered ton, the privilege is hereby granted to said fishing vessel to enter the bays and harbours of the Atlantic coasts of Canada, for the purchase of bait, ice, seines, lines, and all other supplies and outfits, and the transhipment of catch, and shipping of crews.

This license shall continue in force for the year 1896, and is issued in pursuance of the Act of the Parliament of Canada of 1892, entitled, “An Act respecting Fishing Vessels of the United States,” 55-56 Victoria, chapter 3.

This license, while conferring the above mentioned privileges, does not dispense with a due observance by the holder, or any other person, of the laws of Canada, and will become null and void, and forfeited forthwith, and the vessel will become ineligible to obtain a license in future, if any of the goods or supplies, or other advantages obtained hereunder, are sold or transferred to any United States fishing vessel that has not obtained a license.

Dated this _____ day of _____ A.D. 1896.

.....
Collector of Customs at the Port of _____

For Minister of Marine and Fisheries.

The "John L. Nicholson" was detained at Canso for shipping a man without a license. This vessel was released on payment by the owner of \$500.

A tug and lighter were seized near Amherstburg for dumping garbage in the Detroit River in Canadian waters. A penalty of \$400 was inflicted, and the crew sent to jail. Another tug and scow were seized for the same offence at Bridgeburg and Fort Erie. The captain and crew of this vessel were fined \$50, the owners giving a bond for \$7,000 against a repetition of the offence.

The United States tug "Telephone" was seized in the neighbourhood of Pelee Island for fishing in Canadian waters. This vessel was confiscated.

I have to tender my thanks to the captains, officers and men of the Protection Service for the great help they have afforded me in protecting our shores against depredations by foreign poachers, a work of constant worry, and requiring the most careful watching and level headed consideration.

The men are splendid, and as I have before pointed out, make the best sailors in the world, and if it could be possible to arrive at some scheme by which these men could go through a course of drill in the winter time, when our climate forbids them carrying on their occupation of fisherman, I am sure it would be invaluable for us to have these men to fall back upon in time of dire necessity.

Marine and Fisheries—Fisheries Branch.

LICENSES OF FOREIGN FISHING VESSELS.

SCHEDULE of United States fishing vessels to which licenses were issued under the Act entitled "An Act respecting Fishing Vessels of the United States of America," during the year 1895.

Name of Vessels.	Port of Registry.	Tonnage.	Port of Issue.	Amount.
				\$ cts.
W. Parnell O'Hara	Boston	82	Yarmouth, N.S.	123 00
Rushlight	Gloucester	64	Digby, N.S.	96 00
Electer	do	113	Pubnico, N.S.	169 50
Josie M. Calderwood	do	86	Yarmouth, N.S.	129 00
Florence Nightingale	do	39	Liverpool, N.S.	58 50
Hustler	do	93	North Sydney, N.S.	139 50
Julia E. Whalen	do	96	Liverpool, N.S.	144 00
Jennie Seaverns	do	107	Lockeport, N.S.	160 50
Nellie Burns	do	64	Campobello, N.B.	96 00
Gatherer	do	91	Shelburne, N.S.	136 50
Lawrence A. Munroe	do	110	Tusket, N.S.	165 00
Charles H. Taylor	do	92	Port Mulgrave, N.S.	138 00
Emma and Helen	do	89	Port Hood, N.S.	133 50
Volunteer	do	102	do	153 00
Gladiator	do	107	do	160 50
Maconomo	do	92	Port Mulgrave, N.S.	138 00
Robin Hood	do	88	Canso, N.S.	132 00
Mary E. Webb	do	11	Port Mulgrave, N.S.	16 50
Pinta	do	94	Canso, N.S.	141 00
Willie L. Swift	Provincetown	95	St. Peter's	142 50
Puritan	Gloucester	84	Georgetown, P.E.I.	126 00
George Campbell	do	106	Shelburne, N.S.	159 00
Frank G. Rich	Booth Bay	100	St. Peter's, N.S.	150 00
Lizzie M. Stanwood	Gloucester	100	Arichat, N.S.	150 00
John F. Nickerson	Provincetown	91	Liverpool, N.S.	136 50
Oliver Cromwell	do	60	Port Hawkesbury, N.S.	90 00
Mary Fernald	Gloucester	76	do do	114 00
Mayflower	do	108	Canso, N.S.	162 00
Sina Shore	St. Johnsbury	12	Campobello, N.B.	18 00
Notice*	Gloucester	63	Amherst, M.I., Que.	94 50
D. A. Wilson*	Beverly	86	do do	129 00
Henry Wilson*	Gloucester	88	do do	132 00
Resolute	do	91	Arichat, N.S.	136 50
Ettie	do	44	Charlottetown, P.E.I.	66 00
Ralph E. Eaton	do	65	Canso, N.S.	97 50
Reporter	do	79	Port Hawkesbury, N.S.	118 50
Richard Lester	do	69	do do	103 50
M. H. Perkins	do	72	Port Mulgrave, N.S.	108 00
Carrier Dove	do	82	Liverpool, N.S.	123 00
Christie Campbell	do	52	Canso, N.S.	78 00
Cecil H. Low	do	75	Port Mulgrave, N.S.	112 50
Fanny Reed	Bucksport	20	Pubnico, N.S.	30 00
F. W. Homans	Gloucester	63	Port Hawkesbury, N.S.	94 50
Epes Tarr	do	66	do do	99 00
David Sherman	do	67	do do	100 50
Gertie Evelyn	do	81	Arichat, N.S.	121 50
Quickstep	do	99	do	148 50
		3,714		5,571 00
* Less discount on sight drafts.				0 88
			Total	5,570 12

SUMMARY.

Total number of vessels	47
Total tonnage	3,714
Total amount received in fees	\$5,570 12

It will be of interest to give the history of these *modus vivendi* licenses issued to United States fishing vessels. As I have remarked in a previous report, the issue of these licenses simply shows our good feeling towards the United States, and from a fisherman's point of view, is very much in favour of our neighbours.

Under the *modus vivendi* which forms a protocol to the treaty of 1888, pending ratification, the British plenipotentiaries agreed to a temporary arrangement, not exceeding two years, by which United States fishing vessels, on payment of the sum of \$1.50 per ton register, were allowed the privileges of—

- (1.) The purchase of bait, ice, seines, and all other supplies.
- (2.) Shipping crews, and transshipping catch.

If, during these two years the United States should remove the duties on fish and fish products, these licenses should be issued free. The United States government made no such concession. During 1888 and 1889, the two years specified, it was practically obligatory for the Canadian Government to issue these licenses, but not so after 1889.

In 1890, Canada, by Act of Parliament, extended the privileges which had expired with the *modus vivendi*. This was continued until 1893, when to avoid going to Parliament, an Act was passed authorizing the government to issue such licenses from time to time.

The following is a statement of the number of licenses issued from 1888:—

1888.....	36
1889.....	78
1890.....	119
1891.....	98
1892.....	108
1893.....	71
1894.....	53
1895.....	47

It will be noticed that there has been a remarkable falling off in the last three years, and I think that the same proceedings which the United States fishing schooner "David Sherman" indulged in, may in large way account for it.

We will take for instance, six United States schooners; they club together, and buy one license. The vessel that takes the license supplies the remaining five. Bearing the case of the "David Sherman" in mind, and also the large reduction in the number of licenses taken out, it strikes me as being a reasonable idea. However, as I have before remarked, to do away with this abuse of Canadian generosity in issuing these licenses at all, a clause will be added to the form of license for the coming season, designed to render this course impracticable.

The first receipts of Newfoundland frozen herring arrived at Gloucester, U.S.A., on 21st December, the schooner "Orient" which came from Bay of Islands, Newfoundland, having 953 barrels of salt herring, and 35,000 frozen herring. There were 18 sail of United States vessels at Fortune Bay, Newfoundland, and a large number at other places waiting for frost. Herring of a good quality were reported in plenty.

THE MACKEREL FISHERY.

The mackerel appeared off our shores about the middle of May, and the first United States mackerel schooner was met off Cape Sable by the Dominion cruiser "Kingfisher." The movements differed somewhat this year from what is generally supposed to be their route. They moved quickly to the eastward along the Nova Scotia shores, the fleet of the United States fishing schooners daily largely increasing, until at the end of the month, there were in the neighbourhood of seventy (70) large schooners off Halifax, and the fish schooling inside the limit. It will be seen that constant watching day and night was absolutely necessary, as our neighbours would immediately seize any opportunity of poaching, if it was unattended with the danger of being caught.

Marine and Fisheries—Fisheries Branch.

The mackerel were very large, in fact so large in the spring of the year, that they were unable to get into the meshes of the nets, and consequently, when the net was drawn up, the fish would fall out. They were met with each day farther to the northward and eastward, travelling very fast; most of them passed round Cape North, in Cape Breton, very few, if any, going through the Gut of Canso. From there they seem to have made for the Bradelle and Orphan Banks and Magdalen Islands, and in July and August coming to the Prince Edward Island shore. During those months the fishing was more or less spoilt by continual bad weather. It is a very significant fact that in comparison with other years, there were few United States seiners on our shores, most of them were hook and line fishermen. It is also worthy of note that up to the time the seiners came into the bay, the hookers had good fishing, but as soon as the seiners' fleet came and began to get at the fish, the hookers had considerably more trouble in finding mackerel; each day the fish were driven further from the places they had been in, and it was more or less useless for a hooker to look for fish in a locality where the seiners had been working shortly before.

I am under the impression that there will be a large fleet of United States hook and liners' next season, and I am also of the opinion that with a fleet of 60 or 70 hookers, the catch of mackerel will be very much larger per vessel.

The purse seine, as I have before pointed out, is the most destructive engine, and fishermen themselves are beginning to see that with a schooner fitted out as a hook and liner, they do as well. The expense is infinitely less, and the destruction of fish compared with the use of the purse seine, merely nominal.

The mackerel which are taken in the gulf in the summer are a later school, and much smaller fish than those taken in the spring and late fall on the Cape Shore. The big fish nearly invariably come round Cape North, while the small fish go through the Gut of Canso.

List of United States Fishing Vessels, boarded by Dominion Government Cruisers, in Canadian waters, on the Atlantic coast and in the Gulf of St. Lawrence, during the season of 1895; showing Port of Registry of each vessel, tonnage and number of men on board:

No.	Name of Vessel.	Port of Registry.	No. of Tons.	No. of Men.	Date, Left Home.
1	Amelia F. Cobb	Blue Hill	70	6	15th April, 1895.
2	Augusta E. Harrick	Boston	94	17	1st May, 1895.
3	Annie C. Hall	Gloucester	84	17	23rd April, 1895.
4	Agnes E. Downs	do	80	17	3rd May, 1895.
5	Andrew Burnham	Boston	86	18	10th do 1895
6	Alice S. Hawks	Gloucester	60	15	10th do 1895
7	Abbie M. Deering	do	96	18	10th do 1895.
8	Arthur Binney	Boston	112	19	14th do 1895.
9	Alva	Gloucester	97	17	15th do 1895.
10	Addie M. Cole	Provincetown	72	17	13th do 1895.
11	Alice	do	86	17	10th do 1895.
12	American	Gloucester	118	17	5th do 1895.
13	Alice Parsons	do	72	17	18th do 1895.
14	Alice C. Jordan	do	81	17	15th do 1895.
15	A. R. Crittenden	do	81	15	
16	Blue Jay	do	27	9	8th July, 1895.
17	Charles H. Taylor	do	92	18	15th April, 1895.
18	Commonwealth	do	81	16	25th do 1895.
19	Centennial	do	110	16	26th do 1895.
20	Caroline Vooght	do	80	17	15th May, 1895.
21	Charles Levi Woodbury	do	100	18	15th do 1895.
22	C. A. Sanford	Dennis	81	16	15th do 1895.
23	Christie, Campbell	Gloucester	52	13	14th July, 1895.
24	Cecil, H. Lowe	do	75	15	18th do 1895.
25	Carrier Dove	do	82	16	1st Aug. 1895.
26	Carrie C.	do	73	12	5th do 1896.
27	Charles W. Parks	do	56	14	

LIST of United States Fishing Vessels, boarded by Dominion Government Cruisers
in Canadian waters, &c.—*Continued.*

No.	Name of Vessel.	Port of Registry.	No. of Tons.	No. of Men.	Date, left Home.
28	Davy Crockett	Gloucester	81	16	7th May, 1895.
29	David Sherman	do	68	16	16th do 1895.
30	D. A. Wilson	Beverly	86	18	18th July, 1895.
31	Elector	Gloucester	113	18	15th Mar., 1895.
32	Emma	Portland	77	16	10th May, 1895.
33	Eliza H. Parkhurst	Gloucester	115	16	26th April, 1895.
34	Ethel B. Jacobs	do	125	17	15th May, 1895.
35	Ethel & Addie	Portland	86	17	15th do 1895.
36	Edith S. Walen	Gloucester	79	16	15th do 1895.
37	Emma E. Witherell	Boston	109	18	4th June, 1896.
38	Epes Tarr	Gloucester	66	14	20th July, 1895.
39	Ettie	do	44	6	10th May, 1895.
40	Edward Grover	do	73	13	28th Aug., 1895.
41	E. B. Campbell	do	95	18	
42	Fredonia	do	109	17	25th April, 1895.
43	Frederick Gerring	do	67	17	16th May, 1895.
44	Fortuna	do	118	18	13th do 1895.
45	Frank A. Rackliff	do	99	16	25th do 1895.
46	F. W. Homans	do	63	14	6th July, 1895.
47	F. Nightingale	do	89	17	1st do 1895.
48	F. R. Walker	do	68	10	16th May, 1895.
49	George S. Botwell	do	63	12	8th April, 1895.
50	George F. Edmunds	do	141	17	15th May, 1895.
51	Grayling	do	115	17	15th do 1895.
52	Gertie Evelyn	do	81	16	22nd Aug. 1895.
53	Harvester	do	101	15	
54	Henry Wilson	do	80	16	1st April, 1895.
55	Hattie D. Linnell	do	90	17	15th do 1895.
56	Harry L. Belden	do	117	18	8th May, 1895.
57	Henrietta Frances	Portland	74	16	10th do 1895.
58	Harvard	Gloucester	106	17	14th do 1895.
59	Harry G. French	do	95	17	15th do 1895.
60	Harry Eilsworth	do	56	13	15th do 1895.
61	Helen Lincoln	Portland	92	17	1st do 1895.
62	Hattie Maud	do	87	17	15th do 1895.
63	Hattie & Lottie	Dennis, U.S.	96	17	1st do 1895.
64	Herald of the Morning	Gloucester	68	16	10th do 1895.
65	Henry Woods	do	84	17	18th do 1895.
66	Henry Morganthon	Portland	85	15	12th do 1895.
67	Hereward	Gloucester	88	12	30th July, 1895.
68	Harry E. Parsons	do	80	14	31st do 1895.
69	Henry W. Longfeliow	do	76	14	1st Aug., 1895.
70	Horace Albert	do	68	12	28th do 1895.
71	Henry M. Stanley	do	112	17	
72	Iolanthe	do	76	16	1st May, 1895.
73	J. S. Glover	Portland	53	15	20th April, 1895.
74	Jennie P. Phillips	Swampscott	53	14	10th May, 1895.
75	John M. Plummer	Portland	95	17	14th do 1895.
76	James Dyer	do	81	18	15th do 1895.
77	John S. Pressou	Gloucester	88	17	15th May, 1895.
78	James G. Blaine	do	98	16	10th do 1895.
79	John Smith	do	63	14	1st July, 1895.
80	Jennie Seavers	do	106	15	30th Aug., 1895.
81	Julia E. Walen	do	96	17	20th Sept., 1895.
82	Kersarge	do	110	17	14th May, 1895.
83	Lizzie M. Centre	do	77	16	23rd April, 1895.
84	Lottie Gardener	do	111	17	10th May, 1895.
85	Lucille	do	99	17	10th do 1895.
86	Landseer	do	95	17	10th do 1895.
87	Lizzie Smith	Provincetown	73	17	1st do 1895.
88	Lucy W. Dyer	Portland	78	17	15th do 1895.
89	Lilla B. Fernald	do	78	16	15th do 1895.
90	Lizzie Maud	do	79	17	16th do 1895.
91	Latona	Gloucester	103	17	16th do 1895.
92	Lewis H. Giles	do	128	17	8th Sept. 1895.
93	Mabel R. Bennett	do	115	17	15th April, 1895.
94	M. S. Ayer	do	76	17	10th May, 1895.
95	M. B. Wetherell	Portland	102	17	12th do 1895.
96	Mertis H. Perry	Boston	58	12	14th do 1895.

Marine and Fisheries—Fisheries Branch.

List of United States Fishing Vessels, boarded by Dominion Government Cruisers,
in Canadian waters, &c.—*Concluded.*

No.	Name of Vessel.	Port of Registry.	No. of Tons.	No. of Men.	Date left: Home.
97	Margie Smith.....	Gloucester.....	58	16	15th do 1895.
98	Mary E. Webb.....	do.....	11	2	14th do 1895.
99	Mondego.....	do.....	117	17	15th do 1895.
100	Miranda.....	do.....	103	18	4th do 1895.
101	Marsala.....	do.....	76	15	9th do 1895.
102	Mariner.....	do.....	107	17	18th do 1895.
103	Margaret Haskins.....	do.....	96	17	20th do 1895.
104	Mertie and Delmar.....	Chatham.....	74	14	10th do 1895.
105	Mayflower.....	Gloucester.....	118	18	15th July, 1895.
106	M. H. Perkins.....	do.....	72	14	18th do 1895.
107	Norman Fisher.....	do.....	76	17	1st May, 1895.
108	Norumbega.....	do.....	120	18	15th do 1895.
109	Noonday.....	do.....	71	14	6th July, 1895.
110	Notice.....	do.....	66	10	20th May, 1895.
111	Nellie Burns.....	Portland.....	64	12	1st Aug., 1895.
112	Oliver Wendell Holmes.....	Gloucester.....	101	18	10th Mar., 1895.
113	Orient.....	do.....	89	17	25th July, 1895.
114	Parthia.....	do.....	105	18	20th April, 1895.
115	Pendragon.....	do.....	68	16	15th do 1895.
116	Pinta.....	do.....	94	18	25th June, 1895.
117	Quickstep.....	do.....	99	17	10th do 1895.
118	Richard Lester.....	do.....	69	15	1st May, 1895.
119	Roulette.....	Boston.....	79	17	15th do 1895.
120	Ralph E. Eaton.....	Gloucester.....	68	16	15th do 1895.
121	Rushlight.....	do.....	64	14	1st July, 1895.
122	Reporter.....	do.....	78	10	15th do 1895.
123	Samuel R. Crane.....	do.....	78	12	1st April, 1895.
124	Stowell Sherman.....	Provincetown.....	87	17	10th May, 1895.
125	Speculator.....	Gloucester.....	104	18	12th do 1895.
126	S. F. Maker.....	do.....	104	17	15th do 1895.
127	Talisman.....	do.....	118	17	10th April, 1895.
128	W. E. Morris.....	do.....	117	19	1st do 1895.
129	Wide-Awake.....	Portland.....	65	15	20th May, 1895.
130	W. H. Rider.....	Gloucester.....	68	13	8th Aug. 1895.
131	Yosemite.....	do.....	115	17	15th May, 1895.
	Total.....		11,273	2,058	

MEMO.—Of the 96 United States vessels which were in Canadian waters for the spring herring and mackerel catch, season of 1895:—

12	vessels left home on or before the 15th April.
8	do between 15th April and 1st May.
29	do do 1st May and 10th May.
35	do do 10th May and 15th May.
12	do do 15th May and 20th May.

LIST of United States Seiners who fished on Cape Shore, 1895.

Date.	Name.	Tons.	Home Port.	Master.	Barrels.	Total.
1895.						
May 17.	Abbie M. Deering	96	Gloucester.		Fresh	128
do 17.	Agnes E. Downes	81	do	Rowe		186
do 17.	Alice C. Jordan	82	do	Keene		128
do 17.	Alice M. Parsons	New.	do	Lewis	75	250
do 17.	Alice S. Hawkes	60	do	Rowe		110
do 17.	American	118½	do	Swim		245
do 17.	Alva	97	do	Carrigan		178
do 17.	Annie C. Hall	84	do	Vautreire		65
do 17.	Addie F. Cole	72	Provincetown.	Bich.		60
do 17.	Alice	85	do	Chase		127
do 17.	Andrew Burnham	86	do	Blake		15
do 17.	Arthur Binney	112	do	Joyce		10
do 17.	Augusta E. Herrick	95	do			90
do 17.	Caroline Vought	80	Portland	Leavy		250
po 17.	Centennial	110	Gloucester			10
do 17.	Charles Levy Woodbury	100½	do	McLean		Clean.
do 17.	Commonwealth	81	do	Tupper		104
do 17.	C. A. Sandford	81	Dennis, Mass.			32
do 17.	Canopus	68	Gloucester	McPhee		Clean.
do 17.	David Sherman	68	do	Rowe		214
do 17.	Davy Crockett	81	do			130
do 17.	Ethel & Addie	86	Portland			60
do 17.	Edith S. Walen	79	Gloucester			85
do 17.	Eliza H. Parkhurst	115	do	McPhee		60
do 17.	Ethel B. Jacobs	125	do	Jacobs	Fresh, 107	407
do 17.	Ellen Lincoln	92	Portland	Cook		48
do 17.	Fortuna	New.	Gloucester	Greenlaw		110
do 17.	Fredonia	109	do	Morgan		240
do 17.	Frederick Gerring	67	do	Harty		Clean.
do 17.	Geneva Merts	43	do	McLoud		210
do 17.	George F. Edmunds	142	do	Brewer		30
do 17.	Grayling	115	do	Harty		280
do 17.	Henry Ellsworth	56	do			Clean.
do 17.	Harry L. Beldon	117	do	Walen		4
do 17.	Harvard	106½	do	Swim		80
do 17.	Harry G. French	95	do	Grant		132
do 17.	Hattie D. Linnell	89	do	Hall		110
do 17.	Hattie M. Graham	133	do	Graham		204
do 17.	Henri N. Woods	84	do	Dorman		170
do 17.	Herald of the Morning	68	do	McLean		266
do 17.	Henrietta Francis	74	Cohasset	Edwards		40
do 17.	Hattie and Lottie	96	Dennis			80
do 17.	Hattie Maud	86¾	Portland	Pool		56
do 17.	Iolanthe	71	Gloucester	White		25
do 17.	Henry Morganthan	85½	Portland			70
do 17.	James G. Blaine	98	Gloucester	McDonald		152
do 17.	John S. Presson	88	do	Williams		333
do 17.	James Dyer	81	Portland			113
do 17.	John M. Plummer	95	do			70
do 17.	J. S. Glover	54	do	Maxwell		Clean.
do 17.	Kearsarge	101	Gloucester	Mills		77
do 17.	Lizzie M. Center	77	do	Smith		126
do 17.	Lottie Gardner	111½	do	Paris		150
do 17.	Lucille	90	do	Welch		250
do 17.	Lizzie Smith	93	Provincetown			Clean.
do 17.	Lizzie Maud	79	Portland			138
do 17.	Lewis H. Giles	128	Gloucester	Winen		126
do 17.	Latona (new)					103
do 17.	Leander F. Gould	67	Chatham			5
do 17.	Lilla B. Fernald	78	Portland			90
do 17.	Lucy W. Dwyer	78	do			239
do 17.	Marguirito Haskins	96	Gloucester	Maclain		110
do 17.	Miranda		do	Cavanagh		150
do 17.	Margie Smith	58	do	Smith		85
do 17.	M. S. Ayer	76	do			21
do 17.	Mabel R. Bennett	115	do	Smith		126
do 17.	Mondego	100	do	Corkhum		86
do 17.	Mertie & Delmer	75¾	Chatham			25
do 17.	Marnier	107¾	Gloucester	Milles		28

Marine and Fisheries—Fisheries Branch.

List of United States Seiners who fished on Cape Shore, 1895.—*Continued.*

Date.	Name.	Tons.	Home Port.	Master.	Barrels.	Total.
1895.						
May 17.	Mertis H. Perry.....	59	Boston.....			15
do 17.	Maud B. Wetherell.....	102½	Portland.....			50
do 17.	Norumbega.....	120½		McKinnon.....		29
do 17.	Norman Fisher.....	76		Anderson.....		143
do 17.	Pendragon.....	68	Gloucester.....	Johnson.....		Clean.
do 17.	Roulette.....	79	Boston.....	Ellis.....		140
do 17.	Richard Lester.....	69	Gloucester.....	McLean.....		12
do 17.	Stowell Sherman.....	88	Provincetown.....	Hatch.....		67
do 17.	Speculator.....	104	Gloucester.....	McDonald.....		250
do 17.	S. F. Maker.....	104	do.....	Payson.....		Clean.
do 17.	Tallisman.....	118	do.....			187
do 17.	Yosemite.....	115	do.....	McFarland.....		94
do 17.	Wide Awake.....	65½	Portland.....			60

LIST OF HOOKERS IN NORTH BAY, SEASON 1895.

1	Blue Jay.....	28	Gloucester.....	Ellis.....	Home.....	33
2	Christie Campbell.....	52	do.....	Maguin.....		150
3	Cecil H. Low.....	75	do.....	Parks.....	1 3	
4	Carrie and Annie.....	90	do.....	Parsons.....		196
5	D. A. Wilson.....		do.....	McKinnon.....	40	
6	Epes Tarr.....	66½	do.....	Campbell.....		157
7	Ettie.....	44	do.....	Martin.....	Oct. 15 home	126
8	Florence Nightengale.....	39	do.....	Eaton.....	Home.....	80
9	Farmer R. Walker.....	68	do.....	Irwin.....		224
10	Frank W. Homans.....	63	do.....	Wharff.....	Home.....	160
11	Grace L. Fears.....	84½	do.....	McPhee.....	Home.....	310
12	John Smith.....	62	do.....	Stewart.....	Home.....	220
13	Jennie Seavens.....	107	do.....			
14	Mary E. Webb.....	11	do.....	McFarlane.....	Home.....	78
15	M. H. Perkins.....	72	do.....	Scott.....	175	
16	Notice.....	63	do.....	Jackson.....		260
17	Noon Day.....	71½	do.....	Beaton.....		240
18	Oliver Cromwell.....	60	Provincetown.....		St'ked \$6,000	380
19	Orient.....	89	Gloucester.....	Whitney.....		130
20	Reporter.....	79	do.....			
21	Richard Lester.....	69	do.....	McLean.....		250
22	Ralph E. Eaten.....	65½	do.....	Keefe.....		
	Tota catch with seines.....					8,750

NOTE—Some of these vessels are not gone home yet.

The following long list of United States fishing vessels which made use of Canso and Sydney ports during the past season tends to show the importance of our ports to foreign fishermen.

LIST of United States Fishing Vessels which reported at the Customs House,
Port of Canso during the Year 1895.

Date.	Name of Vessel.	Port of Registry.	Tons.	Men.	Whence arrived.	Licensed or Unlicensed.	What in Port for.
1894.							
Dec. 21	Chas. H. Taylor	Gloucester	92	18	Banks	L	Water and supplies.
do 21	D. A. Willson	do	86	5	Newfoundland	U	Shelter.
do 26	Mattie F	Bucksport	91	6	Bucksport	U	do
1895.							
Jan. 16	Centennial	Gloucester	110	7	Newfoundland	U	do
do 18	E. E. McInnes	do	80	18	Gloucester	U	do and water.
do 21	Mabel R. Bennet	do	115	8	do	U	do do
Feb. 2	Agnes E. Douns	do	80	7	Newfoundland	U	do
do 4	Georgie Campbell	do	106	16	Gloucester	U	do Repairs.
do 4	Margaret	Salem	131	7	Bercely	U	do
do 7	Carrie and Annie	Boston	90	7	Newfoundland	U	do
May 2	A. W. Holmes	Gloucester	101	18	Banks	U	do
do 4	Robin Hood	do	88	16	Gloucester	L	do
do 4	D. A. Willson	do	86	9	Beverly	U	do
do 20	Massala	do	76	14	Gloucester	U	do
do 22	A. F. Cobb	Blen Hill	81	5	Mag. Islands	U	do
do 22	Flora	Eastport	36	4	do	U	do
do 27	Pinta	Gloucester	94	18	Gloucester	U	do
do 27	Henri M. Wood	do	84	7	Off shore	U	do
do 27	Mariner	do	107	17	do	U	do
do 27	Arthur Binney	Boston	118	19	do	U	do
do 27	Kearsage	Gloucester	110	17	do	U	do
do 27	Lizzie Maud	Portland	79	17	do	U	do
do 27	Iolanthe	Gloucester	70	15	do	U	do
do 27	Mertie and Delmer	do	74	14	do	U	do
do 30	Julia E. Weldon	do	96	18	Banks	L	Reshipping fish, &c.
do 30	L. M. Stanwood	do	100	17	Gloucester	L	In for man, &c.
do 30	Miranda	do	103	18	Off shore	U	Shelter and sick man to land.
do 30	Centennial	do	110	18	do	U	Shelter.
do 30	Mondego	do	100	17	do	U	do
do 30	David Crockett	do	80	17	do	U	do
do 31	C. H. Sanford	Barnstable	81	17	do	U	do water.
do 31	Addie F. Cole	Provincetown	76	17	do	U	do do
do 31	Grayling	Gloucester	115	17	do	U	do do
do 31	Stowell Sherman	Provincetown	87	17	do	U	do do
June 3	Fred. K. Deering	Gloucester	67	17	do	U	do do
do 3	Alice	Provincetown	85	17	do	U	do do
do 3	A. E. Herrick	Boston	94	17	do	U	do do
do 3	Hattie and Lottie	Dennis	96	17	do	U	do do
do 3	Stowell Sherman	Gloucester	87	17	do	U	do do
do 3	Wide Awake	Portland	65	17	do	U	do do
do 3	C. H. Sanford	Barnstable	81	17	do	U	do do
do 3	Addie F. Cole	Provincetown	72	17	do	U	do do
do 3	Hy. Ellsworth	Gloucester	53	13	do	U	do do
do 5	Julia E. Whelan	do	96	18	Banks	L	Supplies, &c.
do 5	Geneva Mertis	do	40	14	Off shore	U	Shelter and water.
do 7	Hustler	do	92	18	Gloucester	L	Supplies, &c.
do 8	Lewis H. Giles	do	128	18	Off shore	U	Shelter and water.
do 8	Arthur Binney	Boston	112	19	do	U	do do
do 11	Centennial	Gloucester	110	18	do	U	do do
do 11	David Crockett	do	80	16	do	U	do do
do 11	Ralph E. Eaton	do	65	16	do	U	do do
do 11	And. Burnham	Boston	86	18	do	U	do do
do 11	Lilla B. Fernald	Portland	78	17	do	U	do do
do 12	Lizzie Maud	do	83	17	do	U	do do

Marine and Fisheries—Fisheries Branch.

List of United States Vessels which reported at the Customs Office, Port of Canso,
&c.—Concluded.

Date.	Name of Vessel.	Port of Registry.	Tons.		Whence arrived.	Licensed L. ; Unlicensed U.		What in Port for.
				Men.				
1895.								
June 12	James Dyer.....	Portland.....	81	18	Off shore.....	U		Shelter, water.
do 12	Emma.....	Gloucester.....	77	16	do.....	U		do do
do 13	Margaret Smith.....	do.....	50	16	do.....	U		do do
do 14	Mabel R. Bennet.....	do.....	115	17	do.....	U		do do
do 14	Alice.....	Provincetown.....	89	17	do.....	U		do do
do 14	Iolanthe.....	Gloucester.....	70	15	do.....	U		do do
do 14	Alva.....	do.....	97	17	do.....	U		do do
do 14	Fortuna.....	Gloucester.....	118	18	do.....	U		do do
do 15	Gladiator.....	do.....	107	18	Gloucester.....	L		Ice, supplies, &c.
do 15	M. B. Wetherell.....	Portland.....	102	16	Off shore.....	U		Shelter, water.
do 17	Henrietta Francis.....	do.....	73	15	do.....	U		do
do 17	Margaret.....	Salem.....	121	7	Beserly.....	U		do
July 5	Pinta.....	Gloucester.....	94	18	Gloucester.....	L		Ice, &c., water.
do 5	Ralph E. Eaton.....	do.....	65	16	do.....	U		Men.
do 8	Talisman.....	do.....	118	16	do.....	U		Shelter, water.
do 15	L. L. Nicholson.....	do.....	118	17	do.....	U		do
do 19	Christie Campbell.....	do.....	52	12	do.....	U		do
do 24	Rushlight.....	do.....	63	14	Banks.....	L		Supplies, &c.
do 29	M. B. Fenald.....	do.....	76	12	do.....	U		do
Aug. 8	Carrier Dove.....	do.....	52	16	do.....	L		Ship fish.
do 8	Quick Step.....	do.....	99	18	do.....	L		Ice, bait, &c.
do 10	Pinta.....	do.....	94	17	do.....	L		Water, &c.
do 20	Nellie Burns.....	Portland.....	64	12	do.....	L		Water, bait.
do 24	W. H. Ryder.....	Gloucester.....	68	15	do.....	U		Shelter.
do 27	Fredonia.....	do.....	109	18	do.....	U		do
Sept. 5	Georgie Campbell.....	do.....	106	16	do.....	L		Ice, water, &c.
do 5	David Sherman.....	do.....	67	14	do.....	U		Shelter.
do 13	Electro.....	do.....	113	18	do.....	U		Salt and supplies.
do 17	Blue Jay.....	do.....	28	18	Bay Chaleur.....	L		Shelter.
do 18	Kearsage.....	do.....	101	17	Gloucester.....	U		do
do 19	Meteor.....	do.....	119	16	Banks.....	U		Repairs.
do 24	Nellie Burns.....	Portland.....	64	16	do.....	L		Supplies, &c.
do 25	Pinta.....	Gloucester.....	94	16	Gloucester.....	L		Shelter.
do 27	H. F. Whitton.....	do.....	127	20	Greenland.....	U		do water.
do 28	Mayflower.....	do.....	108	18	Gloucester.....	L		Supplies, &c.
Oct. 1	H. L. Belden.....	Boston.....	117	18	Banks.....	U		Shelter.
do 2	C. E. Parsons.....	Gloucester.....	80	14	do.....	U		do
do 3	L. M. Stanwood.....	do.....	100	18	do.....	L		do water.
do 5	Priscilla.....	do.....	73	13	Gloucester.....	U		do
do 8	L. B. Campbell.....	do.....	95	18	do.....	U		do
do 12	Alva.....	do.....	97	17	Banks.....	U		do
do 17	W. E. Wetherell.....	Boston.....	109	18	do.....	L		Supplies, &c.
do 17	Oseaa.....	Gloucester.....	82	16	Gloucester.....	U		Shelter.
do 22	J. L. Nicholson.....	do.....	118	18	Banks.....	U		do
do 26	M. H. Perkins.....	do.....	72	14	Off shore.....	L		do
do 28	Falcon.....	do.....	68	12	Banks.....	U		do
do 29	Aroostook.....	do.....	67	11	do.....	U		do
do 30	F. R. Walker.....	do.....	68	13	Off shore.....	U		do
Nov. 4	R. E. Eaton.....	do.....	65	17	do.....	L		do
do 7	Abbey F. Derney.....	do.....	96	18	do.....	U		do
do 7	H. G. French.....	do.....	95	17	do.....	U		do
do 7	D. A. Willson.....	Beverly.....	86	16	do.....	L		Shipping fish.
Dec. 16	Gladiator.....	Gloucester.....	107	17	Banks.....	L		do
do 19	Masconoma.....	do.....	91	18	Gloucester.....	L		Shelter.
do 19	C. H. Taylor.....	do.....	92	18	Banks.....	L		do
do 20	Carrier Dove.....	do.....	82	16	do.....	L		Repairs.

FROM 1st January, 1895, to 19th December, 1895.

PORT OF SYDNEY.

Name.	Tons.	Name.	Tons.
M. S. Howard	68	Herald of the Morning	68
Hustler	92	Henry W. Longfellow	77
E. McInnis	80	Carrie C.	71
Frank Radcliff	99	Quick-step	99
J. H. Correy	95	Herald of the Morning	68
H. Morgenthau	85	Lawrence Monseo	110
S. F. Madder	103	Ethel B. Jacobs	251
Speculator	104	Herald of the Morning	68
Yosemite	115	Norman Fisher	76
Lizzie J. Green Leaf	88	Eliza A. Parkhurst	115
H. Morgenthau	85	Landseer	94
Commonwealth	81	Eliza A. Parkhurst	115
Martha Delman	74	Norman Fisher	76
H. Francis	73	Herald of the Morning	68
E. H. Parkhurst	115	America	118
C. W. Baxter	70	Henry W. Longfellow	77
A. F. Cole	76	C. L. Woodbury	100
Yosamite	115	Herald of the Morning	68
Kearsage	101	Harvard	106
Norumbega	120	Talisman	118
Alva	97	Herald of the Morning	68
Commonwealth	81	Eliza A. Parkhurst	115
Mabel R. Bennett	115	Mabel R. Bennett	115
H. E. Bilden	117	Lawrence Monseo	110
H. N. Woods	84	Horace Albert	68
Arthur Binney	118	Hattie D. Leennele	93
Edith Whalen	78	America	118
Latorna	103	Norumbega	120
Hattie and Lottie	96	Norman Fisher	76
S. F. Mabor	103	Talisman	118
Lizzie Smith	73	Mabel R. Bennett	115
S. Sherman	87	Alva	97
Alice	89	Herald of the Morning	68
Lucilla	99	Reporter	79
C. A. Sanford	81	Ethel B. Jacobs	125
Maggie Smith	58	Edward Grover	73
Miranda	103	Herald of the Morning	68
J. S. Presson	58	Agnes E. Downs	81
Jane Dyer	81	Landseer	94
C. Vooght	79	Horace Albert	68
H. D. Lennele	89	Julia E. Whalen	96
David Starns	67	America	118
A. E. Downs	80	Cecil H. Low	75
L. Gardner	111	M. H. Perkins	72
M. S. Ayre	76	Herald of the Morning	68
E. Parkhurst	115	John E. McKenzie	124
Grayling	115	Herald of the Morning	68
Lizzie Maud	83	Eliza K. Parkhurst	115
M. B. Weatherall	102	F. R. Walker	68
Ethel & Addie	86	Lucilla	99
Herald of the Morning	68	Landseer	94
Hattie & Lottie	96	Carrie W. Babson	85
M. R. Burnell	115	Landseer	94
J. M. Presson	95	James A. Garfield	64
J. G. Blain	98	F. R. Walker	68
John Nicholson	118	Agnes E. Downs	81
Jennie Seouns	107	Eliza H. Parkhurst	115
Carrie & Annie	90	Cecil H. Low	75
Mary Fernald	76	Alice S. Hawks	60
L. A. Monroe	110	C. L. Woodberry	100
Tolisman	118	Talisman	118
S. F. Madin	103	Herald of the Morning	68
Annie & Mary	68	Harvard	106
Annie May	68	Louis H. Giles	128
S. F. Madu	103	Landseer	94
Cecil H. Low	75	Norumbega	128
Reporter	79	Mariner	107
Herald of the Morning	68	D. Thomas	67

Marine and Fisheries—Fisheries Branch.

FROM 1st January, 1895, to 19th December, 1895—Continued.

PORT OF SYDNEY—Continued.

Name.	Tons.	Name.	Tons.
Julia E. Whelan	96	H. G. French	95
Hattie D. Linnell	90	Richard Lester	69
Fredonia	109	Yosemite	115
Norumbega	120	Fredonia	109
Agnes E. Downs	81	Centennial	110
James A. Garfield	84	Lottie Graham	111
D. A. Wilson	86	Eliza A. Parkhurst	115
H. W. Longfellow	77	David Sherman	67
Levi H. Giles	125	Harvard	106
Ada M. Deering	96	Herald of the Morning	68
James A. Garfield	64	Lewis H. Giles	128
Fredonia	109	Norman Fisher	76
Eliza H. Parkhurst	115	Jennie Severns	106
Herald of the Morning	106	Norumbega	120
Harvard	106	Alice S. Hawks	60
Lucille	99	C. L. Woodbury	100
Alice S. Hawks	60	Commonwealth	81
David Sherman	67	Agnes E. Downs	81
Talisman	118	M. A. Perkins	72
C. L. Woodbury	100	Geo F. Edmunds	141
Ethel B. Jacobs	125	Talisman	118
Richard Lester	69	America	118
Commonwealth	81	F. R. Walker	68
Norembego	120	Julia E. Whalen	96
D. A. Wilson	86	Jas. A. Garfield	64
Harry G. French	95	Alva	97
Hattie D. Lennell	90	Annie C. Hall	84
Centennial	110	Jas. G. Blain	98
Cecil	75	Lucille	99
Hattie M. Graham	133	Alice H. Hawks	60
Warrior	107	Kearsage	101
Landseer	94	Lottie Gardener	111
Eliza H. Parkhurst	115	Annie C. Hale	84
Richard Lister	69	David Sherman	67
Centennial	110	Harvard	106
James A. Garfield	64	Julia E. Whalen	96
David Sharon	67	Lewis H. Giles	128
Agnes E. Downs	81	Talisman	118
Cecil H. Low	75	Jas. G. Blain	9
Kearsage	101	Herald of the Morning	68
Harry G. French	95	Eliza H. Parkhurst	115
Mabel R. Bennett	115	Jennie Severns	106
D. A. Wilson	86	Cecil H. Low	75
Ralph E. Eaton	65	Ralph E. Eaton	65
F. R. Walker	68	Kersage	101
America	118	Ada M. Deering	96
Yosemite	115	Richard Lester	69
Norumbega	120	Fredonia	109
Commonwealth	81	Mabel R. Bennett	115
Lottie Graham	111	Agnes E. Downs	81
Herald of the Morning	68	Mondego	100
Alice S. Hawks	60	Landseer	94
Norman Fisher	76	Harry G. French	95
Ethel B. Jacobs	125	James A. Garfield	64
Lewis H. Giles	128	Frank A. Redcliff	99
M. H. Perkins	72	Norumbega	120
Geo. F. Edwards	141	Hattie B. Lennell	90
Harvard	106	Ethel B. Jacobs	125
Talisman	118	Norman Fisher	76
Jas. G. Blain	98	Geo. F. Edmunds	141
Mondego	100	C. L. Woodberry	100
Jennie Severns	106	Gosemite	115
Fredonia	109	America	118
Talisman	118	Commonwealth	81
Lucille	99	America	118
Hattie B. Linnell	90	Geo. F. Edmunds	141
Julia Whalen	96	Ada M. Deering	96
D. A. Wilson	86	Talisman	118

FROM 1st January, 1894, to 19th December, 1895—*Concluded.*PORT OF SYDNEY—*Concluded.*

Name.	Tons.	Name.	Tons.
Kearsage	101	Ada M. Deering	96
Alva	97	Landseer	94
Jennie Severns	106	Commonwealth	81
Annie C. Hall	84	Gosemite	115
Norman Fisher	76	C. L. Woodberry	100
Norumbega	120	Maud M. Storey	71
Herald of the Morning	68	D. A. Wilson	86
Mabel R. Bennett	115	Norumbega	120
Gosemite	115	Cecil H. Law	75
David Sherman	67	Centennial	110
Ethel B. Jacobs	125	Eliza H. Parkhurst	115
C. L. Woodberry	100	Alva	97
Richard Lester	59	Herald of the Morning	68
Mondego	100	Hattie M. Graham	133
Mariner	107	Hattie B. Lennell	90
Ralph E. Eaton	97	Mabel R. Bennett	115
Harry G. French	95	Jas. G. Blain	98
D. A. Wilson	86	C. L. Woodberry	100
F. R. Walker	68	Talisman	118
Maud M. Storey	71	G. F. Edmunds	141
Centennial	110	Gosemite	115
Lucille	99	Frank A. Radcliff	99
Eliza A. Parkhurst	115	Commonwealth	81
Alice S. Hanks	60	America	118
Gosemite	115	Eliza H. Parkhurst	115
Norman Fisher	76	Mariner	107
Jennie Severns	106	Jas. A. Garfield	64
Agnes E. Dawns	81	Agnes E. Dawns	81
Cecil H. Law	75	Julia E. Whalen	96
Harry G. French	95	Jennie Severns	106
Annie C. Hall	84	Ada M. Deering	96
Talisman	118	D. A. Wilson	86
Ethel B. Jacobs	125	Harvard	106
Commonwealth	81	Norumbega	120
Norumbega	120	Ralph E. Eaton	65
David Lester	69	Lottie Graham	111
F. R. Walker	68	Conductor	69
Ralph E. Eaton	97	Lewis H. Giles	128
America	118	Mondego	100
Hattie D. Lennell	90	Alva	97
Lewis H. Giles	128	Norman Fisher	76
Herald of the Morning	68	Harry G. French	65
Ada M. Deering	96	David Sherman	67
D. A. Wilson	86	Landseer	94
David Sherman	67	Kearsage	101
Geo. F. Edmunds	141	America	118
Harvard	106	David Sherman	67
America	118	Jennie Severns	106
Jennie Severns	106	Centennial	110
Fredonia	109	Lottie Gardener	111
Harry G. French	95	Gosemite	115
Alice S. Hanks	60	Mabel R. Bennett	115
Agnes E. Dawns	81	Commonwealth	81
Talisman	118	Herald of the Morning	68
Mondego	100	Alva	97
Herald of the Morning	68	Eliza H. Parkhurst	115
Louis H. Giles	128	Landseer	94
David Sherman	67	Mondego	100
Ralph E. Eaton	65	David Sherman	67
Jas. A. Garfield	64	Geo. F. Edmunds	141
Eliza H. Parkhurst	115	Kearsage	101
Julia E. Whalen	96	Landseer	94
Lotte Graham	111	Mondego	100
Norman Fisher	76	Landseer	94
Norumbega	120		

Marine and Fisheries—Fisheries Branch.

ANNUAL REPORT OF WORK PERFORMED BY THE DOMINION CRUISER "PETREL" DURING THE SEASON 1895.

DOMINION CRUISER "PETREL,"

OWEN SOUND, 10th December, 1895.

STR,—In accordance with your instructions with reference to the annual report on the work performed by the "Petrel," I have the honour to report briefly as follows:—

Owing to the backward nature of the season, an earlier start could not be made than the 25th April. On that date I left Owen Sound for Wiarton and on the 26th I there inspected the saw-mill complained of, which was reported upon. I then went on to Amherstburg, arriving there on the 27th, when I was instructed to make Port Stanley my headquarters. I then cruised down the lake towards Port Dover, making arrangements with the various lightkeepers, for a series of signals, when they had information of any importance to give me. Arriving at Port Dover on the 30th I had the crew measured for their uniforms. From that date I cruised along the boundary line towards the eastern end of the lake and back towards Rondeau.

On the 9th of May, abreast of Rondeau $19\frac{1}{2}$ knots southward, I was successful in making a seizure of 82 American gill-nets, with a considerable quantity of fish. On the following day I again made a seizure of 100 American gill-nets, some 6 or 8 miles to the westward of the previous seizure.

On the 20th off Point Abino, on account of information received, I grappled for several hours in search of illegal nets, but was not successful. On the 24th May I proceeded to Windsor, being instructed to assist in the celebration of the birthday of Her Majesty Queen Victoria, when a royal salute of 21 guns was fired.

On the 5th June I was instructed by Collector Gott and Police Magistrate McGee of Amherstburg, to seize the tug and lighter engaged by the Detroit Sanitary Co., who were dumping garbage and animal offal in the Detroit River in Canadian waters. I kept watch for them during the following night, but owing to the heavy storm, they dumped the garbage some 8 or 10 miles above. On the night of the 6th I was successful in making the seizure of both tug and lighter containing 34 steel boxes mostly full of garbage and other animal matter. Until the 11th I was detained at Amherstburg in connection with this case. The crews of the tug and lighter finally being sent to jail, and a penalty of \$400 inflicted by the customs.

On the date last named I made all speed for Port Colborne, having Dr. Bryce, provincial medical health officer, on board. Arriving there, horses and conveyance were engaged, and accompanied with an armed party, proceeded by road to Bridgeburg on the Niagara River, for the purpose of seizing an American tug and dredge dumpscows, which were engaged in dumping harbour dredgings close by the docks on the Canadian side at Bridgeburg and Fort Erie—I was again successful in making the seizure on the 14th. The captain and crew were fined \$50 each, the owners giving a bond for \$7,000 against a repetition of the offence. In the case of the last two seizures, I had the pleasure of receiving the personal approval of the Hon. the Minister of Marine and Fisheries, and also the heartfelt thanks of the people of both municipalities.

Un til the 27th June I was engaged patrolling the lake from end to end, and also on this date I delivered the confiscated nets to Mr. E. T. Case, whose bid of \$215 was the highest and was accepted. On the 1st July, Dominion Day, I was instructed to proceed to Port Dover, to assist in the celebration of the day, when a salute was fired.

On the 7th July, having received complaints from Mr. E. Harris, manager of the Long Point Company, that Americans were robbing his pound-nets on Sunday evenings, I came to anchor under Long Point, and with an armed party patrolled the beach until after midnight. No tugs or poachers appeared, but I afterwards learned that the nets had been tampered with by men employed by the company taking out timber from Long Point.

On the 18th July I made another seizure of 69 American gill-nets off Long Point, and on the following day ran alongside the American fishing tug "E. F. Eschback" which I found fishing. Owing to the smoky atmosphere and unreliable state of the compass, although in my own mind I was satisfied that the tug was in Canadian water, I gave the captain the benefit of the doubt with a warning. On the 23rd Captain Morrison, compass adjuster, came on board and adjusted the compass, which has since given satisfaction.

On the 6th August warned off the American tug "Margretta" of Fairport, who was fishing, if not in Canadian waters, very close to it. On the 17th August, Captain Donelley came on board for the purpose of being conveyed to the steamer "Bayfield" for an inspection.

I investigated the charges and towed the "Dolphin," to Owen Sound, where I placed her on the dry-dock. Upon the arrival of Captain Donelley who took charge, I proceeded to Lake Superior, arriving at Sault Ste. Marie on the 1st September. I was there joined by Overseer Elliott, who made inspection of the various stations in his division, and finally arrived at Port Arthur on the 6th. On the 8th, complaint was made by Wm. Beebe against I. Brimson, for fishing with more nets than were licensed. Brimson pleaded guilty, whereupon I reserved judgment until receipt of approval from the department. While in Port Arthur I received a telegram instructing me to place one of my officers in charge of "Dolphin," I sent Second Officer G. W. Pearson to take command.

On the 12th proceeded down the lake, calling at all the principal stations, arriving at the "Sault" on the 17th, where Fishery Officer Elliott left the ship. I proceeded with all haste, as instructed, to Lake Erie, and arrived on the 23rd. On the way down I called at Goderich on the 21st to investigate the complaint made by Overseer Quarry. For the reason already given I was unable to make an investigation.

On the 28th September at Port Colborne, I investigated the case of Capt. J. B. Peterson with reference to certain trap nets illegally detained by him, and under threat of arrest they were given up and burned on the beach.

On the 3rd October, when cruising off Long Point, I found a fish buoy on the Canadian side of the line, on further investigation I found that the net led across into American waters, I detached one net and reset the buoy. On the 9th October was again engaged in the Peterson case, with reference to the detention of certain public moneys, which was fully reported upon.

On the 23rd October, I received instructions to proceed to Owen Sound to inspect the boat built for Overseer Quick of Pelee Island, I left on train from Port Dover and returned on the 25th October. On the 2nd November, after several attempts to land the skiff, owing to rough weather, I succeeded in launching and fitting out the boat, when it was delivered over to the fishery officer.

On 4th November, I was again successful in making a seizure of 136 American gill nets, to the eastward of Pelee Island. Considerably more nets were in the water, but darkness coming on, was unable to continue the work of lifting, and as very stormy weather was encountered for the next few days, I was unable to work in that vicinity. I ran to Port Stanley to store the nets, upon my return all the remaining nets had been taken out.

On the 8th November was successful in seizing the American tug "Telephone" of Loraine with 84 gill nets, fishing in the vicinity of the last seizure. The tug was conveyed to Amherstburg and handed over to Collector Gott, together with all her nets and stores.

On the 11th November, near the "Hen and Chickens," I seized an American fishing skiff containing a few nets and fish. I afterwards grappled on the spawning grounds and succeeded in finding and confiscating 39 whitefish gill nets, making in all 44 nets for the day. The skiff is now stored at Port Stanley, the nets were worthless, and after cutting off the iron rings (used as leads) the nets were burned.

Until the 23rd November I was engaged in patrolling the spawning grounds at the western end of the lake and among the Canadian islands.

Marine and Fisheries—Fisheries Branch.

On the 24th I proceeded to Windsor, for inspection on the day following by Commander Spain, upon the completion of the inspection, was complimented upon the improvement in the ship generally, and also with reference to the drill of the men, who had been under a course of instruction by the ship's writer H. H. A. Jones.

I was instructed to make one more trip to the spawning grounds, which I did on the 28th. Grappling from both steamer and small boat the whole day. Did not find anything. I then proceeded to Owen Sound to lay up for the winter, arriving there on Thursday evening the 5th December.

In conclusion I have the honour to state that the fishing on Lake Erie was in most places reported very light, except in the vicinity of Rondeau where the catch was far above the average. I attribute the general lightness of the catches to the excessively calm weather during the summer, the water becoming very warm near the shore, consequently the fish make for the deeper waters.

I was informed by Capt. Post, of the "City of Dresden" that the water to the east of Rondeau was much colder than anywhere else along the shore, and that he could only account for it, by the presence of large springs of water in that vicinity. For when the wind was north-east driving the colder water to the westward, the fishing in that direction at once improved, and *vice versa*.

As another proof of my theory with reference to the warm water, the fishing west of Pelee Point was almost an entire failure, the water in the vicinity being more shallow than any other portion of the lake. The shore fishing near Long Point and in Port Dover Bay was also light, while gill net fishing in the deep water to the south of the point was extra good.

Lake Superior was the only other lake I had an opportunity to make an investigation into the fishing industry. Here I also found the fishing to be reported very light.

On account of so much time being occupied in Georgian Bay, time on lake Superior was very limited. I would beg to suggest an earlier trip to this lake next year. In the month of August the gill net fishing on Lake Erie is not carried on to anything like the extent it is, before and after this month.

Now that the present season of navigation is completed, I trust the work performed by the "Petrel" will meet with the approval of the Hon. the Minister of Marine and Fisheries.

I have the honour to be, sir, your obedient servant,

E. DUNN.

Commander.

Commander O. G. V. SPAIN,
Comdg. Fisheries Protection Service.

ANNUAL REPORT ON THE WORK PERFORMED BY CRUISER "DOLPHIN" DURING PORTION OF THE SEASON 1895.

DOMINION CRUISER "DOLPHIN,"
OWEN SOUND, 12th Dec., 1895.

SIR,—In accordance with your instructions I have the honour to briefly report on the work performed by the "Dolphin" under my command.

On the 9th September in Port Arthur having received orders from Captain Dunn to proceed to Owen Sound and take command of the "Dolphin," I arrived there and took command on the 12th.

On the 14th I cruised towards Penetanguishene and took up the work along the north shore of the Georgian Bay cruising through the numerous channels. I found many evidences of trap net fishing, and although I grappled every day was unsuccessful in finding any nets until the 29th September when in Bad River, I was successful in finding and confiscating ten traps and twelve leads which I burned on the rocks. I estimate the value of these nets at \$650.

On the first October I commenced to work back down the shore and on the 3rd at Point aux Baril was again successful in confiscating three trap-nets which I burned, estimated value \$200. After working back to Penetanguishene I continued along the shore to Collingwood, where Overseer Donaldson reported everything quiet. I then worked along to Owen Sound, not finding anything of note. I continued along the shore until on the 18th in Dunks' Bay I was successful in confiscating and burning one very large trap net, estimated value \$100.

On the 19th I was again successful in seizing and destroying four trap nets in Hay Bay, estimated value \$400. I then returned working around the shore of Georgian Bay towards Penetanguishene, from there I cruised among the islands again and on 2nd November I succeeded in making a seizure of two boxes of whitefish gill nets with a small catch of pickerel and trout.

I continued along the main shore to the Mary Ward shoal, where on the 6th November, I lifted and seized 3,370 yards of gill nets containing 440 pounds of trout. The fish were sold in Owen Sound where I also dried and stored the nets. On the 7th November, I lifted and seized three pieces of nets.

On the 8th off Squaw Point I seized a small skiff and three pieces of net, the owners being in the act of lifting but put for shore upon my approach where they left the skiff on the beach. On the same day in the vicinity of Sherman's Shoal, I lifted and seized six more trout gill nets containing a small catch of fish.

On the 11th November I sighted three men in a fishing skiff lifting nets on Pine Tree Shoal near McGregor's Harbour. Upon my approach with the steamer, they made for shore, leaving the skiff and three boxes of nets on the beach. I confiscated the outfit and proceeded to McGregor's Harbour.

On the 12th November I sighted a man in a skiff trolling; I gave chase, but it was not until three shots from the rifle had been fired, that he stopped, and at my request, came along side. I found 3 trout in boat; I confiscated the skiff and fined him \$5.

On the 16th, at Tobermory, I made a search of fish house, and upon finding trout freshly salted, and every evidence of having been recently caught, I placed the fish under seizure, in care of Overseer Lennox.

On the 22nd I confiscated a skiff and four nets belonging to John Cameron.

On the 23rd November I lifted and seized three small gill nets two miles north of Presque Isle.

On the 27th November, inspection was made of the "Dolphin," and I was instructed to pay off ship on or about 3rd December.

On the 29th November, lifted and seized seven gill nets containing small catch of fish in bad condition, owing to length of time nets were set. I then proceeded to Owen Sound and commenced to lay up the steamer for the winter, paying off on the 6th December.

In conclusion I beg to state that during different periods, the various fishery overseers in Georgian Bay were taken over their respective divisions.

I did not receive any complaint of importance, except that which I believe is a long standing one, viz., the destruction of several gangs of nets by bark from the various rafts towing across the bay.

Trusting my report, and the work performed during the latter portion of the season will meet with your approval,

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

GEO. W. PEARSON,
Comdg. D.G.S. "Dolphin."

Commander O. G. V. SPAIN,
Comd'g F. P. Service,
Ottawa.

Marine and Fisheries—Fisheries Branch.

FISHERIES INTELLIGENCE BUREAU.

This bureau is of increasing value to our fishermen each year. There are fifty-five (55) stations at present, which number will probably be increased next season.

Mr. Hutchins, the officer in charge, has performed his duties in a very painstaking and careful manner. He reports on the movements of the fish during the season.

The whole most respectfully submitted.

O. G. V. SPAIN,
Commander.

Appended is a list of the reporters.

List of Fisheries Bureau Reporters who are Government Officials.

Residence.	Name.	Allowance	Remarks.
		\$ cts.	
Alberton, P.E.I.	J. P. Brennan	15 00	
Arichat, C.B.	Remi Benoit	15 00	
do (West), C.B.	C. P. LeLacheur	15 00	
Bayfield, N.S.	E. G. Randall	15 00	
Campobello, N.S.	A. J. Clarke	15 00	
Canso, N.S.	Thos. C. Cooke	15 00	
Cheticamp, C.B.	S. Aucoin	15 00	
Digby, N.S.	J. M. Viets	15 00	
Gabarus, C.B.	R. McLean	15 00	
Georgetown, P.E.I.	Chas. Owen	15 00	
Grand Manan, N.B.	E. A. Calder	15 00	
Hawkesbury, C.B.	J. C. Bourinot	15 00	
Liverpool, N.S.	J. H. Dunlop	15 00	
Lockeport, N.S.	J. R. Ruggles	15 00	
Louisbourg, C.B.	P. O'Toole	15 00	
Mabou, C.B.	Louis McKeen	15 00	
Malpeque, P.E.I.	J. M. McNutt	15 00	
Margaree, C.B.	M. A. Dunn	15 00	
Musquodoboit Harbour, N.S.	George Rowlings	15 00	
North Sydney, C.B.	A. G. Hamilton	15 00	
Petit de Grat, C.B.	P. T. Fougere	15 00	
Port Hood, C.B.	E. D. Tremaine	15 00	
Port La Tour, N.S.	J. W. Taylor	15 00	
Port Medway, N.S.	E. E. Letson	15 00	
Port Mulgrave, N.S.	David Murray	15 00	
Pubnico, N.S.	J. A. D'Entremont	15 00	
Sand Point, N.S.	R. H. Bolman	15 00	
Spry Bay, N.S.	W. C. Henley	15 00	
St. Ann's, C.B.	D. McAulay	15 00	
St. Peter's, C.B.	D. Urquhart	15 00	
Total		450 00	

List of Fisheries Bureau Reporters outside the Civil Service.

Residence.	Name.	Allowance	Remarks.
		\$ cts.	
Beaver Harbour, N.B.	E. W. Cross	15 00	
Bloomfield, P.E.I.	John Doyle	15 00	
Caraquet, N.B.	Miss E. D. Chenard	15 00	
D'Escousse, C.B.	R. F. Bourke	15 00	
Escuminac, N.B.	John J. Keary	15 00	
Freeport, N.S.	Isaiah Thurber	15 00	
Gaspé, P.Q.	J. J. Annett	15 00	
Grand River, P.Q.	Miss M. A. Carberry	15 00	
Ingonish, C.B.	E. B. Burke	15 00	
Isaac's Harbour, N.S.	S. R. Giffin	15 00	
L'Ardoise, C.B.	John McIsaac	15 00	
Long Point, P.Q.	E. S. Vibert	15 00	
Lunenburg, N.S.	W. A. Zwicker	15 00	
Magdalen Islands	J. A. LeBourdais	15 00	
Meat Cove, C.B.	Alex. B. McDonald	15 00	
Newport Point, P.Q.	Mrs. Meunier	15 00	
Paspebiac, P.Q.	Miss Ada Beck	15 00	
Perce, P.Q.	Miss Kate Beck	15 00	
Point St. Peter, P.Q.	Mrs. P. Bond	15 00	
Salmon River, N.S.	J. H. Whitman	15 00	
Seven Islands, P.Q.	P. E. Vignault	15 00	
Shippigan, N.B.	Mrs. A. Hamon	15 00	
South-west Point, Anticosti	Miss Grace Pope	15 00	Paid per cheque No. 363 14th Oct., 1895.
Whitehead, N.S.	C. H. Feltmate	15 00	
Yarmouth, N.S.	F. L. Hatfield	15 00	
Total		360 00	

APPENDIX No. 5

DETAILED REPORT OF THE FISHERIES INTELLIGENCE BUREAU.

HALIFAX, N. S., 26th December, 1895.

The Honourable JOHN COSTIGAN,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit the annual report of the Fisheries Intelligence Bureau for the season 1st May to 15th October, 1895.

NOVA SCOTIA.

BAYFIELD.

Codfish

The only catches reported were from June 4th to 10th when light catches were made each day.

Herring

Appeared in small quantities on May 12th and the catches remained light until the 23rd, when they appeared plentifully, and during the following four days large quantities were taken for bait. On the 28th they began to slacken off gradually and nothing was reported after the 4th June. It is reported that the early spring catch was good.

Lobster

Fishing commenced on May 28th and during the following three days' light catches were made. On the 31st, however, they were reported more plentiful and until June 17th fair hauls were made each day. During the remainder of the season the catches were light but regular. Season's catch considered an average one. It is reported that the factory at this station which has been closed for the past two years will be in operation again next spring.

Mackerel

First struck in on June 19th, but, with the exception of some fair hauls from June 27th to July 3rd, the catches were light until August 2nd, when an improvement was noticeable for a few days but afterwards became scarce. On August 15th they were reported plentiful in the bay, but would not mesh or take hook and the catches remained light until the 24th, from which date fair takes were made until the end of the month. During the first week of September light hauls were made each day, but nothing was afterwards reported. Total catch is considered much below the average.

Salmon

Struck in on June 12th and were taken in light catches until the 25th, when they became more plentiful and the catches were fair until July 3rd, after which they were again scarce until the season closed on July 23rd.

It is reported that the past season's operations have been the poorest ever known here.

CANSO.

Codfish

Appeared about a week earlier this year, and from the 15th to 23rd May the catches were light. On the 24th, however, they began to improve and although bait was very scarce the catches were fair until June 25th. From June 26th until July 16th, the fishery was again poor, but during the remainder of the season the catches alternated from fair to poor. About August 5th good fishing was reported on off-shore grounds, and on September 6th fair catches were reported in Chedebucto Bay. During the entire season bad weather and scarcity of bait interfered greatly with this fishery.

Haddock

As far as reported, varied from fair to poor throughout the season. It is reported that a large fleet is engaged in this fishery this winter, but owing to the unfavourable weather very little has been done so far.

Herring

Struck in May 22nd, but the catches were very light until July 23rd, when a slight improvement was reported and catches varied from fair to poor during the remainder of the season. On September 6th herring were reported in good quantities in Chedebucto Bay. Information regarding the spring, summer and fall catches by Messrs. A. N. Whitman & Son in the appended report will prove very interesting and valuable.

Lobster

Fishing commenced about April 25th, but the catches were not reported until May 1st, from which date until the 13th, good catches were made each day. From May 14th until the close of the season on July 17th, the catches were, with the exception of some fairly good catches throughout June, poor but regular. It is estimated that 8,400 cases valued at \$42,000 have been packed during the past season, which exceeds the previous year's pack by 600 cases.

Mackerel

Were reported schooling on May 24th and during the remainder of the month were taken in light hauls. On June 1st they improved in quantity and very fair catches were made each day until the 9th, from which date until the close of the season the catches were light.

Salmon

Were taken in light quantities quite regularly from June 10th to July 17th.

Squid

Were first reported on July 4th, but the catches were light until the 22nd, when they became fairly plentiful and fair supplies were obtained during the remainder of the month. On August 9th light catches were reported in Chedebucto Bay, but during the remainder of the season the supplies taken were small.

Marine and Fisheries—Fisheries Branch.

From Messrs. A. N. Whitman & Son, Canso, N.S., forwarded by Mr. Thomas C. Cook, collector of customs at Canso and reporter for the Fisheries Intelligence Bureau.

Codfish.

The catch of codfish in 1894 in this locality, was thought to be the smallest for many years, but that of 1895 has been still smaller. Had it not been that there was a fair catch of lobsters during the lobster season, our fishermen would have fared badly, and at best they have only about held their own, as the small catch of codfish, coupled with an unusually low price, made their earnings through the summer months exceedingly small. The increased demand for fresh fish for freezing and shipping in ice was a help to them, as they get paid for the head and backbone, and get as much per pound as for split fish.

Haddock.

The winter catch of haddock in 1895 was a fair one, and the prices realized by the fishermen were large, but the rough, severe weather which prevailed in the latter part of January broke up the business, and it was not resumed. The spring catch was a complete failure, the traps catching none, and the hookers doing but little. The fresh fish trade took about all that were caught in this locality during the spring and summer, and the Cape Breton shore was drawn on for supplies as well. The summer catch is never abundant, and January, April, May and December being the months which furnish the chief supplies.

Mackerel.

The catch of mackerel this year has again been disappointing. On the Cape Breton shore, in the vicinity of L'Ardoise, there was a fair catch in June for a few days, but taken as a whole the catch was smaller than for several years previous. A large proportion of those caught were shipped in ice, principally to the Boston market, and owing to the small catch, brought remunerative prices. The same remarks apply to the October-November catch. It was disappointing all around, but the high prices, the highest ever paid here for fresh mackerel, made up to some extent for the scarcity. The conviction is about universal amongst our fishermen and fish dealers that the abolition of the purse seine, both inside and outside the three-mile limit, is necessary if the business is to be put on a satisfactory basis. This would of course require the concurrence of the government of the United States, whose fishermen are the worst offenders in this particular. Indeed, it is believed by some that owing to the unprofitable character of the business of purse seining of late years the evil will cure itself.

Salmon.

The catch of salmon this year was smaller than usual. No special cause can be assigned for it, but it seems to be the case everywhere. The demand for the fish fresh took about the whole supply from this place, none being salted and but few frozen. The catching of salmon has ceased to be a profitable business here.

Herring.

The catch of fat herring in July was exceedingly small, not enough for home consumption. There was a considerable catch in August of fish which were fairly fat, but owing to some cause which it seems difficult to discover, it was almost impossible, notwithstanding the utmost care, to cure these fish properly. All our fishermen had the same experience. Tainted, unmarketable fish were about all they had to offer when the time came for selling, and many had to throw theirs away—

while in many cases those who purchased the herring in good faith were subjected to serious loss. This has happened before with the August catch of herring. It would be a very satisfactory thing, if, by some means, the cause of this tendency to taint could be discovered.

The catch of September herring in this bay was phenomenally large, but as these fish are full of spawn at the time, and not very valuable as an article of food, a good many of our fishermen would not catch them, and those who did got but little for their trouble.

When we observe the very high prices paid for Scotch, Dutch and Norwegian herring as compared with ours, we wonder if there is not something wrong in the way our people handle their fish that so small results are obtained. The herring trade of this country, as at present conducted, is a source of but little pride or profit to those engaged in it. It is not easy to suggest a remedy. The fact that the total catch is a small one as compared with that of some other countries, and stretched along a long line of coast, is a hindrance to the organizing of the business for better results.

Squid.

These fish, so important in the prosecution of our cod-fishery, were scarce during the early summer, and the banking fleet which comes here for a supply out of our traps, was compelled to waste much valuable time in the heart of the fishing season, waiting for their appearance. Later in the season the squid were abundant, both inshore and on the banks, and the most of the bank fishermen were enabled to carry home full trips of fish, notwithstanding the delay. The usual quantity of squid was frozen here for the winter haddock fishing, for they disappear in November or the early part of December and are seen no more, their life probably going out with the year.

The Fresh Fish Trade.

It is gratifying to observe that the Canadian consumption of our salt water fish, fresh, is steadily increasing, and the Quebec and Ontario dealers are looking more to the Maritime Provinces for a supply, and less to Portland and Boston. This is as it should be. It is believed that the consumption of fish can be greatly increased by affording consumers facilities for purchasing fresh caught, wholesome fish regularly, and the managers of our railroads can do the public a service and increase their own traffic by removing every obstacle in the way of accomplishing this end. In Great Britain the transportation of fresh fish forms a very considerable proportion of the traffic of some of the railroads, and every facility is furnished the dealers for the quick and regular marketing of their stock. The result has been alike beneficial to the fisherman, the fish dealers, the railroad corporations and the consuming public. The enormous consumption of fresh fish in that country has become quite phenomenal, the Port of Grimsby alone having received and forwarded upwards of eighty thousand tons last year. The growth of the fish business of that port from small beginnings has been a surprise even to the most hopeful of those engaged in the trade. The results realized are largely due to the superior transportation facilities furnished, giving ready access to the markets of the great cities.

If our railroad managers could see the way clear to attach all fresh fish cars to express trains at freight rates until the traffic acquires volume enough to warrant the making up of "fish trains," they would give an impetus to the business that could not fail to make itself felt in a marked increase of traffic. To ship perishable goods like fresh fish on slow and uncertain freight trains is simply to kill the business, and express rates are entirely too high to enable dealers in fish to supply their customers with what all are seeking, cheap, as well as wholesome food; without such facilities as we have suggested, the use of fish will always be restricted, and they will continue to be looked upon as a luxury for the rich, while the poor will have to go without.

Marine and Fisheries—Fisheries Branch.

Steam Fishing Vessels.

We believe that steamers properly built and equipped are best adapted to in-shore fresh fishing. About perhaps a hundred feet over all, built without guards and with the engine and boiler set well aft, the houses on deck reduced to as small a compass as possible and with a speed of about eight knots would be much to be preferred to any sailing vessel that could be devised for the business,—getting in and out without any delay, delivering her fish to the dealer in good order which is essential to success, having a choice of fishing grounds not at all possible for a sailing vessel and prosecuting the business in weather in which a sailing vessel would be perfectly helpless. Such a boat could fish through all the winter months, threading her way through drift ice if necessary and when dories could not be launched having her men to fish from the rail.

The growth of this steam fishing industry on the British Coast has been phenomenal, last year between five and six hundred steamers being engaged in the business, and it is reported that some hundreds are to be added to the fleet during the coming year. These are principally engaged in beam trawling, a method of catching fish which has not found favour on this side of the Atlantic as yet. Some Halifax people interested in the fishing industry imported a small steamer for this business this year, but she has met with poor success so far, and it is reported that "beam trawling" is to be abandoned and the boat put to fishing with dories and what we call trawls but which the British fishermen designate as "set lines." Possibly they are best adapted to the conditions which obtain here, but it can scarcely be said to be proven yet.

DIGBY.

Alewives

Were taken in fair catches in the first ten days of May.

Codfish

Appeared in good quantities on May 3rd, from which date until June 27th the catches varied from good to fair. About June 28th dog-fish appeared and greatly hindered this fishery which was totally suspended about July 4th, owing to the immense numbers of this destructive fish. From July 9th to 26th the catches again varied from good to fair but the prevalence of dog-fish again made catches light from the 27th to 29th inclusive. From July 30th to September 14th the catch was a very fair average, but during the remainder of the season was light. During the past season bait was very scarce and caused the fleet much loss of time searching for supplies. Also the prices of the different deep sea fishes varied this season very much, which has not given the fishermen their usual profitable margin. The total catch for the past season is estimated at 1,018,250 lbs.

Haddock

Were reported in fair quantities first on May 8th, but the catches throughout the month were light. On June 3rd, however, an improvement was reported and during the remainder of the season the catch was a very fair average. Total catch estimated at 1,096,010 lbs.

Hake

Appeared in small quantities on May 4th, and as far as reported varied from fair to poor throughout the season. Total catch estimated at 450,500 lbs.

Halibut

Were reported in fair quantities on May 4th, from which date until June 2nd the catches were fair each day. On June 3rd they became scarce and with the exception of some fair takes during the third week of July the catches were poor until the season closed. Total catch estimated at 14,920 lbs.

Herring.

Struck in on May 9th in fair quantities, but very few catches were made until the 25th, after which the catches varied from fair to poor until June 6th. From June 7th to 13th the catches varied from good to fair, but were afterwards scarce until July 23rd, when fishing became fair. About the 27th dog-fish were reported very prevalent, and herring, in consequence, became scarce and remained so until September 5th. From latter date until the 28th the catch was a fair average. On September 21st a great run was reported at Mink Cove (St. Mary's Bay) and boats drove 200 brls. into Gidney's Pond. They were again reported in numerous quantities in St. Mary's Bay on the 27th. Throughout October the catch was light. The fishermen of this district also attribute the scarcity of herring to the lobster traps, as the bait becomes stale and poisonous and tends to keep the fish off. It is noticeable that soon after the traps are taken up at the close of the season herring strike in; but the schools then are mostly of very small fish. This harbour, once the resort of the finest herring, seems to be practically forsaken, which is perhaps attributable to sawdust and lobster traps. The total catch of the past season is estimated at 1,069 brls.

Lobster

Fishing commenced on May 3rd and fair catches were reported until the 15th and varied from fair to good during the remainder of the month. Throughout June good catches were reported daily, but in July were light and irregular. Total catch estimated at 1,070 barrels. It is reported that the Digby packers are preparing for more extensive fields and will next season operate on new grounds at the head of Bay of Fundy.

Mackerel

Appeared in light quantities on May 20th and as far as reported were only taken in light hauls throughout the season. On September 13th and 14th they were reported schooling in St. Mary's Bay, but no catches worthy of note were made.

Shad

Were first reported on June 25th and were taken in fair catches during the remainder of that week. In the first week of July the catches were light, but with the exception of a fair catch on July 26th, nothing was afterwards reported until September 16th, from which date good catches were made until the 25th.

FREEPORT.

Codfish

Were first reported on May 3rd; and with the exception of the second week of May during which time scarcity of bait was the cause of light takes, the fishing was reported fair until September 23rd. Total catch estimated to be 9,000 quintals.

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Haddock

Appeared in small quantities about May 15th and during the succeeding ten days the catches were light. On the 26th they became fairly plentiful and with the exception of a dull period from July 16th to 31st, and from August 6th to 12th were taken in fair quantities until September 23rd. The total catch, which was sent this year to the upper provinces, is estimated to have been only 50 per cent of 1894.

Hake

Appeared nearly two months earlier this season than last; the first catch having been reported on May 15th. From this date until the 25th, light catches were made each day after which they were taken in fairly good quantities until the 31st. During the first week of June they were again reported scarce, but this is attributed chiefly to windy weather and a great scarcity of bait. No catches were reported during the following ten days, but on the 19th they appeared plentifully and remained so until August 3rd. From August 3rd to September 2nd the catches were fair, but from the 2nd to 23rd were very good.

Halibut

Were taken in fair quantities from May 15th to 20th and from June 25th to 29th. Total catch estimated at two tons which is a little short of 1894.

Herring

Struck in May 3rd but were scarce throughout the month, although on the 25th they were reported plentiful three miles off shore. None were reported during the month of June. On July 8th dog-fish appeared in great numbers and drove the herring in shore in abundance. From July 16th to 22nd fair catches were made each day and were reported plentiful on the 22nd half way between Freeport and Grand Manan. On August 5th they were reported good off-shore and from August 13th to September 15th were very good. Light catches were made daily from September 16th to 23rd when fishing closed. It is reported that 500 barrels have been pickled during the past season.

Lobsters

Were taken in small quantities from May 26th to June 4th.

Squid

Of small size were reported plentiful from July 16th to 22nd and in Bay of Fundy about August 12th. Fair supplies were taken each day from September 1st to 23rd.

HALIFAX.

During the past season the following quantities of lobsters were exported to the United States.

March.....	999	crates.....	valued at.....	\$	7,995
June.....	2,321	"	"	"	15,322
July ..	47	"	"	"	306
<hr style="width: 50%; margin-left: 0;"/>					
Total.....	3,367	"	"	"	\$ 23,623

During the month of May, 15 tons of fresh lobsters valued at \$2,400 were exported in refrigerators to Great Britain.

During the past season Major Wm. Clarke, who is well known to the department, has been conducting a series of experiments in Dartmouth in the freezing and treatment of various kinds of fish through the medium of cold storage. He has also devoted a good deal of attention to the utilization of so-called "offal" with the view of ascertaining its value for commercial purposes. The conservation and transport of fresh fish by refrigeration is a subject of much importance to the Maritime Provinces, and the practical application of methods to obtain the commercial result from articles now going to waste, is of no less consequence. Experiments have not proceeded far enough this season to call for any detailed report, but it is hoped that the investigation now being carried on may lead to the business being conducted on a commercial scale in the near future.

ISAAC'S HARBOUR.

Codfish

Although reported very irregularly, appeared to be taken in catches varying from fair to poor throughout the season. It is reported that during the past season fishermen devoted their whole attention to net fishing until about the middle of September when, owing to the prevailing low prices for pickled fish, they turned their attention to this fishery and the average catch per boat until the last of November is estimated at 10 qtls.

Herring

Were first reported on May 28th, and the catches, although light, were taken quite regularly until July 29th, when an improvement was reported and very fair catches of very large fish were made until August 6th. Good catches were also reported at Seal and Coddle's Harbours on August 3rd. Very few were reported during the remainder of the season. On the whole the season's catch was considered good.

Lobsters

Appeared in fair quantities on May 13th, but on the 17th bad weather decreased the catches and during the last week of May many traps were reported to have been broken by a heavy storm. During the remainder of the season the catches were light but regular. Total catch is considered fair. It is reported that the packers are looking forward to a close season of 9 months instead of 6 months as at present, and are now making preparations to prosecute the winter lobster fishery which opens on January 1st.

Mackerel

Of very large size were taken in light hauls from May 28th to June 28th. Total catch estimated at about 50 barrels.

Salmon

Were reported very scarce throughout the season.

LIVERPOOL.

Alewives

Struck in on May 8th, but with the exception of some fair catches during the last week, the catches were very light and this fishery was almost a failure.

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Codfish

Were first taken on May 8th, but the catches were light until June 14th, as the majority of boats were actively engaged in the lobster fishery. On the 23rd of May, however, good fishing was reported on off-shore grounds and until June 3rd some good catches were reported. On June 15th good catches were made in-shore, as bait became fair, and during the remainder of the month fair takes were reported each day and fishing was reported good on off-shore grounds. On July 6th dog-fish were reported troublesome and until August 24th frequented the grounds in such abundance both in-shore and off-shore that nets could not be set, and as a result bait was not obtainable and the catches of codfish were very light. Throughout the first two weeks of August good fishing was reported on Grand Banks, but scarce on West Bank in the third week. On August 28th herring struck in and the catches of cod were on an average fair until September 28th, and good fishing was found on Grand Banks. As far as reported in October the catches were light, owing to stormy weather and scarcity of bait. On the whole the in-shore catch is below the average, off-shore fishing poor, Labrador catch fair, and bank fishery very good. During the past season three vessels were engaged in the Labrador fishery, two vessels in the bank fishery, and seven small craft on the off-shore grounds.

Haddock

Were taken in light catches from August 6th to September 24th, and the total catch is reported very light.

Hake

Were first reported on August 7th, but the catches were light and very irregular until September 6th.

Halibut

Were taken in light catches during the last week of August, but none were afterwards reported.

Herring

Of small size were first reported on May 8th, but the catches until June 6th were light. On June 7th an improvement was reported, and until the 21st fair hauls were reported each day, and afterwards were improving when bad weather prevented boats from going out regularly. During the first week of July fair catches were made, but dog-fish having appeared operations were suspended and but few were taken until August 22nd, when some boats were reported to have had 5 barrels. On the 28th they were striking in quite plentifully and boats varied from 2 barrels to 12 barrels on that date; and throughout the first two weeks of September good catches were made each day, but none were reported during the latter part of the month. On October 3rd, herring again struck in and the few nets which were set obtained good hauls and during that week boats averaged 2 barrels and they are reported to have remained in the harbour until late in November. It is said that the total catch has been fair, although much below last season's catch. In addition to the quantities taken for home consumption and export 150 brls. are reported to have been sold for bait.

Lobsters

Appeared in fair quantities on May 8th, but from the 10th to June 6th the catches were rather light, owing to rough weather. On June 7th this fishery improved, and until July 6th fair catches were made each day. It is estimated that the past season's operations have been fairly successful, and that 180,000 fresh lobsters were sold to American smacks; but the quantity packed shows a decrease in comparison to 1894.

Mackerel

Were reported schooling on June 15th, and light takes were made each day afterwards until the 25th, when rough weather prevented fishing. No catches were reported throughout July, but on August 9th and 10th boats varied from 20 to 115 large fish, and during the last week of August some light catches were made. On September 28th very small mackerel were schooling in the harbour, and on October 5th a light catch was reported. This fishery, on the whole, has been poor, and it is reported that the spring schools were nothing in comparison to those of last year. A few barrels were taken on the outside grounds in nets, but none were taken either by traps or seines this year. Total catch is estimated at 300 barrels.

Salmon

As far as reported were taken in catches varying from fair to poor from May 17th to June 3rd.

Squid

Struck in on July 10th in small quantities, but during the remainder of the month improved, and fairly good supplies were obtained. During the latter part of the season they were reported quite plentiful.

LOCKEPORT.

Alewives

Were reported in good quantities on May 3rd, but about the 6th they became scarcer and from the 8th to 22nd, were only taken in light catches. From the 23rd to 26th, there was a slight improvement, but afterwards the catches were light until the 10th of June when fishing closed.

Codfish

Were first reported on May 3rd and were taken in good quantities each day during the succeeding week, both in-shore and 13 miles E. S. E., of Gull Rock Light. From May 11th to 27th, when weather permitted, the catches were very fair and fish were of large size; and off-shore boats arrived on the 27th with good average catches of fish of good quality. On May 28th boats were prevented from fishing, by heavy sea and dense fog. From June 1st to 26th, the catches varied from good to fair, but on the latter date dog-fish became abundant, and with the bad weather which followed on the 29th, fishing was practically suspended until the last of July, as all bait fishes were driven away. During this period, fish were reported plentiful off-shore, but as bait was very hard to obtain the summer catch fell much below the average. From August 1st to 18th, light catches were made each day, and bankers were reported doing well. From August 19th to September 15th very fair fishing was reported, when bait could be obtained. During the former part of September, when herring bait was good, bankers and off-shore crafts secured good fares; but, although fishing was good off-shore, from September 16th to 28th, the catches were light owing to the herring striking off. From September 28th to October 5th, fair catches were reported each day, but owing to stormy weather, after latter date, little was done although fish were on the grounds in good quantities. When weather permitted, up to the 18th November, boats were fishing off-shore and were getting good catches of fish of excellent quality, which will greatly supplement the shortage of the summer catch. The advisability of the adoption of the freezing and cold storage system should in some way be urged upon the fishermen, of such important fishing centres as this, as its need was keenly felt through-

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out July when bait could not be obtained and fish were on the ground. It is considered that if this method, for the preservation of all kinds of bait fish, as they come into season, were adopted, the in-shore catch could be more than doubled. The total catch for the past season has been estimated at 4,474,060 lbs., which is an increase on the previous year's catch.

Clams.

During the past season 700 barrels were taken for bait.

Haddock

Were taken in small quantities each day from August 4th until October 12th, and the total catch is estimated at 153,000 pounds. During the past few years experiments with frozen squid have led to some important discoveries in this fishery; and as large schools of haddock were found on the grounds in the months of December and January, quite an industry is being developed and two crews have been fitted out to prosecute the fresh fish business during the winter months; and the probability is that others will follow, as a growing and important market is found for this fish in the upper Canadian cities where, in former years, the people looked to Portland and Boston for their supplies. It is to be hoped that this new departure may prove lucrative and thus open the way for more extensive operations during succeeding years.

Hake

Were first reported on August 11th, and the catches, although regular, were light until October 12th. Total catch estimated at 76,500 pounds.

Halibut

Appeared in small quantities on May 6th, and until June 1st the catches varied from fair to poor. Throughout June and July the catches were very irregular and very light; but about August 4th they became more regular and continued so until September 28th when this branch closed. The total catch is estimated at 14,000 pounds, being slightly in excess of the catch of 1894.

Herring

Were taken in good quantities on May 8th, but afterwards were scarce and irregular until about June 5th. From June 6th to 9th inclusive, some excellent hauls were made in-shore, but were afterwards scarce, although they were reported abundant about three miles off-shore during that month. Nothing worthy of note was done during July. Although herring were scarce in-shore during August, they were reported in good quantities at Green Harbour, Blue Island and Western Head from the 10th to 12th inclusive, and on the 30th were abundant off-shore, but the highest catch in-shore during the last week was six barrels. During the first four days of September some very good hauls were again made, but gradually decreased and fishermen ceased setting nets on the 21st. On October 2nd herring were reported to have struck in in abundance, and large numbers of whales and grampus followed them in-shore. Excellent catches were made each day until the 12th about which time nets were reported full of fish of very fine quality. The total catch for the past season has scarcely been 50 per cent of the previous year's and is subdivided as follows:—

Fresh herring, 450 barrels.
Salted do 4,000 do

Lobsters

Were taken in fair catches from May 3rd to 13th after which they were scarce and irregular until July 8th when this fishery closed. In comparison with previous years this branch was less profitable.

Number of large lobsters caught during the season 143,300.

Number of small lobsters caught during the season 71,650.

Mackerel

Were first reported on May 25th, but the catches throughout the season, until October 10th, were very light; and were very irregular throughout the months of June, July, August and September. They were reported schooling on the following dates:—May 25th, June 1st and 5th. Total catch estimated about 40 barrels.

STATEMENT of Catch of Fish at Lockeport Station for 1895.

Name of Vessel.	Number of Lbs. Caught.	Name of Vessel.	Number of Lbs. Caught.
Mary E. Harlow.....	391,000	Fleetwing.....	27,200
Sarah H. Seeton.....	310,250	Glide.....	29,750
Laurence.....	161,500	Trilby.....	68,600
Oriole.....	34,000	Kedson.....	40,800
Jersey Lily.....	416,500	Katie.....	35,700
B. M. Thorbourn.....	340,000	Meta.....	61,200
Edith.....	97,750	Daisy.....	20,400
Dove.....	187,000	Ella May.....	18,700
Mary C.....	357,000	Delta.....	34,000
Alina.....	391,000	Annie.....	32,810
Dwina.....	229,500	Altara.....	89,250
Belle McKinnon.....	119,000	Orient.....	30,600
Bertha.....	25,500		
Dessie.....	39,950		4,034,610
Charlie Richardson.....	85,000	Small boats.....	821,950
Iona.....	42,500		
Sea Slipper.....	29,750	Total catch.....	4,856,560
Ardella.....	10,200		
Mabel.....	59,500		
Icelda.....	56,100	Total cod.....	4,474,060
Horace B.....	42,500	do haddock.....	153,000
Mayflower.....	29,750	do hake.....	76,500
do.....	18,700	do pollock.....	153,000
Myrtle.....	38,250		
Vesper.....	34,000	Total catch.....	4,856,560

LUNENBURG.

Codfish

Were reported good on shore soundings on May 13th, but no catches were taken in-shore until the 20th, from which date until June 17th the fishery was good. During this period fair fishing was reported in North Bay, good on shore soundings but poor on western banks. From June 18th to August 22nd fair catches were made in-shore very regularly and good fishing was reported on shore soundings. On June 29th reports indicated poor fishing on Quero and Western Banks. On July 5th dog-fish became very troublesome and remained on the ground until August 14th keeping all bait fish from coming in-shore and greatly affecting the catches. From August 17th to September 27th fish and bait were reported plentiful on Grand Banks. On August 23rd the in-shore catches somewhat diminished and only light catches were reported until September 5th when an improvement was noticeable and catches increased gradually, there having been some good fishing in

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the last week of September. On the whole the in-shore catch has been below the average, owing, chiefly, to the scarcity of bait and destruction by dog-fish. The fishery on shore soundings has been good, Western Banks, poor, Middle Bank, fair, Bank Quero, fair, North Bay fair, Labrador good, Grand Bank very good and much in excess of previous years. It is estimated that the total catch will be above the average as the following results will show:—

LUNENBURG BANKING FLEET.

	Qtls.		Qtls.
Florence M.	1,400	J. H. Ernst	1,800
Nyanza	2,650	Malega	2,000
J. C. Schwartz	1,750	Melrose	1,475
Maurice C. Gildert	1,550	Acala	500
O. P. Silver	1,800	Ontario	2,100
J. M. Young	1,950	Milo	2,000
Clarence Smith	2,200	Vivian	1,600
Dora	1,800	Urania	1,850
Britannia	1,350	Gleanor	1,500
Atlanta	2,000	Winnie J. Smith	2,550
Union	1,550	Howard Young	1,800
Argosy	1,400	Sadie	1,300
Burnkman H	1,400	Glad Tidings	600
Irving G	1,300	J. A. Silver	1,500
Robert T. Mason	1,500	Nonpareil	1,500
Panama	1,900	Monarch	1,200
Maggie M. W	1,600	Alaska	1,000
Magnolia	1,200	W. H. Walters	1,700
Westeria	1,600	Lottie B	200
Erminie	1,300	Oressa	200
Clara E. Mason	1,100	Malabar	1,650
Minerva	1,600	Yucatan	1,250
Dictator	1,500	Werra	1,200
Galatea	1,950	Secret	800
Bertie C. H	1,200	Leader	1,550
Arcana	1,550	J. W. Gildert	1,700
Luetta	1,750	Oddfellow	900
Cordova	1,700	Bona Fide	1,050
L. E. Young	1,300	Blenhim	1,500
Bonanza	1,300	Tiler	1,000
Samoa	1,800	Minnie E. Smith	300

LABRADOR FLEET.

	Qtls.		Qtls.
Nirsana	1,200	Jennie May	1,200
Letona	1,475	Capio	900

NORTH BAY.

	Qtls.		Qtls.
Clarence T	600	Orinico	650
Elnora	650	Rupture	700
Altona	975	Lavandar	675
T. W. Langille	950	Vandara	750

LA HAVE RIVER BANK FLEET.

	Qtls.		Qtls.
Genesta	1,650	Grenada	2,200
Abana	2,200	Bonas	2,000
Citicon	2,100	Eureka	1,950
Leopold	2,175	Carrie	2,300
Puritan	2,425	Joseph McGill	2,400
Volunteer	2,000	Bessie A	2,000
Tarridon	2,300	Ruby	800
Stella E	1,825	Nantusket	2,000
Comrade	2,525	Batavia	1,700
Ceto	1,550	Uruguay	2,250
Jennie Myrtle	2,550	Merl. M. Parker	2,750
T. B. Wade	1,900	Three Cheers	1,550
Grace	2,000	Majestic	2,000
Tartar	1,650	W. D. Richard	1,400
Calla Lily	1,400	Minnie Maud	725

LA HAVE RIVER—NORTH BAY FLEET.

	Qtls.		Qtls.
Curfew.....	600	Edgar T. Richards.....	1,100
Cecelia W.....	550	Gallant.....	1,150
Takolon.....	700	Puma.....	1,150
Nightingale.....	950	Winnie C.....	700
Georgina.....	350	Marsala.....	800
Rowena.....	1,100	Hustler.....	475
Lorraine C.....	500	Maritime.....	700
Avon.....	450	Mystic Tie.....	1,000
Carrie.....	1,000	Garnet.....	750
Mischief.....	1,300	Cambrian.....	1,400
Fern.....	1,100	Melbourne.....	1,650
Britannia.....	700	Gadolia.....	700

LABRADOR MEN.

	Qtls.		Qtls.
Vanilla.....	1,150	Valiant.....	1,200
G. A. Smith.....	1,100	Maggie Smith.....	850
Ovanda.....	1,100	Algona.....	500
Magie.....	700	Garland.....	300
Beauty.....	700	Miletar.....	1,000
Glendale.....	500	Jessen.....	750
Venezuela.....	700	Elsie.....	400
Mayflower.....	550	Belaga.....	600

MAHONE BAY BANKING FLEET.

	Qtls.		Qtls.
White Cloud.....	1,900	C. U. Mader.....	1,400
Valenar.....	900	Laura C. Zwicker.....	1,000
Millie L. E.....	1,400	Elva M.....	1,000
Blanch Coulp.....	2,000	Snow Queen.....	1,000
Jennie V.....	1,800	Winnie.....	1,100
Nokomis.....	1,400	Lawrence.....	950

LABRADOR MEN.

	Qtls.		Qtls.
Energie.....	1,000	D. A. Mader.....	1,100
Nova Zembler.....	1,200	C. A. Chisholm.....	1,100
Martelle.....	600	C. A. Ernst.....	300
Lenovar.....	1,000		

BROAD COVE—LABRADOR MEN.

	Qtls.
Lottie.....	1,200

BANKING FLEET.

	Qtls.		Qtls.
H. M. Bachelor.....	1,000	Diego.....	700

Haddock

Were taken in fair catches from June 20th to August 10th, but the total catch is reported to be below the average.

Herring

Were reported to be schooling in the harbour on April 19th, and one boat secured fourteen barrels in two nets. From May 10th to 18th, fair catches were made in shore each day and on the 21st bank herring struck in and during the last three days of that month were taken in good hauls. From June 1st to 17th the average catch was very fair, but nothing was afterwards reported until August 10th as dog-fish were very destructive. On latter date a small catch was reported, but on the 16th they were plentiful at Tancook and as far as could be

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ascertained were taken in good quantities until September 11th. From August 21st to October 2nd the catches were fair and regular, but from the 2nd to the 15th boats varied from one and a half barrels to three barrels. From October 15th to November 30th very good catches were made, and in the early part of December were reported to be in excess of any for years past but the price per barrel was only \$1.60.

Lobster

Fishing commenced January 1st but the catches were light until April when an improvement was noticeable and the fishery remained fair until June 17th after which nothing was reported. The catches made during the first three months are always exported to the United States.

Mackerel

Were reported schooling at Cape Le Have on May 20th, and on the following day struck in-shore and light hauls were made each day until June 21st. On June 1st they were reported schooling at Cross Island but were of a mixed quality. Nothing was afterwards reported until August 30th, when light hauls of large fish were taken each day until September 4th. In the last week of September mackerel from six to eight inches in length were reported schooling off Cross Island. From October 15th to November 28th the catches were fair when weather permitted, but fishermen lost a great number of their nets last spring and this fall by vessels and heavy storms. It is reported that during September, October and November the bay was full of mackerel varying from five to seven inches in length. The total catch for the season is considered the poorest for years.

Squid.

The first report of squid from this station was to the effect that bankers reported them plentiful at Sable Island about the third week of June. On July 8th they appeared plentiful at Blandford at which place they remained during that month. Throughout August and September they were also reported plentiful on Grand Banks, Quero Bank, Western Bank and Middle Ground.

MUSQUODOBOIT HARBOUR.

Alewives

Were an average catch, fair hauls having been reported during the latter part of May.

Codfish

Appeared about a week earlier this year and the catches were light from May 22nd until July 31st, it having been reported the poorest spring for some years past. On August 1st fishing somewhat improved and during the remainder of the season the catches varied from fair to good. All the fish caught here are taken with hand lines, no trawls or traps being used. Total catch considered a little below the average. Fishermen in this district contend that the old waste bait taken from the lobster traps and thrown overboard is greatly injuring the fisheries.

Haddock

Were taken in small quantities from June 18th to 20th inclusive and were on an average fair, although irregular during the remainder of the season.

Herring

Of small size were reported as early as May 7th, but no catches were reported until June 11th, from which date until July 31st light catches were reported each day. About August 2nd fishing slightly improved and catches varied from fair to poor throughout the month. Nothing was afterwards reported until September 20th, when very fair catches were made each day until the 28th. It is estimated that the total catch will be about three times in excess of previous years as the fish remained for a longer period on the coast.

Lobster

Fishing commenced about April 20th, but catches were not reported until about May 17th, from which date they were somewhat scarce until June 4th. From June 4th until 29th catches varied from fair to poor and fish were of small size. During the first ten days of July lobsters were very scarce and fishing closed July 10th, notwithstanding the extra ten days granted. Correct information regarding the numbers of lobsters taken in this district during the past season could not be obtained as the majority which were over $9\frac{1}{2}$ inches were shipped to Boston and London markets in the shell; and the prospects are that a greater number will be sent next year, as a company controlling a freezing establishment in Dartmouth has met with much success during the past season.

Salmon

Although very irregular, were taken in fair quantities throughout June.

PORT LATOUR.

Alewives

Were taken in light but regular quantities from May 2nd to June 18th, after which none were reported.

Codfish

Were first reported on May 8th, but the catches throughout the month were light, although fair fishing was reported wide off-shore on the 20th, and improving in-shore about a week later. During the last week of June the fishery was dull, owing to the scarcity of bait; but on the 8th was greatly improved, and until July 15th fair catches were reported quite regularly. Although there appeared to be a fine school of fish on throughout the whole of July, yet scarcity of bait and prevalence of dog-fish were the chief obstacles. During the months of August and September, great scarcity of bait prevailed, and fishermen were either idle or spent most of their time digging clams. From August 2nd to 12th, fair catches were reported each day, but during the remainder of the season the catches were light. It is estimated that the total has not been over two-thirds of an average catch and will not exceed 2,000 qtls.

Haddock

Were taken in small quantities from July 16th to October 14th, and the total catch is reported very light.

Herring

Were not reported this year until June 18th, from which date the catches were light and irregular until September 8th. About August 1st a light run was reported on the eastern side of Blanche working in from the eastward,

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They were again reported on September 3rd, to be in good numbers at Cape Negro, but on the 10th they shifted to Barrington Bay and good catches were made each day for about 10 days. On the 23rd a school was reported from 15 to 20 miles off-shore and during the following week they struck in plentifully in Barrington Bay and on the 31st were also reported plentiful at Tusket Islands, but dog-fish again struck in and interfered with netters. Although dog-fish remained in abundance until the close of the season, netters averaged about $\frac{1}{2}$ bbl. from October 2nd to 7th, from which date until the 14th the average increased to $2\frac{1}{2}$ bbls., and were being taken in abundance up to the 18th. The total quantity this year to 18th of October, which was exported, will not exceed 400 bbls. There is much difference of opinion here about the cause in the falling off in the catch of this fish. Many of the fishermen arguing that the bottom is poisoned by the lobster fishery, while others contend that the fish are driven from their old spawning grounds by the nets being left continually in the water for months, to which latter opinion the greater number are more favourably inclined.

Lobster

Fishing commenced about the last of April, and much gear was reported to have been injured by gales. The first report received on May 2nd, indicated light catches, which continued until the season closed on July 6th. The season's yield from a remunerative standpoint was as good as last year, as prices were well sustained throughout the season.

Mackerel

Were first taken at Baccaro on June 7th in light quantities and the catches until July 6th were very light. Total quantity exported will not exceed 10 bbls.

PORT MEDWAY.

Alewives

Appeared as usual about May 3rd in light quantities, but during the following week greatly improved, and some excellent catches were made until the 30th, when they became scarce and remained so until fishing closed on June 11th. It is said by fishermen that contrary to the habits of this fish, they did not linger in the tidal waters, but pushed on to the spawning grounds. Total catch considered smaller than for a number of years past.

Codfish

Were first reported on May 18th, when good catches were made for a few days but afterwards fell to fair, and remained so until June 28th. Good fishing was reported in the former part of July, but on the 15th dog-fish became troublesome and bait scarce, and consequently the catches were light until about August 6th. From this date until about September 28th, the catches varied from good to fair, but fish were in comparatively deep water on off-shore grounds. On August 27th good fishing was reported on Grand Banks. It is generally admitted that cod, haddock and hake were never known to be so scarce, and the total catch is considered the smallest in the history of the port. This great shortage is supposed to be due to the lobster fishery, as many who are engaged in this branch utterly neglect the other branches.

Haddock

Appeared on June 20th, and were taken in catches varying from fair to poor until August 23rd, when fishing became good and remained so until September 3rd. Throughout September the catch was a very fair average.

Hake

Were first reported on July 15th, but were not found in as large quantities as usual. From August 16th to 22nd, inclusive, fair catches were reported, but from latter date until September 11th, catches were light.

Herring

Were reported to have struck in on June 13th, and during the following week some fair hauls were made, but nothing was afterwards reported until August 7th, when a few fair hauls were again made but afterwards disappeared until the 23rd, when they struck in Broad Cove, and good hauls were made each day until the 31st. On September 1st an excellent catch was reported, and during the remainder of the month was a fair average. It is estimated that the season's catch has been an average one.

Lobster

Fishing commenced on May 3rd, and light catches were made until the 10th, from which date until July 5th, the catch was a fair average. Although the season opened with good prospects, the weather proved so destructive to the traps that the industry was seriously crippled and the total catch considered much below that of last year.

Mackerel

Were first taken on June 20th, and the catches varied from fair to poor until the 28th, after which nothing was reported until September 18th, when "tinkers" appeared in good quantities, but were too small to net although a few were hooked. Late in the autumn, light catches of fish of excellent quality were made, the greater part being No. 1's.

Salmon

Were taken in the Medway River early in February, but no catches were made in the lower waters until the latter part of March. From May 3rd to 9th light catches were made, but during the following week improved, and from the 20th to the 31st good takes were made each day. During the first week of June the catches were fair, but afterwards became scarce, and nothing was reported after the 13th. It is reported that the total catch for the season was far short of an average catch, having been about two-thirds of the catch of 1894, which was also a poor year. It is alleged that the cause of this partial failure is due to the pollution of the water at the mouth of the harbour by the lobster fishery.

Shad

Were first taken on May 11th in light catches, but afterwards slightly improved until the 24th, from which date very fair catches were made each day until the end of the month.

Squid

Were reported in light supplies during the last weeks of July, August and September.

PUBNICO.

Codfish

Were on an average fairly plentiful from May 25th to September 3rd, and were reported to have been taken in fair quantities at Mud and Seal Islands during the 3rd week of September.

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Haddock,

Although not reported, will compare favourably with previous years.

Herring.

Were first reported on Brown's Bank on June 21st, when 40 barrels were taken in one net. About July 3rd, however, light catches were made inshore for about a week, and on the 23rd were reported to have struck in at Mud Island, where excellent catches were made until the end of the month. Throughout August they were very scarce and vessels were wasting half the time seeking bait. In the first week of September, light supplies were taken in-shore, but good catches were being made at Mud and Seal Islands, at which places they were reported very plentiful on the 14th, but afterwards gradually decreased until the season closed.

Lobsters.

From May 15th to June 28th, light catches were reported each day; but the catches were considered fair for the season, as fair fishing was found on the outside grounds and particularly so at Seal Island.

Mackerel

Were first taken at Bluff Head on May 15th, and light catches were made each day until the 20th, when 15 barrels were taken in one trap, and on the following day, 150 barrels, and netters reported to have done well, and boats varied from 400 to 500. During the remainder of the season the catches were very light. It is the general opinion of fishermen that the lobster fishery is responsible for the scarcity of this fish, as lobster traps are set from Schooner Passage to Seal Island, and mackerel being very timid will not pass through so much gear.

Squid

Were taken in light quantities during the second week of June, but were not afterward reported.

SALMON RIVER.

Codfish

Were not reported until August 10th, from which date the catches were fair until September 10th. Total catch is considered an average one for the number of boats engaged.

Herring

Were first reported on May 25th, but the catches from that date were very light and very irregular until August 10th, after which a few fair hauls were made until September 10th.

It is reported that herring the past season were of poor quality and as prices ruled low the fishery was not remunerative.

Lobster

Fishing commenced about April 20th, but catches were not reported to the bureau until May 6th, from which date until the 25th, the catches were fair each day. During the following week a severe storm destroyed a very large number of traps and in some sections there was a total loss. After this the catches were light until the season closed. On the whole the season's catch has been fairly good and somewhat in excess of 1894.

Mackerel

On May 24th and 25th, large bodies were reported to have passed outside in deep water and during the entire season the only catch reported was on September 10th, when a light haul was made. Throughout October and November the prospects were most encouraging, but frequent heavy gales sent the fish off-shore and destroyed a number of nets.

Squid

Were taken in light supplies August 10th.

SAND POINT.

Alewives

Were reported in small quantities on May 1st, and continued scarce until the 13th, from which date until the 25th good catches were made each day. On the 26th, they were reported again scarce and until June 3rd were taken in light quantities. After this they gradually improved until the 15th, but during the remainder of the month were again scarce. During the first week of July fair catches were made each day and the season's catch is reported a fair average.

Codfish

Were reported on May 11th to be good 18 miles S.E. of Shelburne lighthouse and on the 16th bankers were arriving with good catches; but fish were not reported in-shore until the 18th, when a few good catches were made, but afterwards became poor and remained so until about June 15th. During the last week of May fair fishing was reported 18 miles off-shore and on June 4th bankers were arriving from La Have Bank with good fares. About June 8th good fishing was found in 70 fathoms water between Roseway and LaHave Banks and were in fair quantities on Cape Negro Bank, 15 miles S. of Cape Negro. On June 13th, good fishing was reported on Ridge, LaHave and Roseway Banks and on the day following became very good, and excellent catches were made. About this time boats were obtaining good catches on Ridge 18 miles S.E. of Shelburne lighthouse and until the 22nd, fair catches were made by in-shore boats. From June 22nd to 30th, bad weather prevented small boat fishing, although good quantities of cod were on the grounds, but bankers reported good fishing on Ridge, 18 miles S.E. of Shelburne lighthouse, LaHave and Roseway Banks, and fair on Quero Bank. From July 1st to 20th, fair catches were made each day by in-shore boats and during the following week slightly improved. During the past month although fish were fairly plentiful on the off-shore grounds and LaHave Bank the catches were light as cod would not take gaspereaux bait and other kinds were very scarce. During the week ending July 13th good fishing was reported on Roseway Bank and on the 18th, shallops reported fish plentiful 18 miles S.E. of Shelburne lighthouse and from 11 to 15 miles S. by W. of Shelburne lighthouse and although plentiful on LaHave Bank would not take clam or gaspereaux bait. Throughout the month of August bait was very scarce; as dog-fish, which were very plentiful, prevented the herring from striking in, thus the catches, with the exception of from the 10th to 24th, which were good, were rather light during this month in-shore, and on the 24th the small boat fishery was reported a failure. During the first week of August fish were reported plentiful all along off-shore soundings and on the 16th, although good quantities were still on off-shore grounds and LaHave Bank fishermen did very little; as much time was lost seeking bait and was the hardest year they remembered. On August 20th, fair fishing was reported 11 miles off-shore and on Quero Bank but slightly improved at latter place on the 22nd. From September 1st to October 12th, the catches in-shore

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were light although regular. On September 3rd, fishing was reported poor on shore soundings, LaHave and Roseway Banks but on the 5th greatly improved on the S.W. part of LaHave Bank. About the 14th bankers arrived from LaHave Bank with good fares, as squid were then fairly plentiful, but afterwards became scarce, and although fish were on the grounds the catches were only fair during the remainder of the season. On the 21st of September, American bankers reported cod and squid good on south-western part of Quero Bank. During the former part of October, fair fishing was reported by shallops 10 to 12 miles S.E. of Shelburne lighthouse, but bankers were doing poorly owing to the scarcity of bait. About the 9th of October good fishing was reported 56 miles S. by W. of Shelburne lighthouse in 60 fathoms water and fair on LaHave Bank. The total catch for season is estimated as follows:

Small boats, about 300 qtls., taken principally with clam bait.

Off shore shallops, 1,200 qtls.; three eastern bankers, 7,000 qtls., with hand lines and clam bait.

Haddock

Appeared in good numbers May 18th, but with the exception of a few good catches during the succeeding three days, they were scarce until June 15th, when they again appeared quite plentifully and good catches were made each day until the 22nd. During the latter part of June the average catch was fair on Ridges, LaHave, Roseway and Quero Banks, and 18 miles south-east of Shelburne lighthouse. Throughout the greater part of July fair catches were made each day, but about the 21st slightly improved and good fishing was also reported on off-shore grounds and La Have Bank during the week ending the 20th. With the exception of some good catches from August 11th to 17th, this fishery was poor in-shore during the remainder of the season. Fishing was generally reported good on off-shore grounds and La Have Bank during August, but bait was hard to obtain and in the first week of September were found only in small quantities on shore soundings, La Have and Roseway Banks. On the whole this fishery is considered almost a complete failure, there having been only about 2,000 qtls. taken.

Hake

Although not reported, were fair off-shore all the season, but few were taken owing to the scarcity of the bait.

Halibut,

Although reported very irregularly, were taken in light quantities from May 18th to 21st, and in somewhat larger catches during the first weeks of June and July. During the month of June they were reported on the off-shore grounds as follows:—Fair on Ridges, LaHave and Roseway Banks, 13th; good, eastern part LaHave Bank, 15th, and fair, LaHave Bank the 29th.

Herring,

Were only taken in light hauls from June 16th to 29th, but on July 11th very large fish struck in and fair catches were made only for a few days as dog-fish were reported plentiful in-shore and from four to five miles off-shore. During the first ten days of August the catches were very light, owing to the previous mentioned hindrance but fish were large very fat No. 2's. On August 22nd they struck in plentifully at Shelburne lighthouse, and excellent catches were made, boats varying from three to five barrels. They, however, afterwards became scarce, and with the exception of some very good hauls from September 6th to 11th remained scarce until the end of the season. Regarding the off-shore fishery fair quantities were reported on Ridges, La Have and Roseway Banks on June 13th,

which increased to good on the 15th and remained in abundance three miles off-shore. In comparison with former years this fishery has been exceptionally poor, there having been only 1,000 barrels salted, and 200 barrels sold fresh for bait, which represents the total catch of about 600 nets.

Lobster

Fishing opened about the 15th of February, from which date until the last of March the catch was fair and the fish were of large size. During this period all catches were exported alive; the small (under 10½ inches) were packed in barrels and exported to New York, which state has no limitation of size, and those over 10½ inches were exported to Boston. As the fishery laws of the state of Massachusetts prohibited the landing of lobsters under 10½ inches, smacks from New York were actively engaged during the season in buying the small lobsters which caused the shortage to the packers of about one-eighth less than the average, as compared with past years. It is reported that the general catch was two-thirds large, and as prices ruled high in the Boston markets, it thus enabled fishermen to make a good average season's work; and the highest fishermen until April 10th netted \$155. The factory at this station opened April 10th, but only got the small lobsters during the season; which were fairly good until May 10th. During the following week an improvement was noticeable, but on the 18th they began gradually to decrease, and were taken only in small quantities until June 30th, when fishing stopped. Notwithstanding the destruction of a large number of traps by a heavy storm during the season, which required a week to repair damages, the total catch is considered a good average and the factory is reported to have packed 500 cases. In comparison with last season, this catch is about 150 cases short, but is accounted for by the exportation of the small lobsters to New York previously mentioned.

Mackerel

Of medium size were taken in small quantities about June 20th and although they improved in size and quality the catches did not materially increase. Throughout August the catches although small were very regular and the total catch is estimated about 12 barrels, a large increase on previous years and were sold fresh for home consumption.

Salmon

Were taken in light and irregular catches throughout May and June.

Squid.

Were reported in light quantities each day from July 13th to August 2nd, on in-shore grounds. About September 14th they were in fair quantities on S. W. part of LaHave Bank and on the 22nd were good on Quero Bank.

SPRY BAY.

Codfish

Were first reported on May 20th, from which date until June 20th, the catches were light. Nothing was reported throughout July, but from August 6th to September 25th the catches were fair although reported somewhat irregularly.

Herring

Appeared on May 21st, but the catches throughout the season, with the exception of a few fair catches during the last week of August, were light.

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Lobsters

Were taken in light catches from May 20th to June 2nd, but during this period many traps were destroyed. From June 3rd to 11th, the catches were fair, but during the following 9 days were light.

Mackerel

Were first reported on May 31st, but the catches were very small throughout the season.

WHITEHEAD.

Alewives.

Light catches were reported each day from May 25th until June 3rd, and the total catch is estimated at 50 brls., which is only one-third the catch of 1894.

Codfish

Were not reported this year until June 1st, from which date until the end of July the catches were light; this is attributed more to the scarcity of bait than to scarcity of fish. When bait was obtainable light catches were made in the former part of September and October. The total catch for the past season is estimated at 1,200 qtls., which is about 300 qtls. in advance of 1894, but 300 qtls. below that of 1893.

Haddock

Were taken in light quantities quite regularly from June 1st to July 6th, after which none were reported. Total catch estimated at 400 qtls. which is not half of the catch of 1894.

Herring

Appeared about May 25th, and were taken in small quantities until about June 10th, from which date until the 29th the catch was fair. During the first week of July the catches were light, but on the 8th a trap was reported to have had 1,800 fish and light takes were made in nets. After this nothing was reported until the 25th, when the catches varied from fair to good until the last of August. During the first two weeks of September, catches were reported light each day. Total catch for season estimated at 1,500 brls., which is an increase of 500 brls. on last season.

Lobster.

Fishing commenced about May 9th, from which date until June 29th light catches were reported each day. Total catch estimated at 4,700 cases, which is about 900 cases in excess of 1894.

Mackerel

Were reported schooling on May 25th, and light catches, with the exception of some good takes during the first week of June, were made quite regularly during the remainder of the season. Total catch estimated at 350 bbls., which is an increase of 160 bbls. over 1894.

Salmon.

Notwithstanding the fact that reports of this fishery were not received, it is said that 5 bbls. were taken during the past season.

YARMOUTH.

Alewives

Were first reported on May 2nd, but the catches were light until June 20th. On May 14th they were reported entering Tusket River a little more freely, and on the 28th quite a run was reported. On the whole, the catch has been much below the average and supplies had to be obtained from St. John, for bait.

Codfish

Appeared in fair quantities on May 2nd, but gradually increased during that week and some excellent catches were made. From May 8th to July 5th the average catch was fair. On July 15th Cape fishermen reported good fishing 30 miles off Seal Island, which continued until August 1st, but inshore boats did very poorly owing to scarcity of bait. From August 16th to 31st a very slight improvement was reported inshore while vessels were doing fairly well offshore. Throughout August a few catches were reported at Tusket Islands. In the early part of the season the school fish do not come near enough to be taken by boat fishermen. Those taken seem to be stray fish, thin, poor and of irregular sizes. Late in the season, however, there are short intervals of good fishing; owing perhaps, to herring and smaller bait coming inshore after the water and bottom have been cleansed from the offensive lobster bait which particularly affects that district south of Yarmouth Cape.

Haddock

Were not reported until June 1st this year, and were only on an average fair throughout June and July. During the last week of August light catches were made, and about September 9th small catches were being made at Tusket Islands.

Halibut,

As far as reported, were fairly plentiful throughout May, but scarce in June and July; although outside vessels were reported to have done well in the first week of June. From July 15th to August 1st, Cape fishermen made fair catches 30 miles off Seal Island, but inshore boats did very little during the remainder of the season. The great falling off of this fishery is attributed to the ill effects of the lobster fishery. During the past season fairly large quantities have been landed here for export by the Digby fleet and Cape Island fishermen.

Herring.

Although they struck in on May 2nd, 3rd, and June 20th, were not reported to have been taken until July 10th, when light hauls of fat "mediums" were taken each day during the week following. During the 1st week of July, light catches were reported at Murder Island, mouth of Tusket River, and at Tusket Islands. In the former part of August the catch was fair but irregular; but in the latter part, when the takes were light in the northern part of the county, "mediums" were reported plentiful about Tusket Islands and large quantities were taken and put up for lobster bait. Very few were reported during the remainder of the season.

Marine and Fisheries—Fisheries Branch.

Lobster

Fishing commenced on May 2nd, and some excellent catches were made during that week, but for the remainder of the month were good. From June 1st to July 5th, with the exception of an occasional fair catch, the catches were light. It is reported that this fishery is on the decrease from the fact that it takes over double the number of men and more appliances to make the same output, as it did 5 years ago; and it is considered that the only means of retarding this depletion will be to prohibit the catching of fish which are under 10½ inches. During the past season 29,022 crates valued at \$229,246, and 896 bbls. valued at \$4,501, have been exported to the United States from Yarmouth. In comparison with last year there has been a falling off of 3,337 crates but remuneratively there has been a large increase. The lobsters which are packed in barrels are too small for the New England market, and go through to New York which state has no limit of size for lobsters.

Mackerel

Were first taken this year in Churchill's trap, Pembroke, on May 14th, and during that week good catches were made each day in traps, but few were taken in nets. During the remainder of the month the catch was fair; but from June 1st to July 3rd, when traps were reported to have been taken up, the catches were light. The same cause, no doubt, which has been alleged as affecting the cod and haddock fisheries, has much to do with keeping this fish from striking inshore in such quantities as was customary a few years ago. In some instances, however, some of the first run of large mackerel, which are full of spawn, make land somewhere in this vicinity, but it is generally where the water is free from pollution. On the whole the past season's catch has been very light.

Salmon,

Which generally abound in Tusket River, were very scarce this year, there having been but light and irregular catches reported from May 2nd to June 25th. Very good catches were made in the mackerel traps in outside waters; but very little can be said of this species as they are of a different run and size.

Shad,

Which visit Tusket River the same time as alewives, were a very small catch this year, and are reported to be not as plentiful as in years past.

Smelts

Varying from one-quarter to one-half ton per week are being caught and exported during this month (December), but the catch is never large as compared with some other places.

EXTRACT FROM MR. HATFIELD'S REPORT.

Trout.

"The trout fishery in this county is getting much poorer every year. After the 1st of May, when the sportsmen go to the stream, there is no fish. The cause is bait fishing through ice at the foot of running waters, and places where trout are likely to resort immediately after leaving winter grounds. This is done by native Indians, visiting Indians, and inhabitants who are hired by a few speculators, or who buy them at a very low price to ship to Boston—the country really deriving no commercial value from this trade. All true sportsmen would agree to prohibit exportation till May 1st. This would help to make Tusket River what it once was—one of the best sporting rivers in the Dominion or province at least."

CAPE BRETON.

ARICHAT.

Codfish

Appeared on May 7th, but the catches throughout that month were light. On June 3rd an improvement was reported, and from that date until July 25th the catches varied from fair to poor. From July 26th to August 31st, the catches were fair each day, although more attention was given to herring during the first week of August, as they were large and of excellent quality. During the remainder of the season this fishery varied from fair to poor. Although this fish was fair in quantity and excellent as to quality, the price in the market was so very low for dried fish that it has proved unremunerative.

Haddock

Was first reported on May 10th, and catches varying from fair to poor were taken until June 19th, after which they were poor until August 31st. During the first 10 days of September, fair catches were reported each day, but during the remainder of the season were poor. This fish seems to have abandoned these shores as a spawning ground. The explanation offered, founded on the general opinion among fishermen, is that the setting of countless lobster traps which are baited with all kinds of fish and offal, in and around our harbours, inlets and creeks, forming as it were, a continuous chain along our coast, prevents them from frequenting their former spawning ground.

Herring

Were reported about 10 days earlier this year, and from May 9th to June 14th, light catches were made each day. From June 15th to July 31st, the catch was, on an average, very fair; but during the first week in August this fishery greatly improved, and some very good catches of large and very fine quality were reported. During the remainder of August the catches were only fair, and throughout September and until October 15th, were rather scarce. On the whole the season's catch has been fair, although fat, or July herring as they are commonly called, were not as plentiful as in the previous year. Although fair, this fishery was not remunerative, as prices were never so low. On the other hand the quality of some of the herring netted in August are inferior, and in some instances, unfit for consumption. This supposition is based on the idea, that as some of these fish are soft in the back and cannot be properly cured, that they are diseased, and hence unfit for the market.

Lobster

Fishing commenced early for this locality and from May 3rd to 19th the catches varied from good to fair; but during the remainder of the month and until June 19th, the daily catch was somewhat lighter. From the latter date until July 17th, when the season closed, the catches were reported light.

Mackerel

Appeared on May 22nd this year, but the spring and fall fishery was very poor. Those taken in October and November paid handsomely however, realizing 10 cts. a piece fresh.

Squid.

Were first reported on July 26th, and were taken in quantities varying from good to fair until August 7th, but were scarce for the remainder of the month. Throughout September and October, the catches, as far as reported, averaged fair.

Marine and Fisheries—Fisheries Branch.

SPECIAL REPORT FROM MR. REMI BENOIT, COLLECTOR OF CUSTOMS AT ARICHAT, C.B.,
AND REPORTER FOR THE FISHERIES INTELLIGENCE BUREAU.

Lobsters.

Fishing commenced early for this locality, and continued uninterrupted till the close of the season. Some years the interruptions are frequent in April and May particularly, caused by floating ice which also occasions loss of traps. Lobsters were as abundant as they were during the 4 or 5 preceding years, but it is noticeable that from year to year they are becoming smaller on an average. This fishery may therefore be considered as having been good. It was particularly so for the fishermen, as to value, as prices advanced 50 per cent over those that prevailed in 1894. In this district, in fact from Canso to Cape North, where all along that extent of coast the season does not exceed, under the most favourable circumstances, 10 weeks in duration and is often limited to 7 and 8 weeks, both the fishermen and packers are convinced that the season should be divided into two parts during the year; May and June, in the spring and September and October, in autumn leaving the whole of the months of July and August for the spawning and shelling season. This would be an advantage all round, without its being prejudicial to the fishery. The season now runs to the 15th of July, and is frequently extended to the 25th of that month by the Department of Marine and Fisheries; and although this extension is sought for and taken advantage of because the season is so short, still it is universally admitted, that it is of little benefit to those engaged in the industry. The quantities caught are small and inferior in quality and for the most part unfit for packing. The suggestion referred to above, if adopted, would avoid this putting up of bad fish which must be injurious to the trade and dangerous to the health of the consumers; and be a decided benefit to the fishermen without doing any injury to the fishery. Thus, the season in these parts would be one of four months, divided into two, and would not be even as long as it is in the western parts of this province where the fishery is not interfered with by ice. In the interest of the preservation of this most valuable fishery another suggestion presses itself upon the minds of those engaged in it, that is, that every packing establishment should be provided with incubators and the packers required, as well as the fishermen, to save the ova and place them in the incubators, the packers being required besides to superintend this work under special instructions from the department."

WEST ARICHAT.

Alewives

Reported a total failure the past season.

Codfish

Appeared May 15th, but from that date until October 5th the catches were light although regular. Throughout July, bait was exceptionally scarce and during August, when bait somewhat improved, fishermen were too busily occupied with the herring fishery to devote any time to the codfishery. It is estimated that the total catch the past season was the smallest for many years.

Haddock

With the exception of the month of August, during which no catches were reported, light fares were taken each day from May 17th until October 5th. It is reported that this fish is not as plentiful here of late years as formerly and that this year's catch is below the average.

Herring

Fishing commenced about May 24th, but only light catches were made each day, until July 22nd; it having been reported on the 13th of July that the fishery up to that date was the poorest for many years. On July 21st, however, they became fairly plentiful and during the succeeding week fishermen did well; there having been more activity than at any time during the season. About July 5th, dog-fish put in an appearance, but fair catches of large fat herring were made each day on outside grounds during the remainder of the month. During the former part of August the fishery was good, and some large hauls of superior fish were made. On the 17th of August, some netters were reported to have landed 60 barrels to date, and prospects for a further catch were good; which proved to be correct. After this the inshore fishery became poor, although light catches were reported daily, and finally closed on October 5th. During the first week of September enormous quantities of unusually large fish were taken on Red Head Shoals, 8 or 9 miles distant, and on the 14th, 1,000 barrels were reported to have been landed, and catches were still being taken. As an example of the quantity taken in this locality, the correspondent of the bureau informs me that he has known small vessels to go out in the evening and return next day with between 60 and 70 barrels of fish, which were taken in three or four nets. As the spawning season set in about the middle of September fishermen did not prosecute this branch of the fisheries, as they were not profitable for market purposes. It is reported that a large fleet of vessels and boats were fishing for herring in the bay the past season and they all succeeded in making good fares. On the whole the total catch has been an exceptionally good one, and fish were very large, fat and of a superior quality.

Lobster

Fishing commenced about April 25th, and fair catches were made each day until about May 25th, when they fell off about one-half, and were reported scarce until the season closed, about June 29th. The season's catch is considerably in excess of last year's, and was fairly good as the weather was very favourable, there being no drift ice to interfere with the setting of the traps, as was the case in former years. It is also reported that better prices were paid this year than last; consequently the amount of money circulated through this industry was well up to the average.

Mackerel

Have been a total failure again this year, there having been only a few light catches reported during the last week of May and the second week of June. It is the general opinion that the extinction or this important branch of the fisheries is due directly to the use of the purse seine along the coast. The breaking up and scattering of the schools in every direction prevents them from striking in-shore or entering the bays and coves as formerly.

CHETICAMP.

Codfish

Appeared May 21st in small quantities, which, however, improved during the week, and some good catches were made. From the 29th until August 15th the catches, with the exception of a few occasional fair ones, were poor but regular. From August 16th to September 30th, fair catches were reported each day, notwithstanding the unfavourable weather. During the first week of October the fishery was again reported poor and remained so until the close of the season. In comparison with last season's catch this year's operations have been very poor.

Herring

As far as reported, were only taken during the third week of May, in light catches.

Marine and Fisheries—Fisheries Branch.

Lobster

Fishing commenced on May 21st, and were taken in fair quantities until July 1st, after which the fishing was poor until the close of the season.

Mackerel

Were reported schooling on July 12th and 17th, but no catches were made until the 25th, from which date light hauls were made each day until September 5th. Those taken during the 1st week of August were reported to be of very fine quality. From September 6th to 30th the catches were fair, but on latter date they were reported to be not taking hooks freely, and during the remainder of the season the catches were light. On the whole the past season's work has been poor, except at "The Point," where about 20 boats are reported to have made a fairly successful catch. Fishermen of this locality are also of the opinion that the seiners drive the mackerel from their grounds, and hence a small catch.

Salmon

Were taken in light catches from June 10th until July 1st.

Squid

Were first taken on July 12th, from which date they were taken in light quantities until about August 23rd, when an improvement was reported, and during the remainder of the season the catches were fair.

D'ESCOUSSE.

Codfish

From May 21st, until July 22nd, the catches were very light although fairly regular and fishermen were reported to be much discouraged as it was the worst spring they had experienced for years. Throughout August, the catch was very light and was the poorest for the past ten years. About September 21st, although the fishery slightly improved and boats had done better than in any previous week, the total catch was considered a complete failure. It is reported that the North Bay fleet, comprising about 22 vessels, did not average 500 qtls., whereas last year the same fleet averaged over 700 qtls.

Herring

Appeared about a week earlier the past season and light catches were made each day until June 12th, when they slightly improved and were reported to be striking in on the 15th. From June 20th to July 22nd, although a few fair hauls were made, the average catch was small. From July 29th to August 1st inclusive, some excellent catches were reported but afterwards gradually decreased and fishing closed on September 9th. The total catch is reported at 150 bbis., or an average of 10 bbis. per boat which is about equal to the previous year's catch.

Lobsters

Appeared plentifully on May 11th, and the catches varied from fair to good until June 10th, after which they became scarce and were taken regularly until July 22nd, when this fishery closed for the season. It is reported that the season's pack was about 1,600 cases; but as lobsters were brought from other districts to the factories the catch at this station could not be correctly ascertained.

Mackerel

Appeared May 25th, but the catches, as far as reported, were light throughout the season; and the fishery was a comparative failure.

GABARUS.

Codfish

Appeared in good quantities on May 15th, but owing to stormy weather during the succeeding ten days, the catches were afterwards poor until June 10th, when fair fishing was reported each day until the 20th. From June 21st to October 2nd, catches were again poor owing to scarcity of bait and bad weather but from the 3rd to 12th, notwithstanding the unfavourable weather, the catches were good each day, and the total catch is estimated at 2,000 qtls.

Haddock

Although not reported, is considered an average catch.

Herring

Were first reported on June 13th, from which date, until August 31st, the catches were very poor. During the first 10 days of September the catches were light, but good fishing was reported at Fourchu, 10 miles distant, and fishermen were doing well. Nothing afterwards reported. Total catch estimated at 600 barrels.

Lobster

Fishing commenced May 4th, and light catches were made until the 9th, after which good fishing was reported each day until the 27th, when unfavourable weather interfered. From June 1st, until the factories closed on July 25th, the catches varied from fair to poor; but about the middle of July were reported good, when bait was obtainable. On the whole, the season's catch is considered good, and one factory is reported to have packed 2,400 cases.

Mackerel

Were first reported on May 24th, and light hauls were made until the 29th, after which some very fair catches of very large—160 mackerel to a barrel—fish were reported. From June 4th, until July 1st, the catches were again light. It is estimated that the spring catch was about 150 brls., which were captured in deep water, five miles off the land and which are supposed to have been driven off by the seiners. Fall catch estimated at 25 brls.

Squid

Were taken in light quantities from July 18th to October 12th, although somewhat irregular throughout August.

HAWKESBURY.

Special report from Mr. J. C. Bourinot, Collector of Customs at Port Hawkesbury, C. B., and reporter for the Fisheries Intelligence Bureau :

The shore fishermen at River Inhabitants have had a very poor season, only for a fair catch of herring the latter part of July and in August, the fishing in said

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locality would have been a total failure. Captains of fishing vessels from all parts of the province, who frequent this port, speak in the highest terms of the Fisheries Intelligence Bureau, and of its inestimable value to the fishing interests generally. A number of our small fishing vessels ranging from 20 to 40 tons have done fairly well net fishing, at Magdalen's, Cow Bay, and Oyster Ponds this season. The fishermen are unanimous in condemning purse seining, they consider their use should be prohibited, as they prevent the mackerel from frequenting their usual grounds, especially in the spring when a large fleet of seiners chase them all around our coast, thereby frightening them and preventing them from frequenting the waters inside of the three-mile limit. Such are the opinions expressed by our local fishermen.

INGONISH.

Codfish

Appeared May^o 15th, and fair catches were made each day during the month. From June 1st, to July 18th, the catches, although regular, were light owing to the great scarcity of bait. On July 19th fishing somewhat improved, and fair catches were made each day until the 4th of August, when, owing to the scarcity of mackerel and squid bait, catches again became light, and remained so until September 8th, when bait somewhat improved and fair catches were made for about a fortnight; after which the fishing was poor, owing to bad weather and the appearance of dog-fish. It is reported that the catch has hardly come up to within half of last year's catch and this, with the low prices obtained, has made the past season's operations disappointing.

Haddock

Appeared plentifully on inshore trawls on May 28th, but during the following week gradually decreased, and varied from fair to poor the remainder of the month. From July 1st, to 18th, the catches were light, but afterwards improved to fairly good and remained so until August 10th. Catch for season considered about an average one.

Herring

Were first reported on May 15th and the catches varied from fair to poor until June 5th, after which none were reported until July 1st, when a school struck in, but catches were light—probably only enough for home consumption—until the 14th. The only catches afterwards reported were light ones, from August 19th to 24th, during the greater part of which month the weather was unfavourable for fishing. On August 16th, catches varying from fair to poor were made at Middle Head.

Lobster

Fishing commenced this year on May 15th, and were reported to be of a larger size than for years past. The catches varied from fair to good until June 9th, after which they became scarce, owing to the absence of cod offal, and continued so, with the exception of some fair catches in the first week of July, until the close of the season. It is reported that the past season's operations have been above the average and was the only branch successfully prosecuted.

Mackerel

Appeared as usual on May 28th, but in greater numbers and of a larger size than for years past. During the remainder of the season the catches, although very regular, were light. On August 9th, and from September 9th to 14th, inclusive, they were reported schooling. It is generally considered that the season's catch was about equal to last year's, and prices somewhat better.

Salmon

Were taken in fair quantities this season as early as May 28th, but afterwards became scarce, and remained so until July 13th, when fishing closed. The past season's catch has been an average one, but the low prices obtained makes this branch less remunerative than that of the past few years.

Squid

Appeared on June 21st, but few were taken until July 19th, from which date until September 8th, they varied from fair to poor, and irregular in August. From September 8th to 29th fair catches were taken each day, but afterwards they were scarce until October 9th, when fair catches were again reported until the 13th.

L'ARDOISE.

Alewives

Were taken in catches varying from fair to poor, from May 27th to June 4th.

Codfish

Appeared fairly plentiful on May 7th, but the catches were light throughout the season owing to their being wide off-shore, and scarcity of bait. About August 1st boats left for Lingan and Scattarie, where good fishing was reported, and which resulted in all boats returning about the last of September with full fares. After September very little attention was given this fishery, as boats were being prepared for the fall mackerel fishery.

Haddock

Were first taken on May 18th, but the catches were light and irregular until June 3rd, when fair fishing was reported for a few days, but afterwards was poor until the end of the season. This branch, which has always been an important one in this bay, has, this year, almost completely failed, and fish are reported to have almost left the district. Boats which in former years made good catches, this year scarcely averaged 3 qtls.

Herring

Appeared May 31st, but with the exception of some fair catches during the third and last weeks of June and first week of July, the catches were light throughout the season, although fish of good quality struck in from August 22nd to 25th. About September 16th, "wild" herring struck in at Point Michaud, and heavy hauls were reported. On the 27th September boats returned from Lingan and Scattarie with very good fares, which greatly supplemented the home catch.

Lobster

Fishing commenced on May 7th, and catches were on an average fair until the season closed on July 4th. Total catch considered about equal to 1894.

Mackerel

Were first reported on May 23rd, from which date until June 18th, the catches were light but regular, and fish were of large size. From June 18th, to September 3rd, no takes were reported, and fish were supposed to have passed outside in deep

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water. From September 4th to 21st light but irregular catches were reported, but nothing afterwards. Although the season was of short duration, yet the fishermen seem to have done well, as large quantities were sold for bait, and to those engaged in the fresh fish industry, which brought good prices.

Salmon

Were reported in fair quantities during the third week of June.

LOUISBOURG.

Alewives

Small quantities were taken from May 20th to 25th.

Codfish

This fishery commenced about 10 days earlier this season, light catches having been taken on May 5th, and prospects were reported encouraging. On May 16th, however, a strong south-westerly gale visited this district, and from that date until October 13th the catches were light, and somewhat irregular during August and former part of October. It is reported that the catch of this fish has been less than any previous year, and with the low prices prevailing, has made this usually good branch almost an entire failure.

Haddock

Appeared May 30th, from which date, with the exception of the month of August, during which time no catches were reported, light fares were taken until September 27th.

Herring

Were taken in small quantities from May 5th to 13th, but during the remainder of the month had to be abandoned owing to stormy weather. Throughout June the catches were light although regular, and boats were reported on the 22nd to have averaged only one-half barrel. About the 28th some fine fat herring were on the coast, but the rough sea prevented good fishing. On July 11th dog-fish appeared plentifully on the coast, and although a run of fine fat herring were reported on the 21st, majority of fishermen were afraid to set their nets. Notwithstanding this great hindrance however, fishermen whose nets were set obtained fair hauls from the 23rd of July until August 5th, after which very few were taken, and were reported to have left the coast on September 7th. It is reported that netters captured more than an average quantity of July herring, but owing to an unusually low price, the net proceeds will not be greater than that realized from an ordinary season's catch.

Lobster

Fishing commenced on May 1st, one boat having been reported with 50 lobsters, but owing to the heavy ice along the coast as far as Scattarie, the catches were light until about the 18th from which date until June 14th the catches were fair. During the remainder of the season the catches were light; fishing having been greatly hindered by stormy weather. Total catch considered slightly in excess of last season.

Mackerel

Were first reported May 25th and the catches until June 9th averaged fair, but were reported to be about 50 per cent below last season's catch to date. Total catch was salted for export and averaged \$11 per barrel.

Squid

Were reported plentiful from July 20th to 26th, inclusive, but only varied from fair to poor throughout September and former part of October.

MABOU.

Alewives

Were taken in light catches from 21st to end of month.

Codfish

Were first reported striking in on May 23rd, but no catches were taken until the 25th, when a small fare was reported, but which increased and remained fair the remainder of the month. From June 1st to July 10th, the catches were light, but during the remainder of the season were on an average fair.

Haddock

With the exception of some fair catches during the second and last weeks of July, were scarce the whole season.

Hake

Were first reported on June 14th, but the catches were light until August 5th, from which date they varied from fair to good until September 16th.

Herring

Appeared fairly plentiful on May 17th, and fair hauls were made until June 2nd, from which date they were scarce until September 16th. Nothing reported afterwards.

Lobster

Fishing commenced on May 17th, and good catches were made each day until the 24th, after which very fair catches were made until the end of the month. During the remainder of the season the average catch was fair.

Mackerel

Were first taken on June 27th, but the catches throughout this season were light.

Salmon

Appeared on June 14th, and the catches varied from poor to fair during the remainder of that month. From July 1st to 22nd they were scarce with the exception of a few fair hauls from July 9th to 12th inclusive.

Squid

Were taken in light supplies from July 19th to August 30th, after which the average catch was fair until September 16th.

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MARGAREE.

Alewives

Were taken in small quantities, quite regularly, from May 10th, to June 3rd.

Codfish

Were first reported on May 21st, from which date light catches were made daily, until the 11th of July. About this date the fishery greatly improved, and notwithstanding the scarcity of bait and rough weather, fair catches were reported until July 26th, when dog-fish appeared on the ground. From July 26th to October 12th, the catches varied from fair to poor; although on August 28th they were plentiful but weather was unfavourable for fishing. Total catch considered only about half an average year's catch.

Haddock

From June 10th, until August 27th, light catches were made quite regularly, after which the catch, although somewhat irregular, was fair. It is reported that the season's catch is much below last year's.

Hake

Appeared about the same time as haddock and the catches throughout the season were identically the same.

Herring

Fishing commenced about May 10th, but the catches were very light until about the 20th of August, when good fishing was reported each day until the 30th, after which the catches became light owing to unfavourable weather. It is considered that the past season's catch has been better than for many years.

Lobsters

Appeared about May 14th, and during the remainder of the month the catches were as in the previous year good: From June 1st to 10th, fair catches were made each day, but afterwards were scarce until fishing closed on July 24th. The total catch is considered fair, although undersized lobsters were a great obstacle.

Mackerel

Were first reported schooling on June 28th, but the catches were, as far as reported, light and irregular until August 27th; although they were reported plentiful on the coast on August 12th, but would not take hooks. On August 28th they again appeared plentiful, and on the following day were reported to be taking hooks freely at Grand Etang, but the weather was unfavourable and the catches consequently light. Throughout September, when the weather permitted, boats varied from 50 to 300 mackerel; but on the 27th they averaged 600 of best quality. The only catch reported in October was on the 5th, when boats varied from 200 to 800. Remainder of month unfavourable for fishing. During the past season 23 boats have been engaged in this fishery, and have averaged 15 bbls., which is considered good. For the past few years, it is reported that these fish have been keeping further out from the shore and the boats now engaged are too small and unsafe for the distance.

Salmon

Were taken as early as May 21st, but the catches, although quite regular, were light until July 26th. Total estimated about 40% of a good year's catch, which is attributed to the great number of nets on the coast.

Squid

Appeared July 12th, but the catches were light until the 25th, after which, some fairly good catches were obtained until August 3rd. It is the opinion that fishermen do not pay sufficient attention to their supply of bait. As a rule they go out in the morning expecting to get their supply for the day, and when they fail, they have to return empty; whereas, if they had been provided with bait this season when the fish struck, it is probable they would have done much better.

MEAT COVE.

Codfish

Appeared about May 21st this season, and the catches until September 18th varied from fair to poor owing to the very unfavourable weather which prevailed. About July 23rd dog-fish made their appearance but were not reported troublesome. During the last week of September and former part of October, boats did very well with cod, which were of large size. On the whole the season's catch is reported below the average.

Herring

Were not taken this season until May 24th, from which date until the last of June, the catches varied from fair to poor. It is reported that a school of very large and fat herring struck in early in September, and fishermen secured enough for the local market, but none for export.

Lobster

Fishing commenced May 21st, and the catches were very good until June 15th, boats varying from 800 to 1,600 daily, when a northerly gale destroyed many traps. After repairs had been effected, the catch was a very fair average until the season closed. The past season has been profitable to both fishermen and packers, and fish were of large size.

Mackerel

Were first taken in light quantities on June 21st, and were used as bait; but on the 25th they became more plentiful, and from July 8th to 10th, inclusive, were reported schooling, but would neither take hook nor mesh. During the following week they were reported to be schooling in-shore, and light catches were made each day until the 26th, when they were again reported schooling. From August 1st to 10th fair catches were made quite regularly, after which date, and until September 18th, the catches were light and irregular. In comparison with former years the fishery is reported a failure.

Salmon

Were first reported on June 5th, but the catches were light and somewhat irregular until the 24th, from which date until the 28th the fishery was fair. On June 15th considerable damage was done to nets by a northerly gale, some of which were totally destroyed.

Squid

Were taken in fair quantities pretty regularly from August 31st to October 8th.

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NORTH SYDNEY.

Codfish

Were reported showing on May 25th, but no catches were made until the 29th, from which date, until July 9th the catches were light and very irregular. On August 17th, Captain Bissett of the Dominion Government steamer "Lansdowne" reported that while at anchor, on the 6th, on the northern side of Caplin Bank, in 30 fathoms of water, over 3 qtls. of cod were taken with 4 lines in less than 4 hours. At that time no boats were in sight.

Herring

Were reported showing first on May 10th, but the catches throughout the season were very light.

Mackerel

Were first reported on May 31st, in small quantities, but the takes were very small and irregular until the 12th of August, from which date the average catch was fair until the 17th, and fish were of very large size. Throughout October, heavy winds interfered with this fishery and the catches were light.

PETIT-DE-GRAT.

Alewives

Were very scarce the past season and boats scarcely averaged 1 barrel.

Codfish

Were first taken on May 10th, in fair catches; but about the 13th they became scarce and remained so until June 23rd, when a slight improvement was noticeable, but was not of long duration, as bad weather and scarcity of bait prevented fishermen from taking good fares. About July 29th dog-fish were found very troublesome, but as they left on August 3rd and enabled herring to strike in, fishermen were reported to have done well until about the 12th, when bad weather prevented successful fishing until the end of the season. The total catch for the season is considered much below that of 1894, and is attributed to the trawlers, late last fall, split their fish on the grounds and disposing of the offal which thus destroyed the mother fish.

Haddock

Appeared the same time as cod and in fair quantities; but during the latter half of the month the catches were light. Throughout June, catches varied from fair to poor but were not afterwards reported. It is reported that the total catch has not been as good as the previous year; although fish were on the grounds quite plentifully but would not take hooks, for which no reason could be assigned.

Hake

Were not taken at this station during the past season.

Herring

Appeared in fair quantities on May 3rd, which was about three weeks earlier than last year, and the catches were fairly good until the 10th, from which date until June 16th they were light. During the latter part of June the average catches

were fair, but they again fell off considerably, and until July 23rd only light catches were obtained when weather permitted. On July 24th they became more plentiful, but dog-fish having appeared, the catches were not as good as they otherwise would have been had dog-fish not interfered. They disappeared, however, about August 2nd, and until September 6th some very good fishing was reported. On September 29th dog-fish again struck, and the catches were very light until October 13th, when dog-fish were reported very destructive. During the summer, when the in-shore fishery was poor, good hauls were made in deep water, and the total catch for the season is estimated to be in excess of that of last year. It is reported that during the past season 11 licensed American and 19 Nova Scotia fishermen, besides smaller boats, baited at this station.

Lobster

Fishing commenced early in April, and fishermen made good catches; but as prices were low they were kept in crates, expressly made for the purpose, until prices ruled higher, which occurred about April 25th. From the first report received on May 1st until June 9th, the catches varied from good to fair, and during the remainder of the season, or until July 24th, varied from fair to poor.

Mackerel

With the exception of some fair hauls during the first week of June, the catches were poor all through the season. Good prices were obtained for spring mackerel, but the summer run did not appear as usual; and fishermen, expecting a large fall run, went to heavy expense in fitting out, but the catches proved small and unremunerative, although they sold readily for 8 cents apiece. Those caught towards the end of October realized 10 cents, which, in a measure, compensated fishermen for their heavy outlay. The total catch is estimated at 120 barrels.

Salmon

Were also scarce during the past season, and is attributed to the dry weather.

Squid

Struck in on July 22nd and were taken in good quantities during the remainder of that month, but were afterwards reported scarce until the season closed on October 15th.

PORT HOOD.

Codfish

Appeared May 25th, from which date until July 8th the catches were light but regular. From July 8th until September 6th very fair catches were reported each day, but during the rest of the month bad weather and dog-fish prevented fishing to any extent, although light hauls were made quite regularly. About the 1st of October dog-fish began to move off, and until the 14th fair fishing was reported. In comparison with previous years fish have been somewhat scarcer and the catch consequently below the average; notwithstanding the fact that dog-fish were not as plentiful or destructive.

Haddock

Fishing commenced about the same time as cod, and as far as reported the catches each day were about the same.

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Hake

Did not appear until June 12th, and the catches were light until about July 8th when an improvement was noticed and fish were fairly plentiful until September 12th. From this date until the end of the month the catches were again light, but during the former part of October were fair and regular.

Herring

Appeared nearly a week later this year, and from May 11th until June 2nd were on an average fair, although they were plentiful at Little Judique on May 29th. From June 3rd until July 8th the fishing was poor; but about the 9th it somewhat improved, and fair catches were made regularly each day until August 1st when fishing was reported poor and irregular and the catches were very light until the 15th, when fish became more plentiful and fair hauls were made daily until the 28th, after which the catches were light until the close of the season. It is reported that the summer catch has been, as usual, poor.

Lobsters

Were taken in small quantities on May 13th, but on the 17th increased to fair and remained so until about June 12th, when they were again reported scarce; and only light catches were made until July 8th. From July 8th until the 16th, they were fairly plentiful. At Judique, the catch for the past season was good and was considered better than usual.

Mackerel

Appeared about a week earlier this year and were taken in small quantities, quite regularly, from June 28th until October 14th. On July 20th, they were reported schooling at this station, but did not materially affect the catches.

Squid

Struck in in small quantities on August 6th, but increased during the following three days and were reported plentiful from the 11th until the 14th, after which they became scarcer and varied from fair to good, until September 12th. From September 12th until October 14th, the catches were light and irregular.

ST. ANN'S.

Codfish

As far as reported, the only catches made during the season were from June 13th to 20th, when light fares were obtained each day.

Hake

Were taken in light quantities each day from September 12th to October 14th; but as prices ruled low, fishermen did not give this branch much attention.

Herring

Appeared plentifully about May 2nd, and throughout that week the catches were good, but during the remainder of the month were, on an average, fair. From June 1st to 11th, light catches were reported quite regularly, but none were afterwards taken until about July 2nd, when the usual run of July herring began to

appear, and on the 6th a fine school struck, and as the weather was favourable excellent hauls were made for a few days. After this the catches became lighter and finally closed about the 18th.

Lobsters

The only catches reported throughout the season were from June 13th to 20th, when fair catches were made each day.

Mackerel

Were reported about May 30th, but no catches were made until June 4th, when they were reported in fair quantities on the northern side of the bay, and the catches were fairly good until the 11th, from which date until the end of the month no catches were made. From July 2nd to 18th the catch was light, and from August 17th to September 19th was equally light, but fish were reported to be large and fat.

Salmon

Light catches were made quite regularly from June 13th to July 11th.

Squid

Were taken in good quantities from July 20th to 31st, but vessels did not call for bait as in former years, hence the demand was light.

ST. PETER'S.

Alewives

Light catches were reported each day from June 4th to 18th.

Codfish

Appeared about May 17th, but the catches were reported light until about August 27th, as the facilities for getting bait from Bras d'Or Lake were not good, when herring struck in and for about 10 days the fishery was fair. From September 6th to 20th the catches were again light, owing to stormy weather, but afterwards were fair until October 14th. Fair codfishing was reported in Bras d'Or Lake as early as May 4th and during the following week, and from October 4th to 9th the catches were fair. On Eastern Banks fish and bait were reported scarce on June 29th, but about July 31st, cod and squid bait were taken in fair quantities, when weather permitted, until August 5th, when fishing was again poor. On August 31st bankers were arriving with good fares from banks, but reported the weather unfavourable on Eastern and Grand Banks for fishing. Throughout September fish and bait were reported scarce on Eastern Banks. It is reported that the total catch is much below the aggregate of last year, as vessels from this district engaged in the codfishery on Eastern Banks and North Bay fell behind last year's catch.

Haddock

Were first reported on May 18th, and were taken in small quantities until August 12th. Total catch much below the average.

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Herring

Fishing commenced May 13th, and with the exception of a few fair catches throughout the month of June and former part of July, the quantities taken each day were small. On July 30th the fishery improved and good catches were made each day during the following week. On August 27th they were reported to have struck in off St. Peter's Island, and during the remainder of the month the catches varied from good to poor. In Bras d'Or Lake spring herring were plentiful as soon as the ice disappeared, and during the first ten days of May the average catch was good, and bait was reported to have been in abundance. It is also reported that quite a large quantity of fat winter herring are generally taken before the lake freezes over.

Lobster

Fishing commenced about May 2nd, and the catches throughout the month varied from good to fair. From June 1st to July 14th, the average catch was fairly good, but afterwards lobsters became scarce and fishing closed on the 27th July. On the whole the catch was good and fair prices were obtained. It is reported that a factory is under construction, to be in operation next spring.

Mackerel

Appeared this year on May 24th, and small catches of very large size were made each day in-shore during the remainder of the month. On May 27th they were reported to have struck in at St. Peter's Island, and some boats had 131 large fish. Throughout June the catches varied from fair to poor, but the total catch up to the 22nd of June did not amount to much over that required for home consumption. During the months of July, August and September the catches were light and irregular. About September 25th small mackerel were reported schooling in abundance, but no catches were reported. The fall fishing by hooks and nets was very light, and the fish caught were used for home consumption.

PRINCE EDWARD ISLAND.

ALBERTON.

Codfish

Were first reported on June 3rd, but the catches were poor until August 23rd, although they were reported fairly plentiful 10 miles off-shore in the 2nd week of July. From August 24 to September 29, the catches varied from good to fair. Although the season's catch has been small it is not doubted that fish were plentiful throughout the entire season. Fishermen are reported to be so accustomed to live a life of indolence and ease during the summer time at the seashore, that they prefer devoting their whole attention to the uncertainty of mackerel than to engage vigorously in this branch, although codfish abound from 10 to 12 miles off-shore. One vessel, the "S. A. Packhurst," 46 tons, was filled out about the middle of June with a crew composed mostly of Newfoundlanders and they are reported to have taken 120,000 lbs. of dried fish for which they realized good prices. If the fishermen of this district wish to succeed in this important industry they will have to provide themselves with larger boats or small schooners, as the present sized boat is too small for the distance necessary to go.

Hake

Were taken in light catches from July 29th to September 25th, after which they were fairly plentiful until September 29th, when this fishery closed. This fish is reported to abound in all sections of this district during the season.

Herring

Appeared in small quantities on May 2nd, but the average catch was fair until June 6th, from which date until June 21st they were rather scarce. From June 22nd, until September 24th, no catches were reported; but during the last week of September, the catches varied from fair to poor. A quantity quite sufficient to supply the lobster packers with bait was taken in this district.

Lobster

Fishing commenced on May 2nd, when a fair catch was reported but on the day following the catches became good and remained so until the 22nd, after which they again became fair remaining so until June 6th. On May 29th and 30th, fair fishing was reported in deep water 8 miles off. From June 7th until July 11th, the catches were light each day.

Mackerel

Appeared on June 5th, from which date they were taken in catches varying from fair to good until the 15th, and were reported to be of very large size. With the exception of some fair hauls during the 2nd week of August, and from the 6th to 10th of September, this fishery was poor from June 16th to 29th. From August 5th to 7th inclusive, they were taking hooks freely at Ebbfleet. On the whole this fishery has been very poor the past season in this district, and boats, 3 men, have not averaged over 9 barrels. The prices, however, were good, bringing the fishermen as high as \$14 per barrel at Alberton. It is reported that the mackerel caught the past season were the largest ever seen in this district and were very fat.

Synopsis of special report from Mr. John P. Brennan, reporter for the Fisheries Intelligence Bureau at Alberton, P.E.I.:

"The fresh fish, smelt and eel fishery is growing fast with us, thanks to our government placing such a good winter boat on this province and Pictou. The smelts are caught principally with bag seines 25 x 12 feet mouth, rail in length from 30 to 50 feet; in former years those seines were fitted with a web in mouth, shaped like a funnel tapering to about 8 feet space. When the smelts go into the seine the smaller ones not merchantable were allowed sufficient time to pass out through the meshes, after closing the mouth. Now the department condemns the funnel and allows only open nets."

GEORGETOWN.

Codfish

Although reported good on Western Banks about May 4th, were not taken in-shore until about the 30th, when good catches were made. On June 1st, vessels at North Point were reported to have done well, and fish were also reported to have struck in off Panmure Island. The catches at Bonaventure Island were light, while those in-shore, until the 20th, were a fair average. On June 15th good fishing was reported on Rocky Ridge, 5 miles east of Boughton Island. From the 21st to 30th fish were reported plentiful off-shore, but the catches were only light owing to the scarcity of bait. On July 1st they were reported still plentiful off-shore and on banks, but the catches taken in-shore throughout the month were light, and fish were of small size. Throughout August the in-shore fishery remained poor, but about the 17th good fishing was reported off Souris and on northern part of the island, while fair catches were being made off Boughton Island. With the exception of some fair catches in-shore during the second week of September and former part of October, this fishery was not prosecuted to any extent, as a great many of the boats were hauled up owing to stormy weather.

Marine and Fisheries—Fisheries Branch.

Hake

Were taken in fair catches in-shore on August 17th, and about the same time they appeared fairly plentiful off Boughton Island. During the latter part of August and throughout September, the in-shore catches, with the exception of a few fair ones during the second week, were poor, owing to stormy weather. From September 1st to 15th, this fish was reported plentiful on the banks from 6 to 10 miles off; and during the first 10 days of October fair catches were made in-shore each day.

Herring

Fishing commenced about April 19, but the catches were light until May 11th, from which date they were in abundance in the harbour and the several bays in this vicinity until about June 1st, when they moved off. During this period about 50 bankers were supplied with bait, and a large quantity was secured for lobster bait. Throughout the months of June, July and August the catches were very light and irregular, but from September 1st to 14th fair fishing was reported between Cape Bear and Boughton Island. During the remainder of the season the catches were only light, but fishermen were busily engaged netting in Cardigan and Boughton Bays.

Lobsters

Were first reported on May 10th, in small quantities, but during the following week the catch was considered fair for the time engaged fishing, as bad weather interfered greatly. From May 18th until June 20th, fair catches were reported regularly each day; but during the remainder of the season were scarce. About July 2nd, traps were moved from deep to shoal water when an improvement was found for a few days; but fish having again fallen off, several of the factories decided to close.

Mackerel

Were first taken on June 21st, from which date until October 10th the catches were light although regular. On September 24th they were taken in fair hauls off East Point, and on October 8th were taking hooks freely between East Point and Cape George. During the past season two schooners were employed chiefly hooking, and their total catch packed is estimated at 125 barrels whereas the number of barrels for boat fishermen will not exceed 65, which is considered poor. The boat fishermen complain that they are at a disadvantage in not obtaining pogie bait free of duty; and to succeed in this fishery a change of bait, they contend, is necessary, as at present their chief bait is herring and clams.

Squid

Were fairly plentiful during the first two weeks of September, but were not afterwards reported. From September 15th to 23rd they were reported plentiful on banks off Souris.

KILDARE.

Codfish

Were first reported on June 3rd, from which date until August 29th the catches were light. On September 2nd good fishing was reported which continued until the 11th, after which the catches were only fair until the 14th, when bad weather prevented fishing the rest of the season.

Hake

Were taken in catches varying from fair to poor from September 2nd to 14th.

Herring

Appeared in light quantities on May 2nd, but on the 4th they became quite plentiful and the catches until the 23rd were good. During the remainder of the month fair catches were made each day; but during the remainder of the season, as far as reported, were light.

Lobster

Fishing commenced on May 2nd, and the average catch was good until June 6th, after which the catches were light until the season closed. It is reported that notwithstanding the season was from 8 to 10 weeks in duration, the total catch was poor and will scarcely pay expenses.

Mackerel

Of very large size appeared on June 8th, and good hauls were made until the 11th, from which date until August 12th the catches were small; although they were reported schooling in-shore on the 5th of August. On August 13th an improvement was reported and fair takes were made each day until the 23rd, when stormy weather prevented successful fishing the remainder of the season.

MALPÈQUE.

Codfish

Appeared in small quantities about May 28th, but increased to fair on June 13th, from which date until the 5th October the catches were fairly good. Throughout the months of July and August windy weather interrupted the fishery, but it is generally considered that the season's catch has been a good average one.

Herring

Were first reported on May 3rd in fair quantities, but on the 8th they became very plentiful, and nets were reported full, as was also the case on the 23rd. During the month they were taken in fairly good quantities, fishermen getting all they required for bait and home consumption. None were afterwards reported.

Lobsters

Were taken about ten days earlier this season, the first catch having been reported on May 8th, from which date until the end of the month the catch was a good average. During the early part of June bad weather greatly interfered with fishing, and the catches were light. From June 13th to July 24th fair catches were made each day when weather permitted. The past season has been the most satisfactory one for some years past, and fishermen and packers are well satisfied with the season's work; there having been about 2,200 cases put up, which is an advance of 200 cases over 1894.

Mackerel

Appeared about a fortnight earlier this season, but the catches from June 10th to September 13th were light. During the latter part of August mackerel were reported to be large and fat—150 filling a barrel—and netters varied from 500 to 600. The in-shore fishery seems to be gradually diminishing, and fishermen are of the opinion that nets are a great injury to the mackerel, as they tend to frighten and drive them into deep water, and they further believe that the nets will ultimately drive them from the shores.

Marine and Fisheries—Fisheries Branch.

MIMINEGASH.

Codfish

Were first reported on June 1st, but the catches throughout the summer were light, as this branch is not vigorously prosecuted. During the latter part of September and former part of October the fishery was good.

Haddock and Hake

Were taken in light quantities during the last week of July.

Herring

Were first reported on May 4th, and the catches were good during the following week, but afterwards gradually decreased and the fishery closed about June 30th. Notwithstanding the shortness of the season the catch is reported good. The fishery between West Point and Gage Cape—a distance of about 25 miles—was poor the past year.

Lobster

Fishing opened this year on May 3rd with good prospects, as lobsters were reported plentiful; but on the 7th they began to decrease and fishing closed on June 8th, or about three weeks earlier than last season. Total catch considered below the average. Fishing between West Point and Gage Cape was poor the past season

Mackerel

Appeared about June 25th, from which date until September 26th the catches, although quite regular, were light. On July 2nd they were reported schooling. It is reported that the hook and line fishery has been a failure, but netters did fairly well.

NAIL POND.

Codfish

Appeared June 3rd, but the catches were light until August 29th. On September 2nd good fishing was reported which lasted until the 11th, and for the following 3 days the catches were fair. Nothing afterwards reported.

Hake

Were taken in light catches from August 16th to September 11th, after which fair fishing was reported until the 14th, when this branch closed.

Herring

Were reported in good quantities on May 4th, and good hauls were made each day until the 19th, when they became somewhat scarcer and varied from fair to poor until June 3rd. From June 4th to 21st the catches were poor and fishing closed.

Lobster

Fishing commenced on May 3rd, and good catches were made until the 28th when a falling off was reported, and during the remainder of that month the catches were fair. From June 6th to 21st light catches were made daily, but on latter date this fishery closed.

Mackerel

Of very large size were taken in good quantities from June 8th to 10, inclusive, but on the day following became scarce and from the 17th the catches were very light until the end of the month. Nothing was reported throughout July, but on August 14th an improvement was reported and light takes were made each day until the 29th, from which date fair fishing was reported until September 5th, but during the remainder of the season the takes were light and the weather stormy.

Squid

Good supplies were reported to have been taken during the third week of May.

TIGNISH.

Codfish

Appeared June 3rd, and were taken in light catches until August 23rd, when they became more plentiful and fair catches were made each day until the 2nd of September, from which date they were good until the 11th. The only fishing reported after this date were a few fair catches until the 14th; the weather afterwards becoming stormy and unfit for small boats.

Hake

Were taken in catches varying from poor to fair during the first 2 weeks of September.

Herring

Were first reported on May 2nd, and a light catch was made, but on the following day they appeared in large quantities and good fishing was reported until the 23rd, there having been, during that period, some excellent hauls made. On the 24th they decreased somewhat, and until June 6th the hauls were only fair. From June 6th until the 21st light catches only were made and nothing was reported afterwards.

Lobster

Fishing commenced on May 2nd, and until June 5th good catches were reported regularly. On the 6th they began to decrease and during the remainder of the season the catches were light.

Mackerel

Appeared on June 6th, in fair quantities and during the 5 following days good hauls of very large fish were reported. From the 12th to September 29th the catches were light although there was a noticeable improvement on August 13th, and a few fair takes were made for a few days.

WATERFORD.

Codfish

Were first reported on June 3rd, but the catches until August 29th were light and somewhat irregular. From September 2nd to 11th good catches were made each day, but during the succeeding 3 days the catches were only fair and fishing closed,

Marine and Fisheries—Fisheries Branch.

Hake

Were taken in light catches from July 30th to September 11th, from which date until the 14th the catches were very fair.

Herring

Appeared in fair quantities on May 2nd, but on the 4th an improvement was reported, and until the 20th good catches were made each day. From May 20th until June 6th the catches varied from fair to poor, but from latter date until the 21st were poor. Nothing afterwards reported.

Lobster

Fishing commenced about April 27th, but they appeared very plentifully on May 2nd, from this station to Frog Pond, a distance of about 12 miles, and some excellent catches were made until the 17th, after which they gradually decreased until June 7th. During this month lobsters became so scarce that the greater number of packers took in their gear, while the others moved their traps down to North Cape where they met with fair success until the season closed.

Mackerel

Of very fair size were taken in good quantities from June 8th to 10th inclusive, but afterwards gradually decreased and the catches became poor; remaining so until the 30th of July, when they appeared fairly plentiful and fair hauls were made each day until the 15th of August. During the first 10 days of August, fair hauls were also made at North Cape. During the remainder of the season the catches at this station were light.

NEW BRUNSWICK.

BEAVER HARBOUR.

Codfish

Were first reported on June 15th, but the catches throughout the season were light. On July 30th dog-fish struck in plentifully, and during the following month proved very troublesome. Total catch for season considered somewhat in advance of the previous year's catch.

Haddock

Fishing commenced the same time as cod, and the catches throughout the season were about the same, although the general catch is somewhat below that of 1894.

Hake

Struck in about June 21st in fair quantities, but owing to bad weather and scarcity of bait the catches were light the following week. On July 3rd they were reported in good quantities, and until the 23rd some excellent catches were made. From July 24th until August 24th the catches were light owing principally to scarcity of bait and prevalence of dog-fish; but on the 25th they gradually improved, and from the 1st to 10th of September the catches were again very good. From September 11th to October 4th the catches varied from very good to fair, but from latter date until the 15th they were light, and the general catch is considered below that of 1894.

Herring

On July 5th small herring were reported to be just striking in, and during the week following large quantities were taken and were sold for bait at \$3 per hoghead. On July 26th however, large fish appeared in fair quantities, and fair catches were made until August 3rd. From this latter date until the 24th the catches varied from very good to fair, but were afterwards scarce until September 19th, although small herring were very plentiful, and weirs were repeatedly reported full. On September 20th large herring became plentiful, and from that date until October 4th the catches were excellent, but were afterwards scarce until the season closed. It is reported that no herring were smoked at this station during the past season.

Lobsters,

Although not reported regularly, were fairly plentiful, as an advance of about 60 tons is reported for the past season. But taking into consideration the increased number of plant worked, the average catch per man will not be materially increased.

Mackerel

The only catches reported were during the second week of September, when light hauls were made each day.

Sardines

Were reported plentiful during the former part of the season, but scarce the latter part.

Shad

Struck in about September 12th, and light catches were made during that week, they having been the first taken for about 10 years.

Squid

Appeared plentifully from September 27th to October 4th, but during the remainder of the month were scarce.

CAMPOBELLO.

Codfish

Appeared on May 8th, and the total catch, as far as reported, has been fair for the season.

Haddock

Did not appear until May 17th, but the catch has been a fair average and realized good prices.

Hake

Appeared also on May 17th and were reported plentiful during the season; but the prices offered by the dealers were not sufficient to make it profitable for the fishermen.

Marine and Fisheries—Fisheries Branch.

Herring.

Information as to date of early catches has not been ascertained; but it is reported that this fish was very plentiful throughout the season; but the low prices offered for smoked and barrel herring were so discouraging to the fishermen, that a much lighter quantity has been cured than in former years.

Lobsters

Were first reported on May 8th, but as far as could be ascertained the catches were light.

Sardines

Appeared in fair quantities on May 7th, and the season's catch is considered good and the prices paid averaged \$3 per hoghead.

On the whole the total catch has been more than an average season's work as the following results will show, but the prices here ruled low.

RETURN OF FISH FOR THE DISTRICT OF CAMPOBELLO, N. B., UNDER FISHERIES BUREAU, SEASON OF 1895.

Herring.....	1,220	bbls.
Herring, smoked.....	1,250	lbs.
Lobsters, fresh.....	36,000	“
Codfish.....	179,900	“
Pollock.....	421,300	“
Hake.....	161,000	“
Hake sounds.....	1,452	“
Haddock.....	436,300	“
Halibut.....	45,000	“
Smelts.....	4,000	“
Sardines.....	50,000	bbls.
Herring used for bait.....	1,176	“
Squid do.....	149	“
Cod oil do.....	5,500	galls.

CABAQUET.

Codfish

Appeared in small quantities on May 27th, but improved greatly on the 30th, and during the following week good catches were made each day. From June 5th to 30th very few catches were reported, but during the third week some excellent catches were made. From July 4th to August 16th the catches varied from good to fair, but for the remainder of the month were poor owing to bad weather. Throughout September fair catches were made each day with the exception of a few light ones during the second week. In October the fishery was irregular, there having been only a few catches made which varied from fair to good. Herring and clam bait were plentiful in this district during the entire season, but notwithstanding this fact, the total catch is considered somewhat lower than last season.

Herring

Were reported as early as April 20th, but nets were not set until May 1st, when light catches were made for a few days after which the fishery became good and remained so until the end of the month. Throughout the months of June, July and August, the catches, though very irregular, were on an average fair; with the exception of August 22nd, when boats were reported to have varied from 25 to 30 bbls.

From September 3rd to 25th good catches were made each day and during the former part of October the catches, although irregular, were fair. It is reported that the past season's catch has been the largest for the past several years.

Lobster

Fishing commenced about 10 days earlier this season and the catches, although reported somewhat irregularly, were good throughout the season. It is considered that the catches during the past season have been the largest for some years past.

Mackerel

Were first reported this season on July 4th, being somewhat later than last season, and the catches throughout the month varied from fair to poor although they were reported on July 24th to be taking hooks freely in Caraquet Bay. During the first ten days of August the catch was good but for the remainder of the season was poor.

ESCUMINAC.

Alewives,

With the exception of some fair catches during the first week of June, were scarce from May 23rd to June 19th.

Codfish

Appeared in light quantities on June 8th and the catches were regular each day until the 20th when an improvement was reported and catches varied from good to fair until July 22nd when they again became light until the end of the month. During the remainder of the season, catches were very fair and particularly good in the former part of September. The total catch for the season is considered good.

Herring

Were taken in light catches from May 2nd to 5th after which some excellent hauls were made until the 10th when they gradually decreased and nothing was reported after the 22nd.

Lobster

Fishing opened on May 2nd and fair catches were reported each day until the 22nd from which date they were poor until June 19th. From June 19th to July 5th the catches varied from good to fair but were poor during the remainder of the season. Total catch considered fairly good.

Mackerel

Appeared July 12th but the catches were light until September 4th notwithstanding that they were schooling from July 27th to 31st. From September 5th to 22nd the catches varied from fair to poor. Total catch for the season considered poor but fish were large and of fine quality.

Salmon

Were reported scarce from May 23rd to June 23rd after which catches varying from good to fair were taken until July 5th. During the remainder of the season the catches were light, and the total catch is considered poor.

Marine and Fisheries—Fisheries Branch.

Shad

Appeared in good quantities on May 23rd, but on the 25th the catches greatly diminished, and only light catches were reported until the season closed on June 18th. Total catch for season considered fair.

GRAND MANAN.

On account of the cable being out of repair throughout the whole fishing season, daily telegraphic information from Grand Manan has been impossible. The following synopsis is made from the weekly reports:—

Codfish

Reported poor May 20th to 27th, fair 27th to 31st; poor June 1st to 17th, fair 17th to 29th; fair July 14th to 20th, poor 20 to 28th; poor September 22nd to 28th. Reports from the outlying districts show: Fair catches on Bulkhead and Soundings May 15th to 17th; fair at Grand Manan's Bank, Ingall's Bank, Bulk Head and Soundings during latter half of July and up to August 3rd; fair, Soundings and Bulk Head August 11th; good, Ingall's Bank, August 10th to 17th, and again August 31st; fair, Bulk Head and Soundings September 7th, and at Clark's Rock and Southwest Head September 20th; one week's good fishing off White Head Island, October 12th. The total catch of dry cod is lighter than that of the previous year by about 500 qtls, while the catch of fresh cod is about the same.

Haddock

Reported as follows: Poor May 20th to 27th, fair 27th to 31st; poor, June 9th to 21st, good, 22nd to 29th; fair July 14th to 27th, poor, July 28th to August 10th, poor, September 1st to 7th. One week's good fishing in North Channel, May 31st, and some good catches latter part of June and July. Total catch estimated at 150 tons, which met a ready market in the upper Canadian cities.

Hake

Reported poor June 9th to 21st, good 21st to 29th; poor July 14th to 20th, fair 21st to 27th; poor July 28th to August 10th; very good August 11th to 17th; poor September 1st to 7th. The total catch shows a falling off of about 50 per cent as compared with last year; although the number of men and boats engaged equalled that of the previous year. No particular reason can be assigned for the decrease, except it might be that a scarcity of certain kinds of feed upon which this class of fish subsists, such as shrimp, was noticeable. However, as this has happened in former years, it may be due to some cause which as yet cannot be explained.

Halibut.

Total catch about 70 tons.

Herring

Reported poor June 1st to 15th, and July 14th to 20th; fair July 21st to 27th; poor July 28th to 31st; very good August 1st to 3rd, fair 4th to 10th, very good 11th to 17th; fair September 15th to 21st. On July 8th good catches of large net herring were reported taken on the Rippings; also very large catches July 20th to 27th. Large quantities of herring reported at Dark Harbour Pond August 21st and September 28th; at Cheney's Head August 31st; at Flagg's Head August 17th, and at North Head October 12th. On the whole the past season's operations in the herring fishery have been very successful. In the smoked fish line there have been

cured upwards of 1,800,000 boxes, which shows quite an increase over last season. As fully two-thirds of these are fine bloaters, and realize 40 cents per box here,—the package furnished by the buyers free of charge,—this branch has paid well. This fish finds a ready market in the West Indies, and one box is equal to five such as I have enumerated in the total catch. The firm of Watt & Thomas, who are now doing an extensive business with haddock, also bid fair to open an extensive market for kippered herring in Ontario. This fish is packed in 1-lb cans, and are reported by some to even be superior to the Scotch kippers.

Lobsters.

From May 13th to June 8th the catch is reported fair; June 8th to 22nd poor. It is said that the total catch shows an increase of about 200 tons over that of the previous year. This improvement is attributed to the strict observance of close season and other protective measures.

SHIPPEGAN.

Codfish.

Appeared about three weeks earlier this season, and from May 18th to 24th good catches were reported each day, after which they were fair until the end of the month. During the first week of June some excellent catches were reported but during the remainder of the month they varied from fair to poor; particularly during the latter part when the weather was unfavourable. From July 1st to 22nd bait was very scarce and the catches of cod were consequently light. On the 23rd, however, they somewhat improved and until August 10th fair catches were reported each day although the total catch to above date was considered below that of last year; from August 10th to 26th the catches were again light owing to unfavourable weather; but on the 27th they appeared plentiful and very good fishing was reported until September 10th; after which the catches varied from fair to poor during the remainder of the month. During the first week of October excellent catches were reported each day and schooners were reported to have done very well. On the whole the past season's operations compare favourably with 1894, as the total catch is estimated to be about 15,000 qtls. During the fall months the schooners made excellent catches but the boat fishing was not vigorously prosecuted owing to stormy weather.

Halibut

Were taken in light catches from July 1st to August 6th, but were not reported afterwards.

Herring,

As far as reported, were only taken in the month of May; when catches varying from fair to good were reported during the second week but were scarce from the 18th to 23rd. Throughout the first week of September good catches were reported on Caraque Bank.

Lobster

Fishing commenced early as the weather was very favorable and excellent fishing was reported each day until June 3rd. About the 10th they began to fall off gradually and until July 22nd, when the fishery closed, the catches each day were very light. As far as could be ascertained the ten factories on Miscou Island packed, during the past season, about 6,200 cases; while those on the Gulf shore, about the same number, scarcely did as well, owing to the early falling off of this fish in June. It is estimated that there are about 70 boats engaged in the fisheries in this district which gives employment to about 330 people.

Marine and Fisheries—Fisheries Branch.

Mackerel

Were reported good and of large size on July 26th, but the catches afterwards were very irregular; there having been fair hauls made on August 7th, after which the fish were reported to be keeping on the bottom and would not take the hook. In the last week of August light catches were made each day but were not afterwards reported. In comparison with last season this fishery has been a failure; as the catch will not exceed 300 bbls, most of which was shipped fresh in ice to Boston. This failure has proved very trying to the fishermen of this district as the excellent results of 1894 encouraged them to greater preparations which were obtained at considerable cost.

Salmon

Were taken in light quantities from May 18th to 23rd, after which they slightly improved and fair fishing was reported until June 3rd. From June 3rd to 17th the catches were again light and the total catch was reported below that of the previous year to date. During the remainder of the month the catches varied from fair to poor and the fish were reported to be of small size.

QUEBEC.

ESQUIMAUX POINT.

Caplin

Were reported in good quantities from June 10th to 27th.

Codfish.

Reports from this station were not very regular during the past season as it is not a regular reporting station and all information received has been gathered by Mr. Vibert of Long Point who obtains information from several of the smaller places in his district and notifies the Bureau of the state of fishing; the first report indicated fair fishing from June 7th until July 21st, when stormy weather interfered and with the exception of an occasional good catch in August and September the fishery was poor until the end of the season. It is estimated that the total catch will be about 2,500 qtls.

Launce

Were taken in good quantities from June 7th until September 14th.

Salmon

Were reported to have been taken in light catches from June 14th until July 5th.

GASPÉ.

Codfish

Appeared on May 5th, from which date until the close of the season the catches were light, and the season's catch is considered poor.

Herring

Were taken in fairly good quantities during the first 2 weeks of May, but throughout July the catches were very light and nothing was reported during the other months.

Lobsters.

Very few taken during the season.

Mackerel

Were first reported on June 19th and light catches were made until the 21st. Very few were afterwards taken, but on the 16th small mackerel were plentiful in outside bay and on September 2nd "tinkers" were plentiful in the harbour.

Salmon

Although scarce, were taken regularly from May 18th to July 8th.

Smelts

Were quite plentiful in the former part of October and the fishery is reported to have been good.

GRAND RIVER.

Codfish

Appeared about ten days later this season; it having been about the 27th May when the first catch was reported. From this date until the last of September the average catch was very fair, the summer catch having been much below that of previous years. Throughout October fishing was good and much better than last season; hence the total catch is considered fair. During the past season 35 boats have been added to the fleet, there having been 125 boats engaged in this fishery and reported to have averaged 75 draughts, which is only about one half of what the 90 boats averaged last season. Throughout the months of June, July and August bait was reported very scarce which greatly handicapped fishermen. During the first two weeks of June boats returned from banks with from 8 to 12 draughts; and but little was afterwards done owing to the continued scarcity of bait, and bad weather which prevented boats from remaining on banks during latter part of August.

Herring

Appeared first on April 20th in fair quantities and remained so until May 31st, from which date and until the end of June the catches were somewhat lighter. Throughout July, August and September the average catch was fair although somewhat irregular. About the same time at which they appeared at this station, fair quantities were also reported at Little River West. There is no special attention given this fishery as there is none exported; the catches being solely used for bait.

Lobsters

Were reported fairly plentiful at this station and Little River West on April 20th and continued so until May 3rd when they became plentiful and remained so until the 9th, after which they gradually decreased and fishing closed on June 15th. Catch for season considered an average one.

Mackerel

Very few are now caught in this vicinity. For years past they seem to have abandoned this part of the gulf and are now looked upon as a luxury.

Marine and Fisheries—Fisheries Branch.

Squid.

Were first taken on September 9th in small quantities, but during the succeeding five days gradually improved after which they again became scarce and remained so until the end of the month. During the first week of October some good catches were again reported. On September 26th they were reported on banks. This fish, during the past season, has not been as plentiful as in former years and very few are reported to have been taken inshore.

LONG POINT.

Caplin

Were reported quite plentiful from June 19th to July 2nd.

Codfish

Appeared June 17th, and from that date until September 8th the catches varied from good to fair when weather permitted; but bait becoming scarce the catches were correspondingly light until October 5th, when fishing closed for the season. It is reported that this season's operations on the Saguenay coast have been very poor and the average catch not much over half of last season's. This shortage is greatly owing to continuous heavy winds throughout the fishing season, and information received indicates that the fishermen of some districts have suffered to such an extent that they will be in want. The following particulars will show to what extent this branch is prosecuted at this station:—

Quintals of fish landed.	Number of boats in use.	Men employed.	Nets employed.	Value of boats and nets.
2,300	18	54	4	\$1,040.00

Launce

Appeared about two weeks earlier this season and some excellent catches were made on June 3rd and 4th, but during the remainder of the month, although they continued plentiful, the catches were not as good and were more irregular. From July 5th to August 28th they were quite as plentiful and more regular, and as a result fishermen obtained good supplies of bait. During the remainder of the season the catches were on an average fair.

Salmon,

As far as reported, were only taken in light catches from June 19th to July 5th, and the total catch will probably fall below that of the past two years.

MAGPIE.

Caplin

Fishing was good from June 5th to 20th, but was afterwards poor until July 2nd.

Codfish

Were reported in fair quantities on May 1st, from which time until July 13th, the catches varied from fair to poor. During the remainder of the season the catches as far as reported, were light. The following will show to what extent fishing is carried on at this station :—

Quintals of fish landed.	Number of boats in use.	Men employed.	Nets employed.	Value of boats and nets.
6,000	98	346	43	\$4,500 00

Launce

Were plentiful in the second week of July but afterwards scarce.

Salmon,

As far as reported, were only taken in light catches during the third week of June.

MOISIE RIVER.

Information has been very irregular from this station during the past season owing to the fact that there is no reporter for this district. The information received, as in past years, is gathered and forwarded to the Bureau by the reporter at Seven Islands.

Codfish

Appeared about June 4th, when a good catch were made; but nothing was reported afterwards until July 4th, when fair catches were made each day, until the 15th, from which date until the close of the season the catches were light.

Launce

Were taken in large quantities during the first two weeks of June and last two weeks of July, and were good, although irregular, throughout the months of August and September.

Salmon

Were reported fair from the 11th to 18th June, inclusive.

NEWPORT POINT.

Caplin

Were taken in catches varying from good to fair between June 8th and 20th.

Codfish

Appeared May 28th, and light catches were made each day until the 31st, when an improvement was reported and good fishing remained until June 11th, when they commenced to decrease and during the remainder of the month the catches were light, owing principally to the scarcity of bait. Throughout July the catch was on

Marine and Fisheries—Fisheries Branch.

an average fair and light takes were reported on the banks. In August, however, the catches were poor and irregular, and is wholly attributed to the scarcity of bait as fish were reported frequently fair on in-shore grounds. On August 21st nearly all the boats were reported on the banks and the catches in-shore were very light while the catches from the banks, during the greater part of September, varied from 7 draughts to 20 draughts. During the latter part of September, strong winds prevented successful fishing and but few catches were reported. Throughout the first week of October, although bait was scarce and weather bad and the in-shore catches light, the boats which were on the banks secured fares varying from 15 to 30 draughts. On the whole the past season's operations have not been as successful as the previous two years; as the in-shore fall fishery was very poor. Total catch estimated at 6,000 qtls. or about 2,000 qtls. short of 1894.

Herring

Appeared in fair quantities on May 3rd and with the exception of being somewhat irregular between May 12th and 30th the catches were on an average good until June 12th. From latter date until August 13th the average catch was fair and light takes were made on the banks during the third week of July. The total catch is estimated at 1,300 bbls., which is somewhat in excess of last season's catch.

Lobster

Fishing commenced May 3rd and was on an average fair throughout the month. During the first week of June the catches were light, but irregular. Total catch estimated at 7,000 cases, which is an advance over last season's catch.

Squid

Were first reported on August 9th in fair quantities, but were not afterwards reported until September 5rd from which date until the 11th fair hauls were made each day. After this they became very irregular and but few catches were made.

PASPEBIAC.

Caplin,

Although regular, were taken only in light hauls from June 1st to July 5th.

Codfish

Were first reported on June 1st, from which time until the 24th the catches were light but regular. Throughout the latter week bait could not be obtained and fishing was practically suspended. During the months of July, August and September the catches were again light when bait was scarce but good when bait could be obtained. In October fair fishing was reported and the fall catch is considered fair.

Herring

Fishing commenced on May 2nd and good catches were made each day until the 15th, when bad weather prevented fishing on the 16th and the catches afterwards gradually decreased until the 24th, from which date until the last of September they were poor and very irregular throughout. In the former part of October this fishery became fairly good and the fall catch gave promise of being fair.

Squid

Were taken in light quantities from September 11th to 24th.

PERCÉ.

Codfish

Were first reported on May 25th, and the catches were fair until June 4th, after which bait became scarce and catches light and remained so during the entire season; although the poor catches were often interspersed with very good fares which might have been predominant, had bait been obtainable.

Herring

Appeared in fair quantities on May 3rd, but on the following day became very plentiful, and excellent catches were reported until June 6th, after which but few were reported until July 12th. During the remainder of the season catches were light and somewhat irregular throughout August, September and October.

Lobsters

Varied from good to fair from May 2nd to 13th, when stormy weather slackened catches, which continued light until the season closed.

Squid

Were taken in light supplies, regularly, from September 9th to October 13th.

INT ST. PETER.

Codfish

Appeared about May 28th, but were only taken in small quantities until about the 28th of August, owing chiefly to high winds and strong tides; although, as in former years, the scarcity of bait helped to make an unsuccessful fishing. From August 28th, until the close of the season the average catch was fair. On July 13th cod were reported good on banks, but towards the latter part of the month the catches had somewhat decreased. About August 3rd, fishermen reported a good appearance of cod on the banks, but no catches were reported until the 24th, when they became very good and continued so until about the middle of September. The average catch per boat during the past season is reported to be about 95 draughts which is about 30 draughts per boat below the catch of 1894.

Herring

Were reported on May 1st, to be fairly plentiful and the catch throughout the month was on an average good. During the first three weeks of June they were very plentiful but afterwards were fair until the 11th of July, during the remainder of which month they were scarce. During the remainder of the season the catches varied from fair to poor.

Lobsters

Varied from fair to good from May 1st until June 5th, from which date until the 20th the catch was light. Total catch for the season considered fair.

Squid

Appeared about August 10th, and although reported plentiful the catches were light until about September 15th, after which they varied from fair to good until the 28th. During the first two weeks of October the catches only varied from fair to poor.

Marine and Fisheries—Fisheries Branch.

RIDGE POINT.

Although not a reporting station the following particulars were received which will enable those interested to see to what extent fishing is prosecuted at this station.

Quintals of Fish landed.	Number of Boats in use.	Men employed.	Nets employed.	Value of Boats and Nets.
1,500	26	90	3	\$1,150

SEVEN ISLANDS.

Caplin

Were first reported on May 22nd and very good catches were made during the remainder of the month.

Codfish

Appeared about June 4th, and were taken in good quantities until about July 4th, when the catch became poor for a few days and finally averaged fair for the remainder of the month. With the exception of some fair catches during the third week of August, the average catch for the remainder of the season was poor. It is reported that the total catch for this season will be much less than last, and is attributed to the stormy weather during the season.

Halibut

Were taken in fair quantities during the last two days of May. Nothing afterwards.

Herring

Were reported on May 14th to have struck in, but no catches were made until the 22nd when fishing was good until the 31st. The only catches afterwards reported were from July 9th to 15th, when light catches were reported each day.

Launce

Appeared plentifully on May 29th and during the entire season, with the exception of a period from August 14th to 23rd, when the catches were only fair, the catches were reported very good.

Mackerel

Of small size were taken in small quantities by seine with launce during the last week of August.

Salmon

Were on an average fair from May 21st to June 4th.

SHELDRAKE.

Caplin

Good catches were made each day from June 10th to 27th.

Codfish

Were first reported on May 24th, and until September 25th the average catch was fair; although the fishing was very irregular during August and September. From October 3rd to 12th light catches were reported each day. Of the 60 boats fishing this season in this district it is estimated that the total catch will be about 5,000 draughts green or about 3,700 qtls. dry fish.

Launce

Although reported very irregularly were plentiful from June 7th to September 14th.

Salmon

A few light catches were reported from June 14th to 25th.

ST. JOHN'S RIVER.

Codfish

Were reported very irregularly throughout the season and although catches varied from good to fair from June 5th to September 25th, the following will give a better idea of the past season's catch, etc.:—

Quintals of fish landed.	Number of boats in use.	Men employed.	Nets employed.	Value of boats and nets.
5,981	92	289	13	\$3,500 00

Launce,

As codfish, were reported irregularly from July 26th to September 5th, but were on an average fair.

Salmon

Were reported to be quite plentiful during the first two weeks of June.

ST. MARGUERITE.

Codfish

Were taken in good quantities from July 4th to 16th, but during the remainder of the month fishing was stopped by stormy weather. Throughout September, and former part of October, the catches were light, owing chiefly to bad weather.

Launce

Were reported in good quantities throughout July and September.

Marine and Fisheries—Fisheries Branch.

THUNDER RIVER.

Caplin

Were reported good during the last week of June.

Codfish

Were not reported regularly, but catches, with the exception of some fair ones during July, were poor throughout the season.

Launce

Appeared in fair quantities on June 5th, but few were reported to have been taken. Good supplies were obtained in the second week of July, first week of August and from the 6th to 10th of September. It is reported that bad weather during the greater part of the season interfered greatly with fishing operations.

ANTICOSTI.

ENGLISH BAY AND STRAWBERRY COVE.

Alewives

Were reported very plentiful from October 2nd to 11th.

Caplin

First reported good 12th of June, and afterwards at intervals from fair to good until June 26th.

Codfish

Appeared plentifully on May 30th, and the average catch was good until June 11th, from which date the catches were light owing to unfavourable weather, until about July 7th; after which very fair catches were made for about a week, when bait became scarce and catches consequently light, until August 28th. From August 29th until the end of September catches varied from fair to poor owing to unsettled weather; but during the former part of October some very good fishing was reported. Total catches are as follows:

English Bay,—12 boats,—475 qtls., dry cod, and 100 draughts green cod.

Strawberry Cove—23 boats(single)—610 qtls. dry cod.

Halibut

Although this fish was not reported, the total catch at Strawberry Cove is estimated at 20 bbls.

Herring

Were first reported on May 29th in fair quantities and at Ellis Bay on June 6th, at which place they struck in, in great abundance and remained plentiful until rough weather set in about June 14th. From June 14th to September 25th the catches were light, although some very fair hauls were reported at intervals between these latter dates. It is estimated that the total catch at Strawberry Cove will be about 210 bbls., but the amount at English Bay could not be ascertained.

Squid

Were taken in light supplies from August 12th to September 11th.

FOX BAY.

Caplin

Were not reported at this station, but were fair off Heath Point June 22nd.

Codfish

Struck in fair abundance with the herring on May 22nd, and left with them on June 13th, during which time some very good catches were made, but the average was only fair. Nothing of any consequence was taken during the remainder of the season with the exception of some excellent fishing at Heath Point, between July 17th and August 12th, where schooners made some good catches.

Herring

Struck in on May 22nd, and with the exception of short interruptions by northerly winds, continued abundant until June 13th, when they finally left. About the middle of July, light catches were reported in the vicinity of Heath Point.

Squid

None reported.

SOUTH-WEST POINT.

Alewives

Were reported apparently abundant from September 1st to November 6th.

Caplin

Were first reported plentiful on June 1st, but on the 3rd they struck in off South-West Point, and remained in fair abundance until July 15th, but seldom came inshore.

Codfish

Appeared on June 12th in small quantities, but during the remainder of the month the catches varied from good to fair. From July 6th to September 7th, the catches were light and irregular, owing chiefly to a great scarcity of bait which existed during the latter half of July, and the unfavourable weather the rest of this period.

Herring

Were first reported on June 12th, but the catches, as far as reported, were light throughout the season; nothing having been reported after September 7th.

Squid

Were taken in fair supplies after August 5th.

Marine and Fisheries—Fisheries Branch.

MAGDALEN ISLANDS.

Codfish

Were first reported on June 6th, but the catches until September 12th were light and somewhat irregular throughout July. From September 13th to 17th, inclusive, good catches were made each day but nothing was afterwards reported. It is said that this fish is keeping out in deeper water and that they were more plentiful in the fall than in the spring, but owing to the very rough weather boats were unable to remain any time on the grounds and the catch is consequently about 25 per cent of last season's.

Herring

Were reported to have struck in at Amherst Harbour on May 7th, and on the following day excellent catches were made there and at Cape Meule. During the remainder of the month the average catch was good at all stations and it is reported that they remained longer around the islands this year than in past years.

Lobsters

Were first reported in fair quantities on May 16th, but were not nearly as plentiful as last year; and the average catch until June 5th was fair and some very good catches were made at West Point on May 27th. On June 3rd, the catches were reported decreasing on north-western and northern parts and in Pleasant Bay, as bait was very scarce; but on the south-western part of the islands very good fishing was reported. From June 5th to July 2nd, the catches were light and fishermen were reported to be taking gear up on latter date. It is reported that the catch of lobsters on the eastern and western portions of this district has been good and in excess of last year; while on the north-western side and in Pleasant Bay the catch has been about one-third less than that of 1894.

Mackerel

Were first reported on June 4th, and although not as abundant as usual were larger in size and were taken in light hauls until July 27th. On July 1st they were reported taking hooks freely at South Beach and some boats had 200. On the 22nd they were reported schooling in large quantities in different places but would not take the hook freely or strike in in as large quantities as in years past. On the 27th they were reported to have been very plentiful at Wolf Island, Grosse Isle and Etang du Nord and boats did very well for a few days. From July 31st to August 7th, although fish were plentiful, the catches were only fair owing to stormy weather and the total catch to August 5th was reported to have been about the same as last year. From the 8th to 15th inclusive, the catches were light owing to continued rough weather; but on the 16th large and fat fish were reported schooling very plentifully on the northern part of the island and very good fishing was reported at Bryon Island. During the remainder of the month the catches were light, but the fish appeared in all sections, and boats at Grosse Isle and Wolf Island made very good takes. During the first 3 weeks of September the average catch was only fair as the weather was so severe that boats could not remain out longer than one or two hours a day. The mackerel taken are said to have been larger and fatter than for many years past. On the whole the spring fishery has been fairly good and fish were of better quality than in the preceding year. It is said that the weather throughout the past season was very severe and in addition to this a large fleet of vessels from other parts of the coast, setting their nets outside, prevented the mackerel from striking inshore.

I have the honour to be sir, your obedient servant

W. M. HUTCHINS,

Officer in charge Fisheries Intelligence Bureau.

APPENDIX No. 6.

THE FUR SEALING INDUSTRY OF THE NORTH PACIFIC OCEAN, AS AFFECTED BY THE BEHRING SEA AWARD AND CONSEQUENT LEGISLATION, AS WELL AS BY THE INTERNATIONAL AGREEMENT BETWEEN GREAT BRITAIN AND RUSSIA.

BY R. N. VENNING.

Part I.—THE BEHRING SEA QUESTION.

A general outline of the standing of this question has, from year to year, been recorded in the departmental reports, the last, that for 1894, in dealing with the operations of the year immediately following the promulgation of the Paris Award Regulations, reviewed somewhat fully the machinery for that year provided to give effect to the award and consequent legislation.

The text of the legislation provided by the respective governments, as well as that of the instructions to the naval officers charged with the patrol of the waters affected by the award, formed part of the article, as also did that of the temporary and tentative agreement reached during 1894, for the sealing up of the implements of the sealing vessels traversing the North Pacific Ocean, east of the 180th meridian, during the close season.

DEPARTURE OF THE SEALING FLEET.

The following schedule shows the sealing fleet and the point of destination of each vessel which cleared for the spring fishery on the north-west coast of America, and on the coast of Japan, respectively :

Marine and Fisheries—Fisheries Branch.

BRITISH COLUMBIA Sealing Fleet, 1895.

Vessel.	Tonnage.	Master.	Crew.		Owners and Managing Owners.	Destination.	Sailed.
			White.	Indian.			
Agnes McDonald.	107	M. F. Cutler.	25		J. Collister.	Japan.	Jan. 10, 1895.
Anoko.	75	George Heater.	6	24	William Grant.	B. C. coast.	do 26, 1895.
Amateur.	18	C. Jipson.	2	15	C. Jipson.	do	do 28, 1895.
Annie C. Moore.	113	A. Hackett.	9	30	Charles Hackett.	do	do 28, 1895.
Annie E. Paint.	82	A. Bissett.	26		E. B. Marvin & Co.	Japan.	do 8, 1895.
Arietis.	86	O. Scarf.	22		William Munstie.	do	do 25, 1895.
Aurora.	41	T. Harold.	7	20	T. Harold.	B. C. coast.	Feb. 1, 1895.
Beatrice.	66	Macauley.	5	24	William Grant.	do	Jan. 19, 1895.
Beatrice.	49				Wrede & Doering.	do	do 19, 1895.
Boreal.	37	E. Robbins.	21		Thomas Harold.	Japan.	do 4, 1895.
Brenda.	100	C. E. Locke.	26		R. P. Rithet & Co., Ltd.	do	do 14, 1895.
C. D. Rand.	51	J. J. Whiteley.	6	24	Robert Ward & Co., Ltd.	B. C. coast.	do 15, 1895.
Carlotta G. Cox.	76	C. J. Harris.	23		E. B. Marvin & Co.	Japan.	do 10, 1895.
Casco.	63	C. LeBlanc.	19		George Collins.	do	do 10, 1895.
City of San Diego.	46	S. Pike.	17		H. F. Seward, William Munstie.	do	do 4, 1895.
Diana.	50	A. Nelson.	19		E. B. Marvin & Co., George Collins.	do	do 8, 1895.
Dora Seward.	93	Seward.	8	30	Robt. Ward & Co., Ltd., & H. F. Seward.	B. C. coast.	do 19, 1895.
E. B. Marvin.	96	W. D. Byers.	26		H. P. Rithet & Co., Ltd., & E. B. Marvin & Co.	Japan.	do 10, 1895.
Enterprise.	69	J. Daley.	6	28	Thos. Earl, Robt. Ward & Co., Ltd.	B. C. coast.	Feb. 7, 1895.
Favourite.	80	L. McLean.	7	36	R. P. Rithet & Co., Ltd.	do	do 4, 1895.
Fawn.	59	M. Keeffe.	6	26	Thomas Earle.	do	Jan. 23, 1895.
Fisher Maid.	21	Chippis.	1	12	Chippis.	do	do 26, 1895.
Florence M. Smith.	99	L. McGrath.	9	36	C. J. Kelly, Marvin & Co.	do	do 14, 1895.
Geneva.	92	W. O'Leary.	27		Hall, Goepel & Co.	Japan.	Dec. 31, 1894.
Kate.	58	O. Bucholz.	6	24	Captain Warren.	B. C. coast.	Jan. 30, 1895.
Katharine.	81	I. Gould.	6	24	I. Gould.	do	do 23, 1895.
Kilmory.	18	R. Southley.	3	12	F. A. Nicholson.	do	do 4, 1895.
Labrador.	25	J. Williams.	8	17	J. Williams.	do	do 4, 1895.
Libbie.	93	F. Hackett.	8	28	C. Hackett.	do	do 23, 1895.
Mary Ellen.	43	G. R. Ferey.	9	20	V. Jacobson.	Japan.	do 11, 1895.
Mary Taylor.	63	R. Lavender.	15		A. Bechtel.	B. C. coast.	do 15, 1895.
Mascot.	40	E. Larenz.	7	16	H. F. Seward.	Japan.	Dec. 28, 1894.
Maud S.	97	R. E. Mckel.	8	36	Rithet & Co., Ltd.	B. C. coast.	Jan. 22, 1895.
May Bell.	58	E. Shields.	7	24	William Munstie.	do	do 22, 1895.
Mermaid.	73	W. Whiteley.	24		Robert Ward & Co.	Japan.	do 8, 1895.
Mountain Chief.	27	J. Nawassum.	3	16	J. Nawassum.	B. C. coast.	Feb. 4, 1895.
Ocean Belle.	83	P. Martin.	23		Hall, Goepel & Co.	Japan.	Jan. 4, 1895.
Oscar & Hattie.	81	T. Magnuson.	6	34	Thomas Earle.	B. C. coast.	do 23, 1895.

BRITISH COLUMBIA Sealing Fleet, 1895—Concluded.

Vessel.	Tonnage.	Master.	Crew.		Owners and Managing Owners.	Destination.	Sailed.
			White.	Indian.			
Otto.....	86	J. McLeod.....	6	28	William Munzie.....	B. C. coast.....	Jan. 24, 1895.
Pachwellis.....	19	J. Nyetam.....		16	James Nyetam.....	do.....	Feb. 4, 1895.
Pioneer.....	59	W. E. Baker.....	24		A. Bechtel.....	Japan.....	Jan. 11, 1895.
Rosie Olsen.....	39	A. Whidden.....	6	20	A. K. Munroe.....	do.....	Dec. 27, 1894.
Sadie Turpel.....	86	J. Anderson.....	19		D. Campbell.....	do.....	Jan. 19, 1895.
Sapphire.....	109	W. Cox.....	8	36	E. B. Marvin & Co.....	B. C. coast.....	do 23, 1895.
San Jose.....	31	M. Foley.....	6	21	Rithet & Co.....	do.....	do 29, 1895.
Saucy Lass.....	38	D. Martin.....	6	20	Alexander Rosse.....	Japan.....	do 11, 1895.
Shelby.....	16	C. Clausen.....	10		Louis Wille.....	B. C. coast.....	Feb. 13, 1895.
South Bend.....	21	C. F. Dillon.....			C. F. Dillon.....	do.....	do 15, 1895.
Teresa.....	63	G. Meyer.....	7	24	Thomas Babbington.....	do.....	do 1, 1895.
Triumph.....	88	C. N. Cox.....	8	36	E. B. Marvin & Co.....	do.....	Jan. 23, 1895.
Umbrina.....	98	C. Campbell.....	25		R. P. Rithet & Co.....	Japan.....	do 14, 1895.
Vera.....	60	W. Shields.....	20		E. B. Marvin & Co.....	do.....	do 18, 1895.
Victoria.....	63	R. Balcom.....	5	25	do.....	B. C. coast.....	do 29, 1895.
Viva.....	92	M. Pike.....	23		William Munzie.....	Japan.....	do 4, 1895.
Walter E. Earle.....	68	L. Magnuson.....	6	28	Thomas Earle.....	B. C. coast.....	Feb. 16, 1895.
Walter L. Rich.....	76	S. Balcom.....	6	25	George E. Munroe.....	do.....	do 29, 1895.

CUSTOMS, CANADA,
 COLLECTOR'S OFFICE, May 11, 1895,
 Victoria, B.C.

A. R. MILNE,
 Collector.

Marine and Fisheries—Fisheries Branch.

The list represents a total of 56 vessels, 22 of which were destined for the Asiatic coast and 34 for the North American coast.

An examination of the schedule shows that 3 vessels cleared in December 1894, the "Rosie Olsen," the "Mascol" and the "Geneva," on the 27th, 28th and 31st respectively, all of them bound for the Asiatic side. These were consequently the earliest clearances for the sealing season of 1895; the remainder of the fleet following them in January and February, forty clearing in the former and thirteen in the latter month; so that by the end of February the whole of the spring sealing fleet had cleared for the sealing grounds, and distributed themselves along both shores of the North Pacific Ocean.

In addition to this fleet of 56 vessels, there remained in the port of Victoria the following sealers intending to participate in the Behring Sea seal fishery at the expiry of the close-season on the 31st July:—

"Henrietta"	31 Tons.
"Minnie"	46 do
"Penelope"	70 do
"South Bend"	21 do
"Venture"	48 do
"Wanderer"	25 do
"W. P. Sayward"	60 do

LEGISLATION.

No change has been made in the Imperial legislation—"Behring Sea award Act, 1894,"—but in order that due effect should be given to the arrangements under articles 4 and 7 of the award, provided for by Order in Council of 1894, a subsequent Imperial Order in Council was passed on the 2nd February, 1895, of which the following is the text:—

AT THE COURT AT OSBORNE HOUSE.

ISLE OF WIGHT,

The second day of February, 1895.

Present.

THE QUEEN'S MOST EXCELLENT MAJESTY.

Lord President. Lord Kensington.
Marquess of Ripon. Mr. Cecil Rhodes.
Lord Chamberlain.

Whereas by "The Behring Sea Award Act, 1894," it is enacted that Her Majesty the Queen in Council may make orders for carrying into effect the provisions of the Behring Sea Arbitration Award set out in the First Schedule to that Act, and therein referred to as the scheduled provisions:

And whereas arrangements have been made between Her Majesty and the Government of the United States for giving effect to Articles 4 and 7 of the said scheduled provisions, and it is expedient that effect should be given to those arrangements by an Order in Council under the said Act:

Now, therefore, Her Majesty, in virtue of the powers vested in Her by the said recited Act, and of all other powers enabling her in that behalf, is hereby pleased, by and with the advice of her Privy Council, to order, and it is hereby ordered, as follows:—

1. On the application of the owner or master of any British sailing-vessel intended to be employed in fur-seal fishing under the provisions of the recited Act, a Secretary of State, or any person duly authorized by him for the purpose, may, if satisfactory evidence as required by the said article 7 has been given by such owner or master of the fitness of the men to be employed by him on said vessel in the said fishing, grant a special license in the form in the schedule hereto, authorizing that vessel (for the year mentioned in the license) to fish for fur-seals during the period in the manner and in the waters in which fur seal is allowed by the recited Act; and the said special license, when so granted, shall be carried on board the said vessel at all times while so employed.

2. Every British sailing-vessel provided with a special license under this Order shall show, under her national colours, a flag, not less than 4 feet square, of two equal triangular pieces, yellow and black, joined from the right-hand upper corner of the fly to the left-hand lower corner of the luff, the part above and to the left to be black, and the part to the right and below to be yellow.

3. If in the case of any vessel there is any contravention of these regulations, a Secretary of State, or any person duly authorized by him for the purpose, whether any penalty has been recovered under the recited Act or not, may revoke the special license, whether the same was granted by a Secretary of State or by such person.

4. This Order may be cited as "The Behring Sea Award Order in Council, 1895," and "The Behring Sea Award Order in Council, 1894," and this Order may together be cited as "The Behring Sea Award Orders in Council, 1894 and 1895."

And the Right Honourable the Earl of Kimberly, K. G., and the Most Honourable the Marquess of Ripon, K. G., two to Her Majesty's Principal Secretaries of State, and the Lords of the Admiralty are to give the necessary directions herein as to them respectively appertain.

And whereas the immediate operation of the immediate operation of this Order is urgent, this Order shall come into operation forthwith.

C. L. PEEL.

THE LICENSE.

The Order in Council above quoted, necessitated some change in the form of license which had been tentatively adopted in 1894, although the changes were entirely of a formal character, involving no inconvenience or additional restrictions to, or upon the sealers.

Moreover, certain objections had been interposed by the Canadian Government to the form of license provided for by the Imperial Order in Council of 1894.

It was thought that it would be preferable if the issue of the licenses were not limited to a Secretary of State, and the master, as well as the owner, of a vessel could apply for the license and satisfy the issuing officer as to the fitness of his hunters. Otherwise, it appeared to the Canadian government, that unnecessary delay and complication were not unlikely to arise.

Her Majesty's Government concurred in the view of the Canadian Government in this respect, and the modifications in form, necessitated by the Imperial Order in Council of 1895, were such as removed all cause for objection.

The license accordingly issued in the following form:—

THE BEHRING SEA AWARD ACT, 1894.

THE BEHRING SEA AWARD ORDER IN COUNCIL, 1895.

Special License.

Whereas the British sailing vessel..... is intended to be employed in fishing for fur-seals under the provisions of "The Behring Sea Award Act, 1894."

And whereas satisfactory evidence of the fitness of the men who are to be employed on board the said vessel in the said fishing, has been given by..... the owner, or (owners or master)..... of the said vessel.

And whereas I, Alexander Roland Milne, Collector of Customs at the Port of Victoria, in the Province of British Columbia, Canada, have been duly authorized by a Secretary of State to grant special licenses under the provisions of the above mentioned Act and Order in Council.

Now, therefore, in pursuance of the above mentioned Act and Order in Council I hereby authorize the said vessel for the year..... to be employed in fur-seal fishing during the period of time, in the manner and in the waters in which fur-seal fishing is allowed by the above mentioned Act.

This special license is subject to revocation in case of any contravention of the above mentioned Act or Order in Council.

Given under my hand this..... day of..... 189.....

Collector of Customs.

at the Port of.....

The announcement of the issue of the Imperial Order in Council, with attendant changes in the license form, reached the department only subsequent to the departure of the sealing fleet, thus the issue of the new license form was impracticable, consequently all the vessels included in the foregoing list which cleared on sealing voyages during 1895, left port with licenses in the form as agreed upon for the previous year.

Marine and Fisheries—Fisheries Branch.

THE AGREEMENT FOR THE SEALING UP OF IMPLEMENTS.

This agreement, which had been entered into between the two governments, for 1894, but to which Canada had been unable to accede, was intended to afford an opportunity to the masters of sealing vessels to establish their *bona fides* by voluntarily having their sealing implements secured under seal when traversing, during the close season, on their homeward voyages or otherwise, the waters affected by the Paris Award.

The contention being that by thus rendering it impossible to use their implements, the sealers would be free from molestation on the suspicion of having contravened the award regulations by hunting seals at a time when such operations were prohibited.

The arrangement was opposed by Canada, on the ground that it formed a very substantial extension of the measure of interference with British vessels at sea, warranted by the terms of the award.

It, however, was purely optional with the master of the vessel who was free to either avail himself of the expedient or not, as he might elect.

The experience of 1894, showed conclusively that while the agreement did not operate to secure the sealers from unnecessary interference and seizure, it was interpreted as providing a new ground, wholly outside the award, for seizing British sealing vessels, as demonstrated by the seizure by United States authorities of the schooners "Wanderer" and "Favourite," charged with having each one unsealed gun on board, notwithstanding that in the case of the former vessel, the master had taken the precaution of voluntarily having his fishing implements sealed; the one gun discovered by the boarding officer, after minute search, being the private property of the mate who had stowed it away.

The gun found on board the "Wanderer" was a signal rocket gun, used to recall the boats at night and wholly unfitted for use in killing seals. The practical effect of the agreement had, therefore, been to constitute the possession of fire-arms on board a sealing schooner during the close season, an offence punishable by seizure notwithstanding that no such offence was contemplated by the award or the Imperial legislation effecting it.

Early in the month of May, Her Majesty's Government announced the decision reached not to renew for 1895 this agreement with the United States' Government, which decision was immediately communicated to the collector of customs at Victoria.

THE PATROL FLEET.

The United States patrol fleet detailed for the duty of enforcing the award regulations consisted this year of seven vessels, viz.:

The revenue cutters, "Rush," "Bear," "Corwin," "Wolcott," "Grant," "Perry," and the United States Fish Commission steamer "Albatross."

The vessels detailed by Her Majesty's Government for similar duty, were H.M.S. "Pheasant" and H.M.S. "Nymph."

BOARDING OF BRITISH VESSELS BY U. S. PATROL SHIPS.

The following statement will show the several boardings of the vessels forming the Canadian sealing fleet, during the sealing season in Behring Sea, giving the date and position at sea of each boarding and the names of the boarding vessel and officer.

SEALING SEASON, 1895.
List of Boardings in Behring Sea by United States Revenue Cutters.

Vessels.	Tonnage.	Masters.	Boarding Vessels.	Dates.	Latitude.	Longitude.	Position and catch certified correct by
Vera.....	60	W. Shields.....	U.S.R.C. Rush.....	1895. Aug. 24..	54 59 N.	168 03W.	F. M. Dunwoody, 1st Lieut.
do.....	60	do.....	do Grant.....	do 31..	55 05 N.	168 15W.	F. H. Dincock, 2nd do
C. G. Cox.....	76	Charles Harris.....	do do.....	do 21..	55 N.	170 24W.	J. G. Berry, 2nd do
do.....	76	do.....	do Perry.....	do 28..	55 21 N.	170 08W.	E. V. Johnson, 2nd do
Triumph.....	98	Clarence N. Cox.....	do do.....	do 5..	55 05 N.	167 05W.	F. S. Van Boskerck, 3rd do
do.....	98	do.....	do Grant.....	do 12..	54 51 N.	167 20W.	J. G. Berry, 2nd do
do.....	98	do.....	do Rush.....	do 19..	54 57 N.	167 20W.	F. M. Dunwoody, 1st do
do.....	98	do.....	do Corwin.....	do 12..	55 32 N.	168 13W.	D. A. DeOtts, 1st do
do.....	98	do.....	do Grant.....	Sept 3..	55 05 N.	169 25W.	K. W. Perry, 2nd do
Katherine.....	81	Isaac Gould.....	do do.....	Aug. 11..	54 57 N.	167 58W.	K. W. Perry, 2nd do
do.....	81	do.....	do Rush.....	do 24..	54 47 N.	168 27W.	J. G. Ballinger, 2nd do
Borealis.....	37	Edgar F. Robbins.....	do do.....	do 26..	56 N.	172 32W.	E. V. Johnson, 2nd do
Minnie.....	46	Victor Jacobson.....	do Grant.....	do 11..	54 55 N.	167 57W.	J. G. Berry, 2nd do
Agnes McDonald.....	107	M. P. Cutler.....	do do.....	do 5..	54 53 N.	167 43W.	F. M. Dunwoody, 1st do
do.....	107	do.....	do Grant.....	do 10..	54 59 N.	168 30W.	(K. W. Perry, 2nd do
do.....	107	do.....	do do.....	do 14..	55 23 N.	168 27W.	(F. H. Dincock, 2nd do
do.....	107	do.....	do Rush.....	do 24..	54 55 N.	168 10W.	F. H. Dincock, 2nd do
Libbie.....	92	Fred Hackett.....	do Grant.....	do 22..	55 59 N.	173 11W.	J. G. Ballinger, 2nd do
do.....	92	do.....	do Perry.....	do 25..	56 12 N.	172 12W.	J. G. Berry, 2nd do
do.....	92	do.....	do Rush.....	Sept. 2..	56 11 N.	172 47W.	C. S. Craig, 2nd do
Mary Ellen.....	79	George R. Ferey.....	do do.....	July 27..	.....	.....	J. G. Ballinger, 2nd do
do.....	79	do.....	do Bear.....	Sept. 19..	.....	.....	Boarded in Oumalaska Harbour.
Maud S.....	97	Robt. E. McKeil.....	do Grant.....	Aug. 19..	55 03 N.	169 49W.	F. M. Dunwoody, 1st Lieut.
do.....	97	do.....	do Rush.....	do 19..	55 03 N.	169 42W.	F. H. Dincock, 2nd do
Annie E. Paint.....	78	Alfred Bissett.....	do do.....	do 16..	55 24 N.	170 18W.	F. M. Dunwoody, 1st do
do.....	78	do.....	do Grant.....	do 19..	55 N.	170 17W.	K. W. Perry, 2nd do
do.....	78	do.....	do Perry.....	do 26..	56 03 N.	172 35W.	C. S. Craig, 2nd do
do.....	78	do.....	do Rush.....	Sept. 2..	56 06 N.	172 12W.	F. S. Van Boskerck, 3rd do
Henrietta.....	30	W. D. McDougall.....	do do.....	Aug. 3..	55 31 N.	166 18W.	F. S. Van Boskerck, 3rd do
do.....	30	do.....	do do.....	do 21..	54 27 N.	167 14W.	J. G. Ballinger, 2nd do
Wanderer.....	25	Henry Paxton.....	do Grant.....	do 15..	54 09 N.	167 15W.	(D. F. Lozier, Captain.
							{ K. W. Perry, 2nd Lieut.

Marine and Fisheries—Fisheries Branch.

do	25	do	do	do	24	54 55 N.	168 20W.	do	do	J. G. Ballinger, 2nd do
do	25	do	do	do	31	54 55 N.	167 59W.	do	do	F. M. Dunwoody, 1st do
do	25	do	do	do	Sept. 16	55 27 N.	169 41W.	do	do	F. S. Van Boskerck, 2nd do
Dora Siewerd	93	H. F. Siewerd	do	do	5.	55 02 N.	168 07W.	do	do	I. G. Ballinger, 1st do
do	93	do	do	do	23	55 20 N.	168 02W.	do	do	F. M. Dunwoody, 2nd do
do	93	do	do	do	Sept. 1.	55 28 N.	170 26W.	do	do	F. M. Dunwoody, 1st do
Kate	58	Otto Buckholz	do	do	Aug. 22	54 43 N.	167 19W.	do	do	F. M. Dunwoody, 1st do
do	58	do	do	do	Sept. 3	55 13 N.	169 53W.	do	do	J. G. Berry, 2nd do
Aurora	41	Thomas Harold	do	do	Aug. 4	55 30 N.	168 26W.	do	do	(J. G. Ballinger, 2nd do
do	41	do	do	do	9	55 01 N.	167 30W.	do	do	F. G. Berry, 2nd do
do	41	do	do	do	23	54 49 N.	167 35W.	do	do	F. S. Van Boskerck, 3rd do
do	41	do	do	do	Sept. 3	55 13 N.	169 03W.	do	do	J. G. Berry, 2nd do
Florence M. Smith	98	Luke McGrath	do	do	Aug. 11	54 40 N.	167 26W.	do	do	J. G. Berry, 2nd do
do	98	do	do	do	14	54 56 N.	167 15W.	do	do	F. A. DeOts, 2nd do
do	98	do	do	do	15	54 43 N.	167 12W.	do	do	E. V. D. Johnson, 2nd do
Annie C. Moore	113	Charles Hackett	do	do	12	55 . . N.	169 56W.	do	do	(K. W. Perry, 2nd do
Ainoko	75	George Heater	do	do	Sept. 2	55 14 N.	166 37W.	do	do	F. H. Dinock, 2nd do
Walter L. Rich	76	Spratt Balcarran	do	do	Aug. 12	54 53 N.	167 14W.	do	do	J. G. Berry, 2nd do
do	76	do	do	do	18	55 07 N.	170 25W.	do	do	F. M. Dunwoody, 1st do
do	76	do	do	do	28	55 24 N.	170 17W.	do	do	F. S. Van Boskerck, 3rd do
do	76	do	do	do	31	55 11 N.	168 08W.	do	do	C. S. Craig, 2nd do
do	76	do	do	do	Sept. 3	55 05 N.	169 16W.	do	do	J. G. Berry, 2nd do
do	76	do	do	do	20	55 12 N.	167 36W.	do	do	K. G. Daniels, 2nd do
Sapphire	109	William Cox	do	do	Aug. 9	54 52 N.	167 33W.	do	do	J. G. Berry, 2nd do
do	109	do	do	do	11	54 30 N.	167 06W.	do	do	C. S. Craig, 2nd do
do	109	do	do	do	12	54 48 N.	167 31W.	do	do	F. M. Dunwoody, 1st do
do	109	do	do	do	17	55 09 N.	170 37W.	do	do	K. W. Perry, 2nd do
do	109	do	do	do	21	55 02 N.	170 18W.	do	do	J. G. Daniels, 2nd do
do	109	do	do	do	Sept. 2	56 46 N.	172 55W.	do	do	J. G. Berry, 2nd do
do	109	do	do	do	Aug. 20	55 10 N.	168 55W.	do	do	C. S. Craig, 2nd do
Beatrice, Vancouver	49	L. Olsen	do	do	22	55 10 N.	168 55W.	do	do	F. M. Dunwoody, 1st do
do	25	John G. Searle	do	do	22	54 47 N.	167 11W.	do	do	K. W. Perry, 2nd do
do	63	Rubens Balcarran	do	do	24	54 52 N.	167 54W.	do	do	F. M. Dunwoody, 1st do
do	63	do	do	do	31	54 53 N.	167 45W.	do	do	do
do	63	do	do	do	Sept. 2	55 19 N.	166 54W.	do	do	K. W. Perry, 2nd do
do	63	do	do	do	Aug. 19	55 06 N.	168 16W.	do	do	do
do	63	do	do	do	12	55 05 N.	169 22W.	do	do	do
Teresa	63	George Myers	do	do	18	54 08 N.	170 26W.	do	do	do
do	63	do	do	do	24	54 47 N.	168 27W.	do	do	J. G. Ballinger, 2nd do
do	63	do	do	do	31	55 57 N.	168 20W.	do	do	do
do	63	do	do	do	Sept. 2	55 23 N.	167 00W.	do	do	F. M. Dunwoody, 1st do
do	63	do	do	do	Aug. 11	54 44 N.	167 21W.	do	do	J. G. Berry, 2nd do
Penelope	69	William Heatter	do	do	12	54 02 N.	167 06W.	do	do	F. M. Dunwoody, 1st do
do	69	do	do	do	14	54 43 N.	167 13W.	do	do	D. F. A. DeOts, 2nd do
do	69	do	do	do	15	54 30 N.	166 55W.	do	do	E. V. D. Johnson, 2nd do
do	69	do	do	do	Sept. 3	54 58 N.	169 09W.	do	do	K. W. Perry, 2nd do
do	69	do	do	do	Aug. 5	55 16 N.	168 13W.	do	do	F. M. Dunwoody, 1st do
Favourite	80	L. McLean	do	do	11	55 04 N.	166 07W.	do	do	E. V. D. Johnson, 2nd do
do	80	do	do	do	11					

83 skins found on board in excess of catch, in official log, J. G. Ballinger, 2nd Lieut

Position and catch certified correct by F. M. Dunwoody, 1st do

List of Boardings in Behring Sea by United States Revenue Cutters—Concluded.

Vessels.	Tonnage.	Masters.	Boarding Vessels.	Date.	Latitude.	Longitude.	Position and catch certified correct by
E. B. Marvin.....	99	W. D. Byers.....	U.S.R.C. Grant.....	1895. Aug. 21.	55 02 N.	170 27W.	J. G. Berry, 2nd Lieut
do	99	do	do	do 26.	56 00 N.	172 28W.	C. S. Craig, 3rd do
Beatrice, Shanghai.	99	do	Rush	Sept. 2.	56 18 N.	172 47W.	F. S. Van Boskerck, 3rd do
Oscar and Hattie.	81	D. G. Macauley.....	do	Aug. 11.	54 52 N.	169 15W.	K. W. Perry, 2nd do
do	81	Theo. Magnesen.....	do	do 9.	55 01 N.	167 26W.	J. G. Berry, 2nd do
do	81	do	Rush	do 12.	54 49 N.	168 03W.	J. G. Ballinger, 2nd do
do	81	do	Grant	do 14.	55 17 N.	168 25W.	K. W. Perry, 2nd do
do	81	do	do	do 18.	55 20 N.	170 05W.	F. S. Van Boskerck, 3rd do
do	81	do	do	do 20.	55 00 N.	169 48W.	J. G. Berry, 2nd do
do	81	do	do	do 31.	55 20 N.	167 43W.	K. W. Perry, 2nd do
San Jose.....	31	M. Foley.....	do	do 14.	55 05 N.	167 25W.	W. V. E. Jacobs, 2nd do
do	31	do	do	do 11.	54 47 N.	167 38W.	J. G. Berry, 2nd do
do	31	do	Rush	do 24.	55 10 N.	167 58W.	F. M. Dunwoody, 1st do
do	31	do	Grant	Sept. 2.	54 57 N.	168 45W.	K. W. Perry, 2nd do
South Bend.	20	C. F. Dillon.....	do	Aug. 22.	54 58 N.	166 36W.	F. M. Dunwoody, 1st do
do	20	do	do	Sept. 3.	55 24 N.	169 02W.	J. G. Ballinger, 2nd do
Enterprise.	69	John Daley.....	do	Aug. 7.	55 05 N.	169 53W.	F. M. Dunwoody, 1st do
do	69	do	do	do 17.	55 11 N.	170 03W.	L. G. Berry, 2nd do
do	69	do	Grant	do 20.	55 18 N.	170 17W.	E. V. Johnson, 2nd do
do	69	do	Perry	do 28.	55 03 N.	169 53W.	F. M. Dunwoody, 1st do
do	69	do	Rush	Sept. 1.	54 47 N.	167 38W.	J. G. Berry, 2nd do
Saucy Lass.....	42	Daniel Martin.....	do	Aug. 11.	54 48 N.	167 31W.	F. M. Dunwoody, 1st do
do	42	do	do	do 12.	54 48 N.	167 31W.	F. M. Dunwoody, 1st do
C. D. Rand (of Van-conver)	51	John J. Whiteley.....	do	do 5.	54 57 N.	167 45W.	F. S. Van Boskerck, 3rd do
do	51	do	do	do 11.	54 33 N.	166 36W.	F. M. Dunwoody, 1st do
do	51	do	do	do 31.	54 50 N.	168 08W.	do do 1st do
do	51	do	Grant	do 31.	55 18 N.	167 48W.	John G. Berry, 2nd do
do	51	do	do	Sept. 3.	55 03 N.	169 23W.	K. W. Perry, 2nd do

PORT OF VICTORIA, B.C.

A. R. MILNE,
Collector.

Marine and Fisheries—Fisheries Branch.

This list represents a total of thirty-five vessels visited. An examination will show that between the 3rd August and the 20th September, the aggregate number of boardings was 106, an average of three to each sealing vessel, distributed among the fleet as follows:—

Boarded once.....	7 vessels.
“ twice.....	10 “
“ three times	4 “
“ four times.....	6 “
“ five times.....	5 “
“ six times	3 “

Upon search of the vessels and examination of the skins, the boarding officers certified in the official log-books, the time of boarding, the position of the vessel at sea, and the number of seal skins at the time on board.

Considerable dissatisfaction has been expressed by the masters of the sealing fleet, over the trouble and inconvenience to which they are subjected by these inquisitorial visits and searches.

A statement by one of the masters describes the methods adopted by the boarding officers. The vessel was searched against his will, the skins which had been carefully salted and put in the hold, were pulled out of the salt and left scattered around, necessitating their being re-salted and re-packed.

This represents one boarding only, but it serves to illustrate the irritating and vexatious espionage which the sealers have undergone, when boarded five or six times in about six weeks.

It is obvious that these licensed vessels, pursuing a legitimate calling, the character of which is essentially most hazardous both to life and capital, are at all times subject to what they consider the most provoking and unfriendly, if not, indeed, wholly unwarranted interference.

It has been represented that the extent of the power of interference by boarding officers, seems to be practically unlimited, and no matter what may be the result of the searches, the inconvenience and disaster accruing, must invariably be borne by the sealers.

While the searching of the vessels and examination of the skins in Behring Sea, appears to be largely designed to detect skins of seals killed by fire-arms, which are forbidden there, it is noteworthy that a large majority of the vessels cleared for the Behring Sea voyage equipped for spearing only, and carried no fire-arms; yet this fact in no way secured them immunity from the search and attendant inconvenience above explained.

The efficiency and completeness of the patrol in Behring Sea must, in the light of the above circumstances, be amply demonstrated, and it would seem that the *bona fides* of the Canadian sealing fleet cannot be successfully assailed, notwithstanding the abnormally strict supervision which has been exercised over it.

It is gratifying that the good faith, good citizenship and law-abiding character of the Canadian sealers, is emphasized by the fact that in no instance has a British vessel been reported as even dangerously near the sixty-mile zone.

In addition to the vessels contained in the foregoing list the following were in Behring Sea but were not boarded: “Director,” “May Belle,” “Mascot,” “Otto,” “Fawn.”

THE SEASON'S CATCH.

The following table prepared by Collector Milne, of Victoria, B.C., comprises a complete detailed return of the season's operations by the British sealing fleet, as well as returns of the catches by the United States fleet, and that of the respective lessees of the American and Russian Seal Islands, thus embracing the total take of seals in the North Pacific Ocean.

RETURN OF THE SEAL CATCH FOR THE SEASON OF 1895.

Vessels.	Tons.	Masters.	CREWS.				CATCH.					Totals.
			Whites.	Indians.	Boats.	Canoes.	B. C. Coast.	Japan Coast.	Vicinity of Copper Island.	Behring Sea.		
										Males.	Females.	
Agnes McDonald..	107	M. F. Cutler . . .	28	14	8	7		711		593	669	1,973
Ainoko	75	G. Heater	26	2	13	13	325		479	515	1,319	
Amateur	18	C. Jipson	2	14		7	65					65
Annie C. Moore	113	C. Hackett	8	30	2	15	105			730	812	1,647
Annie F. Paint	82	A. Bissett	26		8			1,121	135	191	575	2,022
Arietta	86	O. Scarf	22		7			680	426			1,106
Aurora	41	T. Harold	7	22	2	11	108			186	527	821
Beatrice, Shanghai	66	D. G. Maccauley	5	28	1	14	230			608	838	1,676
Beatrice, Vancou'r	49	L. Olsen	18		6	2				93	109	202
Borealis	37	E. Robbins	21		6			801	110	96	641	1,648
Brenda	100	C. E. Locke	*	*				881				881
C. D. Rand	51	J. J. Whiteley	7	16	3	8	143			182	459	784
Carlotta G. Cox	76	C. J. Harris	26		8			920	22	176	449	1,567
Casco	63	C. LeBlanc	19		6			1,308	351			1,659
City San Diego	46	S. Pike	17		5			370	243			613
Diana	50	A. Nelson	19		6			872	292			1,164
Director	87	F. W. Gilbert	23		7				71	317	300	688
Dora Siewerd	93	H. F. Siewerd	7	36	2	18	503			766	813	2,082
E. B. Marvin	96	W. D. Byers	27		8			949	10	125	251	1,332
Enterprise	69	J. Daley	7	30	2	15	221			947	782	1,950
Favourite	80	L. McLean	5	36	1	18	150			927	720	1,797
Fawn	59	M. Keefe	6	28	1	14	248			460	316	1,024
Fisher-maid	21	C. Chippis	1	12		6	109					109
Florence M. Smith	99	L. McGrath	8	41	2	20	285			563	594	1,443
Fortuna	97	J. Cousins	18		5			219				219
Geneva	92	W. O'Leary	29		9			1,137	470			1,607
Henrietta	31	W. D. McDougall	7	8	2	4				45	156	201
Kate	58	O. Buckholz	6	21	2	10	181			279	394	854
Katherine	81	J. Gould	7	21	2	11	159			288	403	850
Kilmeny	18	R. Southby	3	8		4	15					15
Labrador	25	J. G. Searle	4	11		6	51				76	183
Libbie	92	F. Hackett	8	21	2	11	234			451	1,016	1,701
Mary Ellen	63	G. R. Ferey	10	20	5	10		854		106	356	1,316
Mary Taylor	43	R. O. Lavender	18		5		369		434			803
Mascot	40	E. Lorenz	7	16	2	8		787	168	126	223	1,304
Maud S	97	R. E. McKeil	9	32	2	16	287			750	642	1,679
May Belle	58	E. Shields	7	23	2	13	234			437	676	1,347
Mermaid	73	W. H. Whiteley	24		7			1,113	753			1,866
Minnie	46	V. Jacobson	8	18	3	9				266	393	659
Mountain Chief	23	J. Nawassum	2	16		6	39					39
Ocean Belle	83	P. Martin	23		7			1,056	562			1,618
Oscar & Hattie	82	T. Magnesen	9	24	3	12	147			652	515	1,314
Otto	86	J. McLeod	8	32	3	14	285		30	432	364	1,111
Pachwellis	19	J. Myetam		14		7	66					66
Penelope	69	W. Heater	5	24	2	12				238	532	770
Pioneer	66	W. E. Baker	24		7			845	790			1,635
Rosie Olsen	39	A. B. Whidden	*	*				627				627
Sadie Turpel	56	J. Anderson	19		6			798	470			1,268
Sapphire	108	William Cox	8	37	3	19	192			827	956	1,975
San Jose	31	M. Foley	5	20	2	18	147			318	251	716
Saucy Lass	38	D. Martin	6	21	1	10	257			269	432	958
Shelby	16	C. Claussen	10		4		124					124
South Bond	21	C. F. Dillon	4	10	1	4				37	111	148
Teresa	63	G. Myer	8	17	2	9	102			335	532	969
Triumph	98	C. N. Cox	8	43	3	19	353			862	995	2,210
Urbina	99	C. Campbell	25		7			1,187	562			1,749
Vera	60	W. Shields	19		6			853	15	177	272	1,317
Victoria	63	R. Balcam	7	25	2	12	187			601	566	1,354
Viva	92	M. Pike	23		7			601	367			968
Walter L. Rich	76	S. Balcam	9	24	2	12	145			678	534	1,357
Wanderer	26	H. Faxton	2	10	1	5				259	97	356
Indian canoes catch							3,787					3,787
Totals	3,892		705	854	210	421	9,853	18,687	6,281	15,949	19,969	70,739

* Wrecked.

Marine and Fisheries—Fisheries Branch.

Total Canadian catch.....	70,739
Catch of "Director" off Falkland Islands.....	620
do American schooners landed at Victoria.....	2,255
Total.....	73,614

Total Pacific Catch.

Seals landed at Victoria.....	73,614
do American ports by U. S. schooners.....	20,307
Seals catch on Pribyloff Islands (North American Commercial Co.).....	15,000
do Copper Islands (Russian Seal Skin Co.).....	17,920
Total.....	126,841

Victoria, B. C., 2nd November, 1895.

Collector **Milne** sums up the result of the operations of the Canadian fleet as revealed in this statement as follows:—

There have been licensed during the past year 64 British vessels sailing from this port.

Of this number 22 sailed during December, 1894, and January, 1895, to Japan; 33 were engaged in the British Columbia Coast catch, and 9 Indian schooners, which likewise confined their operations to the British Columbia Coast up to the first of May.

CREWS.

There were engaged in this industry 705 white seamen and 854 Indians, showing this year a decrease in the white seamen and an increase in the number of Indians, the fact of the increase of Indians was owing to the demand for spear-men in Behring Sea, where fire-arms could not be used.

BOATS AND CANOES.

The record shows that there were 210 boats and 421 canoes in use this year, exhibiting a decrease of 56 boats and an increase of 162 canoes; this as with the crews, was owing to the number of Indian spear-men going to Behring Sea.

BRITISH COLUMBIA COAST CATCH.

The figures show the total British Columbia Coast catch to be 9,853, exhibiting a decrease of 1,850 skins compared with 1894, although a larger number of vessels were engaged. The cause assigned for this decrease, was chiefly owing to the boisterous weather which prevailed along the British Columbia Coast, and when the weather moderated the seals had passed northward, so that the larger herds could not be reached before the 1st of May, the commencement of the close season.

JAPAN CATCH.

The total result of the operations on the Japanese coast show that there were only taken 18,687 skins as against 49,483 in 1894, being a marked decrease of 30,796.

This decrease caused me to make diligent inquiry from the masters and crews, and the conclusion arrived at was, that stormy weather usually prevailed all along the Japanese Coast, preventing the schooners from lowering their boats sometimes for days together, also it seems to be the consensus of opinion amongst them, that the schooners this year were in advance of the seal herd which had apparently gone further to the south than usual.

COPPER ISLAND CATCH.

Twenty schooners were sealing in the vicinity of Copper Island, which obtained a catch of 6,281 as against 24 vessels last year with a catch of 7,437.

BEHRING SEA.

In the month of June, last, 33 vessels cleared from this port for Behring Sea, proceeding to the West Coast, where they obtained Indian hunters, and proceeded direct to Unalaska where they were all instructed if they reported themselves to the custom house that no difficulty was anticipated. On the clearance papers from this port, it was plainly stated that they had no fire-arms, nets or explosives, and that their hunting outfit consisted only of spears. On the 1st of August they all left the Port of Unalaska, United States of America, and at once sailed to the sealing grounds.

There were also eight vessels which entered Behring Sea from the westward, which had been engaged sealing on the Japanese side making a total of 41 British vessels, fishing in Behring Sea, the result of their fishing being 35,918, as against 27 vessels in 1894 with a catch of 26,425, an increase of 9,493 seals.

The weather being good and seals reported to be fairly plentiful, but in this regard some conflicting accounts were given, no doubt measured by their individual success.

REMARKS.

The catch for the past seven years has been :—

1889	35,310
1890	43,325
1891.....	52,365
1892.....	49,743
1893.....	70,592
1894.....	95,048
1895.....	73,614

representing an average, in round figures, of 60,000 skins per annum.

It will thus be seen that the yield of the present year, notwithstanding Collector Milne's explanations of unpropitious weather and unfavourable circumstances, is largely in excess of the average for the past seven years.

Prior to the extraordinary and abnormal take of 1894, under the most favourable conditions of weather and other circumstances, that of 1893, greatly exceeded any in previous years, in the history of the sealing industry, yet the take of the present year is considerably larger than it was.

The significance of the decrease in the catch as compared with 1894, cannot, it is thought, be so marked as might at first appear if the two years alone are considered.

The contention that the seal herds are being rapidly exterminated, and that only a vestige of their former greatness remains, does not appear to gather much strength from an impartial examination of the figures representing the annual catch. Indeed, considered in the light of the explanations offered by the sealers, the result of the present year's operations may be regarded as affording reasonable grounds for an exactly opposite conclusion.

Perhaps one of the most noteworthy incidents in the industry this year, is the catch by the schooner "Director," in the North Atlantic Ocean, off Falkland Islands, of 620 seals.

Inquiries were instituted for the purpose of collecting any information in connection with the incident, which might be of interest to the question of the sealing industry generally.

It was ascertained that Captain Frederick W. Gilbert, of the schooner "Director," 87 tons register, with a crew of 25 men, sailed from Halifax, N. S., on the 20th December, 1894, bound for the Asiatic side of the North Pacific Ocean.

On reaching the 10th degree of south latitude, the master was obliged to change his course, by reason of his supply of provisions and water being insufficient to enable him to complete his voyage.

The run from Halifax to the Falkland Islands was made in forty-eight days. While off the southern end of the islands, he encountered several groups of seals. He consequently devoted thirty-six days to sealing in that neighbourhood, as well as off the east and west end of Staten Island, resulting in the capture of 620 seals, which he took to the port of Victoria.

The captain reports that he was compelled to suspend his sealing operations, owing to a change in the weather, which became quite stormy, and as it was getting late in the season he proceeded on his voyage to Victoria, reaching there on the 21st May, 1895.

Captain Gilbert reported that all the seals were secured at sea, far distant from any of the sealing preserves and were shot in the same manner as are those taken in the North Pacific Ocean, by the Victoria sealing fleet. He met with no interference.

In reply to the inquiries made, it was ascertained that no record existed of the landing, in the past, of any sealskins at a British Columbia port, which did not form part of the catch of the sealers operating in the North Pacific ocean, either on the American or Asiatic sides thereof.

Marine and Fisheries—Fisheries Branch.

The skins are reported to have been in good condition, and to be of the same kind as those usually sold by Messrs. Lampson & Co., London, and are classed and known with the Lobos Island sealskins, from the mouth of the River Platte, and bring about the same prices as those taken in the North Pacific Ocean.

The character of the skins is represented as being very similar to that of those usually secured by the British Columbian fleet.

The "Director," under the command of Capt. Gilbert, fitted at Victoria for the August and September season in Behring Sea, where a catch of 688 sealskins was secured.

In this connection the following "Supplement to the Fur Trade Review" may be of interest.

SUPPLEMENT TO THE FUR TRADE REVIEW.

SEPTEMBER 1, 1895.

Lobos Island Seals.

The bids for the lease of the Lobos and adjacent islands, and for the privilege of taking the fur seals thereon for a period of eight years from November 1, 1895, was opened by the officials of the Uruguay government, owner of above islands, at Montevideo, Uruguay, on August 16, at 2 p.m., and reported to us by Messrs. Lyon Brothers. Twenty tenders were received. Among the number bidding were the Alaska Commercial Co., The North American Commercial Co., P. M. Grunwaldt, of Paris, representing the company operating the Copper Island concession, and others. Messrs. Lyon Brothers, of this city, co-operating with a syndicate composed of Messrs Flint, Eddy & Co., Wm. M. Ivins, and other wealthy South American parties, bid \$200,000, cash payment within sixty days; and \$1 per skin annually for all skins taken over 12,000; and \$1.50 per skin for all over 15,000. The highest bid received was \$40,000 per annum; 20 cents per skin municipal tax; 16 cents per skin export duty; 4 cents per even kilo of oil tendered. Mr. Grunwaldt, and the syndicate co-operating with him, bid \$28,000 per annum. As the specifications in the call issued by the Uruguay Government stated that the bid accepted would be the one for the best interests of said government, the only bids taken into consideration was the one by the Messrs Lyon Brothers, of this city, which guaranteed a cash payment of \$200,000, the \$40,000 annual bid; and the one at \$32,000. After carefully weighing the matter for several days the contract was awarded on August 28, to the company offering \$32,000 a year, and the municipal export oil tax besides.

The Uruguay government, profiting by the complex status of the present contract with the N. A. C. Co., and the United States, had an especial provision inserted in the contract awarded to the effect that if the seals disappear the annual payment has to be made.

For the benefit of our readers we give below the number of skins taken for the last twenty-two years.

Year.	No. of Skins.	Year.	No. of Skins.
1873	8,190	1884	14,872
1874	9,449	1885	12,247
1875	9,204	1886	17,072
1876	11,353	1887	17,788
1877	13,066	1888	21,150
1878	14,493	1889	15,700
1879	14,093	1890	20,150
1880	16,382	1891	13,871
1881	14,473	1892	15,870
1882	13,595	1893	17,779
1883	12,843	1894	20,763

DISASTERS.

The collector of customs at Victoria reports three serious disasters to the sealing fleet during the past year.

The schooner "Rosie Olsen" was wrecked on the 18th June, while entering the port of Hakodate, in the Island of Yesso, Japan, for water, and became a total loss; although the crew and the cargo of sealskins were saved.

The schooner "Brenda" was wrecked on the 1st July last, while entering the Little Kurile Straits for water. She struck on a rock and became a total loss. The crew was rescued, and the sealskins and portions of the rigging saved by the schooner "Geneva," which fortunately was in the vicinity at the time of the disaster.

The "Walter A. Earle" was capsized at sea on April 14th, in latitude 58° north, longitude 139° west. This vessel had a crew of 28 persons, and was sealing on the British Columbia coast when the storm overtook her. Unlike the other cases, this disaster was attended by the loss of all hands on board. The wreck was subsequently found, bottom up, in the vicinity of Cape Tonki, and was towed into Kodiak. Fifteen bodies were found in the hold.

SEIZURES OF BRITISH SEALERS BY UNITED STATES CRUISERS.

The strict patrol and supervision maintained this year, resulted in the seizure by United States authorities, of three Canadian sealing schooners: the "Shelby," "E. B. Marvin" and "Beatrice."

The "Shelby."

This vessel was seized in the North Pacific ocean, by the United States ss "Corwin," on the 11th day of May, 1895, in latitude 52° 52' 10" north, longitude 134° 10' 58" west. The position of the vessel would thus be about 70 miles off. Queen Charlotte Island, on the British Columbia coast, approximately 500 or 600 miles from her home port, and between 1,200 and 1,500 miles from the passes through the Aleutian Islands to Behring Sea. It was contended that the vessel was on her way home, with her spring catch, she being one of those which cleared for operations on the American side of the North Pacific Ocean.

The vessel was charged with being employed in pursuing seals within the prohibited waters during the period prohibited by law, the close season being from 1st of May to 31st July.

The action against the vessel resulted in her condemnation, the court holding that the presence of the ship within the award area required the clearest evidence to remove the presumption against her, which in the present instance was lacking.

As no actual taking of seals had been shown, however, it was considered that justice could be satisfied by the imposition of a fine in lieu of forfeiture. She was consequently adjudged to pay a fine of £100, and all costs.

The text of the decision is as follows :

IN THE EXCHEQUER COURT OF CANADA.

BRITISH COLUMBIA
VICE-ADMIRALTY
DIVISION.

The Queen vs. the Ship "Shelby."

The British vessel "Shelby," Christian Claussen, Master, was seized by an officer of the United States ship "Corwin," on the 11th May, 1895, in latitude 52° 52' 10", north, and longitude 134° 10' 58" west, being a point within the prohibited waters of the Pacific Ocean as defined by the Behring Sea Award Act, 1894, for an alleged contravention of the Act: such contravention being the employment of the vessel in pursuing seals within the prohibited waters during the period prohibited by law.

By force of the scheduled provisions of the Behring Sea Award Act, 1894, which, under section 1, are to have the same effect as if enacted by the Act, the pursuit of seals within the aforesaid limits is prohibited, and by subsection 2 of section 1, if there is any contravention of the Act, any person committing, procuring, aiding or abetting such contravention is guilty of a misdemeanour, and the ship employed in such contravention, and her equipment, and everything on board thereof, are liable to forfeiture to Her Majesty: Provided that the court, without prejudice to any other power, may release the ship, equipment or thing, on payment of a fine, not exceeding five hundred pounds.

At the time of her seizure the "Shelby" was fully manned and equipped for killing, capturing and pursuing seals, and had on board implements and seal skins.

Marine and Fisheries—Fisheries Branch.

By section 1, subsection 6, of the Seal Fishery (North Pacific) Act, 1893, which Act was in force at the time of the seizure, if, during the prohibited times and in prohibited waters, a British ship is found, having on board thereof fishing and shooting implements, or seal skins, it shall lie on the owner or master of such ship to prove that the ship was not used or employed in contravention of the Act. The Acts of 1893, and 1894 being in *pari materia* are to be read as one Act: *McWilliams vs. Adams*, 1 Macq., H. L. Cas., 120.

The "Shelby," therefore, having been found within the prohibited waters with seal skins and implements for taking them on board, is to be deemed to have been employed in contravention of the Act unless the contrary be shown.

Has it then been shown that the ship was not used or employed in contravention of the Act? The most important witness to prove this, if such were the case, would clearly have been Captain Claussen, the master, but he was not called, nor was the failure to call him satisfactorily accounted for. The only reason offered for his absence was that he was away on a fishing expedition. His evidence might have been taken *de bene esse*, but no effort to procure his evidence seems to have been made. The mate, August Reppon, was called as a witness, and stated that the "Shelby" stopped sealing on the 30th April, when the ship's log shows the vessel to have been in latitude 58° 30' north and longitude 139° 30' west, and that she then set sail for Victoria. On the 11th May, after ten days' sailing, she was found by the "Corwin" in latitude 52° 52' 10" north and longitude 134° 10' 58" west, a distance approximately of 400 miles from the point of starting, or less than an average of 40 miles a day. The proper course for the ship to have steered for Victoria was E.S.E. magnetic; but it appears that frequently, when the course of the wind as indicated by the log would have permitted that course to be made good, the vessel was not headed in that direction.

For instance, on the 2nd May, she was headed on a southerly course; on May 3rd in a south by west course, and on the 5th May in an east by north course, whereas the wind on each of these days was favourable to an east-south-east course. Captain Moggridge states, from an examination of the log, that the schooner ought to have made a considerably greater distance on her course during those ten days, and, in view of the fact as stated in evidence that the "Shelby" had a favourable current of a knot an hour, or thereabouts, it is clear that she ought to have made a much greater distance. The "Corwin" in coming from the south to the point where she picked up the "Shelby," experienced strong head winds, which were favourable winds for the "Shelby," and the prevailing winds at that time of the year, as shown by the Coast Pilot are westerly, favourable to the east-south-east course to be made by the "Shelby".

The "Corwin" seized the "Shelby" for contravention of the Act, placed a crew on board of her and ordered her to Sitka, a distance of 260 miles, which she reached under sail in a little over two days. At Sitka, the "Shelby" was ordered to Victoria, a distance of over 760 miles, as shown by the chart, which place she made likewise under sail, in fourteen days.

The mate, when asked to explain why he went out of his course, particularly on the 2nd, 3rd and 5th of May, ascribes the fact to defects in the compass, which he says varies three or four points; but this statement is shown by his own evidence to be but an equivocation, and to have had no effect whatever on the course actually made or intended to be made, for whilst it is true that the compass varies, and varies considerably, such variation is regular, known precisely, and duly allowed for. Having committed himself on his examination at the hearing to the variation of the compass reason, which he was compelled to admit on cross-examination was no reason at all, he was by permission of the court recalled a day or two after the evidence had closed, and he then ascribes the deviations from the course to the state of the wind.

I find myself entirely unable to place any dependence on the evidence of the Mate Reppon, and this leaves the deviations from the regular course from the 1st to the 11th May, and the fact that 400 miles only was made in ten days, altogether unaccounted for. It is true that Denny Florida, a hunter, August Schone, the cook, and Victor Emmanuel Laerquest, one of the seaman, all testify, and I have no doubt with truth, that no seals were taken during these days, nor were the boats lowered; but it appears also that none were seen during these days. Their evidence leaves the question of deviations from the course, untouched, and, in the absence of evidence explaining it, the only reasonable conclusion is that the deviations were occasioned by the attempt to pursue seals. At all events, it has not been proved to my satisfaction that the vessel was not employed in the pursuit of seals during these dates. In *Reg. v. the "Minnie,"* 4 Exch. 151, it was held by Crease, J., that the presence of the ship within the prohibited waters required the clearest evidence of *bona fides* to exonerate the master of the intention to infringe the provisions of the Act, and that as his explanation of the circumstances was unsatisfactory, the ship must be condemned.

This ruling is, I think, in thorough accord with subsection 6, of section 1, and I am bound to follow it. It applies exactly to this case. Here the captain has offered no explanation at all, and the explanation of the circumstances, suspicious in themselves, given by the mate, is unsatisfactory. The vessel, therefore, must be condemned.

I am inclined to think that this is a case, as no actual taking of seals is shown, but negatived upon the evidence, where a fine might meet the justice of the case, instead of forfeiture. I have power, under subsection 2 of section 1 of the Act of 1894, to substitute a fine for forfeiture. I will hear counsel upon this point.

The costs of suit must follow the condemnation.

The result was a fine of £100.

THE "E. B. MARVIN."

The position of this vessel when seized by the United States revenue cutter "Richard Rush," was latitude 56° 26' north, longitude 172° 59' west, about 40 miles outside the 60-mile zone in Behring Sea.

The reason for the seizure as endorsed on the certificate of registry, was "for violation of article 6 of the Paris award (Behring Sea Award Act, 1894) viz., use of fire-arms and explosives in fur seal fishing."

The use of these implements for seal hunting, is forbidden at all times in Behring Sea.

It appears that the vessel was boarded by an officer from the United States ship "Grant," on the 21st August, a thorough search made, and an entry made in the log as to the correctness of the number of skins taken.

Again on the 26th August, she was boarded by an officer from the United States revenue cutter "Perry," every skin overhauled, including those previously examined, and left strewn around the hold.

On the 2nd September, she was for the third time boarded; this time by an officer from the United States ship "Richard Rush." The vessel was under slow sail with all boats out hunting. Upon an examination of the skins, their number was found to be correct.

The vessel had on board 386 seal skins, one of which was selected by the boarding officer, which he expressed the opinion contained a shot hole. The master of the schooner considered that the puncture did not look like a shot hole, and explained that no guns had been used while in Behring Sea. It is also stated that Captain Garforth of Her Majesty's ship "Pheasant," compared the skin with one which had been shot and shared the captain's view that it did not look like a shot hole.

Apart entirely from the doubt existing, as to whether the hole had been made by a shot wound, and the presumption sought to be raised against the vessel was wholly dependent upon the insuperable condition that it should be established beyond question, the presence of such proof would have been in itself insufficient to afford adequate evidence that the "Marvin's" crew had used the prohibited implements.

It is a fact well known among those engaged in the sealing industry, that seals are frequently secured by spears which had previously been shot at and wounded, in the same or in previous years.

Several of the sealers carrying nothing but spears, this year, secured a number of seals in the skins of which shot were found.

Little reliance can, therefore, be placed on the presence of even a proved shot wound in a seal, to establish its ultimate capture by the use of fire-arms.

The evidence in this case, turned more particularly upon a discrepancy in the number and kinds of ammunition found on board, and that described in the manifest made by the American custom's officer at Attou, to whom the master of the vessel had applied to have his arms sealed, but who was not authorized to seal them.

The court held that any suspicion that might have been created, had been satisfactorily cleared up by the master, and the suit was dismissed without costs.

The full text of the decision may be of interest:

IN THE EXCHEQUER COURT OF CANADA.

BRITISH COLUMBIA, }
 VICE-ADMIRALTY } The Queen vs. The Ship "E. B. Marvin."
 DIVISION. }

This was an action for condemnation of the British vessel "E. B. Marvin," her equipment and everything on board of her, and the proceeds thereof, instituted by Arthur Yerbury Moggridge, Commander in H.M.S. "Royal Arthur," on behalf of Her Majesty, on the ground that at the time of the seizure presently mentioned the said vessel was in Behring Sea fully armed and equipped for taking fur seals, and was engaged in fur seal fishing in Behring Sea from the 9th August, 1895, to the 2nd September, 1895, continuously, and did during the said time use fire-arms and explosives for the purpose of killing fur seals, contrary to the provisions of the "Behring Sea Award Act 1894."

Marine and Fisheries—Fisheries Branch.

The facts of the case as proved before me show that the vessel, Wm. Douglas Byers, master, left the port of Victoria on the 11th January, 1895, for the North Pacific on a fur sealing voyage, fully manned and equipped with the necessary outfit for seal fishing, including a supply of fire-arms and explosives.

On the 18th June, 1895, Captain Byers received instructions to proceed to Attu for the purpose of getting his fire-arms sealed up, and, on the 27th July, he reported with his vessel to Captain Carmine, the American custom-house officer at Attu, who informed him that he had no authority to seal up his arms and ammunition, but, after making a manifest of the things on board, gave Captain Byers a clearance permitting his vessel to proceed to Behring Sea for the purpose of hunting fur seals.

The manifest with which Captain Byers went to sea from Attu included 1,152 loaded brass shells, 903 empty brass shells, and 138 empty paper shells. Having proceeded on her voyage, the vessel was overhauled and searched, but allowed to go free, on the 21st August by the U.S.S. "Grant," and by the "Perry" on the 26th August, and, on the 2nd September, after the hunters had left the vessel for the day's sealing, the U.S.S. "Rush" hove in sight and boarded her. The cargo then on board of 336 seal skins was diligently examined by the officers of the "Rush," and, with the exception of one skin, showed no appearance of anything but spearing. In one skin, however, a hole was discovered which might have been caused by a bullet or buckshot, and the officers of the "Rush" believed that it was so caused, and as an additional circumstance leading to suspicion of arms being used, a count of the ammunition on board showed a considerable discrepancy from the manifest; the actual count made by the officers of the "Rush" showing 1,081 brass shell cartridges loaded, 734 brass shells empty, 44 paper shells loaded, and 170 paper shells empty, none of the empty shells, however, having been exploded. Under these circumstances the "Marvin" was placed under seizure.

The hunters came home in the afternoon of the same day with a further catch of some forty seals, all taken apparently in a perfect legitimate manner, as the hunters had neither fire-arms nor ammunition in their boats.

The vessel was taken to Ounalaska, and there handed over to Lieutenant Garforth of H.M.S. "Pheasant," who again counted the ammunition. His count differed somewhat from that of the "Rush," and besides those cartridges and shells formerly counted by the officers of the U.S. vessel, two card-board boxes of empty brass shells were produced by Captain Byers from the "Marvin's" lockers, and together with those already counted made a total of loaded and unloaded brass and paper cartridges and shells amounting to 2,194, or within one the number appearing on the manifest, but differing in kinds, Lieutenant Garforth's count showing 1,104 brass shells loaded, as against 1,152 on the manifest; 742 brass shells empty, as against 903 on the manifest; 305 paper shells empty, as against 138 on the manifest, and 43 paper shells loaded, while there were no paper shells loaded on the manifest. Captain Byers tells us that when the officers of the "Rush" made their count he knew there were more shells on board somewhere, and asked the officers to wait until the hunters came back, as they would probably know where the missing shells were, and that when the hunters came back they did inform him of the shells which were afterwards produced from the lockers. He further tells us that the count made at Attu and appearing on the manifest was made by the hunters, whose word was taken for the number entered on the manifest. He accounts for the discrepancy between paper and brass shells by the ones being mistaken for the other.

I am of opinion that Captain Byers's explanation is a reasonable one. By section 1, subsection 6, of the "Seal Fishery (North Pacific) Act, 1893," the finding on board of fishing or shooting implements or seal skins casts the onus upon the owner or master of the ship of proving that the ship was not used or employed in contravention of the Act; but that Act is repealed by the Act of 1895 (which came into force on June 27th, 1895), in which no similar provision relative to the onus of proof appears.

Upon inspection of the cartridges, I observe that the butt of the brass and paper cartridges is identical, both being of brass, and I can very well believe that in counting them in boxes, this mistake might easily have occurred. I attach no importance to the hole in the skin. Mr. Lubbe, a fur dealer, who was called as a witness, whilst expressing his belief that a hole pointed out by him was a buckshot hole, pointed out a different hole, and one which had not been perceived by the officers of the "Rush." I am by no means persuaded that neither hole was caused by a shot, although of course either might have been; but then again, even if caused by a shot, it by no means follows that the shot was from the "Marvin." On the contrary, it is quite possible that if the hole was a shot wound, such shot might have been fired by a stranger some time before; for Mr. Lubbe tells us that the wound would not heal over for two or three weeks, and he also tells us that it is no uncommon thing to find nests of old shot in the skins of seals killed by spearing or in other ways. Captain Byers, who gave his evidence in a straightforward and unequivocal way, assures us that no shooting whatever took place, and the fact that the hunters came back after the seizure without arms or ammunition, the further fact that no indications whatever of shot are found in any of the other skins, and the tally, within one, of the total count on the manifest: strongly corroborate him.

I think that the discrepancy at first in the number and kind between the ammunition found, and that described in the manifest, created sufficient suspicion to warrant the arrest; but this circumstance of suspicion, I think, has been satisfactorily cleared up by Captain Byers.

The suit will, therefore, be dismissed without costs.

THE "BEATRICE"

Was seized by the United States ship "Rush," in latitude 55° 01' north, longitude 168° 55' west, about twenty-nine miles outside the sixty-mile zone in Behring Sea.

The reason given for the seizure of the vessel, as endorsed on the certificate of registry was: "The schooner 'Beatrice' has been seized by the United States revenue cutter 'Rush,' for violation of article 5 of the Paris award, viz., not entering accurately the catch of seals in her official log."

It appears, however, that the charge against the vessel was not so much that the master had not accurately entered the catch of seals in the official log—the entries which had been made were found to be quite accurate—as that he had allowed some days to elapse between the date of the last entry and that of the boarding of his vessel by the United States officer.

The captain explained that although the official log was not entered up to date, yet his diary log, or memorandum, was all right, and the log would have been written up from the slate by noon of the day upon which he was boarded at about 8 o'clock a.m.

The article of the award relied upon for this seizure reads as follows:—

Article 5. The masters of the vessels engaged in fur-seal fishing shall enter accurately in their official log-book the date and place of each fur-seal fishing operation, and also the number and sex of the seals captured upon each day. These entries shall be communicated by each of the two governments to the other at the end of each fishing season.

Read in connection with the Merchants Shipping Act, which applies to all log entries on sealing vessels, it is difficult to conceive how grounds for the seizure of the vessel could be assumed.

Instead of demanding that all log entries shall be made on the day of the occurrence, the Act specifically contemplates their insertion at a subsequent date, and even legalizes entries to be made 24 hours after arrival at the final port of discharge.

It is, therefore, obvious that the sealers might, with as much reason and justification, contend for the one extreme application of the law as the United States authorities do for the other extreme interpretation.

Another point raised by this seizure is as to the liability of the vessel at all, in respect of log entries, offences of the nature being punishable by the imposition of a fine upon the master.

When the case came up for adjudication, the court dismissed the action for condemnation, with costs, directing a reference as to the damages to which the ship is entitled for her illegal arrest and detention.

Here is the text of the decision:

IN THE EXCHEQUER COURT OF CANADA.

BRITISH COLUMBIA, } Regina vs. the ship "Beatrice," her equipment and every-
ADMIRALTY DISTRICT. } thing on board of her, and the proceeds thereof.
18th November, 1895. }

The charge against the "Beatrice" is that whilst engaged in seal fishing the master did not enter in her official log book, the date and place of each fur sealing operation, and also the number and sex of the seals captured each day, as required by the "Behring Sea Award Act, 1894." No other offence is charged against the ship, and for the offence above mentioned the present action is brought for the forfeiture of the vessel, her equipment, and everything on board.

It appears that the "Beatrice" was seal fishing from the 2nd to the 20th August, on which latter date she was seized by the United States ship "Rush." It seems that the entries had been duly made in the official log up to and including the 14th August, but none since, although fur seals had been captured on each subsequent day.

Article 5 of the scheduled provisions of "The Behring Sea Award Act, 1894," enacts that the masters of the vessels engaged in the fur sealing shall enter accurately in their official log book the date and place of each fur seal fishing operation, and also the number and sex of the seals captured upon each day. Subsection 3, of section 1 enacts, that the provisions of the Merchant Shipping Act, 1854, with respect to official logs (including the penal provisions), shall apply to every vessel engaged in fur seal fishing; and section 281 of the Merchant Shipping Act, 1854, provides that every entry in an official log shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as the occurrence to which it relates, shall be made and dated so as to show the date of the occurrence, and of the entry respecting it, and that in no case shall any entry therein in respect of any occurrence happening previously to the arrival of the ship at her final port of discharge be made more than twenty-four hours after her arrival.

Marine and Fisheries—Fisheries Branch.

Under section 1, subsection 2, of "The Behring Sea Award Act, 1894": "If there is any contravention of the Act (and the scheduled provisions are made part of the Act), the ship employed in such contravention, and her equipment and everything on board thereof, shall be liable to be forfeited to Her Majesty as if an offence had been committed under section 103 of the Merchant Shipping Act, 1854."

Assuming that the contravention of the Act, owing to the neglect of the master to keep up his log, can the ship be said to be "employed" in such contravention, as it is only when employed in the contravention that she is subject to forfeiture?

If the contravention had been the taking of seals at a prohibited time or place, or in a prescribed way, the vessel might fittingly be said to be "employed" in the contravention. But the keeping of the log is another matter,—that is the master's duty. I cannot see how the vessel can be said to be employed in keeping the official log, or in omitting to keep it.

But beyond this, following the general provisions of subsection 2, which among other things imposes the forfeiture of a vessel employed in contravention of the Act, is subsection 3, which says that the provisions of the Merchant Shipping Act, 1854, with respect to official logs, (including the penal provisions), shall apply to every vessel engaged in fur seal fishing. The penal provisions of the Merchant Shipping Act, (section 284) subject only the master to a particular penalty, for not keeping the official log book, such penalty being a fine of five pounds, or thirty pounds, according to the offence. No penalty or forfeiture whatever attaches to the ship. The particular provision of the Merchant Shipping Act, inflicting a fine only upon the master, seems to be incompatible with the general provisions of subsection 2, of the Act of 1894, imposing a forfeiture, and such being the case, and following the well recognized rule of construction laid down in *Churchill v. Crease*, 5 Bing., 180; *Pinkerton v. Cook*, 16 M. & W., 615, and *Taylor v. Olaham*, L. R. 4, ch. D., 359, subsection 2, imposing forfeiture of the vessel, must be read as expressly excepting a contravention by omission to keep a log. Hence the vessel is not liable to be proceeded against, although the master might be punished by a fine.

But I am by no means persuaded that the captain was punishable for, or guilty of, any culpable omission in respect of the official log. As before pointed out, by section 281 of the Merchant Shipping Act, every entry in an official log is to be made as soon as possible after the occurrence to which it relates.

"As soon as possible" means "within a reasonable time." *Atwood v. Emery*, 1, C. B., N. S., 110; *Cannel v. Beaven Ins. Co.*, 39 U. C., Q. B., 8; *Holt v. Western Assurance Co.*, 19, U. C., Q. B., 326; and what is a reasonable time must depend upon the facts governing the case in which the question arises.

Here it was proved in evidence that the captain kept a book of account with his hunters, who are paid according to the seals taken, and this book was kept in the cabin, constantly open and in use, and contained a daily entry of the particulars of the catch. Besides this the captain kept his ship's log, in which were entered daily particulars of the voyage other than the capture of the seals whilst the official log book was kept locked up. The crew, besides the hunters, consisted only of the captain, mate and the cook. The hunters would leave the ship in their boats at five a.m., and generally remained out until evening, and the crew of three left on board would have their time well occupied, particularly in rough or foggy weather, in navigating the vessel and keeping the boats in sight or hearing.

At night when the boats came in, the captain would take on deck particulars of the capture, and then go below and enter them in the account book. When time and convenience afforded relaxation from other duties, the captain would make entries in his official log which had, in this case, been duly posted up to and including the 14th August.

The ship's log shows that between the 15th and 20th August there was considerable foggy and dirty weather. I am unable to say, under these circumstances, that the captain permitted an unreasonable time to elapse in making entries in the official log.

On those grounds I am of opinion that the action for condemnation wholly fails, and as in my judgment, the charge upon which the vessel was arrested was of something for which arrest could not legally be made, no question of reasonable cause for the arrest arises, and, as the ship was arrested when in pursuit of a legal and profitable employment, she is entitled to recover damages therefor.

I, therefore, dismiss the action for condemnation with costs; and I direct a reference as to the damages to which the ship is entitled for her illegal arrest and detention.

It is represented that the owners of the schooners "E. B. Marvin" and "Beatrice" have suffered severe loss by the seizure, and interruption of the season's voyage. The actual loss of the "E. B. Marvin" alone, assuming that her catch would have aggregated about the same as other vessel or similar size, class and equipment, will probably be between \$5,000 and \$10,000.

THE CASES OF THE "WANDERER" AND "FAVOURITE."

The seizure of these vessels by the United States authorities in 1894, each for the possession of one unsealed gun on board, was referred to in the report for 1894, p. 145.

The action of the United States authorities was shown to have been without warrant, under the machinery provided by the Imperial Government to give effect to the award of the Paris Tribunal of Arbitration. It was likewise stated that prompt representations had been made to Her Majesty's Government against the action of the United States authorities, while claims to compensation for loss and damages sustained, had been filed by the owners of the vessels.

The nature of the claims advanced is for interruption of voyage and consequent loss of catch, based upon the average take of vessels of the same class and equipment, which that year pursued their voyages uninterruptedly.

It does not appear from the information procurable on the subject of these seizures, that any evidence existed of even an attempt at unlawful operations on the part of either of these vessels. The sole charge against them being the presence of an unsealed gun on board each, while the agreement under which the guns were to be sealed left it entirely at the option of a master of a vessel, whether his implements should be sealed or not, and even then the precaution was provided for only during the close season for seals.

Hence as regards the "Favourite," the agreement was inapplicable, even in its voluntary nature, since that vessel was seized for the alleged offence during the open season; whereas the captain of the "Wanderer" had had his implements placed under seal; the single unsealed gun being the personal property of the mate of the vessel.

It is understood that claims on behalf of these vessels have been presented to the United States Government for consideration.

THE CASE OF THE STEAMER "COQUITLAM."

A review of the position of this case will be found in the Departmental Reports, 1892, Part II., Fisheries, page 56, and 1894, page 151. In the latter it was shown that a hearing was expected to be reached in the United States Court of Appeal at San Francisco, early in the present year.

It was not, however, reached until the fall session, when the question arose as to the jurisdiction of the court, on the point involved touching the limit of sea to which the United States jurisdiction extends.

The Court of Appeal remitted the case to the Supreme Court of the United States, on the ground that it had not the power to decide an international question.

The certificate of the Court of Appeal is as follows :—

(16094)

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, 1895.

No. 804.

THE STEAMER "COQUITLAM" &c., THOMAS EARLE AND UNION
STEAMSHIP COMPANY, CLAIMANTS, APPELLANTS.

VS.

THE UNITED STATES.

On Certificate from the United States Circuit Court of Appeals for the Ninth
Circuit.

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JUDD & DETWEILER, Printers, Washington, D. C., December 9th, 1895.

Marine and Fisheries—Fisheries Branch.

THE STEAMER "COQUITLAM," ETC., VS. THE UNITED STATES.

At a stated term, to wit, the October term, A.D. 1895 of the United States Circuit Court of Appeals for the Ninth Circuit, held at the court-room, in the city and county of San Francisco, on Monday, the fourth day of November, in the year of our Lord one thousand eight hundred and ninety-five.

Present:—The Honourable Joseph McKenna, Circuit Judge; the Honourable William B. Gilbert, Circuit Judge.

The Steamer "Coquitlam," etc., Thomas Earle and
Union Steamship Company, Claimants, Appellants. } No. 200.

VS.

THE UNITED STATES.

It appearing that the above-entitled cause was in due time and in the manner required by the Act establishing the United States Circuit Courts of Appeal appealed to this court from the decree of the District Court of Alaska, rendered upon the 18th day of December, 1893, and that said cause is a suit in the Admiralty brought by the United States for the forfeiture of the steamer "Coquitlam" by reason of her alleged violation of the revenue laws of the United States, and that the jurisdiction of this court to hear and determine said appeal is disputed by the appellee upon the grounds; first, that this court has no jurisdiction to entertain such appeal under the provisions of section 6 of the Act creating the Circuit Courts of Appeal for the reason that said District Court of Alaska is not a District Court within the meaning of said section, and is not a District Court belonging to this circuit; and, second, that said District Court of Alaska is not a Supreme Court of a Territory within the meaning of section 15 of said Act and the rule of the Supreme Court assigning appeals from the Supreme Court of said Territory to this court:—

And it appearing that there are other appeals in Admiralty causes from said district court of Alaska now pending in this court, and that it is of importance that the question of jurisdiction of this court to entertain the same be speedily and finally determined, and this court being in doubt concerning the true determination thereof:—

It is ordered that the said question whether this court has jurisdiction to entertain the appeal in this cause be, and the same is hereby certified to the Supreme Court of the United States for its decision, and that the clerk of this court forthwith transmit a copy hereof under the seal of this court to the clerk of the Supreme Court of the United States.

I, Frank D. Moncton, Clerk of the United States Circuit Court of Appeals for the Ninth Circuit, do hereby certify the foregoing to be a full, true, and correct copy of an original order this day entered in the cause entitled The Steamer "Coquitlam," etc., Thomas Earle and Union Steamship Company, claimants, appellants, vs. The United States, as the same appears of record on the minutes of our said United States Circuit Court of Appeals.

Attest my hand and seal of said Circuit Court of Appeals this 4th day of November, A.D. 1895.
(Seal United States Circuit Court of Appeals, Ninth Circuit.)

(Signed) F. D. MONCTON, Clerk.

Endorsed on cover. Case No. 16,094, United States Circuit Court of Appeals, Ninth Circuit. Term No. 804. The Steamer "Coquitlam," &c., Thomas Earle and Union Steamship Company, Claimants, Appellants, vs. The United States. Certificate, filed November 27th, 1895.

The only question before the Supreme Court raised by the certificate is, therefore, the question of jurisdiction of the Court of Appeal from the District Court of Alaska, but it is understood that the solicitors for the owners of the vessel have duly arranged for the exhaustion of legal remedy, by formally entering the case in the Supreme Court of the United States within the time limited.

THE BEHNING SEA CLAIMS.

At page 146 of the report of the Fisheries division of the Department of Marine and Fisheries, for last year, this branch of the question was shown to have reached the point at which the resolution, providing for the appropriation of the amount necessary to settle the claims, by the payment of a lump sum agreed upon, was defeated in the United States Congress, leaving the matter still a subject for further diplomatic correspondence between the two governments.

In September last, a Parliamentary paper was presented to the Imperial House of Commons, containing correspondence from May, 1894, to August, 1895, on the subject of the settlement of the claims, embracing that particular phase of the question.

The London "Times," in referring to the papers, gave the following *resumé* of correspondence, which is reproduced here, as forming a concise digest of the somewhat bulky matter:—

On May 10, 1894, Lord Kimberley, after hearing from the Colonial Office, telegraphed instructions to Sir J. Pouncefote to urge the United States Government to begin negotiations and to telegraph for the Canadian delegate. On June 12, Sir J. Pouncefote sent the Secretary of State of the United States a list of the Canadian claims, which amounted in all to \$542,169, or, with interest, \$700,000. The Secretary of State suggested the settlement of these claims by the payment of a lump sum; if this were agreed to the Canadian Government should send an expert to Washington to discuss the amount. The lump sum offered was \$400,000; while Canada claimed \$450,000; and after some argument, \$425,000 was agreed upon. The correspondence as to the lump sum was submitted to the House of Representatives in January of this year, and was rejected by them in February. Thereupon Sir J. Pouncefote was instructed to ask for the resumption of the discussion on the convention, to which the answer was that the United States were ready to resume negotiations, but the convention could not be submitted to Congress till December. The despatches up to April 16 are chiefly concerned with an account of the negotiations on the convention, and of Senator Morgan's resolution proposing the appointment of a committee to examine into the liability of the United States to pay the claims and into the liability of Great Britain and Canada. A summary of Senator Morgan's memorandum on the liability of the United States was also forwarded. The correspondence then ceases between April 16 and August 31, by which date Lord Salisbury had taken his place at the Foreign Office. In his letter to Sir J. Pouncefote, who was then returning to his post, Lord Salisbury incloses a memorandum setting out at somewhat greater length some of the points in support of the claims already referred to in Sir J. Pouncefote's despatches. Lord Salisbury says that Sir J. Pouncefote's arguments brought forward in support of the claims have the entire approval and concurrence of Her Majesty's Government, and the attempt made by Senator Morgan to dispute them seems to be largely founded on misapprehensions. Lord Salisbury has no doubt that when the full facts are before the public in the United States the liability of that country which has never been denied by the Government, will be generally recognized both inside and outside of Congress. The following passages may be quoted from Lord Salisbury's memorandum:—

The statement communicated to the press by Senator Morgan entirely ignores the fact the five questions submitted to the arbitrators in accordance with article VI. of the treaty of the 29th February, 1892, embodied the whole of the grounds urged on behalf of the United States Government in justification of the seizures out of which the claims arise. This is abundantly clear, not only from the correspondence which led to the framing of these questions, but also from the proceedings of the tribunal

"The seizures were, in fact, formal acts of the United States Government in the exercise of the rights and jurisdiction which they claimed, and the tribunal, in declaring that they had no title to such rights and jurisdiction, necessarily declared that the loss and injury inflicted on British subjects, in pursuance of those rights and jurisdiction, were unwarranted, and as they also found that the seizures "were made by the authority of the United States Government," their decision was a declaration that the United States Government, having inflicted an unwarranted wrong, were liable to pay compensation for such wrong.

"That this was the view of the arbitrators and of those engaged in conducting the case on behalf of the United States Government is clear from the proceedings of the tribunal."

It may be remembered that the Treaty of Arbitration was signed in 1892, and the Tribunal or Court of Arbitration met in Paris in 1893. The findings finally proposed by the agent of Great Britain and agreed to as proved by the agent for the United States, and submitted to the tribunal for its consideration, and found by them unanimously, "including Senator Morgan, therefore," are then recited, and the memorandum goes on to say:—

"It will be observed from these findings that the question of justification was regarded as conclusively settled by the decision of the five questions, and that the only negotiations contemplated were "negotiations as to the liability of the United States Government to pay the amounts mentioned in the schedule (C) to the British case," not simply negotiations as to the liability of the United States Government to pay compensation at all; and, further, that the only reservations made on behalf of the United States Government were "the questions as to the value of the said vessels or their contents, or either of them, and the question as to whether the vessels mentioned in the schedule to the British case, or any of them, were wholly or in part the actual property of citizens of the United States."

The eminent lawyers and statesmen charged with the conduct of the United States case certainly never contemplated that the decision of the arbitrators would not be accepted as concluding the liability of the United States except in regard to the points expressly reserved in the findings of facts.

Lord Salisbury's memorandum concludes:—

"The Behring Sea claims arise out of the direct action of the United States Government—action declared by an international tribunal to be entirely unjustifiable. They are made out, not for profits based on the results of profitable seasons, but on the actual results of the seasons in which they arose. Some of the claimants not only lost their property, but suffered a rigorous imprisonment in a severe climate.

The arrangements made between the two Governments for the payment of a lump sum amounting to little more than half of the claims preferred, without any allowance whatever for interest, cannot be regarded as otherwise than a settlement favourable to the United States, bearing in mind that

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the claims had already been outstanding for ten years, and that more than a year had elapsed since the decision of the arbitrators had been given.

It is not easy to believe that if the late Congress had been fully acquainted with the circumstances it would have refused its sanction to so reasonable a proposal, recommended as it was by the Federal Government, or would have declined even an appropriation for the payment of the claims, subject to their examination by a commission to be appointed for that purpose, or for the simple expenses of such a commission.

The negotiations which were proceeding for the establishment of a convention for the assessment of the claims, were, it will be seen, interrupted by the voluntary offer by the United States' Government to satisfy the claims by a "lump sum" payment to Her Majesty's Government, which was regarded on all sides a most expeditious and economical method of adjusting this long-standing subject.

The inability of the United States Government to reach the proposed settlement, revived for consideration the terms of a necessary convention.

Accordingly negotiations to that end were resumed, resulting in a conference at Washington in October of the present year, at which Canada was represented by the Premier and the Minister of Justice.

At this conference the basis of the terms of reference was decided upon, and considerable diplomatic correspondence has since ensued touching the precise terms of the convention for the appointment of a commission.

A draft was finally agreed upon, which, it is expected, will shortly be presented to the United States Congress for acceptance prior to formal ratification by the respective governments.

No detailed list of the Behring Sea claims has yet been officially published in Canada, and as both the Imperial and United States Governments have, this year, included a complete list in the parliamentary and executive papers, brought down by them respectively, such claims are included in this report for general information.

LIST AND SUMMARY OF CLAIMS.

Memoranda of additions and amendments made since original presentation of list of British claims for compensation for the seizure of British sailing vessels in Behring Sea.

"ADA."

Claim of the master, Captain Gaudin, for personal loss and damage \$3,000

This claim was, by a mistake on the part of the agent of the owner of the "Ada," not included when the other claims in connection with this vessel were entered. Captain Gaudin thought that it had been so included, and it was only on seeing the printed list of the British claims that he discovered that such was not the case. He at once requested that the omission might be rectified and his claim added to the list, and Her Majesty's Government, after causing an inquiry to be made into the circumstances of the case, decided that his application should be granted.

Captain Gaudin's claim has accordingly been added to the schedule of the claims entered with respect to the schooner "Ada."

"HENRIETTA."

[Seized by the U.S. warship "Yorktown" on September 4, 1892.]

Value of vessel	\$ 4,000
Value of outfit and equipment	3,000
Value of 420 seal skins, at \$18	7,560
Value of balance of estimated full catch for season in Behring Sea for three boats and three canoes, viz., 561 skins, at \$18	10,098
Legal and personal expenses in defending action against vessel and cargo at Sitka, and in preparing and forwarding this claim	2,000
	26,658

Claim of owner, with interest at 7 per cent, to date of payment . . . 26,658

The United States Secretary of state, Mr. Gresham, stated that from the date on which the "Henrietta" was handed over to her captain, the United States Government ceased to bear any responsibility or to exercise any control with regard to that vessel, and that 'therefore' they were unable to comply with the request of Her Majesty's Government that she should be sent to a British port for trial; but he added that the claim of her owner for compensation would receive due consideration when presented.

The claim in question has, therefore, been added to the general list of British claims.

"BLACK DIAMOND."

[Additional claim submitted by the master, Mr. Henry Paxton, for damages alleged to have been sustained by reason of the above schooner having been ordered out of Behring Sea in 1886 by the United States authorities.]

Estimated catch for August, 1886, 1,000 skins, at \$7.50 each (the price of skins at Victoria during the fall of 1886)..... \$7,500

This claim was sent in too late for insertion in the general list of British claims. In view of the length of time that had elapsed since the occurrence of the action complained of, Her Majesty's Government deemed it advisable to cause an inquiry to be made as to the reason for the delay in presenting the claim. The reason given was that at the time of the seizure of the vessel, the co-owners, who were three in number, were doubtful as to how far an appeal to the United States Government for redress would be entertained. In the following year one of the owners was lost at sea, and another left the country, and it was only after the publication of the award that the surviving owner consulted his solicitor, and was informed that he had a good and equitable claim for compensation. The claim was then drawn up and presented at once.

Her Majesty's Government also ascertained from the solicitors in question that the fact of the "Black Diamond" being boarded by the revenue officers of the United States and ordered out of Behring Sea in 1886 is entered in the records of the custom-house of Unalaska, and that due protest was made by the master of the vessel on the arrival of the vessel at Victoria.

Under the circumstances Her Majesty's Government considered that the reasons alleged for the delay were reasonable, and gave instructions that the claim should be presented to the United States Government, together with the other similar claims.

"JUANITA."

It will be noticed that the original claim of the owner of the "Juanita," which was stated at \$14,695, has been amended so as to amount to \$17,697.66.

The ground upon which this claim was amended was that the owner made his original statement on the basis of \$8 per skin, whereas it was ascertained afterwards that the skins had been sold at San Francisco at an average of \$9.67 per skin.

Marine and Fisheries—Fisheries Branch.

List and summary of the claims for compensation in respect of the seizures of
British vessels in Behring Sea by the authorities of the United States.

"CAROLENA."

[Seized by U. S. S. "Corwin," August 1, 1886.]

For—	Amount of claim as put forward by owner.
Value of vessel, 32 tons	\$4,000 00
Value of outfit (inconsumable).....	3,002 89
Insurance.....	352 50
Wages of crew up to date of seizure.....	1,832 22
Passage of crew from San Francisco to Victoria.....	71 72
Passage of mate, Sitka to Victoria, after release from prison.....	100 00
Personal expenses of owner.....	250 00
Legal expenses.....	1,250 00
Estimated seal catch for 1886.....	16,667 00
	27,526 33
Deduct value consumed during a full voyage.....	3,213 32
Claim by owner, with interest at 7 per cent to date of payment.....	24,313 01

"THORNTON."

[Seized by the U.S.S. "Corwin," 1st August, 1886.]

Value of vessel, 78 tons	6,000 00
Value of outfit (inconsumable).....	2,941 63
Insurance.....	591 40
Wages paid to date of seizure to crew, etc.....	1,370 04
Passage money of crew from San Francisco to Victoria.....	177 16
Passage money of crew and expense of captain and mate after release, Sitka to Victoria.....	200 00
Personal expenses of owners.....	1,000 00
Legal expenses.....	1,250 00
Estimated catch of seals for 1886.....	16,667 00
	30,197 23
Deduct value consumed on a full voyage.....	3,379 58
Claim by owners, with interest at 7 per cent to date of payment.....	26,817 65

"ONWARD."

[Seized by U.S.S. "Corwin," 2nd August, 1886.]

Value of vessel, 94 tons	4,000 00
Value of outfit (inconsumable).....	1,778 69
Insurance.....	260 00
Wages paid for voyage.....	1,820 00
Passage, etc., of master and mate.....	200 00
Personal expenses of owner.....	250 00
Legal expenses.....	1,250 00
Estimated catch.....	16,667 00
	26,225 69
Deduct value consumed during full voyage.....	2,955 98
Claimed by owner, with interest at 7 per cent to date of payment.....	23,269 71

"FAVOURITE."

[Warned out of Behring Sea by U.S.S. "Corwin," 2nd August, 1886.]

Estimated loss of catch of 1,000 seals.....	7,000 00
Claim by owner, with interest at 7 per cent to date of payment.....	7,000 00

List and Summary of the Claims for Compensation, &c.—Continued.

"W. P. SAYWARD."

[Seized by U.S.S. "Richard Rush," 9th July, 1887.]

For—	Amount of claim as put forward by owner.
	\$ cts.
Passage of crew, &c.	255 00
Passage of officers	250 00
Legal expenses of owners	850 00
Probable seal catch, 1887, 3,500 seals, at \$5.50.	19,250 00
Loss by detention, October 1, 1887, to February 1, 1888.	1,200 00
Loss of profit in season 1888 (February 1 to October 1).....	6,000 00
Personal expenses of owners.....	250 00
Claim by owner, with interest at 7 per cent to date of payment.	28,055 00
Cost of suit before Supreme Court United States, in re-seizure of "W. P. Sayward".....	62,847 12
Total.....	90,902 12

"GRACE."

[Seized by U.S.S. "Richard Rush," July 17, 1887.]

Value of vessel, 182 tons.....	12,000 00
Nonconsumable outfit.....	1,742 57
Passage of master and crew.....	200 00
Personal expenses of owners.....	250 00
Legal expenses.....	850 00
Probable catch, 1887, 4,200 seals, at \$5.50.....	23,100 00
Claim of owner, with interest at 7 per cent to date of payment.....	38,142 57

"ANNA BECK."

[Seized by U.S.S. "Richard Rush," June 28, 1887.]

Value of vessel.....	8,000 00
Nonconsumable outfit.....	977 50
Passage of master and crew.....	460 54
Personal expenses of owner.....	250 00
Legal expenses.....	850 00
Probable seal catch, 1887, 3,150, at \$5.50.....	17,325 00
Claim of owner, with interest at 7 per cent to date of payment.....	27,863 04

"DOLPHIN."

[Seized by U.S.S. "Richard Rush," July 12, 1887.]

Value of vessel, 174 tons.....	12,000 00
Value of nonconsumable outfit.....	2,051 50
Passage of master and crew.....	300 00
Personal expenses of owner.....	250 00
Legal expenses.....	850 00
Probable catch, 1887, 4,500, at \$5.50.....	24,750 00
Claim of owner, with interest at 7 per cent to date of payment.....	40,201 50

Marine and Fisheries—Fisheries Branch.

List and Summary of the Claims for Compensation, &c.—Continued.

“ALFRED ADAMS.”

[Seized by U.S.S. “Richard Rush,” July 10, 1887.]

For—	Amount of claim as put forward by owner.
	\$ cts.
Value of outfit seized	683 00
Personal expenses	200 00
Legal expenses	300 00
Probable catch, 3,500, at \$5.50	19,250 00
Claim of owner, with interest at 7 per cent to date of payment	20,433 00

“ADA.”

[Seized by U.S.S. “Bear,” August 25, 1887.]

Value of vessel, 68 tons	7,000 00
Value of nonconsumable outfit	2,500 00
Passage, &c., of master	100 00
Personal expenses	250 00
Legal expenses	850 00
Probable catch, 1887, 2,876, at \$5.50	15,818 00
Claim of owner, with interest at 7 per cent to date of payment	26,518 00

“TRIUMPH.”

[Ordered not to enter Behring Sea by U.S.S. “Richard Rush,” August 4, 1887.]

Illegal boarding and searching of “Triumph,” as set forth in affidavit	2,000 00
1,000 seal skins	8,000 00
Legal and other expenses	250 00
Claim of owner, with interest at 7 per cent to date of payment	10,250 00

“JUANITA.”

[Seized by U.S.S. “Richard Rush,” July 31, 1889.]

620 seal skins, at \$8	4,960 00
Balance of estimated catch for 1889, at \$8	9,424 00
Spears, &c.	36 00
New ship's papers	25 00
Legal and other expenses	250 00
Claim of owner, with interest at 7 per cent to date of payment	14,695 00
For amended claim, see memoranda preceding	17,697 66

“PATHFINDER.”

[Seized by U.S.S. “Richard Rush,” 29th July, 1889.]

854 skins seized, and estimated balance of catch (1,246) at \$12.25 a skin	25,725 00
Guns, &c., seized	765 00
New papers	25 00
Legal expenses	250 00
Claim of owner, with interest at 7 per cent to date of payment	26,765 00

LIST and Summary of the Claims for Compensation, &c.—Continued.

"TRIUMPH."

[Ordered out of Behring Sea by U.S.S. "Richard Rush," 11th July, 1889.]

For	Amount of claim as put forward by owner.
	S cts.
Balance of estimated catch of 2,500 at \$8 a skin.....	19,424 00
Legal and other expenses.....	250 00
Claim by owner, with interest at 7 per cent to date of payment.....	19,674 00

"BLACK DIAMOND."

[Seized by U.S.S. "Richard Rush," 11th July, 1889.]

76 skins seized at \$8.....	608 00
2,024 skins, balance of estimated catch at \$8.....	16,192 00
Rifles, spears, &c., seized.....	110 00
New ship's papers.....	25 00
Legal and other expenses.....	250 00
Claim of owner, with interest at 7 per cent to date of payment.....	17,185 00

"LILY."

[Seized by U.S.S. "Richard Rush," 6th August, 1889.]

333 skins seized, at \$8.....	2,664 00
Balance of catch, 1,767 at \$8.....	14,136 00
Spears and salt seized.....	101 00
New ship's papers.....	25 00
Legal and other expenses.....	250 00
Claim of owner, with interest at 7 per cent to date of payment.....	17,176 00

"ARIEL."

[Ordered out of Behring Sea by U.S.S. "Richard Rush," 30th July, 1889.]

Balance of estimated catch of 2,000 (1,156) at \$8.....	9,248 00
Legal and other expenses.....	250 00
Claim of owner, with interest at 7 per cent to date of payment.....	9,498 00

"KATE."

[Ordered out of Behring Sea by U.S.S. "Richard Rush," 13th August, 1889.]

Balance of catch.....	10,960 00
Legal and other expenses.....	250 00
Claim of owner, with interest at 7 per cent to date of payment.....	11,210 00

Marine and Fisheries—Fisheries Branch.

List and Summary of the Claims for Compensation, &c.—Continued.

“MINNIE.”

[Seized by U.S.S. “Richard Rush,” 5th July, 1889.]

For	Amount of claim as put forward by owner.
	\$ cts.
420 skins seized	3,360 00
Balance of catch	12,752 00
Guns and spears seized	98 00
Legal and other expenses	250 00
Claim of owner, with interest at 7 per cent to date of payment	16,460 00

“PATHFINDER.”

[Seized by U.S.S. “Thomas Corwin,” 27th March, 1890.]

Seizure and detention from 27th March, 1890, to 29th March, 1890	2,000 00
Claim of owner, with interest at 7 per cent to date of payment	2,000 00

PERSONAL CLAIMS FOR 1886.

Claimed by	For	Amount claimed.
		\$
David Moore, master of “Onward”	Illegal arrest and imprisonment	4,000
Margotich, mate of “Onward”	do do	2,500
Hans Guttormsen, master of “Thornton”	do do	4,000
Harry Norman, mate of “Thornton.”	do do	2,500
Jas. Ogilvie, master of “Carolena”	do do	2,500
Jas. Black, mate of “Carolena”	do do	2,500
Total for 1886		18,000

PERSONAL CLAIMS FOR 1887.

J. D. Warren, master of “Dolphin”	Sufferings and losses navigating four vessels from Unalaska to Sitka.	2,635
John Riely, mate of “Dolphin”	do do	1,000
George P. Ferey, master of “W. P. Sayward”	do do	2,000
A. B. Laing, mate of “W. P. Sayward”	do do	1,000
Louis Olsen, master of “Anna Beck”	do do	2,000
Michael Keefe, mate of Anna Beck	do do	1,000
W. Petit, master of “Grace”	do do	2,000
C. A. Lundberg, mate of “Ada”	do do	2,000
Total for 1887		13,635
Total for 1886 and 1887		31,635
To be added to 1886, personal claims Captain Gaudin, of “Ada.”		3,000
Amended total 1886 and 1887		34,635

LIST and Summary of the Claims for Compensation, &c.—Continued.

RECAPITULATION.

Year.	Vessel.	Amount claimed.	Total.
1886	Carolena	\$24,313 01	\$99,400 37
	Thornton	26,817 65	
	Onward	23,269 71	
	Favourite	7,000 00	
	Personal claims..	18,000 00	
1887	W. P. Sayward.....	28,055 00	205,098 11
	Grace	38,142 57	
	Anna Beck.....	27,863 04	
	Dolphin	40,201 50	
	Ada	26,518 00	
	Alfred Adams.....	20,433 00	
	Triumph	10,250 00	
	Personal claims ..	13,635 00	
1889	Juanita	14,695 00	132,663 00
	Pathfinder.....	26,765 00	
	Triumph.....	19,674 00	
	Black Diamond.....	17,185 00	
	Lily	17,176 00	
	Ariel.....	9,498 00	
	Minnie	16,460 00	
	Kate	11,210 00	
1890	Pathfinder.....		2,000 00
	Total claims without interest..		439,161 48
	Costs of suit before Supreme Court, United States, in re seizure of W. P. Sayward.....		62,847 12

TOTAL.

1886.	Vessels	\$81,400 00
	Personal claims.....	18,000 00
1887.	Vessels	191,463 11
	Personal claims	13,635 00
1889.	Vessels	132,663 00
1890.	Vessels	2,000 00
	W. P. Sayward costs	439,161 48
		62,847 12
	Total	502,008 60
	Extra for Juanita	3,002 66
	Extra for Black Diamond (1886).....	7,500 00
	Extra for Ada.....	3,000 00
	Total	515,511 26
	Henrietta.....	26,658 00
	Amended total.....	542,169 26

In addition to the above, claims have been filed in respect of the sealing schooners "Winnifred," seized in 1891 under the *modus vivendi*, and not handed over to British authority; "Wanderer," for abandonment of voyages in 1887 and 1889, fearing seizure; and "Oscar and Hattie," seized at Attou Island in 1892.

Marine and Fisheries—Fisheries Branch.

THE MODUS VIVENDI CLAIMS.

Last spring the department received a formal petition from the owners of certain sealing schooners, praying for compensation on account of losses incurred by being prevented from carrying on the occupation of pelagic sealing in Behring Sea, during the years 1891, 1892 and 1893.

In order to afford a proper understanding of this branch of the question and for convenient reference, a review of the circumstances connected with the *modus vivendi* in Behring Sea, in so far as it affects the claims advanced, may be of interest.

For the purpose of avoiding irritating differences and to promote a friendly settlement of the questions arising out of the Behring Sea seizures, pending between Her Majesty's Government and that of the United States, a *modus vivendi* was agreed to between those two governments on the 15th June 1891, by which Her Majesty's Government engaged to prohibit until May 1892, the killing of fur-seals within that portion of the Behring Sea, lying to the east or American side of the line of demarcation laid down in the treaty of cession of 1867, between Russia and the United States; and to use prompt efforts to ensure the prohibition.

The United States on the other hand, engaged to prohibit, during the same period, the killing of seals by the lessees of Pribylov Islands, beyond the number of 7,500.

This arrangement involved the expulsion of all British sealing vessels found in Behring Sea on the American side, and their seizure if found there after warning.

Prior to the date of signature of the *modus vivendi*, 15th June, the sealing fleet had cleared for the North Pacific Ocean and Behring Sea as usual, as no molestations had taken place in that sea during the previous year. A fleet of 48 vessels had cleared from Victoria previous to 15th May. Under such circumstances, strong protests were received from all parties interested in the sealing industry, and representations were made against the prohibition of a hitherto legitimate business, without any notification whatever of the intention of taking such a step.

New vessels had embarked in the enterprise and others had been built and equipped in anticipation of profitable results.

The Canadian Government contended at the time of the arrangement, that compensation should be given the sealers, who might be prevented from prosecuting their vocation, especially as Canada did not possess the means at the late date of giving warning to the sealers.

The Imperial Government authorized an answer to be given to the protests, that while it was thought that the total cessation of sealing in Behring Sea would greatly enhance the value of the products of the coast fishery, it was not anticipated that the sealers would suffer to any great extent by exclusion from Behring Sea. They would, however, be prepared to consider any case in which it was clearly established that direct loss had been suffered by a British subject, through the enforcement of the prohibition against sealing in the Behring Sea.

Claims were accordingly filed on behalf of the owners of the several vessels engaged in the sealing industry.

A commissioner, appointed by Her Majesty's Government, was accompanied to Canada by a claims adjuster, and proceeded to Victoria, where the adjustment of claims was made.

The awards aggregated \$100,234; sixteen claims were rejected and twenty-five were reduced and paid.

In the case of each vessel, however, whether the claim was rejected or allowed, a sum of \$100 was awarded to the owner towards expenses of promoting the claim.

The *modus vivendi*, it will be remembered, expired in May, 1892.

The sealing fleet that year departed principally during January, some months prior to date of expiry.

About the middle of March, telegraphic notification reached the Canadian Government that as a settlement of the question had been agreed upon by arbitration, proposals had been made for intermediate regulations restraining the catch

of seals in Behring Sea, in the event of ratification of the treaty, and that the sealers should be notified of their liability to interruption if they entered such waters.

Negotiations finally resulted in a convention for the renewal of the *modus vivendi* of 1891, until the end of October, 1893, thus closing the sea to the sealers for two more sealing seasons.

The convention renewing the closure of the sea differed from *modus vivendi* of 1891, however, in that it provided for compensation to the sealers in a certain event, calculated upon any take of seals in accordance with any international regulations for the protection of these animals, which might be decided upon by the Arbitration Tribunal; and in another certain event, compensation to the United States Government on a similar basis.

The exact terms of the compensation clause, which forms the base of the claims presented in the petition referred to, are as follows:—

ARTICLE 5.

If the result of the arbitration be to affirm the right of British sealers to take seals in the Behring Sea within the bounds claimed by the United States, under its purchase from Russia, then compensation shall be made by the United States to Great Britain (for the use of her subjects) for abstaining from the exercise of that right during the pendency of the arbitration, upon the basis of such a regulated and limited catch or catches as in the opinion of the arbitrators might have been taken without an undue diminution of the seal-herds; and, on the other hand, if the result of the arbitration shall be to deny the right of British sealers to take seals within the said waters, then compensation shall be made by Great Britain to the United States (for itself, its citizens, and lessees) for this agreement to limit the island catch to seven thousand five hundred a season, upon the basis of the difference between this number and such larger catch as in the opinion of the arbitrators might have been taken without an undue diminution of the seal-herds.

The amount awarded, if any in either case shall be such as under all the circumstances is just and equitable and shall be promptly paid.

The cases of 1892 and 1893, are not analogous to those of 1891, and rest entirely upon the intention as expressed in the *modus vivendi* of 1892. They did not come within the scope of the acquiescence of Her Majesty's Government, as did those of 1891.

Hence, it is important to consider the attitude of the representatives of Her Majesty's Government and those of the United States Government at Paris, in respect of the finding required of the arbitrators under the Treaty of 1892 providing for the arbitration.

The Imperial blue-book (U. S. No. 11, 1893, pp. 47 and 48) contains a despatch from the Foreign Office to the Colonial Office, dated 31st May, 1893, speaking of the possible claim of Her Majesty's Government for compensation under this article:—

It says: "As a matter of fact, however, it has been found that while the United States under the *modus vivendi* of last year, were restricted to a catch of 7,500, the pelagic catch, although the sealing vessels kept outside the prohibited limits, was larger than in previous years. This fact has been strongly brought forward by the United States counsel before the tribunal.

"It is not probable that under such circumstances, the arbitrators would consider that the British sealers were, under any circumstances, entitled to compensation for a loss of catch during 1892, and it is possible that the British case might be prejudiced by the claim being urged."

It was eventually decided in thisline, and Sir Charles Russell in summing up his argument, stated that Great Britain would not ask from the tribunal any finding for damages under article 5 of the *modus vivendi* of 1892, and Mr. Phelps admitted that the United States had on their side abandoned any claims under this head.

When the claims reached the department, the attitude of Her Majesty's Government in connection with the above incident was explained to the claimants.

This resulted in the filing of a formal petition accompanied by modified claims aggregating \$974,698.31, which amount was subsequently swelled by \$99,784.86. made up of additional claims since filed, totalling \$1,074,483.17.

Marine and Fisheries—Fisheries Branch.

The contention of the petitioners was, that it could not have been the intention of Her Majesty's Government to allow them to suffer loss, by being prevented from carrying on what has been declared to be a lawful business; and if, for state reasons, it was decided to refrain from demanding of the United States recompense therefor, such a course must have been pursued on the understanding they would cause proper compensation to be made for the losses the sealers had been compelled to sustain, in order to further the greater interests of the empire, which were involved in the dispute referred to arbitration.

The claims were presented to Her Majesty's Government for consideration.

The mutual withdrawal of the question before the tribunal was solely an action between the two governments towards each other. Then the question of assessment alone remained unsettled.

While each government, by not pressing the point at the time, relieved the other of the responsibility of providing recompense formally stipulated for, the validity of the claims, as claims, did not appear to be affected, beyond shifting the responsibility, since the claimants themselves had not withdrawn them.

The provision for compensation for the temporary relinquishment of the right to take seals, was the outcome of considerable consideration prior to a decision to enter into such an agreement, and it was not thought that the fact that sealers were successful in the exploitation of certain other localities, had any direct bearing on the question of conditional temporary relinquishment of rights in Behring Sea.

The reply of Her Majesty's Government was that it should be pointed out to the petitioners, that the *modus vivendi* was adopted in the interests of the fishery, and it is impossible in these circumstances, to admit that any claim to compensation can arise, except in so far as actual outlay may have been incurred, owing to the absence of notice of the contemplated restrictions.

The compensation given in respect of the season of 1891 was, therefore, properly confined to recouping expenditure which had been made for the fishery, prior to the announcement of the *modus vivendi*.

In the seasons of 1892 and 1893, due notice was given, and the owners of sealing vessels were able to transfer operations to other parts of the Pacific, where it would appear from the statistics of the fishery that they were as successful as they would have been in Behring Sea, if it had not been considered that restrictions on that side, both by land and sea, were necessary to prevent the extinction of a profitable industry. And in such circumstances the regret of Her Majesty's Government was expressed at being unable to comply with the prayer of the petition.

THE CLAIMS OF 1891.

The distribution of the British Award in respect of the claims of 1891, had been entrusted jointly to the Agent of the Department of Marine and Fisheries and the Collector of Customs at Victoria.

The work of reaching those entitled to participate was most difficult, and the paying off of the claims and adjusting the same to the satisfaction of the claimants appearing on the articles of agreement of each ship (imperfect as many of these agreements were) was troublesome and necessarily slow.

It is, therefore, the more gratifying that the awards paid to the claimants have been satisfactory, and that no contention or dispute of any kind has arisen.

Great difficulty has been experienced in reaching the mates, crews and hunters who were engaged on the different vessels in 1891. Some of them were found in Japan, China, Nova Scotia, Newfoundland and England.

A small balance of unpaid claims remained at the beginning of the present year, and Her Majesty's Government was asked whether an immediate surrender of the unexpended balance should be made, or whether my Lords of the Treasury preferred to fix a time limit at which the right of claim should expire. To this a reply was received favouring the latter course, and the following notice was, in March, 1895, published, fixing the date at 31st March, 1896.

Notice is hereby given that of the amount allotted to hunters and seamen in the award of Her Britannic Majesty's Government, as compensation for loss in respect of the *Modus Vivendi* in Behring Sea during 1891, a balance of the sum allotted to hunters and seamen on board certain of the vessels, whose claims have not yet been presented, remains unpaid.

The Lords Commissioners of her Majesty's Treasury have granted an extension of the time for receiving claims from the hunters and seamen on lay (or their legal representatives) to share in the compensation, up to the 31st day of March, 1896.

All outstanding claims must, therefore, be sent to the Collector of Customs, at the Custom House at Victoria, British Columbia, on or before that date, and no claims will be received or considered thereafter."

PROPOSALS FOR CHANGES IN THE AWARD REGULATIONS.

The result of the pelagic sealing operations of 1894, the first year of the application of the award regulations, proved in point of number of skins taken more successful than during any previous year since the beginning of the Canadian industry.

The success of the operation of the Canadian sealers, in the face of the restrictions imposed upon them by the award, was viewed by the United States authorities with alarm.

It appears that the regulations were considered by everybody concerned in the conduct of the arbitration to be very effectual, and indeed in some quarters it was contended that they were unduly prohibitory.

In the United States Senate Executive Document, No. 67, 53rd Congress, 3rd Session, will be found many opinions on them, from a United States point of view, given at the conclusion of the labours of the arbitrators, and apparently the unanimous views of the representative authorities of the United States, who were conversant with every detail of the question up to the event of arbitration, are therein shown to be quite pronounced as to their completeness and effectiveness in crippling the industry of pelagic sealing.

The opinions were ventured that their effect would be to virtually prohibit pelagic sealing in Behring Sea, and to any injurious extent in the North Pacific Ocean; that the number of seals taken would not be great enough to endanger the existence of the herd, or seriously to interfere with the profits of the industry on the Pribylov Islands; that they must render the business of such little profit that it would not be worth pursuing; that the more the logical and necessary results of an enforcement of the regulations as decreed were considered, the more convincing it became that profitable pelagic furseal fishing would be inconsistent therewith.

Holding these views on the subject, the United States representatives are further shown, in the correspondence contained in the document above cited, to be very pronounced in their advocacy of expeditiously effecting a code of regulations which was regarded as amply effective in the establishment of a new condition of affairs, calculated to discourage the industry by rendering the continuance of its prosecution insufficiently lucrative.

The experience, however, of the one year's operations, was sufficient to cause an entire reversal of opinion in the United States, as to the adequacy of the award regulations.

They are stated to be wholly unequal to a proper protection of the seals, and the facts disclosed by the events of 1894, are said to declare that they do not secure that protection and conservation for the seal herds which was credited to them, or which they were designed to provide, and the total extermination of the seal herds is predicted as an evil within measurable distance.

Spears, which were held to be practically harmless in the beginning of the controversy, when compared with fire-arms, are now regarded as most deadly, and infinitely more destructive to seal life than the latter implements.

Thus the conditions and tests of many years are wholly reversed by the short experience of one season of the award regulations, and a request is advanced to Her Majesty's Government for an immediate reconsideration of findings of the Paris Tribunal, providing restrictions upon sealing at sea, which of themselves provide for their reconsideration and modification after five years trial, if both parties to the agreement are convinced of such necessity.

Marine and Fisheries—Fisheries Branch.

At page 160 of the United States Senate Executive document above cited, will be found a communication from the late United States Secretary of State, Mr. Gresham, to Her Majesty's Ambassador at Washington, dated 23rd January, 1895, in the following language:—

EXCELLENCY: I have the honour to inform you for communication to your government, of the deep feeling of solicitude on the part of the President of the United States with regard to the future of the Alaskan seal herd, as disclosed by the official returns of seals killed at sea during the present season in the North Pacific Ocean, filed in the respective custom houses of the United States and British Columbia, and by reliable estimates of skins shipped to London from the Asiatic coast by way of the Suez Canal.

It would appear that there were landed in the United States and Victoria 121,143 skins, and that the total pelagic catch, as shown by the London trade sales and careful estimates of skins transhipped in Japanese and Russian ports, amounts to about 142,000, a result unprecedented in the history of pelagic sealing. It would further appear that the vessels engaged in Behring Sea, although only one-third of the total number employed in the North Pacific, in four or five weeks killed 31,585 seals, not only over 8,000 more than were killed in Behring Sea in 1891 (the last year the sea was open,) but even more than the total number killed during the four months on the American side of the North Pacific this season.

This startling increase in the pelagic slaughter of both the American and Asiatic herds has convinced the President, and, it is respectfully submitted, cannot fail to convince Her Majesty's Government, that the regulations enacted by the Paris Tribunal have not operated to protect the seal herd from that destruction which they were designed to prevent, and that unless a speedy change in the regulations be brought about, extermination of the herd must follow. Such a deplorable result, should, if possible, be averted.

The experience of the past year under the regulations has demonstrated that not alone are the United States and Great Britain deeply interested in the preservation of the seal herd; Russia and Japan have interests, commercially, almost as important. Any new system of regulations of necessity, should embrace the whole North Pacific Ocean from the Asiatic side to the American side, and should be binding upon the citizens and subjects alike of all these countries.

In order to add to our scientific knowledge upon this question as to the habits of the seal, its feeding grounds, and the effect of pelagic sealing upon the herd, and other similar questions, the President deems it advisable to suggest to Her Majesty's Government, and to the Governments of Russia and Japan, that a commission be appointed, consisting of one or more men from each country, eminent for scientific knowledge and practical acquaintance with the fur trade. This commission should visit the Asiatic side of the North Pacific as well as the American, and also the islands which the seals frequent, and report to their respective governments as to the effects of pelagic sealing on the herd, and the proper measures needed to regulate such sealing so as to protect the herd from destruction and permit it to increase in such numbers as to permanently furnish an annual supply of skins.

I am directed by the President to propose for the consideration of your government, and the governments of Russia and Japan, the appointment of such a commission, and I am further directed to suggest that during its deliberations, the respective governments agree upon a *modus vivendi*, as follows:

“That the regulations now in force be extended along the line of the thirty-fifth degree of north latitude from the American to the Asiatic shore, and be enforced during the coming season in the whole of the Pacific Ocean, and waters north of that line. Furthermore, that sealing in Behring Sea, be absolutely prohibited pending the report of such commission.”

Inasmuch as the sealing season will shortly commence, and the fleet will leave the western coast for the sealing grounds, I beg to suggest the necessity of speedy action in regard to this proposition.

The Canadian views on the subject were, that such an attitude could only be maintained on the hypothesis that pelagic sealers have no rights, and that their operations must either be absolutely and in set terms prohibited by law, or so hampered and restricted, by illiberal legislation, that the business must cease through the forced withdrawal of the participants.

The effect of such a proposition would be to re-open the whole question; moreover, it must be untenable in the face of the vindication of pelagic sealing as a legitimate industry by the Paris Tribunal.

Prior to that event the question might have arisen, is pelagic sealing a legitimate enterprise, or is it not? Such a question could not at the present time arise. Its character has been authoritatively settled, and it is the only method by which the subjects, and citizens of the nations of the world, not owning seal rookeries can participate in the fur seal fishery; and it is not the method by which it is generally admitted that the seal rookeries of the southern hemisphere were broken up.

The fact appears to be entirely disregarded that the destruction of seal life in these other regions, has been brought about solely by killing on land and, it is

thought, cannot in any instance on record be attributed to the much less objectionable and more sportsman-like method of hunting seals in the open ocean, where their chances of escape are so much greater.

If then it is an industry which may be lawfully and peacefully pursued by British subjects, it is not clear by what reasoning Her Majesty's Government can be expected to proscribe their participation in it, merely because by their competition they may interfere with, or materially impair, the interests of such nations or their lessees as may have the advantage of owning the land upon which the seals, for a certain period of the year, are under their protection or at their mercy.

A tribunal composed of seven eminent juriconsults, selected from five of the great nations of the world, has confirmed the view that pelagic sealing is a legitimate enterprise, and that those interested therein may ply their calling under certain specified restrictions, but it is expected to enlist the aid of Great Britain to prevent British subjects from enjoying rights secured by arbitration in the face of great trouble and expense.

This decision and the regulations were the result of mature thought, deliberation and consideration, arrived at after full and complete examination of the most exhaustive and effective argument and presentments against pelagic sealing, that it was possible for the United States government to collect and classify, in a period of time extending over about eight years.

That the question of seal life involving as it did the international regulations, was included for the consideration of the tribunal, was wholly due to the United States government.

The Canadian government earnestly endeavoured to keep that question out of the realm of arbitration, seeking a decision on that of right alone, which was raised by the action of the United States government in respect of British ships on the high seas.

It should not be forgotten that the whole question owes its origin to the promulgation and adoption by the United States government, of an exceptional policy with regard to certain comparatively prescribed waters in Behring Sea, and in the interests of the lessees of the sealing privileges of the Pribylov Islands.

Nothing was claimed or even suggested at the time, beyond the effectual expulsion of all sealing vessels from the waters of Behring Sea.

This was the full measure of the claim of the United States government. The objections to pelagic sealing, outside that area, were unformed and developed only in proportion to the growth of the industry, and the production of skins available for competition in the markets of the world.

By the time the decision of the Paris Tribunal was reached, the restrictions imposed upon the ocean sealing industry had assumed most ponderous proportions, so much so that there were those directly interested in the business, who despaired of being able to continue participating in a venture which held the investment of their all, while as has been shown, their opinion in this respect was shared by those interested in effecting a permanent cessation of the industry.

The actual restrictions upon the sealers, dictated by the Paris Regulations may be summed up thus:

The sealing season is restricted to about six weeks in Behring Sea, and the use of fire-arms in hunting is forbidden therein, while the sealers are debarred from approaching nearer to the Pribylov Islands, than 60 miles.

A protection area is established in the open ocean, embracing a huge water area of say 2,000 miles from north to south, and a like distance from east to west, or in other words, the whole of the waters of the North Pacific Ocean which wash the shore of North America, wherein it is possible for a seal to be found, and from that shore across the ocean to the 180th meridian.

Within this vast expanse, pelagic sealers are absolutely prohibited from taking seals during three of the best sealing months of the year, while during the rest of the time their operations are restricted to certain methods.

Every sealing vessel must carry a formal license, authorizing her to engage in the business, which she can obtain only upon the master satisfying the collector of customs of the fitness and expertness of the hunters engaged for the voyage.

Marine and Fisheries—Fisheries Branch.

The vessel must likewise provide herself with and fly a flag distinctive of her character as a sealer.

These are the specific restrictions, absolute under the terms of the award, from the observance of which it is neither expected nor sought by the sealers to be exempt. But they are in constant danger of much further interference and disaster, in no way warranted by the award regulations.

The extraordinary area over which the award applies, has induced legislation of an exceptional character, sanctioning interruption and search at sea, which has already resulted in the seizure of vessels, entirely innocent of even attempted infractions of the law, and consequent breaking up of their voyages with attendant loss and disaster.

Thus a very substantial extension of the inhibitions is made possible and practicable, and taken on the whole it would indeed be difficult to find any other legitimate industry subject to as rigorous and exceptionally comprehensive restrictions as are imposed upon this class of the community whose vocation is, of itself, abnormally hazardous both to life and property.

The subjects of Her Majesty in Canada, have yielded a loyal obedience to the regulations, and the interferences which have taken place since the award, have been considered by those interested to be of a vexatious character, prompted by strict and unwarranted interpretation of the scope of the legislation and instructions thereunder.

That the year's operations resulted in an increased take of seal skins is not at all surprising. Such a condition might be regarded as the natural outcome of the growing experience of the sealers, which could not fail to increase their chances of success.

Moreover, although Behring Sea was in 1894, reopened to operations, after a closure of three years by *modus vivendi*, the exploitation of the Asiatic waters proved more remunerative than did that of those affected by the award and situated on the American side of the 180th meridian.

If it be assumed that the efficiency of the award regulations is to be determined entirely and outside all other considerations, by the extent to which they can be applied to the detriment of all others than the lessees of the seal islands, or by the measure of their instrumentality in destroying the business of pelagic sealing, then an argument for an immediate reconsideration of those regulations may be admitted, but as it is, had the Paris award resulted in a practical prohibition of that branch of the industry, the Canadian sealers might as well have advocated the repeal of existing regulations and a return to unrestricted operations outside territorial jurisdiction.

The position assumed is apparently opposed to the spirit and intention of the treaty creating the arbitration, as well as the findings of the award itself; and the anticipated destruction of the seal herds is an inference drawn from a presumption of conditions impossible of demonstration by the experience of one season.

It is by no means certain that the advocates of ocean sealing could not, in their turn from past experience, show that the methods of the lessees of the sealing privileges on the islands, are operating to the detriment of their rights and privileges, established and regulated by the Paris award, as well as to the depletion of the seal herd. In fact this is a point which may fairly come up for consideration when the time provided for a revision of the award regulations is reached, if such a revision is deemed expedient.

It may also be worthy of mention that during the year 1894 a fleet of 35 United States sealing vessels engaged in the industry of pelagic sealing.

Both parties to the arbitration would seem to be bound by treaty obligation to conform to findings, designed and conceded to settle the difficulties which had arisen. Otherwise, of what avail would be the efforts of the representatives of the different nations, who lent their valuable aid to bring about an adjustment of the question.

A perusal of the proposition fails to disclose any suggestion of restrictions on the operations on the islands. Pelagic sealing alone is to be investigated by the proposed commission, and while it is contemplated to make the award regulations effective from America to Asia, with the additional absolute prohibition of sealing in Behring Sea, the operations on the islands may proceed, and Her Majesty'

Government is invited to assist three powers, jointly interested in suppressing pelagic sealing, which British subjects may lawfully pursue with profit to themselves and credit to the flag under which the precarious calling is conducted.

In the light of all the circumstances, and especially considering the following paragraph of the award itself:—

“The said concurrent regulations shall be submitted every five years to a new examination, so as to enable both interested governments to consider whether in the light of the past experience, there is occasion for any modification thereof.” It would not seem that sufficient ground has been advanced warranting any action in the direction sought.

As to the inclusion of Japan and Russia, in a convention of the nature proposed, it is obvious that such a proposition must fail to meet with favour in Canada, since it contemplates the reference of British interests, mainly Canadian, to the consideration of a commission composed of representatives from four nations in which the joint interests of three of them must necessarily be opposed to those of the other nation wholly at variance therewith.

Moreover, both Russia and Japan had the option of accepting the joint invitation of Great Britain and the United States, to give adherence to the regulations as laid down by the award, as shown in the report of last year, at page 146, under the heading “Identic Note.”

Her Majesty's Government has already effected an agreement with Russia, providing protective zones around the Russian seal islands and along the Russian shores, based upon a proposal from Russia herself, which has been renewed during the past two years, and which has apparently worked satisfactorily.

Nevertheless, both Her Majesty's Government and Canada have invariably evinced every desire to aid in a reasonable and impartial inquiry into the question of both land and ocean sealing, to augment the information in possession of all parties on the different branches of the industry, and on seal life generally.

PART II—AGREEMENT BETWEEN GREAT BRITAIN AND RUSSIA IN RESPECT OF THE SEAL FISHERIES IN THE NORTH PACIFIC OCEAN.

In the report for the year 1894, under the heading “pelagic fur-sealing,” p. clv., the agreement entered into between Great Britain and Russia was treated, and the legislation provided, “Seal Fishery (North Pacific) Act, 1893,” 56 Victoria, chapter 23, was quoted at p. clxiii.

The report for 1894 continued the subsequent phases of the question, embracing the renewal of the agreement, the necessary Imperial Order in Council, and the events arising out of the application of the arrangement.

Some remarks upon the practical effects of the legislation in its applicability to the British sailing fleet were also made.

THE ACT AS AMENDED.

As the Act of 1893 expired on 1st July, 1895, it became necessary to provide legislation continuing the agreement with Russia. The existing Act was, therefore, repealed and re-enacted with amendments, on the 27th June, 1895.

The text of this Act is as follows, and it provides for its continuance in force until 31st December, 1897:—

58-59 VIC., CHAP. 21.

An Act to provide for prohibiting the catching of Seals at certain periods in Behring Sea and other parts of the Pacific Ocean adjacent to Behring Sea, and for regulating the Seal Fisheries in those seas.—27th June, 1895.

Whereas it is expedient to repeal the Seal Fishery (North Pacific) Act, 1893, and to re-enact it with amendments:

Marine and Fisheries—Fisheries Branch.

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1.—(1.) Her Majesty the Queen may, by Order in Council, prohibit, during the period specified in the Order, the catching of seals by British ships in such parts of the seas to which this Act applies as are specified in the Order.

(2.) While an Order in Council under this Act is in force—

(a) a person belonging to a British ship shall not kill, take or hunt, or attempt to kill or take, any seal during the period and within the seas specified in the Order; and

(b) a British ship shall not, nor shall any of the equipment or crew thereof, be used or employed in such killing, taking, hunting, or attempt.

(3.) If there is any contravention of this section, any person committing, procuring, aiding or abetting such contravention shall be guilty of a misdemeanour within the meaning of the Merchant Shipping Act, 1894, and the ship and her equipment and everything on board thereof shall be subject to forfeiture to Her Majesty.

2.—(1.) Her Majesty the Queen may by Order in Council make, as respects such parts of the seas to which this Act applies as are specified in the Order, regulations—

(a) for entering in the official log of a ship particulars respecting the hunting, killing and taking of seals, and

(b) for regulating the hunting and taking of seals, with power to prohibit or restrict the use therein of any particular kind of vessels, methods or implements.

(2.) If there is any contravention of any such regulation any person who committed, procured, aided or abetted such contravention shall be liable to a fine not exceeding one hundred pounds.

(3.) If the regulations under this section provide for the entry of particulars in the official log of a ship, the provisions of the Merchant Shipping Act, 1894, with reference to official logs (including the penal provisions), shall apply to every ship engaged in seal fishing within such of the seas to which this Act applies as are specified in the Order.

3.—(1.) Any offence or fine under this Act may be prosecuted or recovered in like manner as if it were an offence or fine under the Merchant Shipping Act, 1894.

(2.) For the purpose of the forfeiture of any ship under this Act, section seventy-six of the Merchant shipping Act, 1894, shall apply.

(3.) Where any commissioned officer on full pay in the naval service of Her Majesty the Queen has reasonable cause to believe that during the period and in the seas specified in an Order in Council under this Act, any British ship has been used or employed in contravention of this Act, or of any regulation made thereunder, he may stop and examine her, and detain her or any portion of her equipment or any of her crew, and may seize the ship's certificate of registry.

(4.) For carrying into effect an arrangement with any foreign State, an Order in Council under this Act may provide that the powers under this Act of such commissioned officer may, subject to any limitations, conditions, modifications and exceptions specified in the Order, be exercised in relation to a British ship and the equipment, crew and certificate thereof by such officers of the said foreign State as are specified in the Order, or in relation to a ship of the said foreign State and the equipment crew and papers thereof by such British officers as are specified in the Order.

4.—(1.) Where an officer has power under this Act to seize a ship's certificate of registry, he may, subject to the directions of an Order in Council under this Act, either retain the certificate and give a provisional certificate in lieu thereof, or return the certificate with an endorsement of the grounds on which it was seized; and in either case may, if the ship appears to him to be liable to forfeiture, direct the ship, by an addition to the provisional certificate or to the endorsement, to proceed forthwith to a specified port, being a port where there is a British court having authority to adjudicate in the matter, and if this direction is not complied with, the owner and master of the ship shall, without prejudice to any other liability, each be liable to a fine not exceeding one hundred pounds.

(2.) Where in pursuance of this section a provisional certificate is given to a ship, or the ship's certificate is endorsed, any officer of customs in Her Majesty's dominions or British consular officer may detain the ship, until satisfactory security is given for her appearance in any legal proceedings which may be taken against her in pursuance of this Act.

5.—(1.) A statement in writing, purporting to be signed by an officer having power in pursuance of this Act to stop and examine a ship, as to the circumstances under which or grounds on which he stopped and examined the ship, shall be admissible in any proceedings, civil or criminal, as evidence of the facts or matters therein stated.

(2.) If evidence contained in any such statement was taken on oath in the presence of the person charged in the evidence, and that person had an opportunity of cross-examining the person giving the evidence and of making his reply to the evidence, the officer making the statement may certify that the evidence was so taken, and that there was such opportunity as aforesaid.

6.—(1.) Her Majesty the Queen in Council may make, revoke and alter Orders for the purpose of this Act, and every such Order shall be forthwith laid before both Houses of Parliament and published in the *London Gazette*.

(2.) Any such Order may contain any limitations, conditions, modifications and exceptions, which appear to Her Majesty in Council expedient for carrying into effect the object of this Act.

7.—(1.) This Act shall apply to the animal known as the fur seal, and to any marine animal specified in that behalf by an Order in Council under this Act, and the expression "seal" in this Act shall be construed accordingly.

(2.) This Act shall apply to the seas within that part of the Pacific Ocean known as Behring's Sea, and within such other parts of the Pacific Ocean as are north of the forty-second parallel of north latitude, and shall be in addition to and not in derogation of the provisions of the Behring Sea Award Act, 1894.

(3.) The expression "equipment" in this Act includes any boat, tackle, fishing or shooting instruments, and other things belonging to a ship.

(4.) This Act may be cited as the Seal Fisheries (North Pacific) Act, 1895.

(5.) The Seal Fishery (North Pacific) Act, 1893, is hereby repealed as from the passing of this Act, but shall be deemed until that passing to have continued in force, and any Order in Council in force under that Act shall continue as if it had been made in pursuance of this Act.

(6.) This Act shall remain in force until the thirty-first day of December, one thousand eight hundred and ninety-seven, and no longer unless continued by Parliament.

For the purpose of carrying out the provisions of the foregoing Act the following Order in Council has been passed :—

THE SEAL FISHERIES (NORTH PACIFIC) ORDER IN COUNCIL.

At the Court at Windsor, the 21st day of November, 1895.

PRESENT :

The Queen's Most Excellent Majesty,
Lord President,
Lord Privy Seal,
Marquess of Lansdowne.

Whereas by "The Seal Fisheries (North Pacific) Act, 1895" it is enacted that Her Majesty the Queen may by Order in Council prohibit, during the period specified by the Order, the catching of seals by British ships in such parts of the seas to which that Act applies as are specified by the Order; and that for carrying into effect an arrangement with any foreign state an Order in Council may provide that the powers under the Act of any commissioned officer on full pay in the naval service of Her Majesty the Queen may, subject to any limitations, conditions, modifications and exceptions specified in the Order, be exercised in relation to a British ship, and the equipment, crew, and certificate thereof, by such officers of the said foreign state as are specified in the Order, and that any such Order may contain any limitations, conditions, modifications and exceptions which appear to Her Majesty in Council expedient for carrying into effect the object of that Act;

And whereas the said Act applies to the seas within that part of the Pacific Ocean known as Behring Sea, and within such other parts of the North Pacific Ocean as are north of the forty-second parallel of north latitude;

And whereas an arrangement has been made between Her Majesty the Queen and His Majesty the Emperor of Russia whereby British ships engaged in hunting seals within such parts of the said seas as are hereinafter specified may be seized by Russian cruisers;

And whereas Her Majesty was pleased, by and with the advice of Her Privy Council, on the 24th day of August, 1895, to make an Order in Council as a *Provisional* Order within the meaning of the Rules Publication Act, 1895:

And whereas the provisions of the Rules Publication Act, 1893, have been complied with;

Now, therefore, Her Majesty, in virtue of the powers vested in Her by the said first recited Act, and of all other powers enabling her in that behalf, is hereby pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered as follows :—

1. From and after the date of the present Order, until Her Majesty in Council shall otherwise direct, the catching of seals by British ships is hereby prohibited within such parts of the seas to which the recited Act applies as are comprised within the following zone (in this Order referred to as "the prohibited zone"), that is to say :—

(1.) A zone of ten marine miles on all the Russian coasts, Behring Sea and the North Pacific Ocean; and

(2.) A zone of thirty marine miles round Kormandorsky Islands and Tulenew (Robben Island).

2. The powers under the recited Act of a commissioned officer on full pay in the Naval Service of Her Majesty may be exercised in relation to a British ship, and the equipment, crew, and certificate thereof, by the captain or other officer in command of any war vessel of His Majesty the Emperor of Russia (hereinafter referred to as an "authorized Russian officer"), but subject to the limitations, conditions, modifications and exceptions following, that is to say :—

(1.) The said powers shall not be exercised by an authorized Russian officer, except in relation to British ships engaged in hunting seals within either of the prohibited zones.

(2.) A British ship shall not be liable to seizure or detention by an authorized Russian officer by reason of the contravention of any regulations made under section 2 of the recited Act.

(3.) The powers under section 3 of the recited Act of detaining any portion of the equipment or any of the crew, and the powers under section 4, of giving a provisional certificate in lieu of a ship's certificate which is seized and retained, or of endorsing on a certificate the grounds on which it was seized, and of directing the ship to proceed forthwith to a specified port, shall not be exercised in relation to a British ship by an authorized Russian officer.

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(4.) Where an authorized Russian officer in exercise of the said powers, stops and examines and detains a British ship or her certificate of registry, he shall as soon as possible hand over the ship, or deliver or transmit the certificate, as the case may be, either to the commanding officer of a British cruiser, or to the nearest British authority, as defined by this Order, and shall then, or within a reasonable time thereafter, satisfy such officer or authority, that they were reasonable grounds for the detention or seizure and that the case is proper to be adjudicated in a British court, and also furnish to such officer or authority the evidence sufficient, in the opinion of such officer or authority, for such adjudication; and if the said Russian officer fails to satisfy such officer or authority or to furnish to such officer or authority such sufficient evidence as aforesaid, the said officer or authority may release the ship.

3.—(1.) Where the commanding officer of a British cruiser receives a British ship from an authorized Russian officer, and is satisfied that there were reasonable grounds for the detention of seizure, and that the case is proper to be adjudicated in a British court, he may exercise the powers conferred by section 4, of the recited Act, as if he had himself stopped and examined and detained the ship, and that section shall apply accordingly.

(2.) Where the commanding officer of a British cruiser, or a British authority, receives a British ship from an authorized Russian officer, and sends the case for adjudication in a British court, he shall, for the purposes of section 76, of "The Merchant Shipping Act, 1894," be deemed to have himself seized or detained the said ship.

4. For the purposes of this Order, the expression "British authority" means any officer of customs in Her Majesty's dominions, and any British Consular officer having authority as such in any port or place.

5. "The Seal Fishery (North Pacific) Order in Council, 1894," is hereby revoked, without the prejudice to anything done or suffered under that order.

6. This Order may be cited as "The Seal Fisheries (North Pacific) Order in Council, 1895."

And the Most Honourable the Marquess of Salisbury, K.G., and the Right Honourable Joseph Chamberlain, two of Her Majesty's Principal Secretaries of State, and the Lords Commissioners of the Admiralty, are to give the necessary directions herein as to them respectively appertain.

(Sgd.) C. L. PEEL.

THE ACTS OF 1893 AND 1895 COMPARED.

The following is the result of an examination of the amended Act, as compared with that of 1893, which constituted the first legislation under the Russian agreement, originated that year.

Section 1, ss. 1 and 2, and paragraphs (a) and (b) re-enact without change, corresponding sections in the Act of 1893.

Section 1, ss. 3, section 2 and its subsection 1 (a) (b) 2 and 3, as well as section 3, ss. 1, 2, 3, and 4, replace with additions, subsections 3, 4, 5 and 6 of section 1, in the Act of 1893.

Subsection 3 of section 1, differs from the original Act in phraseology, but while meeting some of the Canadian suggestions omits subsections following and provides for them in different form by section 3.*

It also brings the misdemeanor within the Merchant Shipping Act of 1894, instead of 1854, &c., as in the Act of 1893. This is an apparent incidental necessity, however.

Section 2, and its subsections 1, 2 and 3, are new. Thereby, the adoption of regulations by Order in Council, is empowered, as to log records of hunting, killing and taking seals, and for regulating, hunting and taking of seals, with power to prohibit and restrict the use of any particular kind of vessel, method or implement, within the North Pacific Ocean, north of the 42nd degree of north latitude.

Subsection 2 provides a penalty for contravention of any such regulations similar to that in the "Behring Sea Award Act, 1894."

Subsection 3 applies the provisions (including penal provisions) of the Merchant Shipping Act of 1894, (with reference to official logs), to every ship engaged in the seal fisheries within the areas to which the Act applies, as are specified in the Order. (If the regulations provide for such log entries). A similar provision as to the Merchant Shipping Act of 1854 exists in the Behring Sea Award Act, which Act provides for log entries under the Paris Award.

*NOTE :—A memorandum with appendix containing certain suggestions by the Canadian Government will be found at p. 48, Imperial print "Russia No. 1, 1895. (C. 7713) presented to Imperial Parliament, June, 1895.

Section 3, ss. 1 and 2, provides for prosecution, of offence, fine and recovery, and forfeiture of ship, under the Merchant Shipping Act of 1894. These subsections replace ss. 3 of section 1 of the Act of 1893, and are similar to the Behring Sea Award Act, 1894.

Subsection 3 replaces ss. 4 of section 1 of the Act of 1893.

The following provides a comparison :

ACT OF 1893.

(4.) Any commissioned officer on full pay in the naval service of Her Majesty the Queen shall have power, during the period and in the seas specified by the Order, to stop and examine any British ship, and to detain her or any portion of her equipment, or any of her crew, if in *his judgment* the ship is being or is preparing to be used or employed in contravention of this section.

SUBSTITUTION PROPOSED BY CANADA.

(7.) Any commissioned officer on full pay in the naval service of Her Majesty the Queen shall have power, during the period and in the seas specified by the Order, to stop and examine any British ship, and to detain her or any portion of her equipment, or any of her crew, if *the ship is being used or employed in contravention of this section.*

IMPERIAL ACT 1895, UNDER REVIEW.

(3.) Where any commissioned officer on full pay in the naval service of Her Majesty the Queen, *has reasonable cause to believe*, that during the period and in the seas specified in an Order in Council under this Act, any British ship has been used or employed in contravention of this Act, or of any regulation made thereunder, he may stop and examine her, and detain her, or any portion of her equipment, or any of her crew, and may seize the ship's certificate of registry."

This clause, while not going to the full extent of the above suggested one, yet makes it necessary that the officer shall *have reasonable cause to believe* that the vessel had been used and employed in contravention of the Act or regulations, while it does not contemplate any *preparation* for the offence *in the judgment* of the officer.

Subsection 4 of section 3 re-enacts in changed phraseology subsection 5 section 1 of the Act of 1893, but apparently does not change the intention or significance thereof. Hence it still continues the right of visit and search, the principle of which has been protested against.

Subsection 6 of section 1 of the Act of 1893, does not appear to be re-enacted, nor is there apparently any provision of a similar nature in the new Act.

This clause was as follows:—

(6.) If during the period and within the seas specified by the order, a British ship is found having on board thereof fishing or shooting implements or seal-skins or bodies of seals, it shall lie on the owner or master of such ship to prove that the ship was not used or employed in contravention of this Act.

And was one of the points of objection to the Act of 1893, as providing *prima facie* evidence of guilt under which several ships had their voyage broken up without recourse.

The proof of innocent intent is thus removed from the vessel, and presumably, as a natural consequence, the proof of offence must necessarily devolve upon the complainants.

Section 4, ss. 1, re-enacts with changes, section 2, ss. 1 of the Act of 1893, touching the powers of officers in seizing a ship's certificates, &c., and directing her to proceed to port under seizure. The changes make his action respecting seizure, "subject to the directions of an Order in Council under this Act," and the sending her to port under seizure, "if the ship appears to him to be liable to forfeiture." This change renders the clause better than it was, and reference to subsection 4 of section 2 of the Order in Council previously quoted, will show that the Russian authorities are required to hand over any seized vessel (British) to the nearest British authority, upon whom it will then lie to decide, in the light of evidence advanced, whether there was reasonable ground for the detention, and if the case is a proper one for adjudication in a British court.

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Nevertheless, the owner and master each are still held liable to the extra specific fine for not complying with the order to go to the port directed, although it may fairly be contended that the master alone should be liable.

Subsection 2 of section 4 re-enacts subsection 2 of section 2 of the Act of 1893, as to customs and consular officers detaining ships, until satisfactory security is given to appear for trial.

Section 5, ss. 1 and 3 *are identical* with section 3, ss. 1 and 2 of Act of 1893, as to evidence by statement in writing of an officer empowered to stop and examine a ship, if taken on oath, in presence of the person charged, under certain circumstances.

Section 6, ss. 1 and 2 *are identical* with section 4, ss. 1 and 2 of the Act of 1893 as to the power of Her Majesty in Council to revoke and alter orders, and limit conditions, and modify the same, except that the word "qualifications" is changed to "modifications."

Section 7, ss. 1 and 2 are the same as section 5 of ss. 1 and 2, as to application and construction, except that s.s. 2 of the new bill adds: "And shall be in addition to, and not in derogation of the provisions of the Behring Sea Award Act, 1894."

Subsection 3 interpreting the expression "equipment," is identical with ss. 3 of section 5 of the 1893 Act.

Subsections 4 and 5, citing the Act and repealing the previous Act from the passage of this Act, and continuing the Order in Council in force under the Act of 1893, necessarily vary in form.

Subsection 6 is new. It reads:

"This Act shall remain in force until the 31st day of December, 1897, and no longer, unless continued by Parliament."

It will be observed that the present Act, while re-enacting that of 1893, goes considerably further, inasmuch as it takes power to make Orders in Council providing regulations, which under the text of the agreement with Russia, the Act of 1893, or the Orders in Council thereunder, are not in existence; although regulations of a similar nature obtain under the "Behring Sea Award Act" of 1894, affecting the water area to which the award and its consequent legislation is applicable.

The area affected by this Act is the same as by that of 1893, that is to say:—All that part of the Pacific Ocean (including Behring Sea) as is north of the 42nd parallel of north latitude, from America to Asia. This includes all the area affected by the Behring Sea award, except a strip on the southern limit between the 42nd and 35th degrees of north latitude, and comprises the Pacific Ocean north of a point opposite Yesso Island, in Japan, on the Asiatic side, and of a point off the state of Oregon, in America.

After taking power to make these regulations (by Order in Council) the Act proceeds to provide machinery against any breaches thereof, if such regulations are made.

The offences under the Act are, therefore, dependent upon the Orders in Council, which it empowers Her Majesty to make.

The Act itself (subsection 5 of section 7) continues in force the Order in Council under the Act of 1893; but this does not affect the power taken to make other substantive Orders in Council, of an entirely different and more comprehensive nature.

The contention has been, and still is, that the agreement with Russia does not call for any inhibitions beyond those in force in 1893, and that of themselves they were much more restrictive and comprehensive than a fair and reasonable interpretation of the agreement, in the light of the peculiar conditions of the industry, demanded.

As the practical application of the Act, however, can only be judged from the Orders in Council made thereunder, reference is directed to the Order in Council above quoted. Subsection 2 of section 2 reads as follows: "A British ship shall not be liable to seizure or detention by an authorized Russian officer by reason of a contravention of any regulations made under section 2 of recited Act." In this respect

the Act is thus kept within the scope of the agreement, and it is understood that the power taken would be applied more particularly in the direction of collecting information and statistics upon the sealing question generally.

The Act throughout substitutes the Merchant Shipping Act of 1894 as applicable, for those of 1854 and 1876, cited in the Act of 1893; the necessity for this, however, is obvious.

It may further be observed that the Act of 1893, section 1, subsection 4, authorized the seizure of a vessel, etc., if in the judgment of the boarding officer, the ship was being or preparing to be used or employed in contravention.

This, among other points, formed the subject of protest on the part of the Canadian Government, and the present Act, if not wholly meeting the objections in this respect, in necessitating on the part of the officer, reasonable cause for belief that the vessel had been so used or employed before stopping, examining or seizing her, certainly concedes a very considerable point in that direction.

The absence in the Act of subsection 6 of section 1 of the Act of 1893, which provided a *prima facie* case against the vessel, and threw upon her the onus of proof of innocence, is very significant, and it would seem that, in thus shifting the responsibility of proof upon the other side, perhaps one of the most objectionable features in the Act of 1893, is greatly diminished.

All the vessels seized in 1893—the “Maud S,” “Ainoko,” “Minnie” and “Arctic,” had their seasons broken up without recourse, because of the *prima facie* case against them, notwithstanding all subsequently satisfied the courts of their innocence, except the “Minnie,” which vessel was condemned merely through the absence of sufficient proof to discharge the presumption thus raised against her mere presence, in a locality where she had a right to be, for other purposes than those prescribed in the Act.

The new Act, therefore, greatly restricts the facilities for interference with British ships, in this connection, and, therefore, by comparison inures generally to their advantage.

The second addition as contained in ss. 1 of section 4, “if the ship appears to him to be liable to forfeiture,” seems also to render the Act more favourable than was that of 1893.

The right of visit and search over British vessels by foreign officers is continued (sec. 4, ss. 3).

The principle involved in this concession to foreign powers has formed the subject of much representation.

The fact that the right is jointly conferred by each power upon the other, is not (under the peculiar circumstances obtaining) deemed a sufficient answer to the objections.

It is impossible that reciprocal rights can be conveyed between Russia and Great Britain in respect of the pelagic sealing industry, since their interests in this matter are diametrically opposite.

Owning seal islands, Russia's self interest is to compass the prohibition of pelagic sealing, and to this end prohibits it by her own subjects. Where, then, is England to exercise any so-called reciprocal privilege?

On the other hand, the interests of Great Britain in the catching of seals by her subjects, lies wholly in pelagic sealing, inasmuch as it is the only method by which they can participate in that branch of the industry, as she does not own rookeries. Hence, at the outset, the interests of the two countries in this respect are necessarily antagonistic. It is, therefore, easy to understand that while Russia might willingly concede powers to Great Britain to assist in policing their waters, to stamp out a practice (although legitimate) against Russian interests, Great Britain could not be actuated by the same reason to confer similar powers. Thus the position must of necessity be a one-sided one.

Apparently, to go beyond the mere appearance of reciprocity, Russia would require to throw open her operations on land to constant inquisitorial examination, espionage and surveillance by British representatives, and even that concession could in no manner be regarded as constituting an equivalent for the rights conferred upon Russians over British vessels on the high seas.

Marine and Fisheries—Fisheries Branch.

THE CLAIMS OF THE "WILLIE M'GOWAN" AND "ARIEL."

The departmental report for 1893, contained the text of the findings of the Russian Commission appointed to inquire into the seizures by Russian authorities, in the vicinity of the Komandorsky Islands during 1892.

In respect of the "Willie McGowan" the commission decided that it was not justified in declaring that the seizure was altogether regular, and as regards the "Ariel," the decision was that although there were indications of the vessel having been in territorial waters, yet the majority of the commission did not consider her seizure to be justified from a legal point of view, on account "of the absence of a condition which is essentially and generally admitted, that is to say the "Ariel's" boats had not been sealing in our waters."

The Russian government accordingly signified their readiness to proceed to an assessment of the indemnity to be paid to the owners of these two vessels.

During the present year Her Majesty's government applied through the Canadian government, for such vouchers and documentary evidence as could be obtained supporting the various items of the claims of the "Willie McGowan" and "Ariel," which had been advanced, as the assessment thereof was about to be entered upon.

This department immediately communicated with the parties interested in Nova Scotia and British Columbia, to the desired end, and a mass of material of the nature required for the establishment of the different points involved has been forwarded for transmission to St. Petersburg.

There is, therefore, reason to hope that before long some definite official intimation of the settlement of these claims may reach Canada.

The seizure of the other vessels which occurred contemporaneously was maintained by the commission, and is still the subject of diplomatic correspondence.

R. N. VENNING.

Ottawa, 31st December 1895.

APPENDIX No. 7.

GENERAL REMARKS ON THE YIELD OF THE FISHERIES FOR THE SEASON OF 1895, FROM PRELIMINARY REPORTS BY THE SEVERAL INSPECTORS OF FISHERIES.

Owing to the early date at which this report requires to be put into the printer's hands, in order to be ready for Parliament, it is impossible to collect and compile in time for submission, detailed statements from the respective provinces of the Dominion as the particulars necessary to complete them are procured from various sources and remote districts, some of which are difficult of access, whilst in others, fishing is actively pursued until the close of navigation. Full statements of the yield and value of the fisheries of each province during the season of 1895, together with the various fishery officers' reports and statistics, will be published in a supplement to the present report.

NOVA SCOTIA.

Inspector A. C. Bertram sends the following report of the fisheries of Cape Breton Island :—

DISTRICT No. 1.

The statistics in my annual report, which will be forwarded at the end of the year, will, I regret to say, show a marked decrease in at least three of the leading branches of the fisheries in my district as compared with the previous year, viz., codfish, haddock and mackerel. There will, however, be an increase in herring, lobsters and probably salmon. The causes which have led to the falling off in cod, haddock and mackerel fishing are difficult to discern.

Cod of late years, for some unknown reason to the shore fishermen, keep more off shore in deep waters. Whether this is due to the inshore banks becoming depleted of their natural food supply or to climatic changes, I am unable to say. It certainly cannot be due to over-fishing, as not for years have cod and haddock been found in such abundance as the past summer on the Newfoundland banks, and I may also say, on some of the banks between the Newfoundland coast and Cape Breton. What is needed now by our Cape Breton fishermen is a larger class of fishing craft, such as the Lunenburg County fishermen have adopted with such success. A continued absence of cod from the inshore fishing banks will either force the native fishermen to abandon this branch of the fishing industry, or provide themselves with a class of fishing vessels such as above referred to, which will enable them to prosecute the fishery on the various banks in deep water.

While the spring *mackerel* fishery was fairly good the fall fishery was a complete failure, particularly on the north-eastern coast of the Cape Breton district. Mackerel on their return from the North Bay to southern waters, for some unknown reason, gave our inshores and bays a wide berth. This change in the course of their migration was not caused this year by the schools being intercepted by purse-seine fishermen, as was the complaint of local fishermen in former years, as this season there was a much smaller number of purse-seining vessels on the coast than formerly and these secured but very small catches.

Herring

Of good quality were abundant, and the catches large, but the demand was poor, and the ruling price low. The result is that large quantities of the cured article are held by fishermen and dealers in anticipation of an increase in price and demand.

Marine and Fisheries—Fisheries Branch.

Lobsters.

Of all the branches of the fishing industry none appear to be more profitable to our local fishermen than lobster fishing. The past season has been a good one for both the packers and those engaged in the fishery. Lobsters were found very plentiful, the prices realized were good, and the short extension granted by the Government made this branch of the fishery a success.

As I am to discuss the fishery operations in this district in my annual report from information supplied by the official statistics, I purpose to say nothing further in this brief report. I may add that the close seasons have been well observed during the season.

The numerous prosecutions in the fishery court have had a salutary influence on those of our people who were formerly inclined to disregard the fishery laws.

DISTRICT No. 2.

Inspector Robert Hockin sends the following remarks on the fisheries of District No. 2, Nova Scotia, comprising the counties of Cumberland, Colchester, Pictou, Antigonish, Guysborough, Halifax, and Hants :—

For the purposes of comparison, it may be well to give the value yielded as per last year's report which is as follows :—

DEEP SEA FISH.		\$
Herring.....		182,000
Mackerel.....		223,000
Cod.....		226,000
Hake	}	73,000
Haddock		
Pollock		
Halibut.....		32,000
Lobsters.....		546,000
Salmon.....		51,000
Smelts, gaspereaux	}	85,000
Shad in rivers, eels		
Trout		
All others.....		93,000
		1,511,000

With reference to *herring* the season has been notable for the abundance of these fish. Some counties showing three and one-half times the quantity of last year's catch taken this year, but as the prices fell below what was found to be remunerative, fishermen did not secure all that they would if they had faith in the market price rising. Nevertheless, this has been the case, and those who did not dispose of their fish at the low rate are now getting prices that are fairly remunerative.

Mackerel.

Reports from all over the district give a large falling off in the catch.

Cod.

It is estimated that the returns will show from 15 per cent to 20 per cent less than last year. Of the other fish of this family, hake and haddock have considerably increased, pollock has decreased.

Lobsters.

Taking the whole district, the yield from this fishery which now represents one-third of the value of all the fish taken, will be very nearly equal to that of last year.

Salmon.

In the Straits of Northumberland the catch was not one-half of that of last year; upon the Atlantic coast it was somewhat more. In the Bay of Fundy, about the same as last year.

Shad

Will not show as good returns as last year.

Smelts

Will be less; while the catch of gaspereaux is expected to be slightly in excess of last year.

It will be seen, therefore, that a decrease of the value of the whole catch of from ten to fifteen per cent is to be expected.

DISTRICT No. 3.

Inspector L. S. Ford, sends the following remarks on the fisheries of District No. 3, Nova Scotia, comprising the Counties of Lunenburg, Queen's, Shelburne, Yarmouth, Digby, Annapolis and King's.

In the absence of the usual statistics, such a report may prove inconsistent with the regular one furnished later, based on actual figures, etc., but from information received from the several overseers and from personal observation, I beg to report as follows:

As a whole the Grand Bank fishermen have done well, the catch has been better than last year, but the exceedingly low prices, will no doubt lessen the returns to some extent.

The boat fishing has not been a success, in many places there has not been an average catch, largely owing to scarcity of bait, and of the marketable fish. The fishermen complain bitterly of the dog-fish driving the cod family off the shores. Since the oil from that fish has become of slight value, they are not worth catching; and in consequence they have increased rapidly, and have become numerous enough to lessen the average catch of marketable fish all along our shores.

Herring

Are an average catch, but the prices rule so low, that although during the fall our bays and harbours swarmed with this fish, no sustained efforts were made to secure them. In some places, however, large quantities were taken, far in excess of previous years, as will be shown by later returns.

Mackerel

In most places were a total failure. This fish seem to be plentiful off the coast, but they do not come into the harbours and bays, as in years past. All kinds of reasons are extant accounting for this seeming desertion, but few that are plausible when investigated. As expensive plant is used for the mackerel fishery, its failure, means serious loss to the fishermen, and to the province as well. The importance of this valuable fishery merits the consideration of the department. There may be some reasons for its failure, discernible, and I would urgently advise investigation.

Marine and Fisheries—Fisheries Branch.

Lobsters.

The lobster business has been vigorously prosecuted, both as to live shipments, and preserved in cans. The shipment of live fish will exceed that of last year and the canneries are fully up to the average. This most important fishery occupies largely the attention of your officers, and needs more, as despite all care berried fish are no doubt shipped to the United States in the smacks which frequent our coast, buying the fish direct from the boats.

Active preparations are being made to prosecute the business the coming season, and I would respectfully call the attention of the department to the necessity for increased protection.

I am asked in some localities to recommend that the open season commence in April instead of January, as at present, in others the present season is satisfactory. On the bay shore and at Yarmouth they would raise the standard to 10½ instead of 9 as at present. Such a law would close up all the canneries, as they cannot compete with the price received for 10½ lobsters in United States markets.

The Salmon

Fisheries will average with past years. In some localities they were almost a failure, in others an excess. The laws that govern this fishery are well understood, much has been done of late years to repair the loss, and much more remains to be done. One hundred years of neglect and carelessness on the part of mill-owners, it has taken to nearly destroy our inland fisheries, and it will take many years to restore them. With common sense, passes from the sea to the lakes, and careful restocking, there is no reason why salmon, gaspereaux, trout, etc., should not be fairly plentiful on our rivers and brooks.

In the early season the gaspereau in many places is the only available bait for the deep-sea fisheries, and the fishermen of Nova Scotia actually import them from New Brunswick in large quantities for that purpose, while our own rivers should supply them for all. Beyond all doubt our inland fisheries are of more than local interest, as it is a well known fact that the whole cod family follow the bait fish into the harbours of our coast and await their reappearance from the rivers. Mackerel especially prey on the young fish from August to November. In that case an increase of the anadromous fish would mean an increase of the shore fishery now falling off to some extent, and the decrease of young fish in the fall may account for the non-appearance of the large mackerel, as in other days.

Shad.

This fishery has been an exceptionally good one, both as regards quantity and quality.

There has been an increased tonnage of vessels engaged in bank fishing, and in the number of men engaged. Taking everything into consideration, the year's catch of fish has been fully up to the average. Prices are discouraging, it is true, but we may hope for a change in that particular.

NEW BRUNSWICK.

DISTRICT No. 1.

For *District No. 1*, which comprises the *County of Charlotte*, *Inspector J. H. Pratt* reports that a slight decrease will be found in the catch for the season just closing of nearly all kinds of line fish, not that there has been any decrease in the quantity of those fish, but prices have been ruling so low during part of the season that our various fishing industries have not been prosecuted with the same amount of energy that distinguishes our fishermen when prices are better.

With regard to the herring fishery, I am pleased to state that both large and small herring have been very plentiful, but the prices paid by the buyers have been very low, as compared with those of other years.

However, in spite of the small demand and low prices, there has been more caught and the business of barrelling, smoking, and canning of sardines proceeded with the usual sign; for fishermen must work, even should the prices not be as remunerative as they could desire.

The aggregate value of the catch this season, I regret to state, will be somewhat less than in 1894.

DISTRICT No. 2.

For *District No. 2*, which comprises the counties of *Albert, Westmoreland, Kent, Northumberland, Gloucester and Restigouche*, *Inspector R. A. Chapman* submits a preliminary report which he is quite sure will be verified by statistics, etc., which will accompany his full report at the end of the current year, the aggregate value of fish caught, notwithstanding a falling off in one or two kinds, hereafter noticed, will be larger than last year, and will amount to about three millions of dollars, a very large proportion of which is from the river and coast fisheries, which are becoming of great importance to a large portion of the population. He refers briefly to the catch, etc., of the different kinds of fish most generally taken, in detail as follows:

Shad.

While these fish have been more plentiful than usual in several districts on the Gulf of St. Lawrence, where they are of poor quality, they will never be caught in the large quantities of by-gone years on their feeding grounds at the head of the Bay of Fundy, when hundreds of boats were then engaged in this fishery, until the destruction of the parent fish on the way to their spawning grounds, which yearly takes place in St. John Harbour, is stopped by a regulation prohibiting their being caught before the 20th of June.

Salmon.

The fishing has not been as good as in 1894 on the Restigouche River, when it was the largest known for many years, but was a fair catch, and the deficiency will be at least partially made up in some other districts. Large numbers of salmon and grilse were reported on the spawning grounds of all the rivers during the past fall, which should give a good catch hereafter.

Trout.

The catch of these fish appears to be increasing each year, large quantities of fine sea trout ascended both branches of the Miramichi River last spring.

Herring.

Spring herring were very plentiful the past season, and good catches of fine fish were made on the Caraquet and Miscou Banks during August and September.

Marine and Fisheries—Fisheries Branch.

Smelts.

The catch of smelts will exceed that of the previous year by nearly a million pounds, being the largest ever reported. The rivers and bays are full of them this fall, they are apparently more plentiful than ever at this season of the year.

Cod.

The catch was not quite up to the year before owing to rough weather in October, and not to scarcity of fish as they were very plentiful, especially the latter part of the season.

Mackerel.

While large quantities were taken at a few points along the coast, especially off Richibucto, in several districts they were almost a failure, which will make the aggregate slightly under last year's.

Bass.

More of these fish and of larger size were caught than in 1894.

Lobsters.

Some 25 less factories were operated than the previous year, and in some districts the catch was considerably less, so that there will be a falling off in this fishery of probably three or four hundred thousand cans.

Oysters.

A large increase in the quantity of oysters from all the beds will be reported this year, partly, at least, due to fishing through the ice being prohibited, and especially has this result been helped thereby on partly depleted beds.

There is a general gain on nearly all other kinds of fish and fish products.

DISTRICT No. 3.

For *District No. 3*, which comprises the counties of *St. John, King's, Queen's, Sunbury, York, Carleton, and Victoria*, *Inspector H.S. Miles* reports the catch of fish will probably be above the general average, but as very few of the returns of the local fishery officers are in, very little detailed information can be given. Owing to the low price of alewives there was a considerable decrease in the quantity taken.

In *St. John County* the salmon fishery was better than last year, and the same may be said of shad.

Mackerel will show an increase.

In the waters of the *Upper St. John, brook, river and sea trout* were in greater abundance than for several years.

Marked beneficial results are obtained from the artificial breeding of salmon in this district. In October at the fish pond in *Carleton, St. John County*, over 400 salmon were stripped and no fewer than 3,000,000 eggs taken. Citizens generally are awakening to the importance of obtaining these spawn to put in the rivers, lakes and streams, and applications are constantly made for larger quantities than can be obtained.

PRINCE EDWARD ISLAND.

Inspector E. Hackett sends the following report on the fisheries of the above named province :

The fisheries generally may be considered fairly successful, though in some branches not up to the average of other years.

Spring opened early, and the weather was remarkably fine all through the season. This was a great advantage to fishermen, as they were enabled to pursue their industry without loss of time, and at comparatively small expense for outfit. There is no serious loss of fishing boats, gear and outfit to report, such as occur in seasons when heavy storms devastate the coast.

Herring

Being the first fish to arrive in the spring are gladly welcomed by fishermen. This year large schools struck the coast early and good catches were made at all points. Fishermen had no difficulty in securing an ample supply of bait for the lobster and mackerel fisheries, and were thus in a position to prosecute those industries with great chances of success.

The spring herring being thin and poor, are not cured for export, the whole catch being used as bait, a small percentage only entering into home consumption as food.

Lobster

Fishing and canning commenced early, and the pack was well up to the average of the last five years. The quantity canned shows a slight decrease as compared with last year, but the season's operations are considered satisfactory by both canners and fishermen.

Notwithstanding the heavy drain on this fishery by the large number of traps used each year, the shortened season and other restrictive regulations appear to so protect the fish, that the coastal waters of this district continue annually to produce about the same supply. This would indicate that while the fishery shows no improvement the protection afforded is sufficient to prevent further deterioration.

Codfish

Were scarce in the early part of the season, but towards the fall became very abundant, and large takes were made. This fishery is not actively prosecuted by island fishermen, but a large number of small vessels from Nova Scotia and New Brunswick fish the whole season around the coasts of this province, and make very successful trips.

Mackerel

Were in the gulf early and of a large size. The catch, however, was small, and when the returns are all in this branch will show a decided falling off. Hook-and-line fishing was a complete failure, but those who used nets met with fair success. A considerable diversity of opinion prevails as to the cause of the small catch. Some fishermen contend that mackerel were as plentiful as on former years, but, owing to their large size, did not school up, and were shy of the hook. In proof of this contention, they instance the success of net fishermen, and say if mackerel were so scarce nets would not prove any more successful than the hook and line. Others again say that mackerel were not in the usual abundance, or hook-and-line men would succeed in capturing a fair share, and that the methods of fishing, such as using seines and nets, have driven the fish from their former haunts, and, if persisted in, will eventually destroy the fishery. The nets used, however, were set outside the three-mile limit, and therefore, under existing laws, beyond the control of fishery officers, either in the cruisers or on the land.

Marine and Fisheries—Fisheries Branch.

Oyster

Fishing was vigorously carried on; and, although the quantity taken was not so large as formerly, the results, owing to the high prices realized, are fairly satisfactory. The oyster fishery in Prince County was not so successful as on former years. This was caused by the falling off at Richmond Bay, the beds there showing signs of depletion. The bays and rivers of Queen's County, on the contrary, show great improvement, and large quantities were taken off beds this season that a few years ago were considered absolutely unproductive. This shows the great recuperative power of the beds when properly protected. The restrictions placed on mud-digging, the returning of the small oysters to the water alive, and the proper enforcement of the close season, largely tend to improve the fishing. A great many are of opinion that the close season should extend from the 1st day of May to the 1st day of October in each year, instead of from the 1st day of June to the 15th day of September, as at present. This would leave the beds undisturbed in the spring, and materially shorten the season, thus giving greater protection to the fishery.

The run of salmon in the breeding streams this fall has been the heaviest for many years, the rivers actually teeming with fish making their way to the headwaters to spawn.

The great abundance of fish had the effect of stimulating the poachers, and the guardians required to be on duty day and night to properly protect the streams. Smelt fishing was actively pursued and large quantities were taken during the season and exported to United States markets.

This is a comparatively new industry here, and affords employment during the winter months to young men who formerly had to seek work abroad. The minor fisheries such as hake, haddock, &c., will result about the same as last season. Trout fishing was carried on during the season, but with moderate success. The streams being low, trout did not remain long and sportsmen were generally disappointed when visiting the rivers.

Altogether the season may be classed as an average one. The different branches of the fisheries with the exception of mackerel, are well up to the standard of former years. Local fishermen, however, largely depend on mackerel, and the falling off in the catch is severely felt at many points.

QUEBEC.

Commander W. Wakehan, who has charge of the Fisheries Protection Service in the *Gulf and Lower St. Lawrence*, reports as follows:—

There is every indication of a decided falling off in the yield of the fisheries.

Those directly interested in the output of the product incline to the opinion that a decrease of about one-third in the catch may be expected.

The total value in 1894 was \$1,971,199.77.

Cod.

Although the season opened early the fish were not plentiful and up to the 15th August, the close of the summer fishery there was at all times a noticeable shortage in the usual volume of fish.

Rough weather prevailed during the summer season, rather of a constant roughness than marked by any severe gales, though sufficiently deterrent to keep the boats on shore for a week at a time.

Generally speaking, fish were not so scarce on the Little north as on the south shore especially from Natashquan west. Nevertheless the catch will not equal that of the previous year.

Indications point to an abundant take on the Canadian Labrador.

Salmon.

The salmon net fishery will likewise prove disappointing from the same cause that militated against the cod fishery.

As the principal salmon catch is made in June the intervention of stormy weather must necessarily affect the result and any decrease in their fishery can thus be readily accounted for outside any supposed scarcity of fish.

Salmon were reported as abundant in the rivers and the anglers meet with excellent success.

Lobsters.

It is expected that a slight falling off will be noticeable in the lobster fishery. The first run was both early and good, but their condition was not maintained and long before the expiry of the open season, many of the canneries had ceased operations.

This fishery, however, has been overdone, and it is only by greatly increasing the number of traps used that it can be kept up to its present condition.

Mackerel.

The returns of this fishery will also show a falling off. In the gulf division these fish were taken only at Magdalen Islands, but not in such abundance as during the previous season. In this locality they were more abundant during the summer.

The opinion prevails among the shore fishermen that the immense fleets of gill nets which practically encircle the islands have the effect of walling the fish off.

Young mackerel in great abundance are reported in the Gulf and River St. Lawrence as far up as Rimouski, from August to October, which, it is thought, indicates excellent fishing in a year or two.

Herring

Proved as abundant as usual and indications point to an increased catch.

Smelt

This fishery will show a considerable increase.

Seals.

This spring seal hunt proved a failure, and there is a gradual decrease noticeable in the number of vessels engaged in the industry.

The supply of bait fishes was about as usual.

The regulations were everywhere well observed.

While in some quarters the failure of the cod fishery will be considerably felt, there will be no distress which cannot be provided for by the community.

Marine and Fisheries—Fisheries Branch.

MANITOBA.

R. La Touche Tupper, inspector of the above province, sends the following report:—

Last season was not a good year or a prosperous one for the fishermen for many reasons.

The depression in the western states, which is our principal market, prevented the purchase of fish there, and consequently prices were poor. Added to this cause, which was felt by the fishermen of all classes, the lakes froze up very brokenly, making it almost impossible to run the nets under the ice, thus hindering the winter fishermen in their work, and causing them loss. I am glad to be able to report that although the commercial fishing is carried on principally at Horse Island, in the extreme north end of Lake Winnipeg, a distance of 300 miles, yet another year has passed without any wreck of boats or loss of life in the prosecution of the fisheries. The new range light, placed by your department at the mouth of the Red River, has been of the greatest benefit to steamers and also to the sail-boats, and satisfaction at the action of the department is expressed by the owners. A light is badly needed at Gull Harbour, and as it would be on dry land, and only a beacon, the cost would be very little—say \$50 to \$75 for frame and light, and for the four months it would be necessary, \$25 per month for lighting and the cost of oil. With this light, steamers could travel night and day, instead of having to lay up if near these points at night.

COMMERCIAL FISHING.

The commercial companies fishing in the northern end of the lake have had a very satisfactory catch this summer. I visited them in June and inspected all their freezers and the manner of work done. I found the utmost cleanliness prevailing, all offal carefully kept from the lake water as far as possible, in fact it was all removed except the washing of the decks of the tugs and boats after a catch, when the slime, blood, etc., has to be washed overboard. In the case of the companies whose plant is in the harbour of Selkirk Island I do not think this matters, as none of this stuff goes out of the harbour, but is taken there by millions of young fry of the spring spawning fishes, so that none gets into the whitefish grounds farther out in the lakes. It was different with the plant of Robinson Fish Company which was on the Saskatchewan River. Here all the washing of the boats and from the cleaning of the fish went into the river and was carried miles out by the big stream, although all the offal possible to be kept was kept ashore. There is always a temptation to dump offal in a running stream as it is carried out of sight and the offender cannot easily be caught, so I am glad to see that the Robinson Company is moving their buildings out to Pony Island alongside Selkirk Island and I would respectfully recommend that no permit be given to clean and dress fish in the river again. If but for spawning purposes alone the river should be kept perfectly clean and pure.

A NEW METHOD OF SHIPPING WHITEFISH.

During the holding of the World's Fair at Chicago, I was asked by Commander Wakeham to forward specimens of fish fresh packed in ice, for exhibition if it could be done.

The Manitoba Fish Company through Mr. Overton brought in from Selkirk Island splendid specimens of lake trout, whitefish, etc., unfrozen. These were forwarded simply packed in ice and were pronounced by Commander Wakeham and others to be in perfect condition on arrival at Chicago. Last season a demand arose in the United States for similar fish, that is, for fresh fish which has not been frozen; of course these fish were for immediate use and do not, except to a very small, if any extent, interfere with the sale of frozen fish as the market for each is at a different time of the year. These fresh fish were packed in broken ice at Selkirk

Island, brought in in the cold storage hold of the steamer, teamed over to East Selkirk a distance of four miles, from there they went to market in refrigerator cars and in every instance arrived in perfect condition.

The two companies who had engaged in this new method of shipping fish wished to fill some orders they had received about the first of September. I was unable to allow them to do so and they had not time to appeal to Ottawa, so the tugs were laid up and the commercial fishing ceased, however the domestic fishermen who had licenses caught and sold to the companies nearly all they had orders for. This was a great boon to the domestic fishermen who are all residents on the lake, many with families and when they had just suffered a bad year.

Preparations for shipping largely in this manner are being made and as it requires a greater outlay and gives more employment here, it will tend to the increased prosperity of the fishermen on the lake. The returning prosperity across the border and the consequent assurance of a market has stimulated the fishermen here, and I believe I am safe in saying that seventy-five thousand dollars will be expended this winter in improved freezers, steamers, and methods of handling fish.

Sturgeon

A good deal of time and money was spent looking for sturgeon fishing grounds and finding out the best method of taking out the fish. Some of the cotton nets used in Delaware Bay and other points on the Atlantic coast were tried and found useless here. It seems the gill net of linen and the pound net must be used. As this fish will be sought for next year regulations regarding them should be made or considered before next season's fishing opens—also regulations regarding taking of sturgeon in Playgreen Lake and Cedar Lake.

In fact the fishing regulations in Manitoba need revising owing to the many partial changes made in them and the changed condition of fishing on the lakes. The so-called "domestic" license issued to resident fishermen is used really for commercial fishing, and there are no less than seven small freezers now on the lake, owned by fishermen living on the lake, and these are used for storing fish for export. It will be necessary to frame new regulations regarding them.

I have had no returns this year yet from Lake Winnipegosis or Lake Dauphin. From Lake Manitoba two of the guardians report the close season having been well observed—and the winter fishing having commenced a great many settlers are going in about Mossy River in the Lake Dauphin County and I would recommend the appointment of a guardian there. In Southern Manitoba, Mr. Crampton, the guardian, has done good work, but it will be necessary to have one or more guardians there to keep the streams clear.

The law regarding close seasons here has been well observed, with the exception of a very few cases in the Red River last spring and of a few Indians who took whitefish in the close season for their own use.

NORTH-WEST TERRITORIES.

Inspector F. C. Gilchrist sends the following report of the *North-west Territories* :—

I am of the opinion that when the statistics of the catch of fish in the Territories are made up it will be found that it is somewhat smaller than that of last year. The principal reason for the falling off is the extending of the area over which the regulations are being enforced. There are, it is true, other causes of the decrease, but they are more local in their nature and effects, and will be given notice by the different officers in the final report. Where the decrease follows the carrying out of the fishery regulations it means that to the extent of the greater part of the decrease the fish have been allowed to propagate themselves unmolested for the first time in years.

Marine and Fisheries—Fisheries Branch.

PRINCE ALBERT DISTRICT.

The catch in this section will be somewhat greater than last year, owing largely to the fact that a number of the settlers, principally half-breeds, who had, owing to the drought, very poor or no crops, began to fish in the lakes north of Prince Albert on the 15th of last month for the market. These people are selling their fish to the representative of an eastern firm and intend carrying on the industry most of the winter. Several prosecutions for infractions of the regulations have taken place, but, on the whole, the law has been well observed.

RATTLEFORD DISTRICT.

The catch of fish in this district will, I believe, show a small increase. The law has been fairly well observed.

LAC LA BICHE DISTRICT.

There will be a reduction shown in the catch of this district. The close season was, considering everything, well observed at Lac la Biche, and the lakes in the neighbourhood this past fall, and if it can be kept so the fisheries cannot fail to improve. Lac la Biche, at the present moment, is at a critical stage, for its fish have been largely reduced in numbers, and as there are about 300 resident half-breeds there who live very largely on fish, it is a serious matter to them and to the country.

EDMONTON DISTRICT.

The catch here will show a general falling off, owing to the better enforcement of the close seasons, the only exception being at Pigeon Lake, where the catch has been steadily increasing for the last three years. This is due to the persistent carrying on of, principally, winter fishing by licensed white, half-breed and Indian fishermen; the close seasons being strictly observed.

This district has now an overseer in the person of Mr. W. D. Matheson, of Edmonton.

CALGARY AND BELLY RIVER DISTRICTS.

These districts cover that portion of the Rocky Mountains lying within the territories between the main line of the Canadian Pacific Railway and the international boundary line, and the streams running out of them, as far east as the trout go down stream. The fish are almost entirely mountain and river trouts, caught by hook and line, except in the Kootenai, Crow's Nest Pass, and Minnewankan (Devil's) lakes, where there are lake trout, and, in the first mentioned, whitefish (*chipei-formis*) as well. The law is not so well observed here as it should be; but the district is so large and the work so expensive that it is difficult to see how matters can be improved until such time as the financial state of the country admits of the expenditure of larger sums of money in the protection of the fisheries. Still, some good work has been done by guardians, both N. W. Mounted Police and civilian.

LONG LAKE DISTRICT.

There was heavier fishing done in this valuable lake during the past year than heretofore; and its fisheries are in good order.

QU'APPELLE DISTRICT.

In this district, which is more immediately under my own control, the catch will I believe, show an improvement. The guardians at Eagle Quill, Qu' Appelle, and Crooked Lakes have carried out their instructions and, in consequence, there have been very few cases of illegal fishing.

CUMBERLAND DISTRICT.

In the vicinity of Cumberland House the close season this fall was observed, but at a distance from this post it was not. This was due to sickness and death in the family of the guardian there, which prevented his leaving home for any length of time, and the natives took advantage of this by going some miles away and fishing. However, the grounds that had been worked for years were given a rest, and so much at least was gained.

To one acquainted with the immensity of this country it is not easy to explain the difficulties your officers have to contend with in carrying out the law. Take the Cumberland District as an example. All arrangements for the protection of the breeding fish must be made months ahead; and, if anything should, at the last moment occur to upset these plans there is no help for it, for it requires at least two months to set things aright by mail. It is the same way with Lac la Biche District. The protection of the valuable fisheries of these outlying districts is very expensive.

BRITISH COLUMBIA.

Inspector John McNab sends the following report :

After the end of the year, a supplementary report, containing full statistical information, touching quantities and values of products and material, will be submitted.

The season of 1895 has been one of the most successful in the history of the fishing industry in British Columbia.

The output of the salmon canneries will exceed twenty-eight millions of pounds, and the export of salmon, frozen and packed in ice, 1,250,000 lbs., making a grand total of 30,000,000 lbs. This immense catch is independent of local consumption and the very considerable quantity salted and smoked, of which I have not yet the full returns.

The export of halibut, fresh in ice, will reach two million pounds, and it may be safely estimated that at least as many more have been caught in British Columbia waters by United States fishermen.

The Fraser River has fully maintained its reputation as a salmon producer, as a comparison of the pack during the previous seasons will show. The pack of 1889 was the largest up to that date on record.

	Lbs.
In 1889 the pack was.....	14,789,856
1890 do	11,742,600
1891 do	8,527,552
1892 do	3,217,552
1893 do	22,763,380
1894 do	17,451,172
1895 do estimated.....	17,500,000

From the earliest period since which commercial fishing has been followed on the Fraser River, it has been maintained by packers and fishermen that every fourth year was similar in regard to the abundance or scarcity, of salmon, counting from the first year after the one in question, and the theory advanced in support of the contention is the not unreasonable one, that after a large run the spawning ground would be well planted with ova, which would produce mature salmon in four years, thus ensuring a corresponding "run." By referring to the above table it will be seen that the large catch of 1889 was followed four years later by the immense yield of 1893, and that the packs of '90 and '91 were followed four years later by increases of six and nine millions of pounds respectively, besides which the Point Roberts pack must be credited to the Fraser River.

Marine and Fisheries—Fisheries Branch.

The large increase in the number of salmon caught in the Fraser River in late years is due to ascertainable causes, and in my opinion is to be credited to the hatchery and to the fact that the depredations of the Indians on the spawning grounds, and also their destruction of young salmon in the streams when descending from the lakes, has been kept more under control than formerly.

The catch of salmon on the Skeena River was again unsatisfactory. In all the other northern rivers it was a fair average.

A great deal of activity was manifested during the season in searching for streams and inlets where canneries could be established with a prospect of a sufficient supply of salmon to ensure a successful business, and next season several new canneries will be built as the result.

Forty-seven canneries were operated during the season, thirty on the Fraser, sixteen on the northern coast, and one on the west coast of Vancouver Island.

The regulations gave very general satisfaction and were well observed. Most of the violations were of the weekly close time.

APPENDIX No. 8.

GENERAL STATISTICS OF FISHERIES.

EXTENT OF COAST.

The fisheries of Canada are the most extensive in the world, embracing an immense sea-coast line, besides our innumerable lakes and rivers. The eastern sea-coast of the Maritime Provinces, from the Bay of Funday to the Straits of Belle Isle, covers a distance of 5,600 miles. The coast line of British Columbia alone is given at 7,181 miles, more than double that of Great Britain and Ireland.

While the salt water inshore area, not including minor indentations, cover more than 15,000 square miles, the fresh water area of that part of the great lakes belonging to Canada is computed at 72,700 square miles, not including the numerous lakes of Manitoba and the Territories, all stocked with excellent kinds of food fish.

VALUE OF THE FISHERIES.

For the past few years, the commercial value of the fisheries of Canada have exceeded \$20,000,000, and for the last available year (1894) were subdivided in the different provinces as follows:

Nova Scotia.....	\$6,547,387
New Brunswick... ..	4,351,526
British Columbia.....	3,950,478
Quebec.....	2,303,386
Ontario.....	1,659,968
Prince Edward Island.....	1,119,738
Manitoba and North-west Territories.....	787,087
Total.....	\$20,719,573

The above does not include the large quantity of fish consumed by the Indian population of British Columbia and North-west Territories, estimated at about \$2,000,000.

Between the years 1869 and 1894 inclusive, the five principal commercial fisheries have yielded as follows:

Cod.....	\$99,175,313
Herring.....	48,676,782
Lobsters.....	44,549,002
Salmon.....	38,006,074
Mackerel.....	36,125,437

As the statistical statements for 1895 are not yet available for publication in this report, the following tables will be useful for reference, as to yield and value of the fisheries in each province of the Dominion, or to the amount of capital invested, and the number of persons employed in this industry.

Marine and Fisheries—Fisheries Branch.

RECAPITULATION of the Yield and Value of the Fisheries in the Dominion of Canada for the Year 1894.

Kinds of Fish.	Quantity.	1894.		Total Value.
		Value.		
		\$	cts.		$	cts.
Cod	Cwt.	938,027	4,225,896 00	4,234,231 00
do tongues and sounds	Brls.	853½	8,335 00	
Salmon, preserved, in cans	Lbs.	23,647,162	2,365,717 30	3,227,439 00
do fresh	“	5,484,653	801,429 80	
do pickled	Brls.	5,629	51,404 00	
do smoked	Lbs.	80,280	8,888 00	
do	“	13,333,693	1,803,256 66	
Lobsters, preserved, in cans	“	13,333,693	1,803,256 66	2,370,632 00
do in shell, alive, &c	Tons.	7,565	567,375 00	
Herring, pickled	Brls.	439,238	1,977,336 00	2,565,730 00
do fresh or frozen	Lbs.	16,966,241	404,965 86	
do smoked	“	9,100,980	183,427 60	
Whitefish	“	14,854,170	379,650 46	908,870 00
Mackerel, pickled	Brls.	53,087	731,782 00	
do fresh and preserved	Lbs.	1,803,072	177,088 14	758,147 00
Trout	“	7,182,083	720,906 80	
do pickled	Brls.	3,724	37,240 00	516,547 00
Haddock, dried	Cwt.	137,140	479,987 50	
do fresh, preserved, &c	Lbs.	503,490	36,559 20	404,882 95
do	“	8,087,079	263,059 00	
Smelts	Cwt.	103,297	41,593 00	304,652 00
Hake	Lbs.	83,187	88,758	
do sounds	Cwt.	88,758	3,481,276	254,151 90
Pollock	Lbs.	3,481,276	63,470	
Halibut	Brls.	63,470	3,079,484	253,904 00
Alewives	Lbs.	3,079,484	136,828	
Pike	Brls.	136,828	220,000	81,655 75
Sardines	Cans.	220,000	274,756 00	
do preserved	Lbs.	7,610,425	11,000 00	285,756 00
Pickerel	Lbs.	7,610,425	293,266 25	
Oysters	Brls.	45,127	182,108 00	119,055 10
Sturgeon	Lbs.	2,182,071	73,167	
Coarse and mixed fish	Brls.	73,167	75,116 00	226,373 95
Eels, pickled	“	7,978	48,979 32	
do fresh	Lbs.	951,350	124,095 00	93,800 86
Bass	“	1,289,461	92,432 30	
Shad	Brls.	9,244	90,815 50	62,996 25
Tom-cod or frost-fish	Lbs.	1,816,320	59,470 00	
Clams	“	14,868	37,647 42	24,693 00
Squid	Brls.	14,868	20,975 50	
Maskinonge	Lbs.	627,457	18,000 00	17,090 00
Mixed fish (British Columbia)	“	100,000	6,000 00	
Flounders	Lbs.	424,320	944,740 00	25,405 00
Crabs	“	94,474	1,500 00	
Oulachons	No.	21,643	388 00	28,970 08
Winninich	“	12	298,338 40	
Fur seal skins in British Columbia	“	97	332,417 00	53,120 00
Hair seal skins	“	971,814	71,525 00	
Sea otter skins	Lbs.	971,814	226,208 45	20,719,573 00
Porpoise skins	Lbs.	971,814	226,208 45	
Perch	Galls.	745,848	226,208 45	226,208 45
Fish oil	Brls.	250,984	226,208 45	
Fish used as bait	“	106,239	226,208 45	226,208 45
do manure	“	5,117	226,208 45	
Fish guano	Tons.	5,117	226,208 45	226,208 45
Home consumption not included in return	“	5,117	226,208 45	
Total				20,719,573 00

STATEMENT of the Production in each Branch of the Fisheries

Number.	Kinds of Fish.	NOVA SCOTIA.		NEW BRUNSWICK.		BRITISH	
		Quantity.	Value.	Quantity.	Value.	Quantity.	
			\$		\$		
1	Cod.....	Cwt.	544,520	2,450,342	109,443	492,493	4,243
2	do tongues and sounds.....	Brls.	550½	5,505	87	870	
3	Salmon, preserved in cans.....	Lbs.	1,522	228	18,200	2,730	23,627,140
4	do fresh.....	"	467,496	93,498	2,246,422	449,284	1,970,000
5	do pickled.....	Brls.	348	5,568	10	100	4,825
6	do smoked.....	Lbs.	5,940	1,188	13,840	2,860	60,500
7	Lobsters, preserved in cans.....	Lbs.	6,056,111	847,857	2,935,500	410,970	
8	do in shell, alive, &c.....	Tons.	5,956	446,700	1,608	120,600	
9	Herring, pickled.....	Brls.	173,059	778,765	171,614	772,263	510
10	do fresh or frozen.....	Lbs.	909,450	21,303	9,265,357	185,307	378,000
11	do smoked.....	"	560,825	11,216	8,481,355	169,627	17,600
12	Whitefish.....	"	73,000	2,190			
13	Mackerel, pickled.....	Brls.	27,653	375,706	6,210	86,940	
14	do fresh and preserved.....	Lbs.	1,240,610	109,593	543,700	65,244	
15	Trout.....	Lbs.	144,810	14,481	185,470	21,695	54,500
16	do pickled.....	Brls.					
17	Haddock, dried.....	Cwt.	108,513	379,795	25,710	89,983	
18	do fresh, preserved.....	Lbs.	388,527	29,059	75,000	7,500	
19	Smelts.....	"	430,347	21,517	6,728,000	336,400	52,900
20	Hake.....	Cwt.	60,888	152,220	32,776	81,940	
21	do sounds.....	Lbs.	40,613	20,306	27,559	13,780	
22	Pollock.....	Cwt.	70,043	175,106	18,715	46,787	
23	Halibut.....	Lbs.	1,218,959	121,895	237,977	23,798	1,879,500
24	Alewives.....	Brls.	20,675	82,700	41,971	167,884	
25	Pike.....	Lbs.					
26	Sardines.....	Brls.			134,478	267,706	
27	do preserved.....	Cans.			220,000	11,000	
28	Pickarel.....	Lbs.			157,200	7,860	
29	Oysters.....	Brls.	2,512	10,048	16,960	67,840	
30	Sturgeon.....	Lbs.					502,106
31	Coarse and mixed fish.....	Brls.	8,493	16,210	1,804	3,837	
32	Eels, pickled.....	"	3,669	36,690	3,143	31,430	
33	do fresh.....	Lbs.					
34	Bass.....	"	6,830	683	404,000	40,400	
35	Shad.....	Brls.	1,509	15,090	7,135	71,350	
36	Tom Cod or frost-fish.....	Lbs.	55,470	2,773	1,649,500	82,475	
37	Clams.....	"			24,993	20,649	
38	Squid.....	Brls.	13,063½	52,254	859	3,436	
39	Maskinongé.....	Lbs.					
40	Mixed fish (British Columbia).....	"					
41	Flounders.....	Lbs.	160,520	8,025	263,800	12,950	
42	Crabs.....	"					600,000
43	Oulachons.....	Lbs.					336,700
44	Winninsh.....	"					
45	Fur, seal skins in British Columbia.....	No.					94,474
46	Hair, seal skins.....	"	564	698	15	15	3,260
47	Sea otter skins.....	"					12
48	Porpoise skins.....	"					
49	Perch.....	Lbs.					
50	Fish oil.....	Galls.	322,221	128,888	86,989	34,796	143,000
51	Fish used as bait.....	Brls.	79,004	74,447	70,536	105,804	
52	do manure.....	"	22,347	11,174	52,545	26,272	
53	do guano.....	Tons.	747	18,675	586	14,650	24
54	Home consumption, not included in return.....						
55	Totals.....			6,547,387		4,351,526	
	Grand total.....						

Marine and Fisheries—Fisheries Branch.

in the different Provinces of Canada during the year 1894.

COLUMBIA.		QUEBEC.		ONTARIO.		PRINCE EDWARD ISLAND.		MANITOBA AND N. W. TERRITORIES.		Number.
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
\$		\$		\$		\$		\$		
19,092	256,906	1,156,077				23,976	107,892			1
	191	1,910				5	50			2
2,362,714						00	45			3
98,500	790,835	158,167				9 900	1,980			4
38,600	446	7,136								5
4,840										6
	1,168,998	163,660				3,173,084	380,770			7
	1	75								8
3,060	45,377	204,197		3,636	16,362	45,042	202,689			9
11,340	147,340	1,473	6,144,094	184,323	122,000	1,220				10
1,760	41,200	824								11
	130,985	10,479	4,598,972	360,790				10,123,848	506,192	12
	8,983	125,762				10,241	143,374			13
						18,762	2,251			14
5,450	455,992	45,599	6,289,461	628,946	42,850	4,285	9,000		450	15
			3,724	37,240						16
	1,202	4,207				1,715	6,003			17
										18
3,174	202,163	10,108				673,669	33,683			19
						9,633	28,899			20
						15,015	7,507			21
										22
93,975	136,640	13,664				8,200	820			23
						830	3,320			24
	217,195	10,860	677,507	27,100				2,184,782	43,696	25
	2,350	7,050								26
										27
	227,300	11,365	2,863,175	143,159				4,362,750	130,882	28
8,000						24,055	96,220			29
25,105	294,660	17,680	1,157,035	69,422				228,270	6,848	30
	17,150	51,450	27,426	82,274		80	160	31,927	72,443	31
						1,166	6,996			32
	811,000	40,558	140,350	8,421						33
	126,905	7,614	751,726	45,103						34
	500	5,892				10	100			35
	106,500	5,325				4,850	242			36
8,600		7,020					1,734			37
	925	3,700				20	80			38
	103,625	6,218	523,832	31,430						39
24,693										40
										41
18,000										42
17,090										43
	100,000	6,000								44
944,740										45
2,445	17,774	22,218				30	30			46
1,500										47
	97	388								48
	106,780	3,203	846,600	25,398				18,434	369	49
57,200	181,439	72,576				12,199	4,880			50
	70,206	105,309				31,238	46,857			51
	31,247	15,623				100	50			52
600						3,760	37,600			53
200,000									26,208	54
3,950,479		2,303,387		1,659,968		1,119,738		878,088		55
								20,719,573		

RECAPITULATION

SHOWING the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1894, inclusive, as compiled from the Annual Reports of the Department of Fisheries.

Years.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	British Columbia.	Manitoba and North-west Territories.	Total for Canada.
1870.	\$ 4,019,425	\$ 1,131,433	No data	\$ 1,161,551	\$ 264,982	No data	No data	\$ 6,577,391
1871.	5,101,030	1,186,033	do	1,063,612	133,524	do	do	7,573,199
1872.	6,016,835	1,965,459	do	1,320,189	267,633	do	do	9,570,116
1873.	6,577,087	2,285,662	207,595	1,391,564	293,091	do	do	10,734,997
1874.	6,652,302	2,685,794	298,863	1,608,660	446,267	do	do	11,681,886
1875.	5,573,851	2,427,654	298,927	1,596,759	453,194	do	do	10,350,385
1876.	6,029,050	1,953,389	493,967	2,097,668	437,229	104,697	do	11,117,000
1877.	5,527,858	2,133,237	763,036	2,560,147	438,223	583,433	do	12,005,934
1878.	6,131,600	2,305,790	840,344	2,664,055	348,122	925,767	do	13,235,678
1879.	5,752,937	2,554,722	1,402,301	2,820,395	367,133	631,766	do	13,523,254
1880.	6,291,961	2,744,447	1,675,089	2,631,556	444,491	713,335	do	14,499,979
1881.	6,214,782	2,980,904	1,955,290	2,751,962	509,903	1,454,321	do	15,817,162
1882.	7,131,418	3,182,339	1,855,687	1,976,516	825,457	1,842,675	do	16,824,092
1883.	7,689,374	3,185,674	1,272,468	2,138,997	1,027,033	1,644,646	do	16,958,192
1884.	8,763,779	3,730,454	1,085,619	1,694,461	1,133,724	1,338,267	do	17,766,404
1885.	8,283,922	4,005,431	1,293,430	1,719,460	1,342,692	1,078,038	do	17,722,973
1886.	8,415,462	4,180,227	1,141,991	1,741,382	1,435,946	1,557,348	186,980	18,679,288
1887.	8,379,782	3,539,507	1,037,426	1,773,567	1,531,850	1,974,887	129,084	18,386,103
1888.	7,817,030	2,941,863	876,862	1,860,012	1,839,869	1,902,195	180,677	17,418,510
1889.	6,346,722	3,067,039	886,430	1,876,194	1,963,123	3,348,067	167,679	17,714,902
1890.	6,636,444	2,699,055	1,041,109	1,615,119	2,069,637	3,481,432	332,104	18,977,878
1891.	7,011,300	3,571,050	1,238,733	2,008,678	1,806,389	3,008,755	332,969	18,977,878
1892.	6,340,724	3,203,922	1,179,856	2,236,732	2,042,198	2,849,483	1,088,254	18,941,171
1893.	6,407,675	3,746,121	1,133,368	2,218,905	1,694,930	4,443,963	1,042,093	20,686,661
1894.	6,547,387	4,351,526	1,119,738	2,303,386	1,659,968	3,950,478	787,087	20,719,573
Totals.	165,658,341	71,737,732	23,089,123	48,761,627	24,776,660	36,873,553	4,146,927	375,139,892

Marine and Fisheries—Fisheries Branch.

CAPITAL AND MEN ENGAGED IN THE FISHERIES OF CANADA.

The following table shows in detail that last year no less than 70,700 men were engaged in our fishing industry, using nets and other fishing implements aggregating a capital of about *nine and a half million dollars*. About 1,200 schooners and steam tugs valued at \$2,400,000, manned by 9,500 sailors found employment in this industry, besides the 61,200 fishermen using 34,100 boats valued at over one million dollars. Nearly five and a half million fathoms of nets were fished last year.

The lobster plant alone for that year was valued at \$1,254,296. This consisted of 736 canneries fishing 1,000,000 traps. This branch of industry alone gave employment to 12,000 hands.

COMPARATIVE TABLE showing Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries of Canada, together with the Value of Fishing Materials employed, from 1879 to 1894.

YEARS.	VESSELS.			BOATS.		Value of Nets and Seines.	Value of other Fishing Material.	Total of Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			\$			\$	\$	\$
1879.....	1,183	43,873	1,714,917	25,616	854,289	988,698	456,617	4,014,521
1880.....	1,181	45,323	1,814,688	25,266	716,352	985,978	419,564	3,936,582
1881.....	1,120	48,389	1,765,870	26,108	696,710	970,617	679,852	4,113,049
1882.....	1,140	42,845	1,749,717	26,477	833,137	1,351,193	823,938	4,757,985
1883.....	1,198	48,106	2,023,045	25,825	783,186	1,243,366	1,070,930	5,120,527
1884.....	1,182	42,747	1,866,711	24,287	741,727	1,191,579	1,224,646	5,014,663
1885.....	1,177	48,728	2,021,633	28,472	852,257	1,219,284	2,604,285	6,697,459
1886.....	1,133	44,605	1,890,411	28,187	850,545	1,263,152	2,720,187	6,814,295
1887.....	1,168	44,845	1,989,840	28,092	875,316	1,499,328	2,384,356	6,748,840
1888.....	1,137	33,247	2,017,558	27,384	859,953	1,594,992	2,390,502	6,863,005
1889.....	1,100	44,936	2,064,918	29,555	965,010	1,591,085	2,149,138	6,770,151
1890.....	1,069	43,084	2,152,790	29,803	924,346	1,695,358	2,600,147	7,372,641
1891.....	1,027	39,377	2,125,355	30,438	1,007,815	1,644,892	2,598,124	7,376,186
1892.....	988	37,205	2,112,875	30,513	1,041,972	1,475,043	3,017,945	7,647,835
1893.....	1,104	40,096	2,246,373	31,508	955,109	1,637,707	3,174,404	8,681,557
1894.....	1,178	41,768	2,409,029	34,102	1,009,189	1,921,352	4,099,546	9,439,116

RECAPITULATION
Showing the Number, Tonnage and Value of Fishing Vessels and Boats, and all other Fishing Material, as well as the Number of Fishermen in the Dominion of Canada, 1894.

PROVINCE.	FISHERMEN.		VESSELS.		BOATS.		GILL-NETS AND SEINES.		Value of Pound-nets, Trap-nets, Weirs, &c.	Value of Lobster Plant.	Approximate Value of Freezers, Ice and Smokehouses and other Fixtures not Itemized.	TOTAL VALUE.
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.				
Nova Scotia.....	5,907	19,571	594	26,064	1,321,559	14,324	325,899	2,330,728	606,604	498,273	470,799	3,361,972
New Brunswick.....	819	10,831	232	3,381	104,240	6,251	204,283	548,266	423,514	344,112	387,266	1,680,912
Prince Edward Island.....	151	3,178	26	714	14,400	1,545	49,500	78,315	38,041	334,471	26,090	468,736
Quebec.....	409	11,672	68	2,445	60,450	7,081	187,619	253,747	281,651	77,440	212,747	904,811
Ontario.....	421	3,734	*75	1,888	216,000	1,187	101,005	1,689,875	261,442	.....	136,200	839,022
British Columbia.....	+1,735	10,915	169	5,516	594,880	2,924	125,430	370,290	284,883	.....	979,750	1,984,943
Manitoba and N.-W. Ter.	83	1,293	*14	1,760	97,500	790	15,453	204,500	25,217	.....	60,550	198,720
	9,525	61,194										
Totals.....	.....	70,719	1,178	41,768	2,409,029	34,102	1,009,149	5,465,721	1,921,352	1,254,286	2,273,402	9,439,116

* Mostly all fishing tugs. † Including sealing fleet crews.

APPENDIX No. 9.

FISH-CULTURE, 1895.

REPORT BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND
GENERAL INSPECTOR OF FISHERIES FOR THE DOMINION
OF CANADA, FOR THE YEAR 1895.

OTTAWA, 30th December, 1895.

To the Honourable JOHN COSTIGAN,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In submitting my report upon the fish-culture operations carried on at the fourteen Government hatcheries, during the year just ended, some reference must be made to the fact that the superintendence of this branch of departmental work has passed from the hands of the official, under whose zeal and skill these operations started and grew to their present extent and importance.

For over a quarter of a century Mr. Samuel Wilmot, lately Superintendent of Fish-culture, has been the leading spirit in that science in the Dominion, and the responsible head of the fish-breeding work carried on by the department from the first inception of its piscicultural operations. Some reference seems called for, when the responsibility passes to other and new hands, and it must be a matter of special satisfaction that the change has been marked by no interruption of the work, and that, instead of a falling off in the results accomplished, the out-put of fry during the season of 1895 has been greater than in any previous season.

In the interesting table, prepared by Mr. Wilmot and published in the last Departmental Report (App. 14, pp. 380-81) it is shown that the number of fry distributed in 1893 was the largest recorded, viz, 258,314,000, and was nearly double that of the preceding year, while there was a slight decrease in 1894. Last season, however, the number surpassed that of 1893 by more than 14 per cent, and exclusive of the out-put of lobster fry at Pictou, N. S., the young fish planted were at least 33 per cent in excess of the out-put in 1894. These highly satisfactory and largely increased results have been attained without materially increasing the current expenditure, and bear witness to the zeal and intelligence of the staff of officers who carry on the fish-culture operations at the several departmental hatcheries. During an official tour which I made in 1893, I inspected, with three exceptions, the whole of the establishments where fish-breeding work is carried on, and last season (1895) I visited the hatcheries at New Westminster in British Columbia, and at Selkirk in Manitoba. The work at many of these hatcheries could be readily extended, while there also exist facilities, in the shape of retaining ponds adjacent to certain hatcheries, for experiments on rearing fry until they are some months old. At present the fry are planted as soon as possible after they emerge from the egg and on account of the vast numbers hatching out simultaneously, the work of distribution has to be accomplished with expedition.

QUANTITIES OF FRY DISTRIBUTED.

The following table shows the numbers planted of various species propagated:—

Salmon (<i>Salmo salar</i>).....	8,935,600
Sockeye (Pacific) Salmon (<i>Oncorhynchus nerka</i>).....	6,390,000
Salmon-trout (<i>Salvelinus namaycush</i>).....	5,875,000
Lake Whitefish (<i>Coregonus clupeiformis</i>).....	104,640,000
Lobsters (<i>Homarus americanus</i>)..	168,200,000
	294,040,600

In order to afford, at a glance, information respecting the actual out-put at each hatchery, the following comparative table has been prepared and indicates in the separate columns not only the quantities of young fish planted in each case; but the number of eggs in an advanced state of incubation transferred from and received by the various hatcheries.

No.	Name of Hatchery.	Number of Fry put out of Hatchery.	Number of advanced Eggs sent to other Hatcheries.	Number of advanced Eggs received from other Hatcheries.	Description of Fish.
1	Fraser River, B.C....	6,390,000			Sockeye salmon.
2	Sydney, N.S.....	195,000		200,000	Atlantic salmon.
3	Bedford, N.S.....	710,000		800,000	do
	do	105,000		200,000	Great lake trout.
	do	3,000,000		3,000,000	Whitefish.
4	Dunk River, P.E.I.....		Not in operation		
	St. John River, N.B.....	1,210,000			Atlantic salmon.
	do	450,000		500,000	Great lake trout.
	do	2,400,000		3,000,000	Whitefish.
6	Miramichi, N.B.....	1,200,000	200,000	200,000	Atlantic salmon.
7	Restigouche, Que.....	2,885,000	200,000		do
8	Gaspé, Que.....	675,000			do
9	Tadoussac, Que.....	2,060,000			do
10	Magog, Que.....	1,750,000		2,000,000	Whitefish.
	do	1,600,000		2,000,000	Great lake trout.
11	Newcastle, Ont.....	3,000,000	2,000,000		do
	do	3,000,000		3,000,000	Whitefish.
12	Sandwich, Ont.....	73,000,000	14,000,000		do
13	Ottawa, Ont.....	2,490,000		3,000,000	do
	do	720,000		1,250,000	Great lake trout.
14	Bay View, N.S.....	168,200,000			Lobsters.
15	Selkirk, Man.....	19,000,000			Whitefish.
	Totals.....	294,040,000	16,400,000	19,150,000	

TRANSPLANTING LARGE-MOUTHED BLACK BASS.

In addition to the work of artificial propagation of fry in 1895, there may be included under fish culture operations the transplanting of parent Black Bass in conjunction with the Crown Lands Department of the province of Ontario. The fish were taken chiefly from Brooks Lake on the height of land between Otter Lake and Lake Rowan, and from waters between Bass Lake and Lake of the Woods, and 1,120 of them were placed in lakes west of Brooks Lake, and in the vicinity of Rat Portage, 1,000 being planted in Otter, Flint, Sturgeon and Whitefish Lakes while 300 were introduced into Rossland and Oster-Sound Lakes. Between two and three hundred fine trout from Nepigon River were successfully transferred to Lake Deception 30 miles west of Rat Portage. Mr. Wm. Margach, an agent of the Crown Lands Department, Toronto, ably carried out the work and Overseer C. W. Chadwick was

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directed to render such assistance as he was able. Mr. A. W. Ross, M.P., and Mr. H. Armstrong, M.P.P., took an active interest in the scheme, and the Canadian Pacific Railway Co. offered free transportation and gave assistance of various kinds. It is anticipated that this joint action on the part of the Dominion and Provincial Governments in introducing a valuable and hardy fish into new waters will realize all expectations and it has certainly aroused widespread interest in the district referred to.

Hereto are appended the reports of the officers in charge of the hatcheries in the several provinces of the Dominion. The detailed account of the work in each establishment is fully given, with such particulars of the existing condition of the buildings, and suggestions in the way of improvements or other changes as recommend themselves to the officers reporting.

I have the honour to be,
Your obedient servant,

EDWARD E. PRINCE,
Commissioner of Fisheries.

I.—FRASER RIVER HATCHERY.

NEW WESTMINSTER, B. C., 7th December, 1895.

TO PROFESSOR E. E. PRINCE,
Commissioner of Fisheries for Canada,
Ottawa.

SIR,—I have the honour to submit my report of operations in connection with the Fraser River fish hatchery, for the season ending on the 31st December, 1895.

In the month of March, salmon fry in good condition, were distributed from the hatchery as follows:—

On March 3rd, north side Pitt Lake.....	950,000
“ 4th, Stave River.....	800,000
“ 12th, Silver Creek, Pitt Lake.	950,000
“ 20th, Harrison River.....	1,250,000
“ 22nd, “ “	1,250,000
“ 25th, “ “	1,190,000

Making a total of six millions three hundred and ninety thousand fry, the proceeds of 6,752,000 eggs placed in the hatchery during the month of October, 1894.

On the 20th of September I sent Thos. McNeish as foreman, with two men and the necessary material, to Morris Creek, Harrison River, to build traps to capture and retain parent salmon, and to make all necessary preparations for collecting and shipping ova to the hatchery, the water being low and the creek somewhat obstructed by debris deposited in its bed during the previous spring freshets, the salmon did not enter the creek in large numbers until the 28th September, on the 3rd of October the first shipment, consisting of 1,358,000 ova was received at the hatchery, followed on the 5th by 2,176,000, on the 8th by 960,000, on the 13th by 1,700,000, and on the 15th by 575,000, making a total of 6,830,000 ova, which fills the house to its utmost capacity.

The weather having been exceptionally favourable, and the salmon plentiful, I was enabled to effect a considerable saving on my estimates of the cost of the service.

In previous years I have reported that inquiries have been made by parties interested in the Alaska and Columbia River salmon fishing, respecting the capacity and general working of the Fraser River establishment, and a very practical proposal has been made for an interchange of salmon fry. Indeed, an arrangement has been suggested with Mr. Crawford, Fishery Commissioner for the state of Washington, U. S., to exchange 1,000,000 Sockeye eggs from Fraser River hatchery, for a like

number of "Chinook" salmon eggs from the state hatchery on the Columbia River. It is apparent that were such an exchange effected yearly, for say four years, it might ensure a continuous yearly run of the large Chinook variety, and if the facilities for securing ova continues as at present, it would not be difficult to lay in, and keep until they are sufficiently developed to transfer, a million eggs yearly, for exchange, in excess of the number which the hatchery would accommodate after they were hatched out.

The value of the Fraser River hatchery as an auxiliary to the natural spawning grounds of the salmon, in increasing the annual "runs," is now almost universally admitted, and in my opinion, demonstrated by the record of the river for the past three seasons.

Although the site of the hatchery is convenient for me, and very accessible, yet as it requires extensive repairs, I beg to suggest that it be removed to Harrison, as a very great advantage would, in my opinion, result from being able, without handling, or transportation to liberate the fry direct from the hatchery into congenial water.

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

JOHN McNAB,
*Inspector of Fisheries and Officer
in charge of the Fraser River Hatchery.*

2.—SYDNEY, CAPE BRETON HATCHERY,

NORTH SYDNEY, C.B., 12th December, 1895.

PROFESSOR PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report on the operations of the fish hatchery under my charge in Cape Breton.

As was the case in 1894, the Sydney Hatchery was supplied in 1895 with a limited quantity of ova from the Miramichi Hatchery. On March 27th, 200,000 ova in a semi-hatched state arrived by rail in charge of Mr. Isaac Sheasgreen. These ova were carefully placed in the several troughs of the hatchery and under the special attention of caretaker Mr. W. J. Dunlop were hatched out. Of the 200,000, about 5,000 were taken from the troughs during the hatching period. In June I personally superintended the distribution of 195,000 fry in the following rivers :

VICTORIA COUNTY, C.B.,

June 10th,—North River, St. Ann's.....	30,000
do Clyburn's River, Ingonish.....	30,000
do North River, Cape North.....	75,000

INVERNESS COUNTY.

June 13th,—Margaree River.....	60,000
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I took these fry as far north in the County of Victoria as Ingonish, and Aspy Bay Rivers, I had to engage the services of the steam tug "Merrimac," this being the only way the transfer could be made speedily and satisfactorily.

I regarded the stocking of the three Victoria County rivers, as well as the Margaree River in Inverness, as necessary, owing to heavy commercial drains on

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these waters during the salmon fishing season. Considering this fact, I would recommend that the Sydney hatchery be supplied with ova to near its full capacity, 800,000, if at all possible. Of course some repairs to troughs, etc. are needed before this quantity of ova could be received, but the cost of operating the hatchery and stocking the rivers with fry would be so slight over what the cost of operation now is, that if the ova could be spared from the New Brunswick hatcheries, it would be greatly to the advantage of the future salmon fishery of this district. The annual report of the fisheries for District No. 1, Cape Breton Island, will contain statistics of this branch of the fishery for the year 1895.

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

A. C. BERTRAM
Inspector of Fisheries.

3.—BEDFORD HATCHERY—NOVA SCOTIA.

BEDFORD, N. S., 30th July, 1895.

PROFESSOR ED. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my report of the operations at Bedford hatchery for the year 1895.

On the 9th November last, I received 800,000 salmon ova from the Carleton, N.B., retaining pond, and on the 12th March 300,000 semi-hatched whitefish eggs and about 200,000 great lake trout eggs.

About 90 per cent of the salmon, 50 per cent of the great lake trout and all of the whitefish were hatched and distributed into the following named lakes and rivers :

SALMON.

Annapolis River	Annapolis County, N. S.		80,000
Gaspereaux do	King's do		80,000
Lahave do	do do		80,000
Pomquet do	Antigonish do		50,000
Tracadie do	Guysborough do		50,000
French do	Pictou do		80,000
Barneys do	do do		80,000
Pennant do	Halifax do		50,000
Stewiacke do	Colchester do		80,000
Sackville do	Halifax do		40,000
Quoddy do	do do		40,000
			710,000

GREAT LAKE TROUT.

Rocky Lake, Halifax County.	35,000
Gough or Andersons Lake, Halifax County.	35,000
Hublugs Lake, Halifax County.	35,000
105,000	

WHITEFISH.

Sandy Lake, Halifax County.....	200,000
St. Joseph's Lake, Antigonish County... ..	500,000
Ainsley do Inverness. do C. B..... ..	1,000,000
Milton do Yarmouth do	500,000
Hains & Porters do Digby do	800,000
	3,000,000

The distribution of fry commenced this season on the 29th April and terminated on the 13th June, being about a fortnight earlier than last season.

The salmon and whitefish fry were in excellent condition and were planted without loss; but the great lake trout, on account of the excessive heat in the early part of May, did not do so well, as many died before they were strong enough to be distributed.

The water in the river on which this hatchery is situated sometimes gets very low, and the temperature of the water rises to 70 degrees Fahr. before the fry are strong enough to be put out, making it difficult to hatch lake trout in a satisfactory manner, and I do not think it advisable to continue experimenting with these eggs, especially when it is so seldom that good results attend the experiment.

On the 6th May, I had made all necessary arrangements to convey a quantity of whitefish to Lake Law, Inverness County, but owing to the excessive heat on that day, and the temperature of the water in the hatchery rising to 72 degrees Fahr. I found it necessary to plant them in a lake nearer the hatchery.

I regret that so many applications for fry have been received too late to be filled, some of which were only received after all the fry had been distributed.

The hatching troughs are now undergoing slight repairs and painting and with care will, I hope, last another season.

The interior of the hatchery is being renovated, and the ceiling whitened, and the walls tinted.

The grounds about the premises are in good condition and look very attractive, all of this work is being done without expense, except a trifle for materials. As suggested in my former reports the exterior of the hatchery and out-buildings should be repaired and painted.

I am, sir,

Your obedient servant,

ALFRED OGDEN.

4.—ST. JOHN RIVER HATCHERY, N.B.

GRAND FALLS, N.B., 11th December, 1895.

To PROFESSOR PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—In obedience to the rules of the department, I beg leave to transmit my annual report in connection with the operations carried out at Rapide de Femme fish hatchery, on the St. John River during the present year.

As I have heretofore reported, in the fall of 1894, there were laid down in this hatchery about 1,400,000 salmon eggs, and on the 23rd of last March I received from Newcastle and Sandwich, Ontario, a further supply of fish eggs, consisting of five hundred thousand salmon trout and 3,000,000 whitefish eggs, which more than overstocked the house, but with strict attention and good care we hatched out

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a large percentage of young fry last spring, as last winter was favourable and the water good.

DISTRIBUTION OF WHITEFISH.

Planted in Harvey Lake, York County.....	480,000
do Lake George, " "	480,000
do Oromocto Lake " "	240,000
do Lake Yohoe " "	240,000
Put into the pond at the Hatchery	240,000
Planted in Long Lake, Victoria —.....	720,000
	<u>2,400,000</u>

SALMON TROUT.

Planted in Long Lake Victoria County	36,000
do Byram Brook Madawaska County	72,000
do Harvey Lake, York County.....	48,000
do Long Lake, Victoria County.....	36,000
do Lakeville Lake, Carleton County.....	36,000
do Skiff Lake, York County.....	36,000
do Quaker Brook Pond, Victoria County.	24,000
do Berry Lake, Victoria do	24,000
do Lake George, York do	48,000
do Edmundston Port, Madawaska County.....	48,000
Gave to applicants for private ponds in Victoria County	24,000
Put out at the hatchery.....	18,000
	<u>450,000</u>

SALMON FRY.

Planted in Loch Alva Inglewood Corporation.....	96,000
do do St. Croix River York County.....	96,000
do do Mispec River St. John do	48,000
do do Loch Lomond St. John do	48,000
do do Salmon River Victoria do	96,000
do do Tobique River do do	96,000
do do Skiff Lake York do	48,000
do do St. John River from Grand Falls downwards	682,600
	<u>1,210,600</u>
Total salmon fry.....	1,210,600
Whitefish.....	2,400,000
Salmon trout	450,000
	<u>4,060,600</u>

The above distribution of fish fry was successfully carried out without any appreciable loss of fish, although the distance that some of them were carried was very long. These long carriages very materially retard the distribution of the fry, so much so, that the fry get so old that we cannot keep them in the hatchery sufficiently long to fill all the applications that are sent in.

COLLECTING SALMON EGGS.

On Saturday, 26th October last, we left Grand Falls for Carleton, St. John, next morning (Sunday) we arrived in the city, when we reached Carleton, we found

everything in perfect order about the spawning house ; all the necessary arrangements were made for stripping the fish. Mr. O'Brien, the officer in charge of the pond, is indefatigable in his exertions in assisting us with our work. On Monday, the 28th we began to strip the fish, we found the salmon in good condition and quite ready for spawning, on the 1st November I despatched my son with four cases of salmon eggs, about 600,000, for the hatchery in order that they might not be kept out of the water too long. On the 4th I sent three cases of eggs to the hatchery, and on the 7th November I left Carleton for home with the balance of my share of the eggs, making in all about 1,200,000, the remainder being sent to the Bedford and Restigouche hatcheries in charge of Mr. Alexander Mowat, who took part in the operations of stripping the salmon.

The eggs in the hatchery at present are looking well, and I anticipate a good yield of live fish next spring. We have had a good supply of water in the house this fall, and all the appliances in the hatchery are in good order. Some small repairs were made on some of the out-buildings this fall, no other repairs that I am aware of will be required next year.

All of the foregoing report is most respectfully submitted.

I have the honour to be, sir,

Your most obedient servant,

CHAS. McCLUSKEY,

Officer in Charge.

5 —MIRAMICHI HATCHERY—NEW BRUNSWICK.

MIRAMICHI HATCHERY, SOUTH ESK, N.B.,

15th December, 1895.

SIR,—I beg to submit my annual report of operations at the Miramichi hatchery for the year 1895.

By referring to the annual report for 1894 it will be seen that the number of ova placed in the hatchery in the autumn of that year was 1,200,000. A transfer of 200,000 of these ova was made to Sydney hatchery in March. These were replaced by 200,000 from Restigouche hatchery, to fill an application made by Messrs. Logie and Phair, of Fredericton. The ova were hatched in a very healthy condition, the loss not being in excess of the usual rate and worthy of mention. Distribution commenced on June 4th and was completed on June 20th—the fry being planted in the following streams, viz. :—

North-west Miramichi River.....	400,000
Main South-west Miramichi.....	150,000
Little South-west Miramichi.....	265,000
Renous River.....	75,000
Sevogle River.....	75,000
Shediac River.....	10,000
Stewart's Brook.....	25,000
	1,000,000

The above shows the distribution of the native or Miramichi fry. Those received from Restigouche were planted on the following streams :—

North-west Miramichi River at "Camp Adams".....	100,000
Little South-west Miramichi.....	50,000
Main South-west Miramichi.....	50,000
Total.....	200,000

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This shows the total output of fry for the past season to be 1,200,000. The allotment to Shediac River was made to fill the application of T. B. Huntington, Esq., of St. John, N.B. The fry were invariably planted on the best grounds and always in a perfectly healthy condition.

CAPTURE OF PARENT FISH.

During the month of August all the nets and other appliances used in connection with this branch of the work were repaired and put in readiness, and on September 2nd operations were commenced on the same fishing stands as formerly to procure the supply of parent fish. Owing to the extreme dry hot weather during the first part of September and the consequent lowness of the water, very few fish were taken until the 20th. After that date the fish commenced to enter the rivers in great numbers and our fishermen were very successful. The total number of fish procured by them until October 16th, when the nets were taken up, being 450. These fish were placed in the retaining pond near the hatchery and remained in a healthy condition until spawning season set in. They consisted of 248 females and 202 males. The collection of ova commenced on October 17th and was continued on suitable days until November 14th. The total number of ova obtained and placed in the hatchery in a healthy condition amounted to 1,561,600. It would be advisable to transfer about 400,000 of these eggs to other hatcheries that may not be fully supplied, as there is not space in this house to accommodate such a large number of fry at time of hatching.

In conclusion, I may say that everything in connection with the operation of the house has given perfect satisfaction during the past year. The success that has attended the hatching and distributing of such large numbers of salmon fry during the past few years is very encouraging. The applications for thousands of fry that are received every season from the proprietors of angling reserves show that the benefits to be derived from the planting of artificially-bred fry are being more and more appreciated by these gentlemen. The anglers on the Miramichi and its various branches report splendid sport during the past season, while the catch of fish for commercial purposes by fishermen in the tidal waters has been fully up to the average. Thus the reports that have been received from anglers and fishermen on all parts of our rivers and streams show that the salmon fishery continues in a very prosperous condition.

I am, sir, your obedient servant,

ISAAC SHEASGREEN,
Officer in Charge.

6.—RESTIGOUCHE HATCHERY, P.Q.

RESTIGOUCHE HATCHERY, 7th December, 1895.

Professor E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to transmit herewith my annual report upon the operations of the Restigouche Hatchery during the past year.

As previously reported 3,000,000 of eggs were deposited in the hatchery in the autumn of 1894, from which were hatched 2,885,000, and distributed as per official instructions in the various streams and rivers, viz.:—

April 28, Semi-hatched eggs transported to the Miramichi Hatchery	200,000
June 6, Kedgwick River, 60 miles from the Miramichi Hatchery	600,000
June 12, Main Restigouche above Kedgwick	300,000
do 20, Upsalquitch River above Falls.....	300,000
do 25, Metapedia River.....	600,000
do do From Hatchery to Mouth Kedgwick.....	885,000
Total.....	2,885,000

The new perforated distributing pans were used for conveying and distributing the fry, and gave perfect satisfaction, the entire work being successfully carried out without loss. The re-construction of the retaining pond at Tide Head was begun on the 15th of May, and the two government nets put in fishing order on May the 30th and June 10th, the total catch of fish from these nets as is shown by the record kept in the daily diary was 283 fish, also 31 were purchased of Mr. M. Adams, licensed fisherman, making a total of 317 fish, 32 of these died from the fungoid growth after being deposited in the pond, the scales of the fish having become injured by escaping through the nets lower down. If the fish is at all injured, it is certain to become attacked with the fungoid growth when confined in fresh water which contains such a high percentage of organic matter.

The gathering in of the fish, and collecting of the eggs began on the 17th of October, 246 fish were all that could be found in the pond leaving a balance of 39 fish to be still accounted for. The work of stripping the fish was completed on the 31st of October 1,050,000 eggs being collected were safely transported to the hatchery at Dee Side. In addition to the native eggs collected some 350,000 eggs were brought from the St. John River hatchery, making a grand total of 1,400,000 eggs for this hatchery. All the eggs are in excellent condition at the time of writing, the embryo being well developed leaves no doubt but what 90 per cent of living fish will be turned in the rivers next spring.

While the men were engaged removing and storing the wicker work inclosing the pond, quite a large hole was discovered in one end, three feet under water, being cut through by the rats. This will account for the shortage in the number of fish which ought to have been collected from the pond, and which no doubt made their escape through the vacancy. It is the first accident of such a nature we have had to contend against.

GENERAL REMARKS.

As so much direct evidence of the utility of the artificial hatching of salmon has been previously shown, it will not be necessary to furnish any further proof along those lines. The immense numbers of fish in the rivers are the best evidence of the work being done.

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While both the angling in the rivers, and netting in the bay was not equal to former good years, the guardians, lumbermen and scowmen, who traversed the rivers, say, in all their experience, they never saw the salmon so plentiful as they were in all the rivers this autumn. One man stated that he saw at least 20,000 fish on the shallow bars between Tide Head and the mouth of Kedgwick in October spawning; another party estimated the number at 100,000, and so on.

The cause of the decreased catch in the estuary among the netters, was owing to the snow freshet being over before the fish ascended the river, and the intense heat created the much dreaded green plant, which is of a slimy nature, and will fill a stand of nets in a few nights, once this forms the fish will not go near the nets, consequently many of the nets were taken out last season before half the run of fish had passed into the river.

The anglers were also much affected in their sport by the very dry weather and high temperature of the water, the fish became sluggish and most difficult to induce to rise to the fly. Some good scores however were made. Mr. Stancliffe, lessee of the Upsalquitch River killed 47 fish in four days. Another party on the same river in two weeks took upwards of 90 salmon, some fish weighing as high as 25 pounds. No such large fish inhabited this river in former years, and no doubt the great increase of fish both as regards size and numbers is due to the stocking with fry from the hatchery.

Mr. A. Rogers and son in about 20 days at Kedgwick took some 200 salmon. Another party at the same place in two weeks caught 100 fish, and many of the club members took from 5 to 8 fish per day, in some of the choice pools where the salmon had congregated. The Metapedia was well up to its old standard, in fact the guardians and inhabitants say there were more salmon in it this season than for many years previous, and individual club members took as high as 7 and 8 fish in a day. Still with all this the anglers were not altogether satisfied.

While the unfavourable weather to the netters and anglers permitted thousands upon thousands of salmon to reach their spawning grounds, it was also fatal to the crop of young fish bred in 1893 and 1894. As the great drought caused the rivers to fall so low, many of the creeks, inlets, and basins, went dry, so that thousands upon thousands of the one and two year old fish perished, which is sure to have a telling effect upon the runs of salmon in these rivers during 1897 and 1898.

In obedience to official instructions, I left here on the 26th of October to render assistance at the Carleton Pond, St. John, where some four hundred and twenty-five or thirty fish were manipulated and about 2,000,000 of eggs collected, which were divided among the hatcheries. We handled fish at the Carleton Pond weighing 25 and 30 pounds, which are no doubt of the Restigouche variety.

All of the above is most respectfully submitted.

I am, sir, your obedient servant,

ALEX. MOWAT.

7.—GASPÉ HATCHERY, PROVINCE OF QUEBEC.

GASPÉ BASIN, December 21, 1895.

Prof. EDWARD E. PRINCE,
Commissioner of Fisheries, Ottawa.

SIR,—I beg to submit the annual report, on operations at the Gaspé Fish Hatchery, for the year ending 31st December, 1895.

As previously reported the number of salmon ova gathered in the autumn of 1894 was 700,000. These ova remained in a healthy condition during the time of hatching—a loss of only 25,000 having occurred during the winter months. The fry were carefully and successfully distributed in the same rivers, as in former years, viz.:—

St. John River.	165,000
York River.....	160,000
Dartmouth River	350,000
Total	<u>675,000</u>

Distribution commenced on June 6th and was completed on June 29th. The fry were planted on the different grounds in a very healthy condition and were invariably planted as far up the rivers as possible. The fry are conveyed from the hatchery by means of canoes, and on account of slow means of transport, a much longer time is taken than at the hatcheries, where other means of conveyance are practicable.

CAPTURE OF PARENT FISH.

It was suggested by myself during the past winter, that an improvement could be made upon the present method of obtaining parent fish here and considerable correspondence was had upon the subject, but after consideration, the department decided to proceed with the work as in former years. Having received instructions to that effect, operations were commenced as early in the season, as the condition of the rivers would permit. The trapnet at the tide-head on the Dartmouth River was put in fishing order on May 24th, and on the following day the first fish were taken. This net was operated by our own employees until August 19th, and the total number of fish taken therein was 104. In addition to these, 42 were purchased from one of the licensed net fishermen, making the total number placed in the retaining pond 146. These fish remained in a very healthy condition during the time of their confinement in the pond, it being necessary to liberate only three before the time of spawning. Although the number of fish procured was not as large as we had hoped for, it was very satisfactory, in comparison with the average catch in the different stands along this bay during the past season. The extremely dry weather during the first part of summer and the consequent lowness of the water in the rivers where our nets were situated, may partly account for the reason that the fish did not enter them at an earlier date.

COLLECTION OF OVA.

On October 10th the fish were removed from the large retaining pond, by means of a seine and placed in cribs, from which they are easily taken as the work of spawning proceeds. It was found that the total number of fish in the pond con-

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sisted of 73 females and 70 males. From this number of females the amount of 800,000 ova was procured on the following dates :—

October	11th,	stripped	11 fish.		130,000
"	12th,	"	6 "		66,000
"	15th,	"	16 "		175,000
"	19th,	"	10 "		98,000
"	23rd,	"	7 "		72,000
"	26th,	"	6 "		70,000
November	2nd,	"	7 "		81,000
"	7th,	"	10 "		108,000
Totals... ..				73 fish.	800,000

This shows that the general average to each fish was a trifle under 10,960. This number of ova placed in the hatching troughs were in a healthy condition. The parent fish were liberated in the Dartmouth River a short time after manipulation. Everything was put in as good working condition as possible during November, and on the 20th of that month I placed the hatchery under the charge of the assistant, and in accordance with the instructions received from the department proceeded to Miramichi.

In conclusion I may say that although the catch of salmon in the immediate vicinity of the hatchery was not very large during the past season, still the general catch reported from all the bays and rivers was considerably above the average. The anglers on the St. John, York and Dartmouth Rivers report good sport, and especially on the latter stream, which is rented by the Messrs. Tappin, of New York, a great improvement was noticeable. These gentlemen, during their short stay on the river, captured over twice the number of fish taken any former year.

During the summer season a great many of the tourists, who annually visit Gaspé to enjoy the splendid scenery and other natural advantages, as well as many of the residents, visited the hatchery and retaining pond and expressed themselves highly interested in this artificial fish-culture work, and well pleased with the manner it is being carried on at this hatchery.

I am, sir,

Your obedient servant,

WM. SHEASGREEN,
Gaspé Hatchery.

8.—TADOUSSAC HATCHERY—PROVINCE OF QUEBEC.

TADOUSSAC, 9th September, 1895.

Professor E. PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my tenth annual report of the operations at the Tadoussac hatchery for the year 1895.

From the 2,295,000 salmon eggs collected during October and November, 1894, a total of 2,060,000 fry were turned out during the month of June, 1895, in the following rivers and lakes:—

Ste. Marguerite River, North-east Branch.....	400,000
Ste. Marguerite River, North-west Branch by La Descente des Fermes, 40 miles up.....	150,000
Baude River.....	300,000
Chisholm River.....	200,000
A Mars do.....	200,000
Ha Ha do.....	200,000
St. John do.....	200,000
Little Saguenay River by Long Lake.....	200,000
Mowat's lakes.....	200,000
Hatchery lake.....	10,000
Total.....	<u>2,060,000</u>

The distribution of salmon fry was performed with success in the upper Saguenay River with the assistance of the tug boat "Forest," belonging to A. Sturton, Esq., of Chicoutimi. From the beginning of the distribution the tug boat "Forest" has been at my disposal night and day, thus saving much time and allowing the distribution to be done in the proper way. For the first time we have planted salmon fry in the north-west branch of the Ste. Marguerite River by La Descente des Fermes 40 miles up the river. It is my intention to plant some in the same north-west branch of the River Ste. Marguerite again, reaching the river by Le Tableau. In the north-west branch of the Ste. Marguerite River the salmon go up 70 miles. That branch belongs to a New York club.

A total of 522 salmon were captured during the fishing season. Of these 122 were liberated from the nets, being small-sized fish, and a certain number of damaged or bruised ones exposed to die were given to employees of the hatchery; leaving 400 salmon for the use of the hatchery. These were kept, until ready to spawn, in the retaining pond, into which the tide water flows through an iron grating from the Saguenay River. As usual, these parent salmon were captured by means of two nets, set and attended by employees under departmental control, during the three months of the salmon fishing season. Of these 400 parent salmon, 240 were females and 160 were males. The work of spawning commenced on the 21st of October, and ended on the 9th of November. On the 12th of November, the wire net closing the retaining pond was taken up, and the parent salmon were liberated to return to the river. During the period of confinement of the parent salmon in the pond, from May to November, there was no loss at all of fish. The boatmen carrying the salmon from the two fisheries had instructions to put in the retaining pond only perfect and sound fish. The number of salmon eggs collected from the 240 large female fish was 2,700,000 giving an average of a little over 11,000 for each female. Up to this date a small percentage of bad eggs have been picked out, and the eggs on the trays are progressing favourably. The hatchery is in good working order. I do not see

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any necessity for repairs for the next season, except the usual ones, such as the painting of the troughs, and the varnishing of the trays. As reported in previous letters, we require more large cans for the distribution, and, for reasons already given, I would suggest to have them made of strong double tin, instead of galvanized iron. The large wooden tanks, erected last summer around the spawning building, and holding 200 salmon, have been well appreciated during the spawning time, and, as we have often trouble with the ice in the pond, I would suggest to have another large tank made next summer, and divided with compartments, to hold the whole stock of parent salmon by the beginning of the spawning time. The stream coming from the lake, and the water coming through the hatchery by the iron tube, is sufficient to furnish the water required for the tanks in and around the spawning building.

The old building and the wharf close to the salmon pond are in a dilapidated state, and present an unfavourable appearance from the boat-landing to the many tourists visiting the salmon pond and the hatchery. I would not suggest any repairs to the old wharf made on slabs, as it would be too expensive. The best and the cheapest would be to have the old hatchery pulled down, the slabs forming a part of the wharf taken away, and the dam of the pond continued to the rock below the main road; thus enlarging the salmon pond, and giving a fine view from the line boats.

The catch of salmon by the anglers has not been quite as large as last year, on account of the continuous dry summer, but, on reports of the guardians, the salmon rivers have never been so well stocked with parent salmon. As the weather has been so rough in the fishing season, and the nets so often destroyed, the salmon, escaping the nets along the coast, have entered the rivers in much larger numbers than usual. A good evidence of the work of the Tadoussac Hatchery is the fine catch of salmon year after year by the net fishermen; the great ease with which the supply of parent salmon can be procured for this hatchery; the abundance of parent salmon and smolts in the rivers; and the eagerness of the anglers to get salmon fry planted on their rivers. Not many years ago a gentleman from Boston, Mr. Brackett, the lessee of a part of the north-east branch of the Stc. Marguerite River, passed two months on the two branches of that river without taking a single salmon. This gentleman comes every year, and now, on a small extent of the river, he never goes out without hooking some fish. The New York Club of the north-west branch are perfectly satisfied with their river. It is needless to speak of the small river A Mars, where a good supply of salmon fry has been planted every year. The proprietors get as many salmon as they wish. For all the other rivers the reports are satisfactory.

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

L. N. CATELLIER.

9.—MAGOG HATCHERY—PROVINCE OF QUEBEC.

MAGOG, 10th December, 1895.

Professor PRINCE,

Commissioner of Fisheries, Ottawa.

SIR,—I have the honour herewith to submit my annual report of the Magog Fish Hatchery for the past year.

On the 12th March, 1895, 2,000,000 whitefish eggs were received from Sandwich and 2,000,000 salmon-trout eggs were received from Newcastle in good condition.

The small fry from the hatching of the above named eggs were successfully planted in the following named waters to wit:—

	S. Trout.	W. Fish.
Massawippi Lake.....	250,000	250,000
Megantic "	150,000	150,000
Oxford "	250,000	250,000
Brome "	100,000	150,000
Key Pond.....	150,000	150,000
Memphremagog Lake	700,000	800,000
Total.....	1,600,000	1,750,000

From information which I have received from fishermen and others I find that there is a notable increase in salmon-trout and whitefish in the various sheets of water wherein they have been deposited. The whitefish are increasing very rapidly. Large numbers of them appeared on the shoals during the close season. I am informed that the work of poachers during the spawning season has been less destructive than usual.

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

A. H. MOORE,
Officer in charge.

10.—NEWCASTLE HATCHERY—ONTARIO.

NEWCASTLE, 27th December, 1895.

Professor PRINCE,

Commissioner of Fisheries, Ottawa.

SIR,—I have the honor herewith to submit my report upon the operations at this hatchery during the past year.

As stated in a former report the number of salmon-trout ova laid down in the troughs of this hatchery was 6,000,000, and I subsequently received from the Sandwich Hatchery about 3,000,000 whitefish ova making a total stock of 9,000,000, ova.

In March last I received instructions from the department to convey to the Maritime Provinces the following quantities of salmon-trout eggs:

Magog Hatchery, Que.,.....	1,000,000
Grand Falls Hatchery, N.B.,.....	500,000
Bedford Hatchery, N.S.....	500,000

This was successfully done. This reduced my stock of salmon-trout ova to 4,000,000. A fair measure of success attended the hatching of these young fish and at

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the proper season they were distributed amongst the several waters as per following schedule:—

SALMON—TROUT.

Georgian Bay, Wiarton.....	200,000
do do Collingwood.....	100,000
do do Midland.....	100,000
Lake Huron, Southampton.....	100,000
do do Kincardine.....	100,000
Lake Simcoe, Barrie.....	100,000
do Couchiching, Orillia.....	100,000
Lake Erie, Port Dover.....	100,000
do do Port Stanley.....	100,000
Lake Rosseau, Sans Souci.....	100,000
Rock Lake, Verona.....	100,000
States do Sydenham.....	100,000
Brady's do Minden.....	100,000
Bay of Quinté, Belleville.....	100,000
Lake Ontario, Hamilton.....	100,000
do do Toronto.....	200,000
do do Cobourg.....	200,000
do do Picton.....	100,000
do do Consecon.....	100,000
do do Newcastle.....	800,000
Total salmon-trout.	3,000,000

WHITEFISH

Lake Ontario, Hamilton.....	300,000
do do Toronto.....	300,000
do do Cobourg.....	300,000
do do Picton.....	300,000
do do Consecon.....	300,000
Bay of Quinté, Belleville.....	300,000
Lake Simcoe, Barrie.....	300,000
do Couchiching, Orillia.....	300,000
do Rosseau, Sans Souci.....	300,000
do Gillies, Lanark.....	300,000
Total whitefish.....	3,000,000
Grand totals salmon-trout.....	3,000,000
White fish	3,000,000
Semi hatched ova.....	2,000,000
	8,000,000

The work of distributing this large number of young fish was almost wholly done by myself or under my personal supervision and notwithstanding the remote points to which many of the shipments were made, but little loss was met with and they were deposited in the several waters in a healthy condition. Great care was taken in the selection of the parts of those waters in which the young fish were deposited and wherever possible the usual spawning grounds of the parent fish of the different families were reached in order that the artificially hatched progeny might secure the same natural food as would be obtained by those hatched under natural conditions.

In regard to the distribution of the products of our several hatcheries at this tender age, and while the young fish are still not more than one and a half inches in length and so liable to be destroyed by almost every other fish inhabiting our waters, I have come to the conclusion that perhaps this system has not produced in the past the best possible results.

A great deal can be said pro and con on this point, but I am of the opinion that the weight of the argument appears strongly in favour of the retaining our product within our control in ponds, or other appliances, until they have attained such a size before being planted as would enable them to escape or at least cope with a larger number of their natural enemies.

I regret to be obliged to admit that the results of our operations in fish culture for twenty-five years past have been less favourable than was anticipated or, I may add, than we have had reasonable right to expect, and hence the conclusion that in some manner our system may be at fault. The fact that ova can be artificially taken, vitalized and hatched, and the young fish brought to the age of six weeks and finally turned into our waters in a perfectly healthy state cannot be gainsaid. That has been fully demonstrated in all of our hatcheries, but the question arises, what becomes of all these millions of fry after they are deposited?

The statement frequently made that these "hatchings" are weak and unnatural and resemble hot house plants, is not worthy of any consideration. The contrary is apparent to any one who has seen artificially hatched fish when being planted in the waters at that age.

The term "artificial" as applied to our system of fish culture is misleading and does not properly apply. "Protective fish culture" would be the better term. The mode of gathering and vitalizing the ova may be said to be somewhat artificial in its nature, but it is so only so far as compelling the parent fish to deposit their milt and ova in vessels provided for the purpose, instead of spreading them over their natural spawning areas. The process subsequently and up to the hatching and final planting of the young fish is quite natural, in fact the whole process is nature's, except in so far that we economize the deposit of milt and ova and protect the egg from its natural enemies until the young fish bursts from the shell and afterwards while they are yet in the "hatching" stage. They hatch at the same time as eggs deposited by the mother fish upon the natural bottom, and when they are finally disposed of cannot differ from the latter and why their chances of living and coming to maturity are not equally as good as those that have never been within the troughs of a hatchery, is not easy to see.

So far, then, as this system has carried us in the past, it can scarcely be improved upon, but I am of the opinion that we cease our work at too early a stage, and that instead of disposing of the fry in June, as we do, when about six weeks old and not more than one and a half inches in length, they should be kept within certain limits and in suitable waters, and fed until they arrive at the age of seven or eight, or possibly twelve months, when they would be from four to eight inches in length. This simply means continuing our protection over them for a longer period than heretofore, giving them safety from the predacious fishes of the natural waters, and securing to them an abundance of food. Can it be reasonably doubted that under such circumstances, a very much larger percentage of our product would attain full growth and become marketable fish, than under the present system.

In my experience of nearly twenty-five years in fish culture, I have obtained such evidence as convinces me that it is not only feasible, but not difficult of accomplishment. I have seen in private ponds and tanks, salmon-trout confined until fifteen months old, when they were from six to eight inches in length, strong and vigorous to a wonderful degree, and I am satisfied that small difficulty would be met with in carrying all our stock over to that age.

During my management of the Bedford Hatchery, I experimented as far as it was possible for me to do so on this point, and I found that the young of the sea salmon could be kept, not only for twelve months, but for three years, and at the latter age they had attained a length of over two feet. Some of these fish may still survive in the waters in which they were planted, unless they have all been

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caught. What can be done with a fish not native to fresh waters, and which only enter those waters for the purpose of depositing its ova, leads to the conclusion that no difficulty would be met with in endeavouring to apply that plan to the young salmon-trout, which is purely a fresh water fish.

The cost of this extension of the work of fish culture, would add considerably to the yearly expenditure at our several hatcheries; but any additional sum so expended, would produce, no doubt, much greater returns from the original or present annual outlay.

I have taken this opportunity of laying before you my views on this subject, and trust that the department may consider their adoption.

COLLECTION OF OVA.

This branch of the work was, as in past years, undertaken in Colpoy's Bay, near the town of Wiarton. The necessary preparations were made and the nets set about the 15th of October, when the fish began to enter the bay. The appliances used for the capture of the fish were two large stake or pound nets, and these were set upon the same grounds as in former years. Heretofore these nets sufficed to secure an abundance of spawning fish, but this season a full supply was not obtained. This may have been through a scarcity of fish, the usual number not entering the bay, or from the fact that certain parties were permitted to set trout gill nets in the immediate vicinity of the selected fishing grounds. These gill nets, being set below or between the pound nets and the open lake, would tend to divert the fish from their usual course along the shore and drive them out into the deeper waters of the bay, and thus they would pass beyond the departmental nets. The catch of fish by the fishermen operating on the shores of Georgian Bay, this season was quite up to the usual quantity and I know of no reason why the usual number did not enter Colpoy's Bay and approach the usual spawning grounds upon which the pound nets were set. The reduction in our catch was due almost certainly to the presence of such gill nets immediately below our fishing station. I understand that licenses granted to fishermen on the shores of the Georgian Bay give the individual great freedom where to set his nets, subject of course to the reservation for Indians. This is a disadvantage to the nets set under the orders of the department for the purposes of fish culture and there appears to be nothing to prevent these nets being quite surrounded by the fishermen's gill nets.

The setting of these nets and the labour attending them during the season necessitates a large outlay, and in order that this outlay may produce the largest possible results, and no disappointment be met with in regard to the number of fish secured, I consider it advisable that they should be protected from any encroachment, and to this end I would respectfully suggest that no licenses be granted to set gill nets in any part of Colpoy's Bay, and that the whole of these waters be reserved for the exclusive purposes of fish culture.

As before stated, in the past, but two nets have been used in securing a supply of parent fish. These have been set on the west shore of the bay, and owing to the difficulty of finding bottom, into which the stakes can be driven, they are placed quite adjacent to each other, and while they have been sufficient for the purpose, I consider it would be advisable to set a third net on the opposite shore of the bay. With but two nets in use, in order to secure a full supply, we have been obliged to continue operations up to the last week in November, at that late season, in that locality, the weather becomes rough and unfavourable for the work. High winds, snow, and heavy frosts set in, and the work is prosecuted under great difficulties, and much time is lost and cost incurred in taking up the nets and drying them and removing the stakes. With three nets in use, the required number of fish would be secured earlier in the season, and the whole work completed fully ten days earlier, and thus a considerable saving would be effected.

During the past season fishing was continued up to the last day of November, and as very rough weather prevailed for some time after that date, I was unable to store the several appliances for several days, and did not leave Wiarton until the

7th of December. Some difficulty has been met with during the last two seasons in securing suitable stakes or poles upon which to set the pound nets, and with your consent, I propose ordering them during the winter months, when there will be no difficulty in getting into the swamps and hauling them out. By this means much straighter and better poles can be secured, and probably at a cheaper rate. For this purpose I will require authority to expend such sums as may be required, at this season instead of waiting until next autumn, the particulars of which I will inform you at a later date.

The total quantity of ova secured this fall was 6,000,000, of which 1,000,000 was delivered to Mr. Walker for the Ottawa hatchery, leaving a balance of 5,000,000, which were deposited in the troughs of this hatchery. At present they are apparently in a healthy condition, and in many of them, owing to the warm weather that has prevailed during the greater part of the fall the embryo can be easily discerned by the naked eye.

Having understood that there may be some decided change in reference to this hatchery, I presume it will be unnecessary for me to detail the nature of the repairs required upon this building. It is not my privilege to remark upon the action which may be taken in this matter, but I may be permitted to say, I trust that such action may with advantage be taken at the earliest possible date.

I am, sir, your obedient servant,

A. B. WILMOT,
Officer in Charge of Newcastle Hatchery.

11.—SANDWICH HATCHERY, ONTARIO.

REPORT OF THE OFFICER IN CHARGE FOR 1895.

PROF. E. E. PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—As per instructions, I have the honour to submit my annual report of operations at the Sandwich Fish Hatchery, for the year 1895:—

There were turned out 73,000,000 young whitefish and 14,000,000 semi-hatched eggs, which were disposed of as follows:—

EYED EGGS.

Ottawa, Ont.....	3,000,000
Newcastle, Ont.....	3,000,000
Magog, Que.	2,000,000
Bedford, N.S.	3,000,000
St. John, N.B.....	3,000,000
Total.....	<u>14,000,000</u>

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YOUNG FRY.

Point Edward, Lake Huron.....	3,000,000
Mitchell's Bay, Lake St. Clair.....	3,000,000
Peaches Island, "	3,000,000
Belle Isle, Detroit River	3,000,000
Fighting Island, Detroit River.....	5,000,000
Bay below Fighting Island.....	5,000,000
Stony Island, Detroit River	3,000,000
Bois Blanc Island.....	5,000,000
In Lake Erie below Bois Blanc.....	5,000,000
Pigeon Bay, Lake Erie.....	5,000,000
Barr Point, " "	5,000,000
Colchester, " "	3,000,000
Kingsville, " "	1,000,000
Leamington, " "	1,000,000
Rondeau, " "	1,000,000
Port Stanley, " "	1,000,000
Niagara, Lake Ontario.....	1,000,000
Toronto, " "	1,000,000
Hamilton, " "	1,000,000
In river at Hatchery.....	18,000,000
Total.....	73,000,000

Total eyed eggs and young fry turned out for the year 1895, 88,000,000. The work of distributing these young fry at the above named points, in a good healthy condition, was successfully accomplished.

THE CATCH OF WHITEFISH IN THE DETROIT RIVER.

We did not catch as many fish last fall as the year previous, for the reason that we were too late in starting to catch the "first run," the fish having entered the river earlier this year. It was very windy weather in the fore part of October, the result being that the fish in large quantities run to the head of the river and Lake St. Clair. To bear out this assertion, I was reliably informed at the time that whitefish were caught in abundance at Belle Isle and in the above named Lake early in October. The following statement shows the number of whitefish caught, liberated, sold, salted and lost:—

The total catch of fish, was as follows,—

Liberated.....	3,790
Sold	4,690
Salted.....	60
Lost.....	40
Total.....	8,580

From the above named catch we secured 100,000,000 eggs which are in the jars at the hatchery and at this time of writing are in a fine and healthy condition. The prospects for a large hatching of fry is therefore very good.

THE FISHING SHANTIES.

As mentioned in last year's report, I would again urgently recommend that the fishing shanties be built on floats, the estimated cost and other information in regard to same may be found on page 29 of report of 1894.

GENERAL REMARKS.

The artificial system is becoming more popular and highly spoken of by fishermen generally who are every year realizing more fully the usefulness and manifold benefits of the establishment. Evidences of the good work that is being accomplished by the maintainance of this institution are becoming more apparent and convincing every year. From reports received from various sources it is proven most conclusively that whitefish are slowly but surely multiplying, while herring, sturgeon and other coarse fish are becoming a thing of the past in the Detroit River.

WILLIAM PARKER,
Officer in Charge.

12.—OTTAWA HATCHERY—ONTARIO.

OTTAWA, 9th December, 1895.

To PROF. E. E. PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report of the operations carried on at the Ottawa Hatchery for the year 1895.

On the 20th November, 1894, 1,250,000 salmon trout eggs were received from the Newcastle Hatchery, and on the 8th January, 1895, there were also received 3,000,000 of whitefish eggs. All the eggs from both places were received in good condition.

The young fry came out strong and healthy in April and May following and were deposited in the waters named below.

Last year, Mr. James Robertson an employee in the Fisheries Department was entrusted with the charge and care of distributing the young fry, and having done the work for the past two years, he had considerable success in making the distribution.

But this year, the work of distributing the fry having been entrusted to another person who had not sufficient practical experience for this kind of work, we have not been as successful in the distribution as in past years.

The fry have been planted in the different waters as follows:—

WHITEFISH.

Sharbot Lake	300,000
Bay of Quinté.....	540,000
Lancaster Lake	180,000
Summerstown	180,000
Ste. Agathe	240,000
Upper Rideau Lake.....	300,000
Lower "	300,000
Dea's Lake	90,000
Meaches.....	360,000
	<hr/>
	2,490,000
	<hr/>

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SALMON-TROUT.

Charleston Lake.....	260,000
Otter “	90,000
Beaver “	160,000
Dea’s “	80,000
Green Island “	80,000
Burnt Mountain Lake.....	50,000
	720,000

On the 27th November last there were received from the Newcastle Hatchery 1,000,000 salmon-trout eggs which were carefully laid down in the hatching troughs, and are now doing well.

The hatchery having been repaired and all repainted last winter, everything is in perfect order.

From 21st January last we have received 15,000 visitors at the fisheries exhibit and at the hatchery.

I remain, sir,
Your humble servant,

JOHN WALKER,
Officer in charge of the Ottawa Hatchery.

13.—SELKIRK HATCHERY—MANITOBA.

To PROFESSOR PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my third annual report of the work at this hatchery.

Of the 25,000,000 eggs laid down in the fall of last year, not over 19,000,000 were successfully hatched. The fry commenced coming out about the 15th March. The ice ran out of the river on the 12th of April. There was no rise of water this year and consequently there was not much sediment coming down but on the 15th the water became too muddy and we turned the pump on the well, this raised the temperature of the water from 37° in the river to 46° the temperature of the well. The fry commenced coming out by the thousand. On the 15th I planted ten cans of fry in the slough near the Manitoba Company's freezers, where they did so well last year. On the 19th my tank room was over crowded, and I released several millions at the hatchery on April the 21st, the last of the fry hatched out and on the 22nd I took out to Nettly Creek seven cans of fry and planted them; this creek is fed principally by springs and running through Nettly Lake enters Lake Winnipeg. I heard good report of that fry during the summer.

The balance of the fry was placed in the Red River on the 23rd and we proceeded to clean up the hatchery and machinery. We found the boiler very dirty, both beads badly scaled and nearly six inches of loose scale and mud over the bottom sheets and this although we “blew off” regularly during the winter. Again I beg to draw your attention to the need of an auxiliary boiler. On May 2nd the boiler was inspected by Dominion Inspector Robertson. The tank gave us a lot of trouble by leaking—and as it is directly over the boiler the dripping has ruined the brick work about the boiler. This should be taken down and replaced during the coming summer.

COLLECTING OVA, 1895.

I left on Sept. 10th for Grand Marais where I decided again to take ova, although it had not been satisfactory the two previous years. As I was asked to keep down expenditure as low as possible, I did not like going a greater distance than I could help, so decided to try Grand Marais another year. I left five days earlier as I determined to cut my own net stakes. On the 15th the stakes were driven for the first net. I was disappointed in not getting a second net from officer Chadwick of Rat Portage which had been ordered to be sent me—but unfortunately had been sold. I had then to take the only net I could get here, which was old and unable to stand the severe storms we experienced.

On the 18th, we had both nets set and fishing, on the 25th the fish were coming in nicely, but on the 26th it blew a gale from the north-west which piled the water over our nets taking out some stakes and releasing our fish, the fish had been coming in fully as plentifully as last year. On the 31st we again lifted and found the whitefish coming in. On the 1st of October there was another heavy blow which caused us a loss again, and it was necessary to drive three new stakes. On the 7th there was a gale and heavy snow, on the 8th we lifted and found there was not a large increase, on the 14th of October we lifted again and got 18 ripe fish, on the 16th 56 fish spawned. There had been so much storm and our nets had been so damaged and cleaned out of fish that on the 17th we lifted again and only got twelve quarts of eggs.

First spawn 1893.....	Oct. 10th
do 1894.....	do 17th
do 1895.....	do 14th

Seeing that the prospect was now very slim of getting a full complement of eggs our only chance, as Mr. Gignac and Mr. Overton decided with me, to fill the hatchery, was to try Black River. It was too late to set a pound net even if I had one, so I hurried in to Selkirk and got three gangs of whitefish gill nets from the Manitoba Fish Company, Mr. Overton himself coming with me. We got to Grand Marais that evening on the tug "Miles" at 6 p.m. At 4 a.m., the 18th, it commenced blowing a full gale—the heaviest for years—and although in harbour we rode all day with double anchor and could not make shore three hundred yards away. On the 19th we left before daylight, the storm having moderated at 4 a.m., after blowing 24 hours, and when off Elk Island our engine broke down and there was nothing to do but to go back to Selkirk for another tug, we managed to patch up the machinery to work us back slowly. On Sunday the 20th, I started with the tug "Fisherman." Ice forming then in slough—got to Grand Marais and took on Gignac and men and two tents. It snowed heavily and it was 3 a.m., the 21st, before we could see to leave the harbour. Before entering Black River we set a gang of the nets in a rising wind—went in to the river, and camped in the snow. Gignac and one man started with a day's provisions to Cludian Camp at Mink Point, eight miles away—on foot—to see if they were likely to have their nets out, and if there were fish there. The 22nd was again a gale and we could not set—it snowed and froze hard—Gignac came back and reported that Indians had been getting spawning fish, but could not get to their nets. We tried to go out with tug to set, but she could not stand the sea. In the evening we got out to the mouth of the river and set the other two gangs of nets. On the 23rd we lifted the nets and got only 5 or 6 spent males and one spent female. We sent our sail boat to Mink Point and moved our nets off the mouth of the river inland—that night the river froze over—on the 24th, at 5.30 a.m., we started the tug to break the ice out of the river—we had suffered in the tents for four days now, with insufficient clothing, and wet, but there was no complaint if we could only get eggs. In all our nets we only got eleven female fish and they were nearly all spent, we had to hurry up to get out of the river as it was becoming too heavily coated with ice for the tug to break up, and it was plain the fish had spawned and left the shore.

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There was only one thing to be done—to give up operations and save useless expense for the season.

We had collected 4,260,000 eggs, and they are now in the hatchery, the water in the river is exceptionally clear this year, and the temperature being low when the eggs arrived, they have kept beautifully clean, not a sign of fungus showing.

The hatchery during 1895 has again been visited by great numbers from all parts, and great interest manifested in the work. I have many letters from every part of Manitoba and the North-west Territories, asking for fry, and wanting lakes and streams stocked. The stocking of these lakes and streams is a question which I respectfully hope may soon be taken up by the department.

I find in a letter to my predecessor that the department had decided that the spawning season for whitefish in Lake Winnipeg was the same as in Lake Erie, and that November was the proper month for the close season. There had then of course been no test of the spawning season, such as the collecting of eggs for a hatchery affords. From the experience gained in the three years the hatchery here has been in operation, it is proved that in the southern portion of the lake, 90 per cent, of the whitefish spawn between the 15th of October and the 5th of November, and from all I can gather in the north end of the lake, it will be about 10 days earlier, so that I fully believe October should be the month reserved for whitefish as a close season.

I would respectfully recommend that the Grand Marais fishing station be abandoned, and that next season the ova be taken at the mouth of the Little Saskatchewan (or Dauphin) River, by augmenting my supply of trays, I think there will be no difficulty of going there, and in one trip of a steamer taking all the ova required, there can be no risk from storm there, and never a lack of parent fish, and the cost will not be much more than it has been at Grand Marais.

I am, sir, your obedient servant,

RICHARD LATOUCHE TUPPER.

14.—BAY VIEW HATCHERY—NOVA SCOTIA.*

BEDFORD, N.S., 26th July, 1895.

SIR,—In submitting my annual report of the work at Bay View Lobster Hatchery, I am pleased to state that the season's operations have been most successful, both in collecting ova and distributing a large quantity of fry in perfect condition and without loss.

The total number of young lobsters hatched, and distributed by steamer between Big Island, Merigomish and Tony River, and around Pictou Island was 165,000,000.

On the 15th May, the first eggs were collected from the factory of Messrs. Burnham & Morrill, Co., Bay View, and on the 23rd, having received information that the spawn school of lobsters had struck in at Pictou Island, I employed the steamer "Caberfeidh" and retained her 14 days collecting ova until the jars were all filled.

On the 22nd June, I commenced to distribute fry by steamer and continued the work every day, Sunday excepted, until the 28th, when nearly all the eggs were hatched and the fry distributed, and by the 4th July, the jars were all cleaned out and the few remaining fry distributed in a small boat by the employes of the hatchery.

I inclose herewith a statement showing the number of eggs collected each day, together with the names of places and owners of factories where taken from.

The hatchery is in good working order, having made improvements in the suction pipe which now gives perfect satisfaction.

The new pier which was built at the end of the wharf last season resisted the ice shoves during the winter and, no doubt, will stand a long time.

It will be necessary to construct two more piers inside to prevent the ice from carrying away the inside parts during the coming winter. The cost will likely be about \$150 each.

In 1892 I obtained from the factory adjacent to the hatchery some 65,000,000 eggs, but this season only 17,700,000 could be secured there. This decrease I account for by the ground then fished for, this factory being now occupied by fishermen who carry the lobsters to other factories, thus necessitating the employing of a steamer to collect the eggs from those factories at a distance.

During the early part of the fishing season lobsters were plentiful and in excellent condition, but towards the latter part of June they were scarce, and some of the factories closed for want of fish.

The season is certainly getting shorter every year, and only a few keep on packing to the end of the legal season (15th July).

It is the opinion of nearly all the packers and fishermen, on the grounds from which I collect eggs, that all fishing should terminate on July 1st each year.

It is admitted by all packers and most intelligent fishermen, that good results from the Bay View Hatchery are now being seen, and at a later date I hope to forward you some testimonial letters corroborating this statement.

I submit a table of the quantities of eggs collected at the different places.

STATEMENT showing the number of eggs collected each day, together with the names of places and owners of factories where taken from.

Date.	Bay View— Burnham & Morrill Co.	Bay View— John Logan.	Cariboo Island— Thos. Tanner.	Gull Rock— Robert Olliver.	Pictou Island, West end— McClure Bros.	Pictou Island, North side— McClure Bros.	Pictou Island, North side— D. McKenzie.	Pictou Island, East end— Jas. Hogg.	Total.
May 15.....	1,000,000								1,000,000
do 16.....	1,000,000								1,000,000
do 17.....	1,000,000								1,000,000
do 18.....	1,000,000								1,000,000
do 20.....	1,500,000								1,500,000
do 21.....	1,500,000								1,500,000
do 22.....	1,500,000								1,500,000
do 23.....	1,000,000			2,000,000	8,000,000				11,000,000
do 24.....	1,500,000			3,000,000	9,000,000	3,000,000			15,000,000
do 25.....	1,000,000		2,000,000	3,000,000	8,000,000	3,000,000			17,000,000
do 27.....	500,000	1,000,000	1,000,000	4,000,000	6,000,000	2,000,000	1,000,000		15,500,000
do 28.....	500,000	1,000,000	1,000,000	2,000,000	4,000,000	2,000,000	1,500,000		12,000,000
do 29.....	200,000	1,000,000	1,000,000	2,000,000	6,000,000	4,000,000			14,200,000
do 30.....	500,000	1,000,000	2,000,000	2,000,000	4,000,000	2,000,000			11,500,000
do 31.....	500,000	1,000,000	1,000,000	1,000,000	3,000,000	2,000,000	1,000,000	500,000	10,000,000
June 1.....	500,000	500,000	1,000,000	2,000,000	3,000,000	2,000,000	1,000,000		10,000,000
do 3.....	500,000	500,000	500,000	1,500,000	2,000,000	1,000,000	1,000,000		7,000,000
do 4.....	1,000,000	2,000,000	2,000,000	1,500,000	2,000,000	2,500,000	500,000	500,000	12,000,000
do 5.....	500,000	500,000		1,000,000	3,000,000	2,500,000	500,000	500,000	8,500,000
do 7.....	500,000	200,000	300,000	1,000,000	2,000,000	1,000,000	500,000	500,000	6,000,000
do 10.....	500,000	500,000	500,000	1,500,000	2,000,000	2,000,000	1,500,000	500,000	9,000,000
do 11.....	500,000	500,000							1,000,000
	17,700,000								168,200,000
									Grand Total

I am, sir, your obedient servant,

ALFRED OGDEN,

APPENDIX No. 10.

REPORT ON OYSTER CULTURE IN CANADA CONDUCTED UNDER THE OPERATIONS OF THE DEPARTMENT'S EXPERT.

OTTAWA, 31st December, 1895.

The Honourable JOHN COSTIGAN,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit my report on oyster culture for the season of 1895.

On the opening of navigation I left Ottawa and proceeded to Tracadie, N.S., to complete my work which was left unfinished on the close of navigation the season before.

TRACADIE, N.S.

On the arrival of the steamer from her winter quarters, I commenced removing some of the stones and weeds from the inside edges of the bed, and dredged over the area generally, and found that after a little labour, the ground was in good condition for the shells to be laid upon, and adapted for making an excellent foundation for an oyster bed. The oyster fishermen of the West Arm Tracadie Harbour were saving the shells for this purpose, but owing to the short time which they fished, I was unable to lay the quantity desired, but hope to complete the bed during the following spring. After these shells had been laid upon the beds, I received some young oysters for planting, from Buctouche, N.B. The warm weather setting in so quickly I was unable to lay the quantity desired, and had to postpone laying the oysters until the following season. Unfortunately, two schooners arrived with their cargoes in very bad condition, and very few oysters were saved, although every effort was made. These two cargoes of oysters were laid at low water mark, the live oysters were separated from the dead ones, they were again placed at low water mark and reculled before being laid upon the oyster beds. The result being that only twenty-five barrels of oysters were saved from the above cargoes, the remaining shells, amounting to one hundred and thirty-eight barrels, were separated before being placed upon the bed. The number of oysters planted in Tracadie during this spring was one hundred and sixty-eight and a half barrels, and three hundred and sixty-two and a half barrels of shells.

At the close of the season I again visited Tracadie, and found the oysters were alive and showed signs of growing.

SHEDIAC, N.B.

On the completion of my work in Tracadie, I proceeded to Shediac and examined the beds, three in number, which have already been planted, and am pleased to report the oysters are growing very fast and full of life, and on several of the oysters and shells there were traces of last year's spat, the ground was looking very clean and healthy on bed No. 3. On one portion of this bed, oysters were planted from Curtain Island, P.E.I. These oysters I find have grown very much more than those which were obtained from Buctouche or Cocagne, although the latter are in splendid condition.

On bed No. 2 the oysters were looking healthy and were growing nicely, but the bed required a little cleaning, and some of the oysters required separating. Young oysters were to be found on this bed also.

On bed No. 1, which was planted the year before, I found the samples of oysters considerably larger, and spat is to be found of all sizes on this bed. The oysters are in a very healthy condition and their growth appears to be very rapid. Some of the oysters on this bed are now quite large and fit for market.

Some little time was devoted to cleaning beds Nos. 1 and 2 which were the first to be cleaned and required a little attention. My time was also devoted to separating some of the oysters, for when these oysters were first planted it was impossible to separate some of them, without killing them on account of their being too small and fragile. To attempt to separate them then, meant death to the young oyster, these have now grown larger and stronger and are more easily separated. Several brood oysters were also detached from shells, stones &c., as these oysters if separated from clusters, shells, stones or anything they are adhering to, generally develop into a much finer shaped oyster than they otherwise would do, if neglected and allowed to grow in clusters.

Spat was found on some of the brushwood which was planted for that purpose, although not in such quantities as one would have liked, but no sooner were these bushes placed in the water than they were literally covered with the floating eelgrass which was carried by the current and adhered to the twigs and bushes making it almost impossible for the spat to find a resting place upon them. On nearly every stone I removed a number of which were used as sinkers for the brushes I found oyster spat attached. In almost every haul of the dredge young oyster brood is brought to the surface.

Since these beds have been cleaned and restocked with oysters, the spat is to be found upon the areas already cleaned, it has also drifted and settled in several different places. Young oyster brood was found at the foot of the new breakwater at Pointe du Chêne which was only completed during the fall of 1894. They were found in a brook about a quarter of a mile from Pointe du Chêne wharf where the train passes over, I visited the place and found young oysters were growing all around. Persons informed me they never knew of an oyster to have grown there before, no large oysters or oyster shells are to be found in this locality which is also another proof. Young oysters were also to be found around the ballast block which lies just to the westward of the wharf. There is also a ridge or flat running out from Indian Island, which is very shallow and a large portion of this area is covered with small mussels, and lies between two of the beds planted, this area I examined at low water, and found several small oysters growing in from four to eighteen inches of water, I picked up over three hundred in a very short time, not more than an inch in length, this spat has been carried there during the summer of 1895 as the ice rests on these flats and kills them during the winter.

I have examined some of the old and smaller beds which were inclosed in the area, they have not been fished or worked upon since the area has been reserved, large oysters were found averaging from twenty to forty in a dredge, also oysters of different year's growth from the very smallest upward, but I see these beds are being gradually overrun with weed; had the whole of Shediac Bay been a firm clean bottom, oysters would be found in every direction, as in most places where the bottom is clean the spat has fallen.

The more I see of these grounds and the growth of the oyster, satisfies me that oysters can be very successfully cultivated if given the necessary care and attention.

Since the examination of the above, several places have been inspected with a view of ascertaining the nature and the locality of different oyster areas.

MURRAY HARBOUR, P.E.I.

On examining the area in the above harbour a large piece of ground was found, covered with weed having a firm bottom which originally was an extensive oyster bed situated at the northern part of Reynold's West Island. This area could be cleaned and prepared for planting oysters upon, although at present the weed is so thick that it is almost impossible to run the steamboat through it, the weed getting completely twisted round the steamboat's propeller. This weed can be removed by

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the instruments used with the aid of the steamer, and as yet I have not seen the weed reappear where it has once been thoroughly cleaned.

This area has not been measured, but a large bed could be made here, with a good depth of water upon it, and if oysters were planted would not be damaged by the ice in winter.

A second area was found which would also require cleaning in the same way as the above, situated at Log Shore, this is a firm strip of ground running from Log and Rocky Point into Log Cove, at one portion of this area some large stones were found near the shore but do not appear to run off very far, I was informed that this is the only place where oysters are found in the river; at low water I found a few scattered about, lying at a depth of from six inches to three feet water; no trace of a bed was found here, although it might have been covered up with eel grass or seaweed.

The other areas visited were French Marsh Point, Poverty Creek, Fairchild's Point, Mink River, Murray River bridge (above and below) Penny's Point and Dean's Point, and was informed the whole area of Murray River was of pretty much the same kind of soil, but none of the above places were found of any importance and in no way were they suitable for cultivating purposes, and have either grown up to the surface of the water, or are used by the farmers as mud digging areas.

The mud diggers have been working in the following places in this locality, viz., Fox River, disjointed oyster beds, in some places very shallow, with several mud-digger cuts.

Greek River, the bottom is soft, the beds are dead, being covered up with mud, and farmers obtain mud from here, and it is of no use for culture.

SOURIS.

I visited a portion of the West River, situated at Souris East, in front of the property of Mr. William McLean. This river is very narrow, the bottom was covered with weed and a slight coat of mud, the bottom underneath consisting of sand and clam shells; on each side of the channel very soft mud was found, the depth of water varying from two to seven feet; it would be a difficult matter to clean this area, and would not recommend any further steps be taken.

Afterwards I proceeded to South Lake, Bothwell, there appeared to be a very firm sandy bottom, quantities of soft shelled clams were to be found here, weeds were growing on the outside edges of the channel, the depth of channel was from four to seven feet. This area inspected covered about three-quarters of a mile, and any person wishing to take this area, could easily clean and prepare it for cultivation.

CHARLOTTETOWN AND VICINITY.

During my stay here I visited all the oyster areas of any importance commencing at the West River, accompanied by Mr. Alexander Shaw, fishery guardian of St. Catherines, who pointed out the different areas which existed in his district. After an examination of the river I suggested to the department that certain areas should be reserved for oyster fishing, while other areas should be set apart for mud digging purposes, there are also certain areas which might be licensed to individuals for private culture, if any person felt so disposed. The river was examined from Mayby's Creek down to the mouth, including Clyde River, Long Creek, Mill Creek, Goose Creek and McMillan's Creek.

Hillsborough or East River was next examined, and suitable areas were reported to the department, for both the fishermen to obtain oysters from, and the farmer to obtain the mud from unused and extinct beds. The river was examined from Hayden's wharf down to the mouth, a distance of about fifteen miles. Glenfinnan Creek, Johnson's River, and Fullerton's Creek were also examined, which are smaller streams emptying themselves into the East River. Most of the oysters in this river are to be found on the south side, and quantities of them, both in East and West River are to be found upon the flats, which consist of mud covered with eel grass, and in some cases just the mud alone.

In Fullerton's Creek there are areas in which oysters are obtained, and at other places mud diggers have also been at work, although it does not interfere with the fishing. While here I visited the areas which were licensed to Messrs. Boyer, Boyer and Hamm, and Duffy, these men I found were conforming with the regulations under which they took the licenses, and are improving the areas, and in each case they had increased their stock by transplanting young oysters upon their grounds.

NORTH OR YORK RIVER.

In the upper part of North River there is nothing but mussel beds, but lower down the river there appears to be some oyster beds which have been very much cut up by the mud digger abreast of Scott's Island. I also visited Forkey Creek, there appears to be nothing but a shallow mud and a sandy bottom and totally unfit for oyster culture. Fishing for oysters, from Forkey Creek down to the bridge in North River has been prohibited by Order in Council, and upon examining this area from Scott's Island down to the bridge, I find that the oysters have increased in numbers and size, the oysters have grown very fast and are looking well, the bottom of the river, owing to the strong current, is very clean, and I find by reserving this area from the public has had the desired effect, the oysters found there are of a much larger size than other places which were examined, also large quantities of young oysters are to be found, and I have not the slightest doubt that if other areas were closed for certain periods, it would have the same effect, as this area has proved an excellent test case.

In Ellen's Creek oysters were found from the upper to the lower part of the creek in the channel, those found in the lower part of the creek are much better in size and quality than those at the upper part. Mr. C. A. Hyndman has an area at the lower portion, but did not know exactly the situation of it, as the beacons which bounded his area had been carried away by bad weather. No mud digging should be allowed in this creek.

From the bridge down to the mouth of the river no oyster fishing is carried on, but mud diggers are in the habit of digging mud from extinct beds which are found in this locality.

In Pownall Bay around Little Island there are some extensive flats covering over one hundred acres which dry at low water, large quantities of oysters are obtained from these flats by picking when the tide is out. Oysters are also found in Mill Creek which is to the westward and inside these flats, but oysters taken from the streams do not appear of so good a quality as those taken from the flats.

Mud digging is carried on at the lower part of the creek and these areas should be kept separate to preserve what has not already been destroyed. Men were picking oysters while I was there and found they obtained a very good sample.

At Squaw Point, situated to the westward of Pownall Point, oysters are found upon the flats, no oyster fishing is done in the channel, and oysters are picked up by hand. In the channel there are old dead beds where the mud diggers work and do not interfere with the fishermen in this locality.

In Cherry Valley River, to the eastward of Pownall, oysters are chiefly picked up on the flats, there are a few oysters in the river, and no mud digging is done here. The oysters appear to be of a rougher sample than at Pownall and are not so plentiful in this river.

In Orwell River, oysters are found at the upper part of river where a bed is to be found about half a mile in length in the channel, these oysters are found in clusters, their shape being very narrow and long. Below this area no oysters are found, mud diggers work on the flats but do not interfere with the fishermen.

In Vernon River no oyster fishing is carried on above Vernon River bridge, mud diggers are to be found working there during the winter months above bridge, oyster fishing is carried on from the bridge down to Seal River. Mud diggers have been working about half way down the river and the fishermen can see the beds are being destroyed and desired it should be stopped, no mud digging should be allowed here; at the mouth of this river which connects with Orwell River and Seal River there is a larger area where mud diggers can work.

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Seal River turns off to the west just after entering Vernon River, and oysters are found nearly up to the bridge about a mile and a half from the entrance, the oysters at the lower part of the river are much better than those at the head of the river, the oysters in these three rivers are all found in clusters. Areas for mud digging can be found at the mouths of these three rivers.

Pinette River is divided into two channels, one running in a northerly direction, the other in a southeastwardly direction, and are crossed by two bridges. Below the bridges no oyster fishing is carried on, the water being deep and the flats consist of soft mud. Above the bridges in both arms oysters are found in small quantities, the beds are small and detached, last year these beds were fished to excess, leaving very little stock on the grounds for this year's fishing. The oysters are of good quality and large in size. Very little mud digging is carried on here.

SOUTH WEST RIVER, NEW LONDON.

When inspecting South-west River I also visited the several creeks adjoining, viz., Tupland's Creek, Colwell's Creek, Eel Creek, Harding's Creek and Long River, Some of the oysters found here are very large, varying in size from small ones to others measuring ten and eleven inches in length. The flavour is good and the oysters will obtain a good price in the market. There are also suitable areas which might be reserved for the mud-digger to work upon, being extinct beds. No oyster fishing is carried on below Clifton bridge, the beds being all dead ones, but they are utilized by the farmer.

SUMMERSIDE.

Bedique Bay, including Dunk River and Wilmot Creek was also inspected. Most of this area appears to have been covered over with eel grass and silt, mud diggers have also destroyed extensive areas of oyster ground, and the only available place where the ground is firm, and is not so cut up with mud diggers is situated off the north shore, towards Wilmot Creek, the oysters are of an excellent quality which are taken from these waters. Very few oysters are taken from Dunk River as the grounds are gradually becoming silted up, and very little fishing is carried on in this bay. This bay has been previously reported upon in one of my other reports.

ANNAPOLIS, N.S.

The lower part of the flats examined extends from Bear River up to Goat Island, a distance of about seven miles and a half. Below Deep Brook station the bottom is very level and clean, is composed of hard sand and firm mud, and runs out from the shore for over a mile, gradually deepening from the low water mark to eight or ten feet before the channel is reached; oysters would not be affected by the ice. A very large area is also situated near Goat Island, these areas are out of the strength of the swift current which runs here, although the tide is quite strong enough to keep the grounds clean.

Another area which I think would be suitable is situated about two miles above Annapolis, on the south side of the channel, in the bight of the bend of the river, between two fish weirs. Shells could be obtained from Goat Island to form these beds, and would also act as spat collectors, and I do not see why oysters could not be successfully cultivated here.

MINAS BASIN.

Some six or seven years ago, two or three gentlemen planted some fifteen barrels of oysters in the channel below Kingsport, in hopes that spat would be scattered over the basin, and a supply of oysters would be found in these waters. The oysters were planted about a mile from the shore, at a depth of about thirty feet at low water; there is a rise and fall of tide of about forty or fifty feet, which places the oysters at times in very deep water.

I visited this area last fall under instructions. The bottom of the area dredged upon consists of a solid bed of mussels, covered with a spongy kind of weed or fungus;

scallops were also found; a few stones, and some small star-fish. The oysters found were few and stunted in their growth, which I attribute to being taken from shallow beds and transplanted in very deep water; and the ground being in no way suitable for their reception, the mussels starving the oysters thus planted. Owing to the state of the weather, I was unable to find any suitable ground for planting during my short stay.

GREAT SHEMOGUE, N. B.

Inside the bar this harbour is divided into two arms or small rivers, one coming from a westerly direction called Arvard's River, and the other from a south-westerly called Fox River. The channels of these rivers are narrow and intricate; an immense expanse of water is seen at high tide, but at low tide the flats are all uncovered showing the formation of the channel. The water in these channels at low tide varies from one to twenty feet deep. Oyster beds are more numerous in the west channel than in the south channel, they consist of continuous disjointed patches, and upon each of these beds there appeared to be quite a number of small oyster brood, the large ones are very scarce, but what are there, are very fine indeed. The beds appear to be fished out. These oysters have a great reputation as being one of the finest oysters in the province. I did not visit Little Shemogue owing to the entrance being so shallow, and a heavy swell rolling in from sea upon the bar, but was informed the beds were smaller in size, a larger number of oysters were taken from them, and the quality of the oyster about the same as at Great Shemogue.

WALLACE, N.S.

The highest point where oysters are found is at the railway bridge about four and a quarter miles above Wallace and worked my way down the river to the foot bridge about two and a quarter miles below. Oysters are found to be scattered on disjointed beds nearly the whole length of the channel, where oysters are not found the bottom consists of very soft mud. The water at the upper part of the river is nearly fresh and the oysters are not so good as those taken from lower down the river, the ones taken from the upper part of the river are long and narrow, but full of fish, the bed from which they are taken consists of shells and mud; lower down the oysters were of more regular shape and of better quality and flavour, the bottom consisting of shells being firmer and clean. I was informed that only a few boats fish on this part of the river, unless the weather is too bad to fish on the lower part of the river, then they come above the foot bridge which is more sheltered, being narrower, winding in its course, and the sides are mostly wooded.

From the footbridge for nearly a mile down to the lower part and south side of Goose Island or just below it, oysters are found in very fair quantities in the channel and on the sides or banks, they are looking very healthy, of good shape, size and flavour, the ground consisting of shells which covers quite a large area; in this vicinity most of the oysters are caught by the Wallace fishermen. Below this area no oysters are found in the river.

In the North Channel or Wallace Bay oysters are becoming very scarce, and the beds are very scattered, but what are caught are very fine, large and full of fish, the silt settling upon the beds is gradually covering them up, the channel which is very intricate, is also becoming blocked up on account of a dam being built across the channel which forms a solid bridge, the tide rises and falls here, but there is not sufficient current to remove the sediment from the bottom which is carried up and settles on the flowing tide. There appears to be very little suitable ground for the spat to fall upon and thrive in this locality.

Below Goose Island on the north side of the channel and south of Oyster Island dead oyster beds are found, the bottom is firm, it is not very dirty and covers quite an area of ground, mud digging is carried on at the lower end of this locality during the winter months, but not to any great extent. It is a considerable distance from the live beds, but an area like this could be revived by giving it the necessary attention, or might be leased to persons wishing to take up an area.

Marine and Fisheries—Fisheries Branch.

In Lazy Bay on the south side of Wallace River just below Wallace there is a narrow winding channel, but no live beds were found, beds originally existed here, they have been covered up with eozé and sediment, with eelgrass growing over them.

In Fox harbour at the upper part, oysters were found in small quantities, the bottom being composed of shells, stones and fine gravel, this kind of bottom was found for almost a mile, oysters were only found on the upper part. One or two extinct beds were found at the lower part of the harbour, these were in a very dirty condition and of no importance.

TATAMAGOUCHE.

The only place where oysters are found is situated in the basin at the head of Tatamagouche Bay on the west side. This area is comprised of several narrow streams or channels which are visible at low water, but at high tide a large extent of water is seen, which covers extensive mud flats, and are protected from the outside by spits or bars running out from both shores, leaving a very narrow channel to enter the basin, making the place almost landlocked. The bars on the north side are situated in Cumberland County are called Ship yard bars which run off from Shipyard or Waugh's Island, and the bar on the south side in Colchester County is called Thrumcap bar. There are also some small bars or ledges inside these bars which dry at low water. These bars are covered on the top with small mussels which are said to keep the bars from washing away, it is on these bars, among the mussels that most of the oyster spat rests. The bars are natural spat collectors, and are literally covered with young oysters every fall, and unless they are picked from these ledges, they are killed by the severity of the winter, as the ice rests upon them and the frost kills them. I am informed that in the spring months after the opening of navigation, scarcely an oyster is to be found until after the spatting season is over, when these beds or ridges glisten and sparkle like sheets of gold, the sun shining down on the semi-transparent shells of the oyster spat.

The streams before referred to are nearly all taken up by leaseholders, very few oysters were in these streams until they were transplanted from the bars by the leaseholders. These men are interesting themselves in this industry and I have every reason to believe they will become successful. Mud digging is generally carried on off Blockhouse Point on the east side of Tatamagouche Bay, and to the south of the bar leading to Tatamagouche River, where extensive oyster beds originally existed, but are now covered over with mud and eelgrass. Oyster mud is to be found here to last for ages, as the quantity taken is very small.

In Barachois harbour a little mud digging is carried on, and scarcely an oyster is to be found, as nearly all the beds are extinct, no oyster fishing is carried on here.

Several other places are to be visited on the coast where oysters are found, but owing to the lateness of the season and the weather becoming so unsettled, I was obliged to postpone my inspection until another season.

GENERAL REMARKS.

While visiting the above places and making this inspection I was constantly thrown in contact with the fishermen, and among other questions asked, I enquired what effect the prohibiting of fishing oysters through the ice had upon the beds, and was pleased to hear that small oysters were much more numerous than they originally were, and they consider it was one of the best regulations that was ever made for the benefit of the oyster fishermen.

The oyster fishing areas throughout the provinces are now overfished and it is a very difficult matter to preserve a public fishery from this evil, unless some areas are set apart from the public for a certain length of time. North River near Charlottetown, P.E.I., for instance is a good example, and I am strongly of opinion that if other areas were reserved, by not allowing the public to fish upon them for one or two seasons, the oysters on these beds would improve in size and numbers.

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

ERNEST KEMP, *Oyster Expert.*

NOTE:—A brief account of the peculiar features in the Breeding of Oysters by Professor Prince is included in the Special Appended Reports.

59 Victoria.

Sessional Papers (No. 11B.)

A. 1896

REPORT

OF

AN INVESTIGATION INTO THE PILOTAGE SYSTEM

AT

ST. JOHN, N.B.

BY

Captain W. H. SMITH, R.N.R.

Chairman of the Board of Examiners of Masters and Mates

MARINE AND FISHERIES DEPARTMENT

1895

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St. John, N. B., Pilotage Investigation.

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REPORT

Of an Investigation into the Pilotage Business of St. John, N. B., held at the Office of the Chairman of the Board of Examiners of Masters and Mates, Custom-house Building, St. John, N. B., February, 1895, before W. H. Smith, R. N. R., of the Marine and Fisheries Department, assisted by Bloomfield Douglas, R. N. R.

Proceedings commenced at 10 o'clock on Wednesday the 7th February.

The Board of Trade and the Shipowners Committee were represented by counsel. For the Board of Trade, Messrs. Palmer and Gilbert, Q.C., and for the Shipowners' Committee, Mr. Baird, Q.C.

The counsel for the pilots were Messrs. Skinner and McLean, Q.C.'s. The proceedings opened by Capt. W. H. Smith reading over his authority, contained in the Order in Council appointing him a commissioner to hold the inquiry.

At the commencement of the investigation, a pamphlet containing a report of the Committee of the St. John Board of Trade, and one with remarks on the pilotage system of St. John, prepared by the Shipowners' Committee, were handed in to the commission.

The counsel for the pilots agreed that these reports should, to such an extent as might be regulated from time to time during the inquiry, form a basis on which the investigation should be conducted.

These, with all other papers and returns referred to in the evidence, which were afterwards put in by counsel or accepted by the commission as official records and recognized statistical information on the subject of the pilotage business of the port of St. John, will be found in the appendix hereunto annexed.

The evidence taken from the 7th to the 14th February, was written down by Mr. Gilpin of my office and afterwards type-written by him. That from the 14th to the termination of the inquiry, was taken down in shorthand by Mr. DeVine, stenographer, who was duly sworn upon the occasion.

The contentions raised by the Board of Trade and Shipowners' Committee may be briefly stated as follows:—

1. That either all compulsory pilotage should be absolutely abolished,
2. Or that vessels under certain conditions should be exempt, or the masters be allowed to pass an examination as to pilotage and pay for a license, after which they should be free to navigate their own vessels.
3. That barges carrying coal and lumber from Bay of Fundy ports and towed by steam tugs, especially those carrying coal from Parrsborough, should be exempt.

4. That under a free and open system, a staff of duly qualified pilots, say to the number of about 20, should be retained after passing an examination.

5. That the present rates of pilotage fees are excessive, compared with Halifax and other ports in the maritime provinces.

6. That the present system of exempting vessels under 125 tons, tends to force upon the builders and owners the construction of badly modelled and of an inferior class of vessels, purposely so built with a view of obtaining exemption.

7. That the navigation of the Bay of Fundy is not of so dangerous a character as stated in the Admiralty Sailing Directions, the coast and headlands being now well lighted and the number of fog signals placed in prominent positions to aid navigation being of great service.

8. That the pilotage should be paid upon registered tonnage and not upon the draught of water.

9. That the imposition of a higher rate of pilotage fees upon steamships, compared with those collected from sailing vessels, is unfair, and also opposed to the general custom in many other parts of the world. (It is alleged that in other ports pilotage dues are less upon steamers than upon sailing vessels, and that sailing vessels, even when in tow of a steam tug, pay reduced rates of pilotage and in some cases none at all.)

10. That fixed stations called "Boarding Stations," for pilots, should be established at convenient and safe places in the Bay of Fundy, where vessels approaching could signal and obtain pilots without delay. (It is stated that no pilot station exists at present, where vessels coming into the bay can be sure of finding a pilot, and that strange vessels have no means of ascertaining where to pick up a pilot at any time, while proceeding into the bay from sea).

11. That the constitution of the present pilotage authority, consisting of seven commissioners, is objectionable and that their number should be reduced to three.

12. That the administration of the pilot service by the present commission is unsatisfactory.

The arguments of the pilots against the recommendations and views of the Board of Trade and the Shipowners' Committee appear to be as follows:—

1. That the total abolition of compulsory pilotage or the extension of exemption from pilotage dues of vessels above 124 tons, would destroy the present pilotage service.

2. That many of the pilots would leave the service and endeavour to seek other employment elsewhere.

3. That all coal barges from Parrsborough should be compelled to pay pilotage fees, as they take larger cargoes than the vessels which formerly carried coal and were exempt by law.

4. It is conceded that a smaller staff than twenty pilots would probably be able to do the work, if paragraphs 1, 2 and 3, of the Board of Trade and Shipowners contentions were adopted—thus a number of pilots would be thrown out of employment.

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5. That the present rates of pilotage are not excessive, considering the small earnings realized by the pilots.

6. That shipowners take advantage of the present exemption of vessels under 125 tons, unfairly, to the detriment of pilots, by constructing vessels to carry a large amount of cargo in proportion to their registered tonnage.

7. That the navigation of the Bay of Fundy and the approaches to St. John are dangerous especially in foggy weather.

(The pilots do not appear to object to substituting a draught for a tonnage rate for pilotage on shipping.)

8. That as a large steamer does the work of many sailing vessels, the owner should pay more pilotage.

9. That difficulties exist, owing to bad weather in the fall of the year, for the establishment of boarding stations in the Bay of Fundy; and besides, the competitive system now in force amongst the pilots in boarding ships, would operate against such stations.

The commission desires to state for the information of the Minister of Marine and Fisheries that the pilotage system in operation at the present time and which has been in force for many years at the port of St. John and for certain defined districts in the Bay of Fundy, is regulated by the Pilotage Act, chapter 80 of the Revised Statutes of the Dominion of Canada, and dates from the year 1886.

At that time the Government at Ottawa took control of the pilotage affairs of every port in the Dominion and enacted laws for the safe conduct of vessels at various places.

Under this Act certain principles in connection with pilotage matters were laid down for the guidance of the controlling authorities at the ports where pilots were established.

At St. John seven commissioners were appointed, who framed by-laws to be observed by a certain number of qualified pilots.

Most of these pilots had previously passed an examination, when the service was under the control of the city authorities, as to their fitness to take charge of and navigate vessels in and out of the harbour and districts approaching. No other examination was required of them after being taken over under the present regime.

Previous to the above date, different systems of pilotage had prevailed at St. John, based on those which were in existence in many other countries, and a larger number of pilots were engaged, but they were under the administration of the mayor and corporation of the city, who entirely controlled the affairs, and the working of the system had from time to time been greatly changed to meet the growing and increased traffic of the port.

The bay and approaches to St. John is at present divided into three districts—formerly there were five.

The districts are as follows:—

1. From Partridge Island to Musquash Head, bearing N. W.
2. From Musquash Head to Point Lepreaux, N. W.

3. From the outside limit of the second district to a bound ranging from the North Head of Grand Manan to Liberty Point, bearing N. W. by W.—North Channel; and from Machias Seal Island to Cape Sable Seal Island, bearing S. S. E.—South Channel.

The rates of pilotage now charged are as follows:—

Inwards—On sailing vessels, per foot draught of water:—1st district, \$1.50; 2nd district, \$1.75; 3rd district, \$2.25.

Outwards—From the harbour of the port of St. John, N.B., to outside of Partridge Island, \$1.25; down the bay, when required, shall be two dollars per foot draught of water over and above the one dollar and twenty-five cents harbour pilotage outwards.

Inwards—On steamers (not otherwise exempt by the Pilotage Acts) per foot draught of water:—1st district, \$2.00; 2nd district, \$2.50; 3rd district, \$3.00.

Outwards—From the harbour of the port of St. John, N. B., to the outside of Partridge Island, \$1.75; down the Bay of Fundy, when required, shall be two dollars and seventy-five cents per foot draught of water over and above the one dollar and seventy-five cents harbour pilotage outwards.

On the 3rd May, 1894, at a meeting of the pilot commissioners, it was resolved to adopt a new tariff of rates, and forward a copy of the same to the Governor in Council, asking for his sanction to the proposed change. (Copy of this schedule in appendix).

It must be noticed that the rates for piloting steamers in each of the districts, is disproportionately high as compared with the tariff charged for assisting sailing vessels.

The system of pilotage at St. John is compulsory for all the districts inwards and into the harbour, but outwards only as far as the southerly point of Partridge Island.

More correctly speaking, the arrangement is one of compulsory payment of pilotage, as no legal obligation compels masters of ships actually to employ pilots, and no penalties are enforced, except the payment of fees, if they do not avail themselves of their services.

A vessel may pass inwards, through all the districts and approaches, as well as into the harbour of St. John, if not spoken by a pilot in any one of the districts named, without any fees being charged, but if hailed or spoken by a pilot on the passage up the Bay of Fundy, the master, owner or agent is compelled to pay the full amount of pilotage on her arrival, whether he engages a pilot to assist him in the navigation or not.

The outward or sea district at present is, as above described, in a line between Seal Island, Cape Sable and Machias Seal Island.

If a vessel is spoken by the hoisting of a flag or otherwise, after crossing this district limit, dues are collected.

No pilot is allowed to receive the fees from the master or others, but for every vessel he pilots, it is his duty to fill up a card with the name and description of the vessel, draught of water, etc.

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On arrival in port, this card is handed to the secretary of the pilot commission, who calculates the legal amount of fees the vessel is entitled to pay, and receives it sometimes direct from the master, but in many cases the shipowner, agent or consignee pays the bills according to arrangement, by the month or in any other manner that may be agreed upon.

For the fiscal year ending 31st December, 1894, the amount of fees collected was \$21,415.80.

Any master may refuse to engage the services of a pilot outwards from the port of St. John, even as far as Partridge Island.

Under such circumstances, however, when a pilot is not employed, the secretary makes a calculation of the fees to be charged, and, if the vessel is of such a tonnage as to come under the compulsory law, the master cannot obtain a clearance from the custom-house without paying the full amount of the pilotage fee and receiving a transire document previous to sailing.

No master of a vessel is under obligation to take a pilot on the outward voyage down the bay, or is payment exacted beyond Partridge Island; but a captain of a ship may voluntarily do so if he considers it would be to his advantage to employ one to assist him. In all such cases, he is required to make application to the secretary, who will then select and authorize one of the pilots to perform that service. This appears to be the general rule.

Under these circumstances the card is filled up as usual and signed by the captain. The amount is afterwards collected from the owner or agent, unless in the case of a vessel putting into the port for a short time only or perhaps a foreigner—the captain may desire to settle the bill himself before leaving.

The payment of pilotage down the bay outwards is occasionally a matter of agreement between the master and the pilot, but, strictly speaking, a regular tariff should be collected as far as the pilot proceeds with the vessel. The amount received goes into the general pilotage account. The pilot can be landed at any point which may be convenient on either side of the bay, or put on board of a pilot vessel while on her cruising ground, or he may be transferred to an inward bound vessel requiring his services.

Many shipowners do not allow their captains the privilege of taking a pilot beyond Partridge Island down the bay, considering the vessel may probably meet with delay in landing him, perhaps while a fair wind was blowing, when the vessel could have made good progress to seaward.

In some cases fog has suddenly set in, and, although the master might have been able to feel his way out of the bay with the aid of the lead and his knowledge of the tides, he has not considered himself justified in approaching any point of land when it was hidden from view by a fog for the purpose of landing a pilot. Under such circumstances vessels have been occasionally detained, and in some cases the pilot has been taken to sea.

Notwithstanding the objection to this practice by some owners of ships, captains have been known to take their pilots down the bay without their knowledge, and have paid the fees out of their own pockets.

It has sometimes happened that vessels with pilots on board have been stranded on the shores of the Bay of Fundy upon the outward bound voyage, and the fault has been attributed to the pilots, whose licenses have subsequently been suspended by the commissioners after an investigation.

From time to time a feeling of dissatisfaction at the state of affairs in connection with the present pilotage system at St. John, has shown itself in various forms, and frequently found expression in the public press in connection with the general subject of compulsory pilotage in force at this port, and also, to what some ship-owners and others have regarded as an unsatisfactory working of the system.

Complaints have been made as to the methods of its management, and it has been considered by some that the rules for regulating pilotage matters have not been carried out according to the right interpretation of the Dominion Act or the intention of the legislature.

The feeling has been increased considerably in consequence of certain shipping casualties which have occurred on the shores of the bay at different times, although the disasters appear to be few in number in proportion to the trade of the port.

Pilots have also been blamed for alleged want of attention to their duties in not cruising about regularly and not always being upon the alert to look out for inward bound vessels in the districts in which they should have been found, and it is stated that there is no fixed station in any part of the bay where vessels entering can be certain of finding a pilot at all times.

The Board of Trade have held meetings to take into consideration what, in their opinion, are the changes necessary to be made.

Shipowners have met and found fault with the present arrangement, which they describe as complicated and unfair, and the consensus of opinion amongst these public bodies appears to indicate a desire that a change of some kind is required, and that compulsory pilotage should in the near future be abolished.

Recently the subject has been brought more prominently forward by the Board of Trade at St. John, and at a meeting held at their rooms in September, 1894, a special committee of the board presented a long report containing seventy-five clauses, in which the whole subject of pilotage was discussed and dealt with. (The report referred to will be found in the appendix.)

The committee, under the signature of their chairman, state that after the fullest consideration, the said committee are forced to the opinion that compulsory payment of pilotage dues ought to be abolished.

It must however be clearly understood that none of the parties who entertain such views have expressed a wish to do away with the pilotage of the port of St. John or a proper system of pilotage, but they desire to have that system open and free with a limited number of licensed pilots appointed and duly qualified after passing an examination, and that regular fees should be paid for their services where required, and regulated from time to time to meet the necessities of the port.

Similar systems of compulsory payment of pilotage to that of St. John are in operation in other parts of the Dominion, at Halifax, Sydney, etc., but in many of the minor ports a voluntary system prevails, and masters of vessels may engage the

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services of a pilot or not, as they desire; nevertheless, it appears that an ample supply of pilots is to be obtained in those places, and when a pilot is engaged a regular fee is charged for bringing a vessel into port.

There are several ports in the Dominion where masters obtain licenses to pilot their own vessels.

When pilotage was first introduced into St. John, no doubt it was necessary for officers in charge of vessels to obtain assistance in navigating them up the Bay of Fundy, as very few lighthouses were erected and scarcely any buoys marked the outlying shoals and other approaches to St. John harbour where dangers exist.

Of late years, the successive Ministers of Marine have given great attention to the lighting, buoying and beaconing, and of placing fog signals upon various well marked headlands upon the coast line of the Dominion.

These aids to navigation have been increased from year to year in number, so that many of our prominent points are as well marked as those in any part of the world.

Careful study of the excellent charts of the Bay of Fundy, compiled from surveys made under the auspices of the British Admiralty, their admitted correctness and also the reliable guide shown by the delineation of the shoals and soundings, combined with the very admirable system for the maintenance of the aforesaid lighthouses and fog signal stations, where the very latest scientific improvements have been introduced, the commission is of opinion that the navigation of the Bay of Fundy, except in very foggy weather, is as free from danger as the approaches to most other ports under similar conditions of weather.

Soundings, if taken in time and carefully continued, are an indication of an approach to danger, and if a line of soundings is laid down consecutively, the depth and character of the bottom being so well marked on the chart, it may be considered that any duly qualified and careful captain of a ship can navigate his vessel up the bay from the entrance to Partridge Island, outside the port of St. John, without the assistance of a pilot, and this is actually shown by a number of vessels, some of large size, which have already done so, and of those masters of ships who go past St. John and proceed to ports in the upper part of the bay, such as Windsor, Parrsborough, etc., without the necessity of employing the bay pilots at any time, and also to those vessels which go down the bay outwards to sea solely in charge of their own captains.

A large proportion of shipping casualties by stranding occur by neglect to heave the lead, and, notwithstanding repeated warnings, masters of ships will persist in following such a system of careless navigation.

In most all the cases which have been investigated by our marine courts in Canada for a number of years, the evidence has shown that a few casts of the lead, taken in time, would probably have saved the vessel from disaster.

A single sounding, when a vessel is proceeding up or down the Bay of Fundy in a fog, is of little practical service, as a similar depth may be found in various positions on either side of the bay.

For the purpose of navigating a ship with anything like accuracy, it is very necessary that a line of soundings, as aforesaid, should be taken and plotted upon the chart, and safety cannot possibly be insured without this practice is carried out.

On board of most of our ocean steamers the master is now supplied with Sir William Thompson's (Lord Kelvin's) deep-sea sounding machine. It is somewhat costly at first, but repays the shipowner in the long run.

With this lead in use, the captain of a vessel has no excuse for not constantly taking soundings during thick or hazy weather, as it is a very simple process and requires only two men to perform the operation, and the speed of the steamer can be easily reduced to keep her in position without being very much influenced by the wind or tide in a direction, which may not be easily estimated by the officers of the ship.

It is very different in a sailing vessel, as there is much more labour in ascertaining the depth of water. The vessel has to be brought to the wind and her way through the water stopped as nearly as possible to insure an up and down or vertical cast. It is a troublesome duty and requires the services of quite a number of men to carry it out. It is also a most disagreeable work upon a wet night or during a snow storm, and many masters of vessels with a limited number of seamen on board frequently run on until they consider it absolutely necessary to take soundings; it then becomes often too late to render service to the ship.

From the previous remarks it can be seen that the condition of things as regards the navigation of the bay, from the improvement in the aids to navigation, is entirely changed, and it would appear that the need of assistance from pilots is not so much required now as in former years, especially for service to vessels which are registered in St. John or some other port in the Dominion, whose masters are in the habit of making several voyages during the year in and out of the port. At the same time, it must be fairly admitted that the services of a licensed pilot having a certain amount of local knowledge and experience of the currents and set of tides when approaching St. John, especially if the tide is affected by the annual freshet which is known to come down the St. John River and its tributaries in the spring of the year, will often give confidence and to some extent relief to the commander of a ship who requires rest and assistance after having made the land in bad or foggy weather.

No doubt there are many occasions when the masters of sea-going vessels nearing the entrance to the Bay of Fundy will have great anxiety in approaching the coast when the land is obscured. They may have spent many watchful hours on deck night and day, superintending the taking of soundings along the Nova Scotia coast or when crossing over the Sable Island banks or any other of the outlying banks upon the coast.

It is therefore impossible for men under these circumstances to deny themselves that physical rest which nature demands.

It is not on the open sea where danger from fog is most to be apprehended, but when sailing or steaming along the coast in the vicinity of shoals and reefs.

The employment of a pilot must, without doubt, be of some benefit to the master in command of a large ocean steam or sailing vessel, who is unacquainted with the bay or one who has never sailed in it before, especially when bad weather is approaching, but under these circumstances, as there is no recognized pilot station, it is difficult to understand, how there can be any certainty of the services of a pilot being obtained.

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Men in command of ships differ widely. One man prefers and has a pride in taking the responsibility upon himself to bring his ship into port without the aid of a pilot, as is frequently observed at Halifax, St. John and other ports; whilst another master, although he may be equally competent, seeks to relieve himself from responsibility as much as possible. These two classes of men are often met with on board of vessels leaving the harbour of St. John.

Most masters will only take a pilot as far as the outside of Partridge Island—the compulsory limit—whilst occasionally a captain will obtain the services of one to assist in navigating his vessel down the bay.

During the prevalence of fine, clear weather, when a vessel is sailing towards St. John, having come in from sea, the captain may consider it proper for a pilot to take charge of the navigation and relieve him from the duty for a time, while the different headlands are in sight and the distance they are passing off can be correctly estimated; but immediately mist or fog sets in and envelops the vessel and there is a probability that she is approaching any danger, no right thinking commander would delegate to another that responsibility which, rightly speaking, should rest upon his own shoulders.

However reliable the officer of a ship might be, who holds a certificate and who was on watch with the pilot during the master's absence from deck, he will, notwithstanding, if a prudent man, take care to be at the post of danger whenever necessity occurs, to see that every needful precaution and safeguard is taken in the interests of his owners, the welfare of the passengers, if any are on board, and the care of the crew, so as not to risk the life and property under his care.

On board of iron or steel built steam or sailing vessels in pilotage waters, it is requisite for the master or some competent officer to be near the pilot whenever the course is required to be altered, to instruct him as to what allowance is to be made for error in the steering compass, caused by any attraction in the iron of the ship or cargo, that is if the pilot has not sufficient knowledge to apply that error himself and make the proper calculations.

It must here be stated that no two iron vessels can be steered upon the same compass course from one point to another, unless the deviation is alike upon the respective courses of each of the ships, as the magnetism in iron ships is distributed according to the direction of the ship's head when being built.

No doubt there are some irregular tides and currents in the Bay of Fundy and the approaches to St. John and the various ports.

It can scarcely be expected that the tides will run with an absolute degree of uniformity in a large open bay, when the tidal waters must be so much influenced by the wind.

Abnormal currents occur at different times of the year, and not taking into consideration the freshets before mentioned, they are most commonly caused by circumstances which can scarcely be anticipated by either pilots or masters of vessels.

The surface waters of the Bay of Fundy are seldom in a quiescent state for any considerable time.

Such irregularities, however, are not specially confined to the Bay of Fundy but occur upon the whole coast of Nova Scotia and Cape Breton Island, and also in the Gulf of St. Lawrence, but more particularly in the Straits of Belle Isle.

Upon the coast of Nova Scotia the polar current runs to the westward at a speed of one to one and a half knots per hour. It is sometimes augmented by an easterly wind and has occasionally been found to have a velocity of two and a half to three knots per hour, inasmuch as some ocean steamships bound to the port of Halifax, have, during the prevalence of foggy weather, been actually carried past the entrance to that port a distance of ten and even as much as fifteen miles beyond, which has only been found out when the vapour in the atmosphere cleared away and the course of the vessel was directed towards the land for the purpose of sighting it.

On the other hand, during the long continuance of a westerly wind, the polar current has been retarded and occasionally neutralized by a surface drift of water flowing in an opposite direction, and some commanders of steamships have occasionally found themselves an equal number of miles astern of their reckoning, but this has mostly occurred when the vessel was outside the line of soundings.

Similar conditions of uncertain currents have been reported by officers of ships when vessels have been entering and sailing up the Bay of Fundy towards the various ports, and very strong currents have been observed frequently before the coming of a cyclone.

Cyclonic disturbances approach the Nova Scotia coast from the westward and generally advance in an E.N.E. direction, in our latitudes, and if the right hand semicircle should happen to cross the mouth of the Bay of Fundy and move along the coast towards Cape Breton Island, the winds would probably be first from S.E., then S. and S.Wly., consequently a large body of water would be heaped up in front of the storm and, this being pressed into the entrance of the open-mouthed bay, would produce an abnormal current, and after the cause was taken away a return action would probably occur.

Seamen generally know the signs of an approaching movement of a cyclone, as it is almost always preceded by a long, heavy swell with a confused sea.

Pilots on board their vessels cannot possibly have any more knowledge of these circumstances than officers in charge of ships, unless they obtain it from the weather predictions of the meteorological office before leaving port.

As pilots do not carry such good barometers and other nautical instruments on board their boats, as a general rule, as masters of large sea-going vessels are supplied with, it is possible they may have much less means of anticipating the movements of these storms.

Men in command of ships are also continually watching for any signs of approach of bad weather, being in the habit of taking and recording daily observations at regular intervals.

The pressure of the atmosphere, as indicated by a barometer, has also a considerable influence upon the movement of the tide with respect both to velocity and height.

When the mercury in the barometer is above thirty degrees, the pressure is very great upon the surface water, and if that pressure is taken of another distant area, and a low barometer prevails, the water must have a tendency to flow towards that area.

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These facts are well understood by observations taken in Liverpool Bay (G.B.) and the Mersey River, as well as in Morecambo Bay.

Although there is a rise of tide of 26 feet in springs at Liverpool at full and change of the moon, which occurs at 11.23—the same time it does at St. John—the tides do not rise sometimes within 18 inches of the mark, in consequence of the great difference in height between the barometer outside and in the bay, and large vessels are frequently neaped and unable to get into dock.

Managers of steamships have a full knowledge of such facts and provide themselves accordingly; and if it is important for their vessels to be docked, which is almost always the case, as soon after their arrival as possible, it becomes frequently necessary for the seamen to discharge some portion of the cargo into lighters, while the vessel is at anchor in the river, to enable the master to take her over the dock sill, which of course entails a large expenditure of money, which would have been saved had the water risen to its normal height; and circumstances of this description must also occur at various times in St. John Harbour, when the water rises to a greater height than is shown by the tables; or a contrary effect may take place.

Vessels entering the Bay of Fundy do not follow a fixed track or make towards any particular point of land. They approach certain headlands, according to the circumstances in connection with the wind and weather, and very much depends upon whether they are sea-going or coasting.

When all things are considered, it is nearly impossible for the master of a ship to be quite certain of his position near the land, if he has not been able to obtain observations of the sun or stars, but has had entirely to rely upon dead reckoning.

There being no regular fixed station for pilots in the Bay of Fundy, commanders of vessels cannot possibly know where to pick them up, particularly in foggy weather.

The cruising ground for pilots takes in a very large area, comprised in the various districts, but there does not appear to be any absolute certainty that the master of a vessel may sight a pilot boat in any part of these districts, unless when he is nearing Partridge Island.

It appears, therefore, to be more chance work than otherwise, that vessels can rely upon obtaining the assistance of a pilot until they are well in sight of Partridge Island, unless the weather is clear and objects are seen a considerable distance off.

The absence of a good system of cruising in the bay, which would be of actual service to shipping, has been considered detrimental to the port.

The master of a vessel sailing up the Bay of Fundy in a fog, or a snow storm so thick that one end of the ship could not be seen from the other, with or without a pilot on board, has to proceed with the utmost caution and use every means at his disposal to insure the safety of the vessel and must be conscious of his own helplessness under the circumstances.

It is impossible to rely implicitly upon the course steered by the compass.

Very few seamen can steer a course accurately, even at sea; and there is generally a discrepancy in 24 hours run, between the position of the ship found by dead reckoning and that by observation.

No instrument has ever yet been invented to show the amount of deviation of a vessel from a straight course, which might be the result of defective steering.

Speed must also be carefully noted, and if in a sailing ship, due and proper allowance made for lee-way, which is an important factor, especially when wind and tide are acting in opposite ways.

Sometimes it may become necessary to heave the vessel to, when the tack she may be put upon must enter carefully into consideration, as the drift of a vessel would be very much influenced by the wind and tide, especially when the latter was acting upon the broadside and the ship was making very little way through the water.

It is, however, well known to seamen frequenting the Bay of Fundy ports that foggy winds, and more particularly those which produce the densest fogs all over the bay and in most of the harbours, are very frequently fair winds blowing up the bay.

In these days of quick despatch, masters of ships are compelled to run great risks and frequently drive their vessels at a higher rate of speed than is consistent with safety. For this alone they are responsible.

It must here be observed that the compulsory system of pilotage at present in force at St. John, is modified by certain exemptions, which from time to time have been introduced, and it is difficult to account for and explain some of the anomalies which now exist, namely, British registered vessels under one hundred and twenty-five tons and foreigners under eighty tons are exempt from pilotage dues.

Steamers of the International American Line pay no pilotage, although they make several weekly voyages from ports in the United States to St. John, more particularly during the summer season.

Passenger steamers plying from one port to another in the Bay of Fundy are also free, and all tug boats and small freight steamers are exempt.

Steamers towing barges, laden with lumber or coal, between one port and another in any part of the bay, particularly those towing coal barges between Parrsborough and St. John, pay no pilotage; but the barges being towed come under the law and are compelled to pay the regular fees, if spoken by a pilot, whether they take him or not.

Vessels passing up the bay from seawards to any of the ports beyond St. John at the head of the bay, do not take pilots until they come within the limits of the respective ports they are bound to, such as West Bay, Parrsborough, Windsor, etc., when a local pilot may be engaged.

Vessels proceeding from the harbour to sea are not compelled to take pilots down the bay beyond Partridge Island, as before stated.

All vessels in ballast or calling off Partridge Island for orders, are exempt from the payment of pilotage, if they do not enter the harbour.

No doubt compulsory pilotage was first introduced at St. John, partly to provide for the safe navigation of ships and also to procure employment and remuneration for pilots; but it may be necessary to state that the employment of a pilot at St. John or in any of the districts, does not exempt the owner or master from liability

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or the responsibility of the wrong-doing of the pilot in case of an accident to a vessel caused by him.

In fact according to section 57 of the Pilotage Act, "No owner or master of a ship shall in any case be compelled to employ or give his ship in charge of a pilot, either on the ground of his being compelled to pay pilotage dues or otherwise." Therefore, as aforesaid, the actual employment of the services of a pilot at St. John is not compulsory, and there is no immunity from blame for the owner with respect to loss or damage while the vessel is in the charge of a licensed pilot. The pilot may, however, suffer from having his certificate suspended for a time, which no doubt would be serious to him and his family; but no pilot is required to provide sureties or give any bonds at St. John, as appears to be the case in many parts of the world, although it may have been proved that he was guilty of great negligence in the navigation of the vessel.

Under these circumstances, if the captain of a ship employs a pilot when he is spoken by one, being fully aware that he would have to pay the fee, the relation between the master and the pilot is difficult to understand.

The responsibility of the navigation of the ship is not removed from the master, and yet in some cases he would not like to interfere with the management of the ship by the pilot, for fear of getting into trouble.

There are occasions when the captain would be justified in taking the charge out of the pilot's hands, but if an accident occurs afterwards, he must be prepared to show that the pilot was incapable of performing his duties.

In carefully reviewing the evidence, it will be observed that there is great diversity of opinion expressed upon the subject of pilotage by the witnesses who have been examined, and the views brought forward at this inquiry have been of an extremely contradictory character.

Some masters of vessels state they are quite competent to navigate them in the Bay of Fundy and do not require the assistance of a pilot, but they generally take one on board if hailed or spoken, simply for the reason that they have to pay pilotage fees, and knowing this, they consider it is just as well to take him on board and have his services. Others are of opinion that the present compulsory system should be kept up for the preservation of life and property on board the vessels when sailing through the various districts.

It is, however, difficult to reconcile the views of these witnesses with the fact that masters of ships are not compelled to employ pilots, even when spoken.

A few of the witnesses are in favour of extending the exemption to vessels of 300 tons, and of issuing licenses to masters of ships after they have passed a regular examination with respect to their knowledge of the positions of the lighthouses, rocks and shoals, and the soundings in the bay, and the general idea of conducting ships in and out of port; and there are some who consider a proper pilotage staff should exist and be maintained for St. John and the Bay of Fundy, but under a free and voluntary system.

The majority of those who are absolutely in favour of the present arrangement being continued without any change whatever, are the pilots themselves and some of the pilot commissioners. There are, however, some captains of ships who hold the same views.

One witness stated he would take a pilot, not on account of his own ignorance, but so that the pilot could assist him as he could not be on deck all the time himself.

It must be inferred that he considered himself capable of navigating his ship, but wished to be relieved from responsibility for the purpose of obtaining rest.

This officer does not appear to have taken any particular notice as to whether the soundings which he had been in the habit of finding in the Bay of Fundy, with the lead, agreed with those marked on the chart.

It can scarcely be understood what object he had in ascertaining the depth of water, as he made very little use of it and did not compare the soundings with those marked on the chart.

To such men, the improvements in the means of practical navigation are of small value.

There is considerable evidence to show that many witnesses are of opinion that vessels of all classes and every description, either under steam or sail, coasting or foreign, should be subject to the payment of pilot dues; and if the present system should still be maintained, there seems to be some fairness in the representation of these views.

Either compulsory pilotage for all vessels, to keep up the system, or non-compulsory entirely so that masters requiring the aid of pilots would have to bear the burden of employing them.

An argument of the pilots who desire to keep up the present arrangements is that a number of captains are capable of bringing in their own vessels during fine weather, which they will admit, but they require the assistance of men who have a knowledge of the currents and tides in thick weather, and are then eager to employ them.

Regarding these views from a public point of view, instead of from a class standpoint, it must be observed by the evidence that some masters try to evade the pilots and quite a number of vessels pass in during fog as they have then no opportunity of obtaining a pilot. It is also stated that even some foreign steamers would pass the pilot boats if possible and proceed up the bay.

It is also stated that if captains of ships will not engage their services in fine weather, as a result, under a voluntary system there would probably be an insufficient supply of pilots for service in bad weather, and the remuneration they might obtain would not be sufficient to make it valuable enough for any number of men to continue the business and gain a living.

In many ports of the world, however, where the pilotage is non-compulsory, there appears to be a fair amount of occupation for the pilots and generally a good supply of those who are attentive to their business and seek for employment.

Another subject brought forward in evidence at this inquiry requires some special notice, as it apparently affects the seaworthiness of a small class of vessels and renders them useless for off shore purposes during the winter months.

Many witnesses have shown that the exemption of vessels under 125 tons has been the means of shipowners building an undesirable class of craft. This is much to be regretted, as the traffic of a particular number of vessels is altogether stopped

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after the months of October or November, and consequently the money that the owners of such would put in circulation, is tied up with the vessels for a considerable number of months.

According to the evidence, some shipowners instruct their captains not to take pilots. The inference to be drawn from this must be that they consider the men in command of their vessels are capable to navigate them, and they are willing to take the risk upon themselves.

The appointment of the master rests entirely with the owner. For his own protection, he will endeavour to select men with ability and skill, who have been known to him probably for years and may have been brought up and trained in his own service.

It is therefore quite reasonable to expect that he would place a due amount of confidence in him.

A pilot is placed on board frequently without being known to the master and he has no opportunity of ascertaining his qualifications, but he has to produce his license if called upon to do so, and this is at all times his authority for acting in the capacity of a pilot.

No doubt it is the owner's interest to bring his ship and cargo safe into port, but it must be left to him to find the means of doing so.

According to the best of his knowledge, he employs a competent man who has passed an examination and holds a certificate.

In his turn the master selects the officers who will best serve him and obtains them, efficient or otherwise, according to the supply offering at the time and the amount of salary he gives them.

Regarding the provisions of the Pilotage Act, clause 67, which grants permission to a master or mate of a ship registered in Canada to pass an examination as to his knowledge to pilot the ship of which he is master or mate, it does not appear that the St. John pilot commissioners have the privilege of doing this; and up to the present time no master or mate has been licensed for St. John pilotage district.

The principal object for granting such certificates must have been to induce officers of ships to qualify themselves for pilots of any of the outports; and, although some coasting masters and masters of steamers have taken advantage of these privileges, it does not appear that any number of masters of foreign-going vessels have passed the examination required.

It would be of advantage to the pilot commissioners to have the right of granting coast and channel licenses, the holders of which might pilot vessels from sea through any of the districts of the Bay of Fundy.

Distance money could be charged for this service, according to a fixed scale arranged and regulated by the commissioners. This would be similar to the practice in the English Channel and other places, but must be entirely voluntary.

The pilots would of course have to pass a proper examination to show that they were duly qualified for the duty; and no unlicensed pilots should be employed.

There would probably be a good amount of work for such a class of pilots, as many masters of vessels would no doubt be glad of their services when coming in from sea.

The master of a ship should be allowed to navigate his own ship in the Bay of Fundy, if he can and chooses to do so.

He alone is responsible for the safety of the ship and cargo. If he finds himself incompetent to conduct the vessel in these waters and voluntarily calls upon a pilot to assist him, it is but fair and right that the pilot so employed should be a duly licensed and competent man to undertake the duty; and under such circumstances, if the master of a vessel neglected to employ a properly qualified pilot, where one could be obtained, and without having knowledge of the place himself, risk the safety of the vessel, he should be held responsible for such negligent conduct.

With regard to the capabilities of masters of a certain class of vessels to navigate them in and out of the Bay of Fundy and the different harbours about the coast, it may be observed that at the present time, any man who is in possession of a coasting master's certificate, either of competency or service, no matter whether he has sailed in the Bay of Fundy or not, is allowed to take charge of and pilot a vessel under 125 tons to any part of the bay and also into the harbour of St. John itself; and men who have had actually very little experience in these waters are doing so in charge of such vessels.

A man who is competent to navigate a vessel of 125 tons with proper care upon the coasts of the United States and Canada, does not require much more knowledge to take charge of one of 300 tons.

With regard to the issue of special licenses for men to act as pilots beyond the limits of the pilotage authority, it would, as before said, probably be of service to shipping, but when such applicants were examined they should be able to give the names and character of the coast and harbour lights and fog signal stations, with a description of the fog alarm in use at each place—names and positions, as well as a description of all the shoals and reefs in the bay and approaches to the entrances to the various harbours—names and characters of all the outside buoys and those in the channels near the harbours; bearings and distances between the principal headlands in all parts of the bay and a general knowledge of the coast.

Depth of water to which headlands and shoals may be safely approached with vessels of different draughts of water and tonnage.

Time of high water at full and change of the moon, with rise and fall of tide off the different headlands and at the mouths of harbours.

To have a knowledge of the means of applying the correction to the depth of water found, to compare with that marked upon the chart at different times of the rise and fall of the tide during twenty-four hours.

Set of tide in all parts of the bay and time of change of stream of tide in centre of channel and near the shores on the coast.

The applicant's practical knowledge of seamanship to enable him to navigate either sailing or steam vessels and his acquaintance with the rule for preventing collisions, commonly called the rule of the road, and any other questions the examiner may deem necessary to put to him.

Some of the pilots have brought forward claims that they are entitled to chartered rights by law, which have been handed down and safeguarded for them since pilotage was first introduced at St. John.

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The commission is of opinion that the arguments they have produced to substantiate these claims to an exclusive monopoly, cannot possibly have any weight.

From the extracts of certain Acts of Assembly of New Brunswick handed in to the commission (copies in Appendix) it is seen that the city charter of St. John was confirmed by the legislature in 1786, and by the XXVI. George III., cap. XLVI., an Act for confirming unto the city of St. John its rights and privileges was passed, after which an Act for regulating pilots came into force, XXVI. George III., cap. LII. This appears to have been the first Pilotage Act which was passed at St. John.

From the year 1786 to 1840, the authorities did not exact payment of dues for pilotage beyond Partridge Island.

In cap. LII. of the above Act, it states:—"If the master of such ship or vessel does not employ a pilot, yet if he can prove that he offered his services at a proper time and place, he shall be entitled to receive from the master of such ship or vessel, his full rate of pilotage, unless such ship or vessel belonged to said port."

It will thus be seen that at this time vessels registered at St. John were exempt from the payment of pilotage.

This Act was subsequently repealed, and in 1821 an Act to make more effectual regulations relating to pilots within the province of New Brunswick, was passed.

By this Act, commonly called the New Brunswick Pilotage Act, a pilot, who offered his services which were refused by the master of a ship, was entitled to half rates.

The St. John by-laws as to pilotage, of 1850, also provided that if a pilot's services were refused and the vessel owned at St. John, half rates of pilotage only could be collected.

In 1821, it would seem that the pilotage of the whole of the New Brunswick ports was taken into consideration, but with regard to the port of St. John, no rights were given extending beyond Partridge Island.

Outside of this boundary, the authorities did not consider they had any control of the waters of the bay, as it was not within the limits of their jurisdiction.

By perusing the various Acts, it will be seen that no mention is made of charter rights being granted to any organization of pilots; neither can it be understood that they could have been given the absolute right to a monopoly to be handed down from generation to generation to their successors, and nothing seems to indicate that those who framed the law ever had the intention to make their Acts binding upon the authorities in the future, and constitute the pilots a privileged class.

The contention of the shipowners that the pilotage authorities have no legal right to parcel the Bay of Fundy into districts and exact compulsory pilotage dues from vessels which may be spoken in any one of them, as these waters are not strictly within the limits of Canadian jurisdiction, can scarcely be taken into consideration by the commission, and must be referred to the Minister of Justice.

It may, however, at some future time, involve a question of international rights that is, if the vessels concerned are under a foreign flag; and it has already been stated in evidence that Spanish steamers sometimes try to avoid pilots, when sailing up the bay.

It is a problem of considerable intricacy to show what control may rightly be exercised by a State over the open sea which adjoins its coast, as it is generally accepted that the high sea is the common highway for ships of all nationalities.

By common consent of the governments of all the powerful nations, it has been agreed that the limit of the distance over which any one of them may have control is taken to be one marine league of open sea, measured seaward from low water mark. The distance of a marine league having been, until recent times, considered to be the extreme range of a cannon shot.

But the small bays and sea chambers are held to be under the control of the country whose territory joins upon them. It is, however, generally considered that these are the small indentations of land, which are not so extensive as the Bay of Fundy, where, if a line be drawn from Seal Island, the S. W. point of Nova Scotia, direct across the mouth of the bay, it would reach the territory of another nation, the United States. Therefore, it would appear that these waters should be allowed to be a thoroughfare for vessels of all nations.

A great difficulty which has always existed between the British and Spanish governments, since the acquisition of Gibraltar by the former, is the dispute involved in connection with Spanish cruisers boarding English merchant vessels, which they overhaul when found sailing more than a marine league of distance off the Spanish coast; and the government of that country has endeavoured to justify itself in this practice on the ground that it is necessary to protect her revenue from smugglers, as an illicit traffic has been carried on by vessels apparently under the British flag, with improper clearance papers on board.

In some countries, tolls have been levied upon shipping for the purpose of defraying the expenses necessary for securing the safety of navigation, such as those incurred in the erection of lighthouses and the maintenance of buoys to mark the hidden rocks and shoals.

The keeping up of the lighthouses, buoys and fog signal system of the Bay of Fundy and those upon all our coasts, is entirely at the expense of the Dominion Government, and it takes upon itself the burden and charge of such aids to navigation.

In England all vessels benefited by such sea marks have to aid in their support; and it is the practice in that country to collect light dues from vessels of all classes and nations which pass by them, bound to their ports.

Until recently, light dues were collected from all British registered vessels bound to any port in Canada or to New York and other northern ports in the United States for the maintenance of the lighthouse on Cape Race, which was erected by the British Government.

Now the Cape Race lighthouse, although on the S. E. coast of Newfoundland, has been transferred to the Dominion Government, and is maintained by the Marine and Fisheries Department, and no light dues are exacted from vessels passing it.

The light dues were formerly charged against all our ocean mail steamers when bound to the Gulf of St. Lawrence by the southern passage, and also to those making to Halifax, Portland or Boston; and these charges were collected at the respective custom-houses in Great Britain, no matter what distance the vessels passed off Cape Race, or whether they sighted the lighthouse or not.

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With reference to the abolition of compulsory pilotage, so strongly advocated by the Board of Trade and the Shipowners' Committee, as well as by a number of persons who have been examined upon the subject, the commission desires to remark that these gentlemen are only following the principles being now so frequently adopted in many parts of the world, except in such ports which from their nature and the great dangers to navigation, as well as the importance of the trade and the safety of life and property, demand a large staff of pilots, pilot vessels and other accessories, secured and maintained under special legislation.

In Great Britain, quite a number of ports have adopted a free and voluntary system, and it appears that whenever a new pilotage district is created, it is made non-compulsory as a general rule, and there certainly are signs that a more extensive reform in the law of pilotage will sooner or later take place.

In the compulsory ports of that country, captains are compelled to take the pilots on board, otherwise a fine is imposed.

In the United States, however, the law is different, and most of the great ports retain the compulsory system, very much similar to that in force at St. John.

Taking into consideration the circumstances in connection with the exemptions and other anomalies before mentioned, it may be admitted that an alteration in the pilotage law of St. John has become necessary, and the agitation which has been for some time and is still affecting the public mind, and the feeling which appears to be spreading in that direction amongst the shipping community, indicates that the change is one that cannot much longer be deferred; and if some satisfactory solution of the question is not provided for, the matter will no doubt be opened up again at an early date and the present system probably attacked in a more vigorous manner.

It may be inferred that the difficulties in the working of the pilotage law, to which the commission desires to direct the attention of the minister, can only disappear with the compulsory payment system now in force, as it is almost impossible to reconcile the claims of natural justice with the law which exempts some vessels and not others, for certain reasons, from the payment of pilotage dues; and the principles involved in such a system cannot be defended, as no doubt the working of such a law has been the cause of unfairness to some and the means of so much dissatisfaction being expressed.

Although this commission has, after careful consideration, come to the conclusion to recommend to the Minister of Marine and Fisheries that the compulsory system of pilotage, now in operation at St. John, should be abolished and a new system of voluntary service be substituted, and the staff of licensed pilots reduced from 28—the number now on the roll—to at least 20, which would probably meet all the requirements, it is of opinion that this cannot be done without a due and proper recognition of the claims of the pilots.

These men have been appointed under certain legislative enactments, and should be given fair and equitable consideration.

The present pensions ought to be paid to retired pilots, widows and children

The claims of the aged and worn out, and of those now upon the staff should be fairly dealt with, and those pilots whose services may be dispensed with ought to receive some compensation.

The pilots are a respectable body of men, and have no doubt rendered service to the port and specially given their lives to this particular profession and most of them are not acquainted with any other means of obtaining a living, except probably as fishermen; and although, in the opinion of some persons, they have endeavoured to put their case before the public with less prudence than might have been necessary, they are entitled to the privilege of bringing forward their reasons why the present system should be retained, and show their claims to be considered, if any alteration is about to take place.

The pilots were right to take concerted action to protect their own interest when proposals for the abolition of the system which has given them a living has been so powerfully advocated by an important class of the community; and no one can deny that it was proper for the whole staff to organize themselves for the purpose.

The commission, however, does not consider the arguments they have brought forward are substantial enough to impress the public mind with their views, and to persuade any considerable number to support the principles they have enunciated and which they so firmly adhere to, for the purpose of keeping the pilot system as it now exists.

When it is also known that the advocates against the compulsory payment system do not wish to abolish the pilots or do away with the employment of duly qualified men, or even with a properly organized system, but only desire to introduce a little competition into such service, it will go greatly in favour of strengthening their views and further in making pilotage voluntary in the Bay of Fundy and at St. John. It is probable that good pilots would not suffer from the change, as a large number of captains of ships would no doubt avail themselves of their services, as they do in many other ports, and the grievance which has been so long standing would be done away with.

The commission is of opinion, however, that it would be manifestly unfair to sweep away by an arbitrary act, a system which has been for such a long time in existence, and by so doing entirely ignore the interests of the men involved.

The commission having decided to recommend to the Minister of Marine and Fisheries that the system of compulsory payment of pilotage as it now exists at the port of St. John, N.B., should be abolished, beg to submit the following schemes:—

(1). *For establishing a new pilot board and a proper and efficient staff of licensed pilots.*

The pilot commission, as now constituted, shall cease to be maintained after the expiration of five years, which are to be granted for preparation for the final abolition of the present system—(the date to be fixed by the Minister of Marine and Fisheries)—and in lieu thereof a new pilot board be established, consisting of five members.

One member to be appointed by the Dominion Government, who shall be chairman of the pilot commission.

One member by the mayor and corporation of the city of St. John.

One member by the shipowners of St. John.

One member by the Board of Trade.

One member by the pilots.

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The term of office to be three years.

The present secretary, Mr. J. U. Thomas, to be offered the position of secretary to the new board.

That the pilot board, as above constituted, shall have the same powers as the present board to grant licenses after an examination of applicants, to hold investigations into casualties and suspend or cancel licenses, etc., subject to the approval of the Minister of Marine and Fisheries.

That the number of pilots shall be reduced from 28 to 20, whose business it shall be to keep in commission three pilot boats of not less than 30 tons register, from the 1st May to 30th November of each year, and two during the other months.

Any pilot now upon the present staff, who does not desire to remain in the new service, shall send in his name to the Marine and Fisheries Department at Ottawa, within three months from a date fixed by the minister.

No unlicensed pilot shall be permitted to take charge of and navigate any sailing or steam vessel into the port of St. John, or in any part of the Bay of Fundy, under the jurisdiction of the province of New Brunswick, unless a licensed pilot is not to be obtained.

The qualifications for future candidates for pilotage licenses shall be as follows:

(a.) Five years as an apprentice or seaman on board a pilot vessel cruising in the Bay of Fundy, during which time he shall have made three voyages as a seaman or junior officer on board a square-rigged vessel bound to Europe, or one year's actual sea service on board a square-rigged vessel of not less than 300 tons register, on a voyage to the south of latitude 30°.

All apprentices who have served for any time or are now serving on board any pilot vessel belonging to the port of St. John, shall, to the full extent of that time, be admitted as candidates for examination under the new regulations.

(b.) Masters of British registered ships, having actually been in command for the space of twelve months of a square-rigged sailing vessel of not less than 300 tons register, and holding a certificate of competency, shall be eligible for vacancies, provided they have made five voyages out of the port of St. John, at any time and in any capacity.

(c.) That all candidates for vacancies shall pass an examination before two duly qualified examiners, who shall be nautical men, to be appointed by the pilot commissioners and approved by the Minister of Marine and Fisheries, touching their qualifications and knowledge of the Bay of Fundy and the Harbour of St. John.

(d.) That these examinations shall be competitive, and the candidate possessing the highest qualifications and knowledge shall be appointed to the vacancy.

(e.) Two examinations shall be held at St. John, in each year, namely, in March and September, provided there are candidates for examination.

(f.) An apprentice, who is desirous of obtaining a license as a branch pilot, must make an application in writing one month before the date fixed for his examination and pay the regulation fee. If the applicant fails, he may not present himself for re-examination until the expiration of six months from the date of failure.

Half the original fee must be paid for re-examination. Candidates for vacancies, being masters of ships, shall pay double the fee that is charged to apprentices, before they can be examined.

The amount of all fees in connection with the examination, shall be determined by the Pilot Board and entered in the by-laws, and collected and disposed of as shall hereafter be arranged.

(g.) All candidates shall pass an examination as to their ability to distinguish colors.

(h.) It is recommended that licensed pilots who take charge of and pilot iron or steel built vessels in the Bay of Fundy, shall have some knowledge of the cause of the deviation of the compass and be capable of applying the deviation upon a ship's compass course, by using the deviation card supplied to him on board of a ship.

(i.) Previous to licenses being granted to a pilot, he shall be required to enter into recognizance or bond, with two sureties approved by the majority of the commissioners, that he will faithfully perform his duty and observe the rules, regulations and decisions of the board.

The amount of these bonds shall be determined by the new pilot board.

For continuing the present pensions to pilots, widows and children.

The amount of pensions paid in 1894 to pilots, widows and children, was as under:—

Six pilots.....	\$ 966 67
Seven widows.....	584 00
Three children	50 00
	\$1,600 67

The sum available for this pension fund, and the current expenses of the office, have generally been paid by deducting 25 cents per foot from the pilotage levied upon outward bound vessels and the collection of other fees for licenses of pilots and pilot boats and fines imposed upon individual pilots, etc.

The annual amount expended for the office and funeral expenses of deceased pilots, salary of secretary, auditing of accounts, etc., was \$988.55 for the past year.

On the 31st December, 1894, the sum of \$8,887.70 was lying at the bank on deposit, to the credit of the pilotage authorities and invested at 3½ per cent.

The amount to make up this sum has been accumulating from year to year, and the interest may occasionally be used for paying the pensions to pilots, widows and children.

This fund, however, is only operated upon in event of the deduction from the outward pilotage not being sufficient to meet the liabilities.

The above amount actually belongs to the pilots and the widows and children of deceased pilots, and may possibly have to be divided amongst them, if a change in the system takes place, and they desire it. If this is done, they will receive their shares in proportion to the time they have served, but a scheme might be submitted to those pilots, who remain on the staff under the new order of things, whereby their

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share could form the nucleus of a new pension fund to be taken charge of by the pilot commissioners as formerly, and kept up by deducting a certain percentage of their annual earnings, as may be arranged and agreed upon by themselves.

It is proposed to levy a small tax upon the tonnage of all vessels entering the port of St. John, to be paid once a year by each vessel, sufficient to keep up at the existing rate the pensions of those pilots, widows and children, who may be on the list at the expiration of the five years.

This tax to cease when those depending on the pension fund shall have been removed by death, or provided for in other ways.

The question of provision of some kind being made for the aged and worn out pilots, widows and children, is of course of great interest to those individually concerned.

Reverting to the fund which may be derived from imposing a tonnage tax upon shipping and a further small amount collected from other sources, a considerable annual amount could be fairly counted upon, out of which the men, who may retire, will have to be compensated.

Probably the sum collected and available for the purposes mentioned, would be sufficient to meet all the necessities arising from the change.

Should it not be so, the sum required might be made up by obtaining a loan from the banks to supply the deficiency, and the security for such could be a lien upon the tonnage tax, which would be fair and equitable.

After this loan was paid and all interest satisfied, the tonnage rate need no longer be collected; or probably the necessary amount could be borrowed temporarily from the fund available for the payment of the present pensions.

At the expiration of the five years, the commission considers that the compulsory payment of pilotage might be abolished, due and sufficient notice having been previously given to the pilots.

(2.) *For meeting the claims of those pilots whose services may be dispensed with in the event of a change.*

Should the law be altered, a question for consideration would be the retirement of a certain number of pilots, but the difficulty which presents itself is how the selection can be made.

Doubtless there are some upon the present staff who do not pursue their occupation regularly, who would be willing to accept a small gratuity and retire from the service.

Three of the pilots—R. Cline, 70 years of age; E. J. Fletcher, 68; and W. Leahy, 66—could be forced to surrender their licenses under the existing law, but according to section 32 of the Pilotage Act, the authorities may grant them new licenses from year to year.

There are seven other pilots—C. Davy, 59 years of age; J. McPartland, 61; J. Spraule, 59; J. Doyle, 58; J. L. Sherrard, 61; P. G. Doody, 55, and R. Thomas, 54.

From the above ten names eight have to be selected, or more properly five must be chosen for retirement, as the services of three of the pilots can be immediately dispensed with under the present law.

It is quite probable that some of the men will retire before the expiration of five years and no further trouble will be caused as to the selection.

It is also possible that one or two of the pilots will seek for employment elsewhere.

Those who retire on account of age would be entitled to their pensions according to the existing rates. Some of them are strong and vigorous yet, and are quite competent to perform their duties.

The commission recommends that a modification in the carrying out of the present system should at once take place, and a small tonnage tax of two cents per ton register be imposed upon all vessels under a foreign flag and one cent a ton upon all British registered vessels, excepting only the small wood boats up to fifty tons, to be increased if found necessary.

The tax to be collected from each vessel once a year by the collector of customs and the amount to go towards augmenting the pilot fund.

This annual tonnage tax would be very light upon shipowners.

All vessels employing the services of pilots to pay the full amount of fees as at present, and be exempt from tonnage tax.

Vessels spoken or hailed by pilots and not accepting their services, to pay half pilotage rates on arrival at St. John.

Masters of St. John registered ships shall be permitted to pass an examination for pilotage in the Bay of Fundy, and if found competent shall be granted a license for piloting their own vessels.

That they shall pay an annual fee for such license and be exempt from the payment of pilotage dues, whether spoken or not. The amount of the fee to be arranged by the pilot board.

That the International Steamship Company, whose vessels are registered and owned in the United States, must contribute \$1,000 a year for five years toward the abolition of compulsory pilotage, according to a statement made by their agent, Mr. Lackler, to the commission during the inquiry.

That in consideration of this sum being paid in quarterly instalments to the secretary of the pilot board, the vessels of that company shall be exempt from payment of the tonnage tax and from the payment of any pilotage fees whatever to the pilot board.

That all sailing vessels registered at St. John, up to 300 tons, shall be exempt from paying pilotage, but will be required to pay the tonnage tax, unless the master holds a pilot's license.

That all coal barges laden with coal or lumber, being in tow of steam tugs, shall be exempt from pilotage, but must pay the tonnage tax, and that all steamers plying in the Bay of Fundy, from any one port to another, with passengers or freight, will also be required to pay the tonnage tax.

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1894—Gross amount of pilotage received from all classes of vessels in 1894	\$21,415 80
Less 25 cents per foot deducted from the outward pilotage on account of pensions.....	1,581 26
	\$19,834 54

Taking this as the actual amount to be divided amongst the whole number of pilots, it would yield an average sum of \$783.00 for each individual, but it will be noticed in the annual return made by the secretary, that there is a great difference in the earnings of each pilot, ranging from \$1,432 to \$189, which latter sum is the smallest received by any pilot during the year.

There are five pilots who earn over \$1,000 each, and five whose earnings are less than \$400.

Estimated cost to the pilots of their boats and maintenance of same.—

Prime cost of six vessels	\$22,400.
Ten per cent depreciation.....	\$2,240 00
Annual expenses for maintenance, board and wages...	6,720 00
	\$8,960 00

This sum of \$8,960.00 for wear and tear being deducted from the above \$19,834.54, will leave \$10,874.54 as the net amount to be divided among the twenty-eight pilots, giving an average of only \$388 per annum for each man for their earnings.

As the Board of Trade and the Committee of Shipowners have recommended that pilotage dues should be levied upon the registered tonnage of shipping in lieu of the draught of water, and some of the pilots also appear to be in favour of it, the commission considers that the change might be advantageously made as early as it can be arranged.

The fees levied upon the draught of water of each ship during the year 1894 yielded the sum of \$21,415.80.

The total amount of tonnage of these ships was 288,206 tons, which would give an average rate on the tonnage scale of 13.45 per ton register, but it would probably be necessary to adopt a sliding scale of rates for this purpose in fairness to the larger class of vessels.

The average earnings of the whole of the pilots annually for ten years ending 31st December, 1885, was \$24,093.50, and from the 1st January, 1886, to 1st January, 1894, was \$22,625.54, which represents a falling off of \$1,467.96 in the last number of years.

Three hundred British vessels paid \$15,800.83, and 172 foreign vessels paid \$5,614.97.

The whole were composed of 285 schooners, 16 brigs and brigantines, 34 ships, 74 barques and barquentines, and 69 steamers—of the latter 61 were British.

The extension of the exemption system to vessels registered in Canada, from 125 to 300 tons, has been strongly recommended.

There were 84 round trips made by vessels of that tonnage in 1893; the total tonnage of which was 16,318 tons, and the pilotage upon these vessels at 13.45 cents would amount to \$2,194. This being deducted from the former amount of \$19,834.54 would leave only \$17,640.54 to be distributed amongst the pilots, which would yield \$630 for each individual pilot.

Taking into consideration the reduction in the amount of fees collected, by the proposed extension of the exemption to Canadian vessels of 300 tons, at once, the amount received by retaining 25 cents per foot on the outward pilotage, for pensions, etc., would be considerably less than formerly, and it would probably be found necessary to add to it the interest derived from the money on deposit in the savings bank.

In consideration of the staff of pilots being reduced from 28 to 20, which could take place gradually and further supporting the establishment of two stations outside in the bay, one in the South Channel and another at some point in the North, with an inner station on Partridge Island for the harbour, the number of pilot vessels might be reduced to three, thus lessening the expenditure upon the boats to one-half the amount which it is at present.

In endeavouring to show the usefulness to shipping of fixed boarding stations, where pilots could be always found, as is customary in many countries, the commission has not overlooked the fact that the pilotage authorities of St. John have established and fostered a competitive system among the pilots for the purpose of boarding vessels, according to the statements of some of the witnesses.

Although this arrangement may to a certain extent have stimulated the activity of the pilots in cruising about for the purpose of overtaking ships, it certainly appears to have set aside the establishment of fixed stations where masters of vessels, unless in very exceptional cases, could always find pilots on the lookout for them.

And further, in connection with the amount of pilotage earned by the pilot annually and the large expense they have been put to in building and purchasing the unusually large number of six vessels, as compared with the actual number of pilots engaged and the fees received, the commission considers the establishment of such stations as proposed would be of great advantage to shipping and relieve the pilots themselves from considerable unnecessary expenditure.

In conducting this investigation, the commission has endeavoured to make it thorough and impartial, and to obtain such facts as were relevant to the subject from all attainable sources of evidence.

In addition to the testimony of a large number of witnesses, a considerable amount of documentary evidence and other papers relating to the subject-matter of the inquiry have been carefully examined.

Thirty-eight sessions were held in the prosecution of the investigation.

No evidence has been produced at the inquiry to show that the manner in which the business of the pilot commissioners has been conducted in connection with the office was not done in accordance with the Act. The returns have been regularly made to the Marine Department and other matters attended to.

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Probably it would have been better for the commissioners to have made a more strict investigation into the ages of the pilots, but it is quite possible that many of them could not produce proper certificates of their ages, which were registered at their birth places, and the statement of the pilots were taken without any inquiry.

It may, however, be acknowledged that the oldest pilot is perhaps the most efficient of the whole body and has gained a deservedly honourable name amongs all classes of seafaring and mercantile men.

The commission is of opinion that it would have been more satisfactory if at some of the investigations into matters the public were so much interested in, members of the press had not been excluded, as the results of certain inquiries are especially important to a large number of people.

It may be correct for the ordinary meetings to be held in private, as there is no particular matter with which the public require to be informed.

It is no doubt a great safeguard to admit the press upon important occasions so that the views of all parties may be fairly criticized.

This is, however, a subject with which the commissioners have to deal with themselves and they are responsible for their actions.

The commission, before concluding this report, desires to recommend that the necessary steps should be taken to effect the following changes at as early a date as possible:—

1. That steamers should not be charged a higher rate than sailing vessels.
2. That barges, coal or lumber laden, in tow of steam tugs from ports in the Bay of Fundy, should not be compelled to pay pilotage fees going into St. John Harbour, but must contribute to the tonnage rate as long as it is found necessary for them to do so.
3. That all steamers registered in St. John, or plying in any part of the Bay of Fundy, either carrying freight or passengers, should be required to pay the tonnage tax, except the steamers of the International Line, they having to pay \$1,000 per annum in quarterly payments, as before stated.
4. That three pilot stations should be established in the Bay of Fundy: One at Bryer Island, another at a convenient point in the North Channel and one on Partridge Island, details of which should be arranged by the pilotage authorities.
5. The commission also suggests that a small steam launch might be most suitable for Partridge Island.

In conclusion the commission is also desirous of expressing its recognition of the fairness observed by the Board of Trade and Shipowners Committee, and the fair and pleasant manner in which the respective learned counsel have endeavoured to elicit the views of the witnesses and the general satisfactory course adopted by all parties in connection with this inquiry.

W. H. SMITH, *R. N. R.*,
Commissioner.

I fully and entirely concur }
in this report, }

BLOOMFIELD DOUGLAS, *R. N. R.*

ADDENDA TO REPORT.

INSURANCE.

In making this important inquiry, the commission has not overlooked the question of the insurance on shipping at the port of St. John being possibly affected by the abolition of compulsory pilotage or the extension of the principle of exemption, and it will be seen by the evidence of several agents of insurance companies that the policies, forms of which are in the annex, contain no special conditions as regards the employment or non employment of pilots.

It appears sufficient for the underwriters to leave this matter entirely at the option of owners or masters of ships.

The commission is therefore of opinion that the partial or entire abolition of compulsory pilotage will not affect the question of rates of insurance upon shipping, especially when it is known that a supply of duly qualified pilots will be kept up to assist masters of vessels if their services are required.

FOGS.

A comparative return of fog on the coast of Nova Scotia and Bay of Fundy will be given by Captain Douglas, who is now employed in the re-examination of the Bay of Fundy and its tides and currents, with a view of preparing new sailing directions for the use of mariners.

The return will be given with his report to the Hon. Minister of Marine and Fisheries.

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MINUTES OF EVIDENCE

THOMAS TRAYNOR, SWORN, states :—

I am a licensed pilot for the port of St. John, N. B. and have held that position since October, 1874.

I served a five years' apprenticeship and was bound in 1868.

I made no trips to sea during my apprenticeship, but did so before and after—as a boy—in barques and sailing ships from St. John. The ship belonged to Philadelphia and the barque to Pictou.

I was born in St. John and was 42 years old last birthday.

I served my apprenticeship in St. John. I was in pilot boats with my master.

Part of the five years I was allowed by my master to go in boats in the coasting trade—that is during my apprenticeship.

I had a regular indenture at that time and was bound by the common council.

My master allowed me to go in the coasting trade as he had no boat part of the time.

During this period I acted as seaman and a little while as mate. I was regularly on the articles. The vessel was the schooner "Ernest."

My pay on board this craft ranged from \$15 to \$20 per month—current wages.

I did not pay the money received by me to my master as he would not take it, but he could have done so. He did not pay me at that time.

I served about 12 months of my apprenticeship in the coasting trade.

I did not pass any examination as mate, as none was required at that time.

After serving my apprenticeship, I made several voyages to sea as seaman in a ship, and in two different barques.

I passed my examination as pilot, in the city of St. John, before A. C. Smith (then mayor), two aldermen (H. Duffel and John Carr), two port wardens (Augustus Quick and R. J. Leonard), the harbour master (C. S. Taylor) and two branch pilots.

Mr. Quick was the principal examiner and was an old sea captain.

It was both a written and *viva voce* examination and was conducted in the usual way.

About the time I passed my examination, there was a change in the government of the pilots. It was taken from the hands of the Common Council of St. John, and handed over to a board of commissioners. I think it was on account of the Confederation Act bringing all the pilots under one government.

When the examination was passed I received my certificate and took out a license.

I considered the examination thorough and sufficient for the Bay of Fundy and the Harbour of St. John.

Seven commissioners and a secretary were appointed under the new regulations and the commissioners then appointed examiners.

There were no nautical men on the commission when it was first organized.

They chose the harbour master to be one of the examiners on account of his being a nautical man.

As far as I know all the apprentices received licenses.

The pilots, when first obtaining their branches, were not considered capable of taking charge of large vessels, but were limited to vessels drawing 12 feet of water and not exceeding 500 tons register.

I always consulted the master before making a change in the course.

In the summer season the pilot boats are generally found between Brier Island and Cape Sable, Seal Island, that is two or three of them and others over in what we

call the North Channel; and in the winter season, the boats which formerly cruised in the South Channel come up as far as Point Lepreau, Musquash and Partridge Island.

A vessel is not certain of obtaining a pilot as far down as Brier Island, but the pilots keep out as far as possible on account of the competition.

I do not know that I ever saw a book of sailing directions for the Bay of Fundy.

A master of a foreign vessel would look for a pilot near Brier Island.

I have boarded a vessel near Cape Sable.

There is no boarding station fixed for the pilots, neither is there any place given by the authorities in which vessels may expect to find the pilots.

I do not think that a master or mate engaged in the coasting trade could acquire sufficient knowledge to enable him to become as good a pilot as he would if he had served his apprenticeship.

It is a fact that the masters of coasting vessels do pilot their craft in and out of the harbour and have not had many accidents.

There have been two or three casualties to ships of the International Line which were piloted by their captains.

We have twenty-eight pilots at present and I think we could do with less, but this depends upon the trade.

There is only one pilot on the list who does not take his turn, all the others go to sea regularly.

The boats start out with three or four pilots on board, and when these have got vessels the boats return.

No vessel could clear the custom-house unless the proper arrangements were made with the secretary of the commission.

We put off to the vessel we intend to pilot in a small boat which is towed astern or triced up as the case may be.

I have gone out with vessels as far as Seal Island, Cape Sable, and on these occasions I went on board a fisherman cruising near.

I do not have to consult the secretary, but make my arrangements with the captain about going to the outer district.

I would ask him how he intended to pay my pilotage and if he gave me an order on his owner and I thought it good, I would go down the bay with him, if not, I would go ashore in my boat.

I have known pilots to be taken by a captain contrary to the owner's wishes.

According to the regulations I could not make an agreement to take less than the regular fee.

I consider I have the same responsibility when piloting a vessel down the bay in the outer district as in the first or any other district.

I have never had to give a bond and none of the other pilots have done so. It is not required by our regulations.

If forced by circumstances, etc., we sometimes go as far as Seal Island and Cape Sable, but none of us go there of our own accord unless we are paid extra fees.

I have never gone down the bay in an outward-bound vessel to seek for an incoming vessel, to be put on board of her when we met one.

I have not been required to pass another examination since 1874, when we came under the other Pilotage Act.

I have never passed any colour test of any description. Neither have I been examined on the deviation of the compass, but I think I know how to apply the deviation.

I am not aware if Captain Quick who examined me was a certificated master or not. He may have had a service certificate.

I think I put a brig on the bar once when coming into St. John Harbour, but that was the only time during my piloting that I have had an accident.

I believe the schooners engaged in the coasting trade would if they kept going regularly, make eight or nine trips between New York or other American ports.

Vessels of two hundred tons draw about eleven feet of water.

The masters in charge of these coasting vessels are pretty good pilots.

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There has not to my knowledge been any arrangement made by which masters of coasting vessels could pay a fee to the pilot and be allowed to pass on without taking one.

I am not aware if this was the custom seven or eight years ago.

There is no regulation to compel me or any other pilot to sail in a pilot boat, or to cruise with her in any part of the bay. We cruise about wherever we consider we might be most likely to be able to pick up a vessel; and when it is foggy there is a better chance of catching a vessel nearer port than further down the bay and we go up there for that purpose.

I always understood that the eastern boundary of the first district extended as far as the boundary line of New Brunswick and goes up as far as Quaco.

In the "Tanjore" investigation, the master's certificate was suspended by the court for six months and the mate, who held a master's certificate, had it suspended for six months also, but upon the recommendation of the court, the Minister of Marine granted him a mate's certificate during the interval.

I do not think a pilot could stay on shore from any one of the boats for any length of time and go into other business, without giving notice and handing in his branch. There is a regulation in the by-law to this effect, to prevent it.

The pilots do not have to report or put their names down in the pilotage book at any stated period.

It is a fact that one of the pilots stopped sailing in his boat for two or three years and boarded vessels from a row boat, but he had to pay his share towards the necessary expenses of wear and tear of his large boat, which he held shares in.

There is no regulation which insists on one or more boats keeping out on any particular cruising ground at any time or to keep out all the time, neither is there any regulation which compels the pilot boat to go cruising in heavy weather.

A great many strangers or foreign vessels going to ports higher up the bay, sometimes take a St. John pilot until they meet the regular pilot of that port on his own station.

I think a vessel being towed would have to pay pilotage. Barges have to pay.

I have seen some of the barges with sail set, but do not know if they could be navigated by sails alone. They could probably get along with a fair wind. At one time I knew a tug left two of them right off the mouth of the harbour and they kept going by themselves.

As a rule, steam vessels coming into our port, pay more in proportion than sailing vessels.

This is because they carry so much more cargo. A large steamer will carry double the amount of cargo that a sailing vessel will and take away the trade.

I understood that the merchants of St. John applied to the pilot commissioners to have the pilotage of steamers higher than that of a sailing vessel.

The competitive system amongst the pilot boats has been brought forward to induce them to keep as far out as possible and cruise to the outside limit.

On account of this system, the pilots are always on the lookout for vessels more than the masters of the inward bound vessels look out for the pilots.

In fine weather the pilot boats frequently have to chase vessels to get up to and board them.

Under the common council, all vessels going to or coming from a foreign port, if registered in New Brunswick and drawing over six feet of water, were liable to half pilotage if they took no pilot, but paid full rates if taking one.

All vessels belonging to other provinces, trading out of the bay, or foreign vessels, paid full pilotage.

The International Line of steamships never paid pilotage when coming to this port. They were the only foreign vessels exempted. Her Majesty's vessels were exempted also.

All vessels trading in the bay and small schooners were exempt.

All square rigged vessels paid pilotage, even if in ballast.

Cross-examined by Mr. Skinner.

A barge would, I think, take eight schooner loads, more or less, and would be run by about four men.

The employment of the barges does not affect the earnings of the pilots very much, as the schooners engaged in the trade before the barges came into use were generally exempt from pilotage dues.

A barge would carry about 900 tons of coal.

If I was out on the station and it came on heavy weather, I would stay there as long as I thought it would be possible to board a vessel and then run for shelter somewhere.

There is no regulation to compel me to remain out any longer.

When we are cruising in the lower district we sometimes fall in with vessels anxious to obtain a pilot and some St. John vessels anxious to avoid one.

As a matter of fact, vessels coming into the bay do not display their jacks according to rule. There is no penalty in force for this as far as I know.

Vessels that endeavour to avoid pilots are generally those registered in St. John, but sometimes a steamer tries to evade one district so as to save pilotage. Some of these are Spanish vessels, but the majority are registered here.

The pilots cruise in all weathers. More vessels try to avoid the pilots when it is fine than in stormy weather.

I know of no regulation that would enable the pilots to be on their stations in stormy weather only.

I am not aware of any pilot having a separate business on shore.

The distance from the harbour to the outside limit is over 120 miles.

I do not know the reason why the man referred to as going out to vessels in his row boat did so, but suppose he preferred that way. He is the only one I know of as having done this as a regular thing. Any pilot has the privilege of so doing, and would not have to notify the commission of his actions.

In the case of the "Tanjore," a barque of about 900 tons, I left the harbour to take the ship down the bay clear of Grand Manan.

It was about eleven o'clock, and by midnight I had the ship far enough down the bay to leave her.

The arrangement was for me to take the vessel down the bay and land at Little River.

It was blowing so strong that I could not land at Little River. The wind was N. N. W. as far as I remember.

The mate was on deck when I left, and the ship was in a good position for sea.

I pulled for the shore, but it was too rough to land, and also very cold, so I rowed about to keep myself warm.

I think I told the captain to keep the vessel S. W. by S.

I was accustomed to leave vessels at that place, and the water was smooth, the wind being off shore.

The light bore W. $\frac{1}{4}$ N. when I left the vessel and her head was W.

The foresail and fore-topsail was filled and the ship was hove to.

Sometimes we cruise for three or four weeks after leaving port, and we hunt for vessels to the utmost of our ability.

Accidents do occur at times to masters piloting their own craft.

There have been about three casualties to steamers of the International Line. The "State of Maine" ran ashore near Point Lepreau, but was got off by a wrecking company. She went on shore in a fog.

The present system of pilotage could not be kept up if the exemption of vessels under 150 tons was not made good by greater charges on larger vessels.

An ordinary iron steamer has about twice the carrying capacity of an average sailing vessel. It is as a fact about 25 per cent more.

There is no difference between the summer and winter rates of pilotage at this port.

For the port of Quebec the rates are higher in winter.

St. John, N.B., Pilotage Investigation.

If a captain of a schooner cruised in his own craft for some time on the coast he would become a very fair pilot after a while for schooners and small crafts, but would not make so good a show in piloting larger vessels and steamers.

I consider St. John a very difficult port to approach from sea.

I think if it was left to ships to choose a pilot or not, I would not stay in the business. The master, I think, would get orders from his owners to dispense with the services of a pilot as much as possible.

The average length of time required for a pilot boat to make the trip to Cape Sable would be about three days.

I consider the navigation from Cape Sable to Partridge Island is difficult.

Sometimes the tides are irregular, which is caused by the winds. The shoals are not too bad. The fog from May to November is considerable.

During the months of May, June, July and August, fog is the rule and not the exception. After that it begins to disperse.

Fog was very prevalent for seventeen consecutive days in last June and July at the mouth of the bay.

A pilot might be a week or more after he got to the outer station before he got a vessel, or he might get one at once.

It would take a steamer about twelve hours to come up from the outer limit and a sailing vessel perhaps a week or more.

A pilot seeking a vessel in the outer station would average about twelve trips in a year.

I have no idea of the number of vessels seeking this port last year, but a pilot would average about ten vessels inwards and about the same outwards.

I did not have so many this year, as I was not in my boat all the time.

I have passed all the regular examinations, and as far as I know this is the case with all the other pilots.

I do not know of any of them having any trouble in passing the colour test or the examination in deviation of the compass.

When a pilot goes on board a vessel, the master gives him the course he wishes to steer with the correction made for deviation.

Cross-examined by Mr. Palmer :

If the compulsory system were abolished about 90 per cent of the smaller vessels of 150 to 300 tons would not take a pilot. The masters of vessels of 300 tons and upwards would take them.

I think if pilotage fees were not required from vessels under 250 tons, the 28 pilots would not make a living, neither would it keep up a staff of pilots suitable for the other vessels requiring their services.

I think there may be three or four apprentices at present, but the secretary could tell this.

About six per cent of the smaller class of vessels are spoken and refuse pilots, but they have to pay the fees all the same.

I think if the exception were extended as aforesaid, 18 pilots might suffice.

Cross-examined by Mr. Gilbert :

I have known coal barges from Parrsborough to take a pilot.

I went on board one by request myself. This was off Cape Spencer. She was inward bound. No flag was hoisted.

H. D. TROOP, sworn, states:—

I am a shipowner of St. John, N.B., and a member of the firm of Troop & Son. I cannot say how many vessels we have belonging to the firm.

I am also chairman of the pilot commission, and as such have to attend and preside at all meetings, which are held on the second Tuesday in every month.

The public are not admitted unless so desired.

There are seven commissioners, all appointed according to the Act.

There is one nautical man on the commission, namely, Captain Thomas.

The committee arrange everything in regard to carrying out the rules of the pilotage commission.

The system of pilotage in St. John is compulsory, that is, every vessel over 150 tons is compelled to take a pilot or pay the fee.

Coasting vessels are exempt from pilotage and also steamers in the bay.

American-owned steamers coming from New York would likewise be exempt.

There is no penalty for not taking a pilot, except the payment of a fee usually charged for taking one.

There are no half-pilotage rates for a vessel being spoken by a pilot and not taking one.

There are six pilot boats, all owned by the pilots themselves or the widows of pilots.

There are on the roll of this port 28 pilots. When the commissioners took charge there were 44 on the roll and five or six apprentices.

The number was reduced by not appointing new ones when others died or retired.

There are now three apprentices. They have to serve three years before they can be examined. We have them in case of vacancies occurring.

There has been no complaint so far as to their number being larger than required.

I think that according to the present traffic we could not do with less than 25.

So far as we know, all the pilots are able to take their turn and all have licenses.

I cannot say if all have passed their examinations.

We only made three new pilots. All the others were taken over from the old system.

The three made by us passed an examination before the examining committee.

The first committee was composed of Captain Crookshank, the harbour master and myself. The second of Captain Pritchard, the harbour master and myself.

The applicants have no knowledge of the examination to be given them, which is *viva voce*.

I consider it necessary for the pilots to pass the colour test, and in future all will have to do so when applying for examination.

The last examination was about thirteen years ago. At that time, there being very few iron steamships coming to this port, we did not examine the pilots on the deviation of the compass.

If it was deemed a necessity, I would not object to its being introduced into the examination of candidates.

There is no regular pilot station.

There are at present three districts and a pilot boat can cruise in any part of them or outside, and could go beyond Cape Sable if the pilots thought fit to do so.

A vessel is not bound to take a pilot or pay the fees for one unless spoken.

I think there is too much fog to make the establishment of a boarding station successful.

There is no rule or regulation which compels a pilot boat to go on any particular station, but the pilots go according to their views.

We find that 63 per cent of the ships taking pilots last year, were boarded in the outer district. The records in the office show this.

We have no record of the number of vessels spoken in the outer district and not taking a pilot.

All outward bound vessels are required to take a pilot as far as Partridge Island or pay the fee.

We have the card system and all moneys are supposed to go through the office with the exception of the down the bay pilotage.

The outward pilotage is supposed to be paid beforehand or guaranteed, and the vessel cannot get a clearance without it.

An arrangement might be made afterwards to take the vessel further down the bay.

St. John, N. B., Pilotage Investigation.

There is a fixed tariff for vessels taking a pilot down the bay.

We have very few complaints on record with regard to the pilots.

Quite a number of pilots have been up before the commission to have their conduct investigated and on several occasions have received punishment, which in some cases was suspension of their certificates for a certain period.

The pilots of this port are not required to give any bonds.

When any accident occurs, the pilot is suspended and the shipowners have to bear all expenses.

The annual returns are submitted to the board.

If the exemption of pilotage was extended to vessels of 250 tons, I think we would still require 25 pilots, but I have not given the matter consideration.

The system of pilotage, as carried on here, has been satisfactory to the commission and there have been, as far as I know, no written complaints against it.

Cross-examined by Mr. Palmer :

It is not a fact that the meetings of the commission have always been private.

I have been ten years chairman and during that time no invitation has been extended to the press or the public invited to attend the meetings.

Application for admission to attend them has been made and was refused by me without consulting the commission.

I am not interested in the coasting steamers. I am interested in the steamers plying between Digby and this port.

I decline to state if I was interested in a line of steamers plying between here and New York, either in the capacity of owner, manager, stockholder or agent.

I decline to answer if the firm of Troop & Son acted as managers or agents for a line of steamers plying between here and New York.

There was a line of steamers running between this port and New York, and carrying passengers, two or three years ago, for which Troop & Son were agents, These being American vessels were not registered here.

They did pay some pilotage to the office in St. John and the records will show how much. The secretary can furnish this information.

Originally there were five districts and some of the American territory was included in them. This being a cause of dispute with the shipowners of that country, obliged us to confine the districts to our own waters. They were then reduced to three.

I cannot say if we changed the bounds of the first district, as I do not remember, and I am unable to state the original rate in that district. If it was changed, I cannot recall the reason.

J. U. THOMAS, sworn, states:—

I am the secretary of the St. John Pilot Commission, and was appointed in May, 1885.

It is my duty to keep the records in connection with the pilotage business of this port.

There are six pilot boats of various tonnages, the largest being about 65 tons, but they must be all over 30 tons to enable them to be licensed. They are owned by the pilots themselves.

The last boat built cost between \$6,000 and \$7,000. To find out the cost of the various other boats, I will have to ask the pilots.

Each pilot must be the owner of not less than four tons of a licensed pilot boat before obtaining his license.

We have twenty-eight pilots on the roll and one Musquash pilot. There is no reason why a pilot should not have a share in more than one pilot boat, but at present, as far as I know, they have not.

There are three pilotage districts.

The boats have no particular stations, but are generally found near Bryer Island, in the South Channel, and down as far as Seal Island, Cape Sable.

They run for shelter in stormy weather to the different harbours on the coast.

All six boats cruise in different parts of the bay, but the arrangements for cruising are left entirely in the hands of the pilots. There is no regular boarding station for them.

After the boats have put their complement of pilots on board various vessels, they return to port.

When piloting vessels outward, the pilots land in small boats, or return in the tugs if the vessels have been towed out. They often land at Little River.

The competitive system compels the pilots to cruise. That is, the six pilot boats compete with one another, and as they are owned by separate individuals, they try to get all the pilotage possible. Each man keeps what he earns and takes his turn in piloting vessels.

ROBERT GALE, sworn, states :

I was born in Queen's County, N.B. I have been to sea for 25 or 30 years engaged in the coasting trade.

I hold a certificate of service as master, obtained 10 or 12 years ago.

I have been mostly in fore and aft rigged vessels.

I am at present in command of the three-masted schooner "Carlotta," of 210 tons register. Formerly she was 243 tons.

Her tonnage was reduced to make the expenses less. This was since I have been in her.

By expenses I mean tonnage dues in the United States, which are a national tax and paid in the custom-house at each port for five times in the year.

This is the maximum number of times, and it is three cents per ton for each voyage.

There was no other object in reducing the tonnage of the vessel.

I went to the custom-house and showed Mr. Barber what the gross tonnage was and he reduced it.

I make about eight or nine trips to the United States in the year.

Recently my vessel has been laid up during the winter on account of the weather being so severe and the freights too low.

I have generally been accustomed to carry lumber and bring back hard coal, for which I get from 50 cents to \$1.00 per ton as freight.

I can take about 400 tons of this coal on board.

I have to pay pilotage dues when going into ports in the United States.

The arrangements are different in the various places. In Portland there are no charges.

I am able to go in and out of Portland Harbour day or night.

I pay pilotage if spoken when going into Boston, but I have never taken one.

If spoken I pay half pilotage fees; if not, I pay nothing.

If spoken when going into New York I pay full pilotage, even if not taking a pilot.

I am capable of going into either Portland, Boston or New York without a pilot and have done so.

If, when spoken, we have to pay pilotage fees, I generally take a pilot.

When going into New York Harbour we get 50 cents per foot reduction if towed.

There are two districts. Outside of Execution Rock it is \$1.50 per foot and inside \$1.00. There is a reduction of 50 cents if towed from the outside district.

We pay pilotage fees if spoken when coming into St. John Harbour. In and out it costs me \$42.

St. John, N.B., Pilotage Investigation.

The average draught of water of my vessel is 12 feet.

If we meet a pilot in the first district we pay \$1,50 per foot.

We always have to pay outward pilotage fees whether we make use of the pilot or not.

If he is ready we take him, and if a tow boat is there he returns in her.

I have never made application to the secretary of the pilot commissioners for a pilot.

The pilots have to find out when I intend to sail as I never look out for them.

I never object to a pilot leaving my vessel where he wishes, and he would not go without my permission, but it is purely for his own convenience that I let him go when he likes.

He generally has a small boat towing behind, and sometimes brings a man with him when there is no tug, and he has to row back to shore.

I have never insisted on a pilot going out to his limit beyond Partridge Island.

When a tug is employed he generally goes to the outside limit and returns in her.

They often say, "I suppose you do not want me any longer."

I think I am well acquainted with the navigation of the Bay of Fundy.

I know all the leading lights and fog signals on the coast, and feel quite confident that I can navigate my vessel properly.

I have to use my judgment and make due allowance for the winds affecting the tides near the shore and in the offing.

In the time of flood tides with the wind S. E. or easterly, the tides are stronger and higher. I know this from experience.

In full and change we always have stronger currents.

The S. E. winds augment the tides in the Bay of Fundy, and with winds from S. E. and E., there is an indraught into all the bays, and I make an allowance for it.

I have never met with an accident, or run ashore in the Bay of Fundy or elsewhere.

I do not consider the navigation of the Bay of Fundy is attended with more difficulties or dangers than any other part of the coast when approaching Boston, Portland or New York.

I would rather run for this bay than for Halifax. I have never missed the Bay of Fundy, but I have Halifax.

Cross-examined by Mr. Palmer :

I said that the reduction in tonnage was made by Mr. Barber.

This to a certain extent affected the harbour dues and all charges which are paid upon the ton, such as wharfage, dockage, sick mariners' fund, etc.

I have stated that we pay half pilotage when spoken at Boston, and we do not pay outward pilotage unless taking a pilot. I know that this is the custom for that port.

I have never actually paid outward pilotage, never having asked for a pilot.

It is a fact that before clearing at St. John I have to go to the secretary of the commission for a card to clear my vessel, consequently the pilots have a chance to know when the ship is about to leave.

I never requested a pilot to go out with me when leaving here, and I have been sailing out of this port for twenty-five or thirty years.

I consider I am competent to take my vessel in and out.

The majority of the masters and mates of vessels engaged in the coasting trade here have served their time in vessels belonging to this vicinity and are local men.

I would not employ a pilot to take me out if the system of pilotage was not compulsory.

We pay \$42 in and out when spoken in the outer district, which amounts to 20 cents per ton.

I have been in Halifax in the "Carlotta."

The pilotage fees in that port were \$11 in and \$7 out.

In coming to St. John in thick weather, I have only once found pilots near Machias Seal Island. One came on board at Moosepec.

I have not found any difficulty in the navigation from the north end of Grand Manan to St. John. The most difficulty that I have had was to get there.

Coasting vessels from the United States ports when coming to St. John, use the North Channel always in winter and generally in summer, so as to keep in smooth water and on account of being handy to so many harbours.

In my opinion the employment of pilots in vessels engaged in the coasting trade, irrespective of tonnage and officered and manned by local men, is necessary, because in case of a storm coming on we have to make a harbour without a pilot.

Once, when entering Halifax in a storm, I was requested to pay pilotage, but I did not do so.

The soundings in the Bay of Fundy are a guide to the navigation and so far as I know are correct and well defined.

I consider the principal difficulties in the navigation of the Bay of Fundy are in the third district.

Most of the difficulties are between Grand Manan and the North Shore, and after getting north of Grand Manan, the bay is wide and no difficulties are encountered.

It is easier to run for St. John than it is to run up the bay from places named.

I have been up the bay as far as Hillsboro', Moncton, Parrsboro' and Windsor.

I do not know of any bay pilotage up the bay. In coming in the Bay of Fundy, bound to any other port than St. John, the pilotage is free.

I never took a pilot into Boston, so do not know if there is any reduction when taking a tug.

I have never been advised by my owners not to take a pilot, but have been requested to take one because, as they were paid, I might as well have one.

G. F. Baird is the managing owner for whom I am sailing, and is the man referred to as requesting me to take a pilot.

Cross-examined by Mr. Gilbert :

I am not well acquainted with the navigation beyond St. John, but have once been to Parrsboro'.

When coming to St. John, there are no dangers between Quaco Ledge and that port to render a pilot necessary.

There is no necessity, as far as I know, for a barge coming down the bay, when in that district, and under competent authority, to engage a pilot.

There is a light on Cape Spencer, and I do not know of any difficulty in the navigation between there and St. John, as the coast is all bold, and if a man was acquainted with it or had a good chart there would be no necessity for a pilot being taken.

Cross-examined by Mr. Skinner :

I have been master about 25 years and for 10 or 12 years have been going to sea continuously.

I was owner of a vessel and went to sea in her as master, employing a competent man until I should become acquainted with the coast, and after that I took charge myself.

I employed a sailing master on account of his having a good knowledge of the coast.

I bought some charts and learned how to use them myself.

It was about five or six years before I was competent to sail the vessel.

Capt. GALE recalled :

Cross-examined by Mr. Skinner :

It takes about four or five years for a man to make himself acquainted with the navigation of the bay so as to be able to do without a pilot.

Strangers who come here only occasionally ought to have a pilot.

St. John, N.B., Pilotage Investigation.

In large vessels—barques and ships—it is necessary to take a pilot, also in large steamers.

I have refused a pilot more than once. One man said he would make a reduction of one district if I took him.

This was off Grand Manan in the North Channel.

I think it is necessary to license pilots for large ships, but not for small vessels.

I think all vessels under 300 tons should be exempt.

I have formed this opinion because I am anxious to have the charges reduced.

I do not consider that a pilot requires more knowledge than a coaster.

The knowledge of a coasting skipper is sufficient for a pilot.

If I were the master of a large sailing ship or steamer, I consider I have sufficient knowledge to pilot her.

I have carried a pilot for his own convenience beyond the first district. I only paid him for the first district.

I do not take a pilot beyond the first district because I have myself sufficient knowledge.

If the captain of a sailing ship or steamer had a chart he could navigate his ship from the north end of Grand Manan to Partridge Island.

I refer in this case to fine weather.

This would apply to all vessels in clear weather. A sailing vessel would have to take a tug from Partridge Island.

The weather is about half the time clear and half foggy.

Some men would take pilots and others would not. I have but a slight knowledge of scientific navigation.

I have a sufficient knowledge to navigate my vessel coastwise.

Cross-examined by Mr. Palmer :

I was never master of a large steamer.

Examined by Commissioner :

Foreigners should take pilots in either clear or foggy weather.

The use of the lead off Cape Sable is of some avail.

The charts appear correct as to soundings, allowance being made for the tide.

I have come in by the South Channel in thick weather and have taken a pilot off Musquash Island.

I have passed through the south channel in foggy weather without taking soundings.

We heard the horn at Bryer Island and took that as my guide for a departure.

We always make an allowance for the tides.

There are no extraordinary tides in the South Channel.

Easterly winds affect the tides, augmenting them at flood.

I consider it would be better to have the light on the Old Proprietor Rock than on the Gannet Rock.

Cross-examined by Mr. Skinner :

I do not know the set of the tides from Partridge Island to the harbour.

The set of the tides for the American ports is directly in and out.

At Seal Island the flood is as strong as the ebb.

I do not know whether the soundings on the chart are at neaps or springs.

Vessels make lee-way according to wind and weather.

Mr. J. U. THOMAS, recalled, states :

I am prepared to produce certain documents asked for by the commissioners.

The following documents were then handed into the court, viz. :—A printed copy of the Dominion Pilotage Act of 1873, with all amendments and additions thereto.

List of the names of the present St. John pilotage commissioners, showing the dates of their appointment and also what body appointed them.

Copy of the St. John pilotage regulations and by-laws made in the year 1874, with all amendments and additions thereto.

Copies of all accounts and statements rendered by the St. John commissioners to the government for the year 1894.

List of pilots taken over and licensed by the commissioners at the commencement in the year 1874, stating their ages at that time.

List of shipping casualties reported by the St. John pilots during the last ten years, and memorandum of pilot suspensions or reprimands in consequence thereof, giving the names of the pilots.

Statement of the separate individual net earnings of the St. John pilots during each of the last five years.

Statement of the total payments during each of the last ten years to retired pilots and widows and orphans of pilots, showing the three items separately.

Statement of the balance on hand 31st December, 1894, available for the support of retired pilots and widows and orphans of pilots.

Copy of the existing agreement or understanding with agents of the Furness Line regarding the pilotage of the steamers of that line.

Statement of the total amounts kept back from Pilot Richard Cline each year since the Furness Line pilotage agreement commenced, showing also how same was disposed of each year.

Statement showing how many vessels were spoken on their inward passages in each of the three pilotage districts during the year 1894; showing also the number of vessels which altogether escaped the pilots on their inward passages during the same period.

Cross-examined by Mr. Palmer :

I did not bring the minutes showing the time of change of districts and the time of change in the rate per foot from \$1.50 to \$1.75 in the first district, and the reason for it.

The meeting was in 1886 as far as I remember.

There was no change in the navigation in the first and second district to cause the alteration.

I am not aware that any representations were made to the board, but it was discussed among the members and as far as I remember the whole of the board discussed the matter.

The fact of trouble having arisen over the pilotage of American vessels in the outer district led to the change.

The alteration in the rates was made on account of the changes in the districts.

The effect of the change would be to increase the rates 50 per cent in the first and 37½ per cent in the second district upon all vessels, including steamers.

The commission changed the rate per foot on steamers as well as on sailing vessels.

The rates on steamers were made higher in 1883. I was not the secretary then. I could get the minutes from the office and will have on file there any representations that may have been made to the commission.

Examined by Commissioner :

The pilots petitioned to have an increased rate on some of the larger steamers and were supported by the merchants in their appeal, and this is on record.

Cross-examined by Mr. Palmer :

The arrangement with Mr. Schofield in reference to Cline being a pilot for the Furness Line was made by his applying to the commission for a pilot and getting Cline in answer to his request.

The company simply pays Cline the ordinary fees and the sum of \$10 for return passage. This plan has been in existence since 1891.

St. John, N.B., Pilotage Investigation.

The terms made with Mr. Cline, before this arrangement was come to, was that Mr. Schofield was to have the services of Cline for the pilotage of the Furness Line and during the first year he was to receive a sum not in excess of the largest amount received by any pilot in 1892-3 and 4.

He was to get for the round trip \$70 and \$10 expenses in travelling. He was satisfied with the arrangement.

The average full pilotage on the Furness Line would be from \$108 to \$130, and from this Cline received \$70 and the balance was divided amongst the other pilots.

I do not think Cline received more than any of the others, but averaged about as much; but some years it might be more.

Outward pilotage was enforced from 45 vessels coming in clear of the pilots.

There is no data in the office to show in what kind of weather these vessels came in, but I think as many came in during fine weather as in foggy.

The surplus earnings of Cline were always paid in the succeeding year to the other pilots, and the statement (No. 7) of the earnings of each individual pilot includes the surplus earnings of Cline.

There was no particular reason why this surplus should not go to the widows' and orphans' fund, but the commissioners thought it properly belonged to the active pilots, as they had earned it by their services.

Cross-examined by Mr. Gilbert :

The first district is from Partridge Island to Musquash Head and is only intended to cover the harbour pilotage.

Cross-examined by Mr. Skinner :

There is no eastern line laid down in the first district.

We exact pilotage from the coal barges coming from Parrsboro,' under No. 1 District rates, both inwards and outwards.

The first district does not come inside of Partridge Island.

A vessel is not within the first district when Partridge Island bears west.

The pilotage exacted from the barges last year amounted to \$1,200.

A pilot could speak in succession each of three barges being towed by a tug, and, being refused by them all, claim pilotage for the whole number.

If the first barge accepted him the others would not have to pay him pilotage, but might be spoken by others and then have to pay.

In the case of Mr. Traynor, he spoke a tug having two barges in tow, went on board the tug and claimed pilotage fees for two vessels.

There has been no correspondence between the owners of the barges and the commissioners.

These barges are owned by the Cumberland Railway and Coal Company, the managing owner of which resides at Spring Hill.

The tonnage of these craft runs up to about 400 tons and they carry from 800 to 1,000 tons.

The first district extends up to the eastward but has never been defined.

The above method of collecting pilotage has been protested, but nothing further has occurred.

The 45 vessels, which are shown in the return No. 13 as having arrived in port without being spoken by the pilots, were substantially all coasters.

I think there is an effort being made by the coasters to escape the pilotage fees.

Cross-examined by Mr. Gilbert :

I cannot say if we invariably charge pilotage from vessels built at Quaco and towed to St. John. If they were not registered it would be one reason for not exacting pilotage.

Cross-examined by Mr. Palmer :

I never have heard of any pilotage being exacted from vessels down the bay, below a line drawn from Partridge Island to Digby Gut.

I know of no pilotage regulations for this district except those of St. John.

G. W. J. BISSET, sworn, states :—

I am master of the Dominion Government steamship "Lansdowne," and have held that position for about 18 months.

I have been in command of several vessels sailing out of St. John, viz. :—Schr. "Parole," 195 tons; Schr. "Bellatta," 150 tons; Schr. "Annie Martha," 130 tons.

These vessels traded to the United States and West Indies. I hold a certificate of competency as master.

I have had nearly all my experience sailing in and out of the Bay of Fundy to foreign ports.

I have not always been accustomed to take a pilot either when entering or leaving the bay.

Some of the vessels were exempt, and I took pilots for those that required them, but never for those that were not compelled to take pilots.

The pilots were always to be found cruising at the mouth of the bay, near Machias Seal Island and Bryer Island.

I consider that they perform their duties fairly.

I do not take a pilot on the "Lansdowne" as she is a Government vessel.

I have no difficulty in going down the bay in clear weather, but have had to lay to in foggy weather.

I have never had to use any more precautions on this coast than elsewhere.

I am not very well acquainted with the tides and currents. They are very irregular both in direction and force and I think the winds might cause this.

When I have been steaming about the bay, I have seen the pilots cruising about. Sometimes they had their flugs up.

I think there is more difficulty in the navigation of the Bay of Fundy than in that of the coast of Nova Scotia, on account of the tides and fog.

I consider that an ordinary certificated master in charge of a ship, could bring her into the bay without a knowledge of the tides, but I would recommend him to employ a pilot.

He might be able to come up if he saw the points of land.

His intelligence ought to enable him to feel his way up by the lead.

I think that pilots are required for all parts of the bay, especially in thick weather.

I think the navigation of Halifax is easier by far than that of St. John. I have often been in Halifax.

I think it would be an improvement if a pilotage station were established and marked on the chart.

In my opinion all vessels above 125 tons should take a pilot.

Cross-examined by Mr. Palmer :

About 480 is the net tonnage of the "Lansdowne." I do not take a pilot.

I cruise to the north and east of St. John and at the mouth of the Bay of Fundy.

I consider that a vessel of 450 tons owned by Mr. Jarvis would require a pilot, and I would like to have one myself as I am not always on deck.

I have been going to sea for about 30 years, and I never took a pilot unless compelled to do so.

I do not very well understand the tides of the Bay of Fundy.

I have never met Captain Pike.

I know the harbour master of this port. I do not know Captain S. Rutherford, of St. John.

I think all vessels, of whatever tonnage, should have a pilot when bound to any port in the Bay of Fundy.

St. John, N. B., Pilotage Investigation.

My idea is that pilotage should be compulsory for all vessels coming into the bay. I do not know whether the soundings taken by me in the bay agreed with the position I gave the ship; I do not remember.

I never reported any such discrepancy, and do not recollect if I ever found any. I only cruise in fair weather, but would like to have a pilot.

Practically all the deals from the Bay of Fundy ports twenty years ago were shipped from St. John.

I see a great many ships of all sizes loading lumber up the bay, and I do not know whether they escape pilotage or not.

I do not think there is any pilotage for places in the bay above a line drawn from Partridge Island to Digby Gut.

I do not know whether a large amount of trade has been driven from St. John on account of the excessive port charges.

Cross-examined by Mr. Palmer :

It is a fact that the lumber shipped at Grindstone and West Bay is brought off to the ships by schooners.

I could not say where the deals came from except in the case of Parrsboro.'

Cross-examined by Mr. Gilbert :

The reason why I would like to have a pilot is on account of the rocks and shoals, as I cannot be on deck all the time myself.

I cannot say whether a pilot who has served his apprenticeship would be a better pilot than myself.

I would take a pilot, not because of my ignorance, but so he could assist me.

Cross-examined by Mr. Skinner :

The schooners would have to go about six or seven miles to the vessels from Parrsboro.'

It has not come to my knowledge that deals from other bay ports were thought less of than those from St. John.

The tides are not regular in their irregularity. I consider that the bay is pretty well lighted.

I do not think you could put a light on the Old Proprietor, as it only bares at low water.

I do not cruise in foggy weather. We have no need to as we cannot get any bearings to place the buoys by, and it would not be prudent to go so close to the shore in thick weather, as we have sometimes to go.

I leave the lead in foggy weather when I have no points of land to guide me.

I think that the larger a vessel is the greater the risk and the more need of a pilot.

Cross-examined by Mr. Palmer :

I have travelled on the vessels of the International Line between here and the United States.

I think all these steamers should pay pilotage.

I think the "Monticello" and the "Alpa" ought to pay pilotage.

I consider the taking of a pilot should be made compulsory for the safe navigation of vessels.

Cross-examined by Mr. Skinner :

The steamers of the International Line have coast pilots.

Cross-examined by Mr. Palmer :

I do not know that the training of the masters of these steamers is equal to that of the coasting pilots.

Capt. J. H. PRATT, sworn, states :

I am master of the government cruiser "Curlew," and Inspector of Fisheries for District No. 1 of New Brunswick. There are three districts.

I hold a master's certificate of competency obtained in St. John in 1886.

I was previously in command of the "St. Nicholas" and "Dream."

The "St. Nicholas" was about 90 tons gross and the "Dream" about 60 tons.

Both of these vessels were in the Fisheries Protection Service on the coast of Nova Scotia and in the Bay of Fundy.

I was first appointed to the "Dream" about six years ago.

I have served in the capacity of an officer in a sailing ship in the merchant service, the "John E. Sayre," 1,650 tons, trading to Liverpool with deals from St. John.

I made one voyage in her and returned to New York.

Previous to being in the government service I had very little experience in the Bay of Fundy, but since that have been cruising about on both shores and have had fog frequently.

I have cruised over towards Bryer Island and the Nova Scotia coast very often and during fog have occasionally had to take soundings and have found them a fair guide to the position of the ship.

They have been of just as much service to me as on the coast of Maine and other places.

I have frequently met with the pilots when cruising about and have often seen them near Bryer Island and between Little River and Machias Seal Island in the North Channel.

I think they were attending to their duties properly.

My vessel draws ten feet six inches.

I am not allowed to employ a pilot on board my steamer, as she is a Government vessel.

I presume the Government think I have sufficient knowledge of the bay not to require a pilot.

If I were promoted, and the officer taking my place not having sufficient knowledge of the bay, were to apply for a pilot, I think the Government would allow him one for a while. I do not know of a case like this occurring.

I do not think that cruising in my vessel would give a man as much knowledge as local men possess.

A man serving under me would obtain sufficient knowledge to enable him to pilot his vessel about the Bay of Fundy, but would not give him the knowledge possessed by local pilots.

The approaches to all the harbours are attended with dangers more or less.

If the weather was clear an ordinary master could navigate his vessel fairly well by the aid of the buoys, lights, etc.

If the weather came on foggy, the fog signals together with the lead, would be sufficient to guide him, but I think some improvements might be made in the aids to navigation, such as a fog whistle in place of a gun on Gannet Rock, or else on the Yellow Ledge.

If it were possible to put a light and whistle on the Old Proprietor it would be a great improvement.

If I was bound to this port in a vessel of 1,500 tons I would, with my present knowledge and experience, take a pilot, in consideration of the large amount of property and the number of lives under my care as a measure of safety and as an extra precaution and also to help me bring my vessel up the bay.

I would have a feeling that I did not possess the knowledge the pilot had of the port, and being fatigued would like to have the assistance of a pilot.

There is not much more difficulty in navigating a vessel drawing 15 feet than one drawing 10 feet 6 inches.

St. John, N.B., Pilotage Investigation.

I think that vessels of all kinds entering the port of St. John, whether steam or sailing, coasting or foreign, should pay pilotage fees, and I do not see why any of them should be exempt.

It is absolutely necessary for the safety of the navigation of the port to have compulsory pilotage, and I do not see where the line can be drawn.

I have had several opportunities of testing the Admiralty charts and have found them pretty correct.

I think it would be a good thing to have a recognized pilot station off Bryer Island—about five miles.

I generally find the pilots there and when they see a vessel they put off to her. This is only in bad weather.

There is a high hill from which they can look seaward.

Cross-examined by Mr. Palmer :

I am at present in command of the Government steamer "Curlew."

I should think she was worth about \$45,000. She carries 18 hands all told.

I have been in the Government service for 10 years, and prior to that had little experience in the Bay of Fundy, except in large vessels in the capacity of mate, second mate and seaman.

The men engaged as masters and mates in the coasting trade would have as good experience of the navigation of the Bay of Fundy as I had when I entered the Government service, and even better.

From the time I entered the present service up till now I have cruised without a pilot.

I have met with two accidents.

The difficulties of the approach to St. Andrews are not greater than those at St. John.

If I was in my vessel ten miles west of Seal Island, my course to Bryer Island would be N. $\frac{1}{2}$ E. This course would take me four miles from the Lurcher Shoal and three and a-half from the Trinity Rocks. This is not the actual course that I would steer.

From this position off Bryer Island, the course to Partridge Island would, I think, be about N.E.

If I steered this course with an ebb tide, I think it would take me clear of the N.W. breakers.

From a point five miles west of Bryer Island light a direct course would not take me to St. John clear of everything.

From a position 10 miles west of Bryer Island it would be possible to steer a clear course to Partridge Island and under certain conditions it would be safe.

There is nothing in the way on that course to St. John.

The great advantage of a fixed pilot station would be in foggy weather.

The winds that bring in the fog would be fair for vessels entering the Bay of Fundy.

The soundings from Cape Sable, Seal Island, up the bay, as far as I know, are correct.

The soundings that I have obtained have always agreed with those marked on the chart.

If a vessel bound to St. John requires a pilot, I think one bound to Windsor should have one also.

I am aware that there are a number of vessels trading to Windsor carrying plaster.

I have never met any bay pilots below St. John, except those belonging to St. John.

I have never met a Windsor pilot boat, and do not know if there are any.

I have been in the port of Cardiff when I was mate and second mate, and I do not know whether the system is compulsory or not.

I have been to Troon and do not recollect having any difficulty in getting a pilot.

I have been to Fleetwood and think we were pretty close in before taking a pilot.

The navigation of the Bristol Channel is not particularly easy, and if I was going there I would require a pilot.

I do not think the Bristol Channel is more difficult than the Bay of Fundy.

I have never gone to New York from St. John as master or mate, and have never narrowly observed the dangers of the Nantucket shoals.

I am acquainted with Captain Pyke, and I believe he was for a number of years continually navigating the Bay of Fundy.

His experience in the navigation of the North Channel would not be as good as that of the St. John pilots, but he knows the error of his compass and the time required to pass the different points of land, and is quite competent to navigate his own vessel.

These remarks would apply to all masters navigating their own vessels under similar circumstances. If they had to navigate their vessels by sail, they would not be as competent as the St. John pilots, but as long as their vessels run under the usual circumstances they are just as competent.

The only obstruction between the north end of Grand Manan and St. John is the Wolves.

From Point Lepreau to St. John there are no outlying dangers.

I think I stated that unless pilotage was compulsory at St. John there would not be a sufficient body of pilots.

I have no knowledge as to the number of ports in Great Britain that are non-compulsory as to pilotage, and although there may be eighty-six ports in which pilotage is non-compulsory, I would not alter my opinion in reference to the system at St. John.

There is considerable amount of trade at Newcastle, Swansea, Leith, etc., and to my knowledge pilots are taken at these ports although it is not compulsory.

I would take a pilot at St. John whether it was compulsory or not and if going into any port in the United Kingdom.

My reason for making pilotage compulsory is in order to keep up a good staff and that pilots are required for ships approaching the coast.

In my opinion, ships coming to St. John would take pilots whether they were compelled to or not, and I do not think a satisfactory staff could be maintained without making pilotage compulsory, because the large class of ships seeking the port of St. John has fallen off to such an extent that it could not be maintained without.

Cross-examined by Mr. Palmer :

I think the smaller class of vessels would try to avoid incurring any expense, at the risk of life and property.

As a rule the masters and mates of vessels trading on the coast between St. John and the United States ports have as good a knowledge of the coast as I have.

The number of lives and value of property committed to my care, as master of the "Curlew," is as great as that committed to masters of coasting vessels.

I have never inquired into the reason why the department does not allow me to carry a pilot.

I think that H. M. ships take a pilot. I have seen a pilot on the bridge of one. I do not know if they take a pilot down the bay.

I have seen other vessels going down the bay with a pilot on board.

There is no more difficulty in going down the bay than from coming up.

Cross-examined by Mr. Skinner :

As far as I remember the distance from Bryer Island to St. John is about the same as from the mouth of the Bristol Channel to Cardiff. I was acting as mate when going into that port.

I give the preference to fine weather when coasting in my vessel and there is not the same necessity for me to employ a pilot as when cruising in all weathers.

St. John, N.B., Pilotage Investigation.

The requisites for a first-class body of pilots would be an apprenticeship as is now in force and an examination before obtaining a branch.

Among the subjects to be examined on would be a complete knowledge of the rocks, tides and shoals in the Bay of Fundy, and of the lights, fog signals, etc.

The pilots should be well supplied with boats able to keep the sea in all weathers.

A man could get along the coast in his own vessel without much knowledge of navigation, but some knowledge of it would be of great assistance to him.

I think a pilot would be the better for having a knowledge of navigation.

By the Commissioner :

I consider the pilots ought to have sufficient knowledge to enable them to apply the deviation of the compass, as at present they have to consult with the captain.

Cross-examined by Mr. Skinner :

It would not follow that because the master of a schooner running between here and New York gained sufficient knowledge to pilot his own vessel he would be able to pilot any vessel to St. John. He would not be competent to act as a St. John pilot.

I am not able to state what portion of the commerce of this port would be represented by vessels of 300 tons.

I think if pilotage was non-compulsory in the coasting trade, the tendency would be for the owners to get their masters to obtain sufficient knowledge to do without pilots.

I think there should be an examination for masters wishing to pilot their own vessels.

CLINTON COOK, sworn, states :

Examined by Mr. Gilbert :

I am captain of the tug-boat "Spring Hill," employed solely in towing barges.

I hold a master's certificate of competency.

I am fairly well acquainted with the bay and have been sailing on it since 1864.

I first became master in 1879. Have had charge of both coasting and sea-going vessels.

I am well acquainted with the upper part of the bay as far as Parrsboro.'

There is a light at Parrsboro,' a fog whistle at Cape d'Or, a light on Isle Haute, Cape Spencer, Quaco, Cape Sharp and Cape Split, there is also a fog whistle at Quaco.

I took charge of the "Spring Hill" in 1893, immediately after she was built. She is 96 tons net and her horse power about 600.

In addition to towing barges to St. John, we tow to ports in the United States and Nova Scotia.

I have towed more than one barge to Boston. I have taken one barge to Calais and several to St. John, St. Andrews, Portland, Bath and Gardiner.

We do not have any pilots in the Bay of Fundy when going to any other port than St. John.

With the exception of Boston we do not take a pilot to any port.

I have not found it necessary to take a pilot.

The barges range from 430 to 440 tons and were built for the purpose of carrying coal.

They have two masts and a jib and two leg-o'-mutton sails.

We generally bring two barges to St. John. I have towed three barges to St. John, anchored two off the harbour and then brought the other one in and afterwards took the other two to another port.

The pilots speak one barge and then another.

They sometimes come off in a small row boat and sometimes in the large pilot boat.

They have never met me more than about five miles above Cape Spencer.

If a pilot speaks the first barge and is refused, he then speaks the second or third if there is one and claims pilotage from them all.

I always pay for each barge outwards.

When I have come in without being spoken it is generally during a cold night.

It is about ten hours' sail from St. John.

The captains of the barges have regular certificates and there is a mate and two men.

I do not pay pilotage at St. Andrews. The captains have pilotage certificates.

The barges have two masts but I do not know their height.

The sails are three cornered ones, sometimes with a boom and sometimes without.

I do not think it would be possible for the barges to navigate by the sails alone.

They might drift down with the tide and anchor.

There are no serious dangers between here and Quaco Ledges.

There is no particular danger in going down the bay.

I never took a pilot when coming back from the United States. I have seen the pilots cruising about the bay.

I always took the north channel when returning from the States and never went outside with the barges.

I do not know of any outlying dangers from the north end of Grand Manan to St. John.

Small vessels of 125 tons, which are exempt by law from pilotage, if the wind is light and they have to beat in the harbour, take a tug.

The principal dangers are from Partridge Island in.

Examined by Commissioner :

I do not know any reason why a barge in tow of a vessel should pay pilotage when a vessel under 125 tons is exempt.

Examined by Mr. Gilbert :

I think my average running here was about two trips a week in winter with one barge and in summer the same with two barges.

The barges would draw about six feet of water when going out. The rate of pilotage is about three cents per ton of coal.

Examined by Mr. Palmer :

The barges are controlled by the steamer.

I was master coasting and foreign-going previous to going in the "Spring Hill."

I have sounded in the Bay of Fundy with the deep-sea lead.

Pilotage is not compulsory in the aby except for St. John.

I do not think the Parrsboro' pilotage extends as far as Quaco.

I never paid any pilotage either in or out of Calais, Portland or Bath.

The barges pay no pilotage at Parrsboro' and St. Andrews on account of the masters having pilot certificates.

In coming from Portland I keep the North Channel. I keep the land aboard through this channel and sometimes steer a course from the North Head of Grand Manan to give the Wolves a wide berth.

I do not think it requires any more knowledge of the bay to come to St. John than to Parrsboro'.

In coming up the North Channel the greatest dangers are between Machias Seal Island and the North Head of Grand Manan, on account of the narrow waters.

I have been engaged in the coasting trade from ports in the Bay of Fundy to New York.

There are more dangers on the coast of Maine than in the Bay of Fundy.

St. John, N.B., Pilotage Investigation.

I would sooner navigate the Bay of Fundy than the Nantucket Shoals.

About half my time has been spent on the coast. I think I am competent to navigate a sailing vessel between St. John and New York and vice versa, without a pilot.

I have considerable acquaintance with masters of vessels engaged in the trade between here and New York.

They are men who have frequent opportunities to learn the dangers of the coast.

Coasting vessels generally go through the Sound. There is nothing in the navigation of the Bay of Fundy to compare with dangers of the Nantucket Shoals.

The manager told me that three barges with coal and the tug represented about \$100,000.

If I ever took a pilot into Boston it was because I had to pay pilotage.

The tug was insured, but I do not know about the barges.

I have taken a pilot when spoken and have also come in without one. I usually take a pilot when I have to pay one, unless I have orders to the contrary.

There are no greater dangers from Cape Sable, Seal Island, to St. John than the shoals of Nantucket.

I have taken a vessel up the bay all the way from Seal Island to the head, by the use of the lead.

I have found the soundings agreed with the position of the ship.

I never trust to my memory in bad weather, but use the chart.

I was told not to take a pilot at St. John, on the ground that the company was protesting the pilotage.

It is compulsory pilotage at St. Andrews.

Cross-examined by Mr. Skinner :

The reason we did not have to pay pilotage at Parrsboro' was because the captain of the barges had pilot's certificates.

I never towed three barges at one time from Parrsboro' to St. John. Twice I have brought two and both paid pilotage.

I remember at one occasion bringing in a barge to St. John for safety, when the weather was bad outside, but I did not pay pilotage.

I do not consider it necessary to have pilots for the bay, as it is open water.

Any certificated master of any nationality ought to be able to navigate the bay by his chart.

I have never been in Europe since I became master, but have been in South America—32° south latitude—and have been into different ports. Sometimes I have gone in without a pilot and sometimes with a tug, but do not know if there was a pilot on the tug.

I think a pilot ought to be used in Chesapeake Bay. In open bays pilots are not needed.

In coming from New York to St. John I am guided by charts, and by experience.

I was well acquainted with the coast when I went as master, but the training I had previously as A. B. and mate was of service to me, but I cannot say to what extent.

I have anchored in the Bay of Fundy, but speaking generally you cannot anchor. I can anchor on the Nantucket Shoals. There are lightships there. They never in my experience had sectors on those lightships. They are put there for the protection of shipping and to indicate the position of the shoals.

I still adhere to my statement that the Nantucket Shoals are more dangerous than the Bay of Fundy.

Examined by Commissioner :

I consider that our system is as good as that of the shoals.

There is a sector on a light not far off, but one has to be well over the shoals before it becomes of any use.

Cross-examined by Mr. Palmer :

I have never sailed up the British Channel. I have sailed up the St. George's Channel, but not as master.

I think a certificated master ought to be able to bring his vessel up the Bay of Fundy without a pilot, but I do not think he could do so over the Nantucket Shoals.

The aids to navigation in the Bay of Fundy are comparatively just as good as those on the Nantucket Shoals.

SAMUEL SCHOFIELD examined :

By Mr. Palmer :

Q. What is your business or occupation at present?—A. Principally agent for steamers at this port.

Q. Were you in any years concerned in or engaged in the deal shipping business?—A. I was.

Q. For about how many years?—A. About 22 years.

Q. From what period to what period?—A. From about 1865 to 1887.

Q. In the earlier part of that period, 1865, were you at that time engaged in the deal shipping business upon your own account or acting for any other person or persons?—A. In the employment of a gentleman who was in the business.

Q. In the earlier part of it, 1865, you were in the employ of other persons in the business?—A. Yes.

Q. Part of the time with the late Mr. Wilson and part of the time for Gilbert & Co.?—A. Yes, and subsequent to that in business for myself.

Q. Were you at any time interested as owner, manager or agent for sailing vessels?—A. Yes.

Q. For about what number of years?—A. I think about the same period, perhaps a couple of years less.

Q. You would have a considerable knowledge of the deal and timber shipping business from this port from 1865 to 1887?—A. Thoroughly acquainted with it.

Q. Starting in the early period of 1865, at that time from what period or periods were the deals manufactured in the bay to the north and east of St. John shipped?—A. They were brought here and shipped from here, I think I might say almost entirely.

Q. Were brought to St. John and shipped from here?—A. Yes.

Q. About how long and what date did that continue?—A. I can hardly remember that.

Q. How long did Wilson continue in business—do you remember when he retired or died?—A. He died in 1876, the year before the great fire.

Q. By your memory, were there any considerable shipments of deals direct from up the bay ports to the United Kingdom prior to 1876?—A. No, there were not.

Q. Then the development of that trade from whatever cause has been since 1876?—A. Almost entirely.

Q. During your connection with the deal trade prior to 1876 were there deals manufactured at Apple River, Shulee, Amherst and Dorchester?—A. Yes, we used to buy them.

Q. Were those deals prior to 1876 or 1877 shipped by schooner to St. John?—A. Yes.

Q. At the present time are the bulk of the deals which are manufactured at those mills and other mills at the head of the bay shipped to St. John, or are they shipped direct or from some other port?—A. They are very largely shipped from ports up the bay direct to ports in the United Kingdom or ports abroad. The system is entirely changed—the deals are laden on board the vessels at the ports—not at all the ports

St. John, N.B., Pilotage Investigation.

because some of them are very small. If they were not loaded at the larger ports where they are made, the port just close to them they were shipped into in schooners.

Q. Taking exhibit "A," the pamphlet prepared by the Shipowners Committee with reference to non-pilotage ports in the United Kingdom, page thirteen, I ask you whether you compared the list of ports used here, as here given, with any and if so what book upon the subject?—A. With the Shipping World Year Book of 1891.

Q. And also with Read's Shipowners and Ship Masters' Hand Book?—A. Yes, was issued at Sunderland, no date, and that statement there is compiled from these two books together.

Q. Looking at this as being the latest edition, tell me whether from that book the port of Middleboro is a compulsory or non-compulsory port?—A. It is a non-compulsory port according to this book. That is, as far as I know, the latest edition of the book that has yet been received in this country. The 1895 edition was to be issued by the end of December, but although I have ordered a copy it is not yet finished, the publishers wrote me that they would send one as soon as it was published.

Q. Looking at the 1891 edition, I ask you whether Middleboro on the Tease is given as a compulsory or non-compulsory port?—A. It is non-compulsory in both books, it is not marked in this book. I think the Tease is mentioned in the other book in another way, Middleboro is one of the Tease ports.

Q. Under the head of "B" on page 14, is that the usual draught of water of vessels of certain tonnage?—A. Yes.

Q. Inwards and outwards?—A. Yes.

Q. I ask you whether that was compiled by you in connection with others of the Shipowners Committee and from what information you compiled it?—A. It was made up by a committee which compiled that pamphlet or a sub-committee from actual facts, the draught of water of vessels of those sizes at this port inwards and outwards actually pay pilotage. We compared several and we took a fair average in each case, they are not all exactly alike.

Q. It is not the draught of a particular vessel?—A. No.

Q. It is the mean or average result, taking a comparison of a number of vessels?—A. Yes, it is a little under stated if any, the draught of water would for the most part be a little greater than that.

Q. Statement "D" upon page 16 with reference to the actual pilotage of vessels at St. John and at Halifax; was that arrived at in the same way, by taking the draught and tonnage?—A. Yes. The amount stated in the paragraph you speak about was compiled from the information on the preceding page, we have just spoken about and the draught of water so far as St. John was concerned. Taking the draught of water so far as St. John was concerned, of those different sample style of vessels and the rates given there worked up into money, and then the Halifax figures were compiled by taking the tonnage of the vessels and figuring up and putting down the amounts according to their table and comparing one with the other.

Q. I have heard of a letter, a statement or schedule of the pilotage charges in the year 1894 on the steamers of the London line at St. John and Halifax?—A. Yes.

Q. Was that statement prepared by yourself? And from actual payments?—A. I made that statement "E" up myself from the account of the steamers stated there at this port. The amounts and other information and as regards the Halifax rates put opposite them, they are compiled from the Halifax table of rates, which of course govern all vessels going into the port, from the Halifax pilotage commissioners' table.

Q. The Halifax pilotage is always on tonnage and there is only one district?—A. Yes, only one district in Halifax and one rate inwards and one rate outwards. The pilotage regulations say the line is from Chebucto Head to Devil's Light.

Q. Compiling this you have assumed that every one of the steamers were spoken somewhat outside of that line?—A. Yes I suppose so, but I do not think they were.

Q. In charging the St. John pilotage have you charged as pilotage the amount of money which was paid for Pilot Cline's travelling expenses?—A. No, that is not charged.

Q. That would be some \$200 in addition to what is shown?—A. \$10 for each boat or \$200 in all.

Q. Then the total, including travelling expenses, allowed Cline by the Furness Line in 1894 how much?—A. \$2,373.80, you have to add \$200. To that, that would be the total amount paid by the Furness Line for pilotage and travelling expenses to pilots in 1894. The greatest amount that could be paid at Halifax was \$744.50 for pilotage. The Furness Line boats go into Halifax twice, they go in and out and this shows only one visit in and out at Halifax, as compared with one visit in and out at St. John, but they go in and out twice at Halifax.

Q. I think you are also the agent for the West India Line that comes to St. John and Halifax?—A. Yes, our firm are.

Q. In the paper "F" is the pilotage of all the vessels of the West India Line which visited St. John in 1894 stated?—A. Yes.

Q. Is it as stated the actual amount of pilotage paid?—A. Yes.

Q. And the statement of the pilotage at Halifax, is that a statement of the actual amount paid or the greatest amount which could have been demanded?—A. It is the largest amount they could have paid, if they had been spoken by pilots on every occasion, this is with reference to the West India Line. The amount put as pilotage at St. John is the amount actually paid on those 13 steamers and the amounts at Halifax are the greatest amounts that could have been demanded. The St. John Pilotage is \$1,136.26 and the amount at Halifax \$475.70.

To Captain Smith :

Q. Is this all of the steamers making one trip or for the whole pilotage?—A. Those West India steamers only call at this port once and Halifax once, they are not like the Furness Line which call twice at Halifax.

To Mr. Palmer :

Q. This is also an exhibit "G" showing the tariff of pilotage upon the London Line of steamers from December, 1884, to August, 1886?—A. Yes.

Q. And showing a certain rebate allowed. You might state how that came about?—A. The circumstances are these: Previous to the first steamer named here, the "York City," in December, 1884, the pilots were paid the full tariff fees, previous to December, 1884. In December, 1884, I made an arrangement with Pilot Richard Cline that he was to return to the line whatever the tariff rates were here in excess of \$90.00 for his own services.

Q. Each trip?—A. Each voyage, to return whatever amount he received through the pilot office here in excess of \$90.00, and that arrangement was a private one. We paid into the pilot office here the full amount of their bills according to the tariff, and in accordance with the arrangement after pilot had received the money for each steamer from the pilot office he brought us the excess which is stated here. That agreement continued during December, 1884.

Q. What was the excess?—A. In one case \$22.80. It is all in the exhibit, December, 1884, and January, 1885. Some time during January, 1885, one of my clerks, Thomas Miller, informed me that three of the other pilots had been talking to him at Reid's Point on the subject; they were John Thomas, William Lee and Henry Spears; they offered to do it for \$75, and we made the arrangement with them, and that was raised to \$80 and continued in that way to August, 1886.

Q. The total pilotage paid, the amount returned and the rebate allowed to the line by those terms appear in that exhibit?—A. Yes.

Q. That was not a perquisite to you in any way?—A. I should think not. It went to the steamers; each steamer was credited with the money stated here in the account. It was not a perquisite to me in any way. I was merely acting as agent for the steamers.

Q. Now, I ask you whether the West India boats from St. John took pilots beyond the first district outwards?—A. Going out from here?

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Q. Yes?—A. Only on one or two occasions when the captain was sick going out, as a rule they did not.

Q. The London Line, under the existing arrangement, proof of which was given by Mr. Thomas the other day, did they take pilots down the bay?—A. The commissioners compelled us to do that.

Q. What do you mean?—A. It is not compulsory under the regulations, but before they would agree to allow us Pilot Cline as a special pilot, they stipulated that we should take him down the bay outwards as well. We were to take him down the bay outwards as well as coming in. They insisted on that if they gave us the privilege of having a special pilot.

Q. Can you tell me the amount of that down the bay pilotage in 1894?—A. Somewhere from \$40 to \$45 going outwards per steamer. About \$900 on twenty steamers. This item here is the claim indicating.

Q. The amount of that down the bay pilotage of 1894, under this arrangement, the commissioners compelled you to agree to, and that amounted to?—A. \$849.76.

To Captain Smith :

Q. Coming in from sea you were also obliged to pay the full pilotage?—A. Yes, under this agreement.

Q. Then you had to pay a similar rate going down the bay?—A. Yes, on every occasion.

To Mr. Palmer :

Q. In addition to that, they had to agree that they would pay it or they could not get the special pilot?—A. Yes.

Q. I will ask you whether you would have taken a pilot down the bay by this London Line outwards, except for the compulsion of this agreement?—A. No; if we were free to act in the matter we should drop the pilot at Partridge Island always going outwards.

Q. This Furness Line has been running here for about how many years?—A. About ten.

Q. At first did you have any special pilot?—A. No; not for some time.

Q. The boats came in and the pilots were picked up as any transient or chance vessel?—A. Yes; they got a pilot, sometimes picked them up.

To Captain Smith :

Q. How many years of that ten years did you pick your pilots up by chance?—A. I would not know.

Q. Would it be three, or four, or five years?—A. About half that time.

Q. Was it before the "Ulunda" investigation?—A. They were not taking them then, it was since that.

To Mr. Palmer :

Q. Was not the "Ulunda" investigation after 1884?—A. Yes.

Q. During 1885, and a part of 1886 you had that special arrangement with Cline and these three other pilots, by which they went to Halifax?—A. Oh, yes.

Q. Extending over 1885 and part of 1886?—A. Yes.

Q. From that time down to the time the arrangement was made with the pilot commissioners in 1891 you picked them up by chance?—A. Yes, then a new arrangement was made of which the proof is already in.

Q. While these different vessels had been coming to this port, had there been any accidents or disasters to them?—A. Yes.

Q. Can you state from memory or information before you the number of these accidents and whether the vessel had a pilot on board?—A. Yes.

Q. At the time of the accident?—A. Yes, the Furness Line since they have been running here have had five accidents in four of which cases in ten years. In four

of these cases there were St. John pilots on board, four of the five cases. In one case there was no pilot on board, that case was the "Ulunda," in which there was an inquiry held by Captain Smith. She went ashore on Cow Ledge, Brier Island, going outwards.

To Captain Smith :

Q. What were the name of the others?—A. The other four, one was the "York City," going from here to Halifax, she got ashore in Petite Passage, Pilot John Thomas on board. I cannot tell the order of them or date, another was the "Demara." There was not any investigation on the "York City," on this side of the water.

Q. Was she much damaged?—A. I do not think she was seriously damaged, she went right on to Halifax. I cannot say from memory what was done in Halifax, but her bottom must have been examined. The "Demara" struck on Cape Sable, Seal Island, going around from here to Halifax, and the same pilot was on board. Another accident was with the "Demara" going from this harbour, she struck somewhere above the beacon, near the terminus, below the railway wharf on this side, below the I. C. R. terminus, I think that was Pilot Trainor, that was three of the four.

Q. Have you any record of this in your office?—A. No, I have not, the pilot commissioners would know about it. The fourth one was the "Ottawa," coming from Halifax to St. John struck on Blond Rock and became a total wreck, Pilot Richard Cline was on board, those are the five. She was a new steamer.

To Mr. Palmer :

Q. The West India Line have been running here under your firm acting as agent, for how long?—A. Several years, I think about five.

Q. During that time have there been any accidents to any of these boats with pilots on board, or without pilots?—A. Yes, with pilots on board.

To Captain Smith :

Q. Was that since I inspected these steamers?—A. Yes, they were running then, just beginning then. It is about five years.

To Mr. Palmer :

They have had two accidents, the West India Line and in both cases the pilots were on board. The "Taymouth Castle" was a collision in the fog on the bay, coming inwards, Pilot Henry Spears on board. A collision with a schooner, the schooner was outward bound and the steamer inward bound. The other accident was with the "Duart Castle" coming into harbour, grounded, the pilot I do not know his name.

Q. Have there been any accidents or damage to any steamers of the West India line without pilots on board since you have been managing them?—A. No, none; those two accidents have been with pilots.

To Captain Smith :

Q. They have had no accidents when the men who commanded them were in sole charge?—A. No, none whatever.

To Mr. Palmer :

Q. At any time within the ten years or a little more than ten years have you had any vessels which were to your consignments meet with a disaster while outward bound in the bay, in charge of a pilot?—A. Yes, on others vessels, under my agency outward bound. In October, 1884, the barque "Plevna" was here consigned to me and loaded by me with a cargo of timber and deals for Carnarvon in Wales. The captain took a pilot down the bay outwards, I do not remember his name. It was the same

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pilot he took out from the wharf. He decided to take him down the bay going out and did so. When we got down near—when they got down near Bliss Harbour the wind came in ahead and the pilot recommended going in or putting into Bliss Harbour, it was in the night. The captain told me that he said to the pilot he was not acquainted with the harbour and of course would not take any responsibility about taking the vessel in himself, but the pilot said he was well acquainted with it and would take the vessel in.

To Captain Smith :

Q. The pilot urged the captain to take the harbour at night, and he knew the entrance and would take the vessel in, and attempted to do so; and in taking her into Bliss Harbour she went ashore and became a total wreck.

To Mr. Palmer :

Q. With reference to ships outward bound from St. John, not having any near by port of call, from your experience as a shipowner and ship agent would you recommend or permit a captain controlled by you to take a pilot down the bay?—A. I certainly would not. I would not give the privilege to any captain under my charge to take a pilot down the bay outwards.

To Captain Smith :

Q. You would not permit the captain to take a pilot going down the bay?—A. I certainly would not.

To Mr. Palmer :

My reason would be that if a vessel takes a pilot down the bay, she has got to land him or he has to get on shore clear of the vessel. He would have to land that pilot, as the pilot has to get ashore somewhere, or else he is taken away in the vessel and would cost the vessel so much a day until he is returned. In keeping close to the land in order to enable the pilot to get on shore in safety and easily, is where I consider there is a very great risk. I believe many accidents that have occurred have just been caused by that very trouble.

To Captain Smith :

Q. In keeping close to the land, you consider it dangerous?—A. Yes.

Q. If a fog came on a man might be misled?—A. Yes. Besides that, another reason is that I would not have in my employment any captain that could not take his vessel outwards, or bring her inwards, and if the captain told me he was not capable of doing that I would discharge him at once. I would consider him incompetent to take charge of my property.

To Captain Douglass :

Q. Do you mean you would not employ a man who did not consider himself competent to navigate the ship in the Bay of Fundy?—A. Yes; I would get somebody who would consider himself competent in preference to keeping such a man in my employ.

To Mr. Palmer :

Q. In your position as shipping owner and agent and consignee have you had occasion to obtain insurance both upon ships and freights and cargoes?—A. I have.

Q. Have you found any difference in effecting these insurances, either in the willingness of the underwriters to accept the risk at the rate of premium charged, as to whether a vessel was to sail with or without a pilot down the bay, or have you ever had the question asked you?—A. Never by any insurance company. I have effected insurance on ships and cargoes and freights without pilots.

Q. You have not to do with vessels under 125 tons limit?—A. I have not now. I have had.

Q. Since the system of compulsory pilotage have you had to do with schooners exempted from pilotage?—A. Yes; I owned them.

Q. Have you found in effecting insurance upon those vessels or freights or cargoes that there was any difference made between them and vessels of another similar class, but of sufficient tonnage to make pilotage necessary?—A. Never. The question was never asked by any insurance company. There was no clause to that effect; there was no such question asked and no such stipulation ever made, and no stipulation in the policy of insurance as to that.

Q. There is in force with the St. John pilotage commission a system with reference to pilots going aboard, commonly called the turn system?—A. Yes, there is; that includes Halifax.

Q. To ports outside the pilotage district there is a system in vogue called the turn system?—A. Yes.

Q. If you apply or if any agent applies for a pilot to be sent to Gloucester or Boston, you must take the pilot whose turn it is to go?—A. The rule, as told to me by the secretary, is that the boats take turn in the first place. If there are six boats they each take turn and then you have to take the man in the boat whose turn it is again. There are two turns, it is a sort of double barrel business. You must take the particular pilot in that boat who is intended, unless you are prepared to make some charge against the pilot or some personal objection against the pilot whose turn they tell you it is, in which case the commissioners will take that into consideration.

Q. Outside of the making some complaint, if any ship agent at St. John, with a vessel entered at Boston ready to come to St. John, wishes to send a St. John pilot, he has to apply to the commission and take the particular man whose turn it is, they say, to go?—A. Yes, that is what they have always told me was the rule.

To Captain Smith:

Q. There is no power of selection given you unless by particular objection?—A. No; if I objected to that man they would tell me the next man whose turn it was to go.

Q. Might it be possible that the man whose turn it was might be down the bay?—A. Yes.

To Mr. Palmer:

Q. The consignee who wishes to send a pilot abroad has no right of selection except with the right of objection. But he has to take the man the commissioners send?—A. Yes, that is the rule.

Q. Have you any objections to state to that method? Do you see any objection to it?—A. Oh, yes.

Q. State them?—A. I consider we ought to have the right to select our own pilots when we want to send them abroad, so that we might select men whom we would know. Personally I am not acquainted with all the pilots. I know quite a number whom I would select, because I know something of their character and abilities, but there are others I would not like to take, simply because I do not know them, and when I have to select a pilot to send abroad either for a vessel of my own, or for one which I am acting as agent for, I would like to be able to send some man I had known and whom I could recommend, and not a man about whom I knew little or nothing. If you do not have the right to select a man, you may get a man who is incompetent. There have been plenty of accidents on account of that, and suspensions for various causes.

To Captain Smith:

Q. You would not consider all the pilots as supposed to be competent?—A. They had held licenses, they have not passed examinations.

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Q. If a man holds a license he is entitled to be trusted until you prove he is incompetent?—A. Yes, but there are plenty of captains I would not employ for just the same reason. The mere holding of a license is not sufficient for the owner of a ship.

To Captain Douglass :

Q. You said there had been a great many accidents. The impression I got was that there had not been a great many accidents, that might be attributed to the skill of the pilots or the easiness of navigation?—A. My objection is that the pilots of this port have not passed, in my opinion, a strict enough examination before competent examiners to warrant me in feeling confident that their possession of a license to pilot is as good as the competency of a captain who would pass a strict examination before a competent examiner. There is a great difference, in my opinion, but while that is the case, I still know of pilots, some of whom I do believe are thoroughly competent to navigate the Bay of Fundy. It is not because they hold a certificate that I hold that opinion at all, but it is because of my acquaintance and experience with them. If I was engaging a captain and he produced me a certificate that he obtained before the Board of Examiners of the Dominion, I would feel it was a strict examination by competent men, but those examinations of these pilots which took place before a committee of the Common Council before 1874 do not impress me favourably, and I do not feel they are therefore competent because they hold these certificates. All these that were taken over in 1874 I have no confidence in their examination, and they were not examined by competent authority since.

To Mr. Palmer :

Q. On the question as to whether the men are competent or not you say you do not know?—A. Yes, that is it. I do not mean to say that they are not competent, but I mean to say that I know some of them that are competent and have great confidence in them, but there are a number of them that I do not think the fact of them holding such certificates as they do hold does not give me that confidence as if the examination was held before the examiners of masters and mates of the Dominion of Canada, because the one is a strict examination by competent men and the other not.

Q. I ask you as to the rates of pilotage at St. John, as compared with other near by ports, taking for instance Halifax?—A. The rates here are very excessive, as compared with Halifax. Our rates are three to four times as great here as at Halifax on vessels of the same size, and I consider that that has a very serious effect, a very injurious effect upon the trade of this port. I know by positive experience that owners of vessels and steamers complain bitterly about it and it operates against business here.

Q. How do the rates in steamers compared with rates in sailing vessels compare with this port and other ports in the Dominion of Canada, such as Halifax, Montreal and Quebec?—A. In Halifax the rates on sailing vessels and steamers are the same, the pilotage rates, and in Boston and New York they are the same and Quebec and Montreal, the pilotage tables I have from there show that steamers and vessels in tow pay very much less rates than sailing vessels, both up and down and in some cases less than half. In Quebec and Montreal they pay less pilotage.

Q. These statements are vouched for by correspondents who send them to you as being correct?—A. Yes, and in some cases I had before me the official tables published by authority.

To Captain Smith :

Q. Can you give the commission a copy of these?—A. Yes. (Produced.)

To Mr. Palmer :

Q. On the other hand about what percentage on steamers in excess?—A. The rate on steamers varies from 33 to 43 per cent greater on steamers than on sailing vessels of the same draught of water.

Q. Taking Halifax, the pilotage there is upon tonnage?—A. Yes.

Q. Do you know whether that is calculated upon net or gross?—A. Net registered tonnage. Below Quebec and from Quebec to Montreal, from Quebec to the harbour of Montreal or to any place above Sorel vessels in tow or propelled by steam are \$2.00 up and \$2.00 down per foot; next is sea-going vessels propelled by steam, upwards \$2.50 and downwards \$2.50 per foot, and any vessels under sail upwards \$1.20 and downwards \$2.80. The difference in that case is more than double ours upwards, and downwards is not so much difference. In Boston there is a card showing their official rates, and there is a letter from the steamer agent there stating that there is no distinction made between steamers and sailing vessels. I know that is the way, too; it is a letter from the steamer agent there.

To Captain Smith :

Q. Do you find that the steamer rates in Great Britain for pilotage are higher or lower than they are for sailing vessels?—A. I find no case in which it is higher, but I find a number of cases in which it is less. I do not know of any port in the world myself, with my 30 years' experience, where steamers pay more than sailing vessels, except in St. John.

Q. Were you aware what the rates were in England—whether they were higher or lower?—A. I cannot find any case where they are higher; I cannot find any place where it is more on steamers than sailing vessels, but in some cases it appears to be the same, and in some cases it is less. I adhere to that statement that I do not know, after my experience of 30 years, I do not know to-day of any port in the world, excepting St. John, N. B., where steamers pay more than sailing vessels do, whatever the scale is. At Portland, Me., there is no system, no real existing board of pilots and you can make your own arrangements, and there is nothing to prevent you.

Q. No special pilots in Portland?—A. No; no pilot system. In Boston there is, and the steamers and sailing vessels are the same. There is a large sailing-vessel business at Portland.

To Mr. Palmer :

Q. It is also within your knowledge that in the South American trade from Portland there is no compulsory pilotage on anything and no wharfage?—A. I think not; there is certainly no compulsory pilotage.

Q. From your experience, I ask you which is the more equitable method of collecting pilotage—by draught of water or by tonnage?—A. Undoubtedly by tonnage.

Q. Taking the present pilotage rates per foot at the port of St. John, have you by actual examination of the rates paid by steamers, ships, barques and brigs, ascertained the ratio per ton of pilotage paid by these different vessels?—A. I have; I can give you some statement on that point.

Q. What is the average rates per ton, in and out, paid on a schooner of 125 tons?—A. The way I made up the statement was this: I took the harbour pilotage, the first district in and out on 20 steamers and the average sizes of 20 ships and barques and 20 brigantines and 20 steamers, taking the fair average tonnage in each case. I took the first district because it is compulsory in and out. If you add to that the pilotage coming in, in a further district it will be greater. I find that, taking the bills, the pilotage in the first district in and out on the steamers comes to four and a-half cents on their net tonnage per ton. On the 20 ships and barques I took the draught of water and worked it into the tonnage afterwards. I took 20 steamers that came into this port and I have named them all here, and I took the pilotage fees on this draught of water. Then I took that money and divided it into the total tonnage of the vessels. It came to three cents on their gross tonnage and

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four and a-half cents on their net tonnage per ton on steamers; the 20 ships and barques, four cents on their net tonnage, and the 20 brigantines ten and a-quarter cents; and the 20 schooners, 18 cents. These statements will give you the names of all the steamers, and all the ships and barks and schooners. It is the actual pilotage paid in the first district.

To Captain Smith:

Q. You put down net tonnage in the first claim?—A. Yes, and then I bring out the draught of water upon which they paid this pilotage.

To Mr. Skinner:

Q. Does not that show steamships paid less than the sailing-vessels in tonnage?—A. No; the ships and barques paid four cents.

Q. From actual examination you have found that the average charge per ton of pilotage on schooners is 18 cents or in excess of 18 cents?—A. I know of cases where it has been 30 cents; I think 35. The owner told me he sold her because the pilotage was so excessive. The "J. I. Cotter" was 30 cents a ton and the "Aveana" 25½ cents.

To Mr. Palmer:

Q. In your opinion if pilotage outside of harbour pilotage is compulsory at the port of St. John, in your opinion do you think some reasons exist for making the bay pilotage compulsory upon vessels bound to other ports in the bay?—A. Unquestionably so.

Q. I ask, do you think some reasons exist to render necessary pilotage compulsory of the same class of vessels to other ports?—A. Yes.

Q. By the Pilotage Act certain ports in the Dominion are permitted to grant licenses or exceptions to masters of vessels, and the port of St. John under the statute has no such power. In your opinion should the same power to grant pilotage certificates or exceptions where the masters pass a satisfactory examination, be extended by law to the port of St. John?—A. I certainly think so; I do not see any reason why St. John should not have the same advantages that are granted at any other port in the Dominion.

(Commissioner reads section 67 of chap. 80 R. S. of Canada.) Witness—It was 65 in the original Act.

To Mr. Palmer:

Q. Except the law as provided by that chapter, is there in your opinion any other or greater reason in excepting from the pilotage regulations of the port of St. John, the steamers of the International Line or other lines of steamers plying to this port from ports north of New York, from excepting the steamers of any other line visiting this port?—A. Not that I know of.

Q. You think if the steamers of the West India Line should pay pilotage coming to this port, that the steamers of the International Line should also pay pilotage?

—A. Much more reason, because they carry more passengers. They are American owned and American registered, and the steamers of the West India Line are British registered.

Q. The masters of these vessels are masters certified as qualified either by the Canadian authorities or by the Board of Trade?—A. Yes.

To Captain Smith:

Q. Would British ships going out any port in America where pilotage is compulsory get the same favourable conditions as the American ships?—A. There is no such favour shown, it is just the reverse, a steamer going from here to New York and Boston would have to pay pilotage there. I have given one reason and I will give another reason why I think the International Line should pay pilotage if other steamers coming in and out should pay it and that is this, that steamers of the

International Line are skirting along the coast in all kinds of weather and there is very much more danger to any vessel than if she has the open sea before her. The International Line have to skirt along the coast exposed to very great risk and it is not fair for another reason, because at Halifax the very same steamers pay pilotage under the Act.

Q. As a matter of hearsay I would ask you to tell me your source of information, I ask you what about would be the pilotage charges on the International steamers at this port per year taking 1894 as a sample and tell me from whom you derived that information?—A. They are about 1,200 tons register and they draw about ten feet of water and they make about 175 visits to this port per annum and bring thousands of passengers and their pilotage bill at the same rates they have to pay for other steamers would amount to over \$8,000 per year.

Q. Tell me who gave you that information?—A. The part of the information I did not figure up for myself was furnished me by the agent of the International Line at this port.

Q. Was there any agreement by any authority that they should not pay pilotage at that time?—A. The Act exempts this port but not Halifax. Our commissioners here have no control of it. They are absolutely exempted.

Q. Was there a reason for exempting them?—A. They sent to Ottawa and got them fixed that way.

Q. If pilotage has to be made compulsory and is to continue compulsory upon vessels of 125 or 150 tons, in your opinion should pilotage dues be exacted from the bay steamers entering the port of St. John?—A. Yes, I think so.

Q. The masters of those steamers, do they pass any different or more stringent examination than the masters of other vessels, steam or sail entering this port?—A. No, the masters of the bay steamers do not.

Q. So far as you know do they pass any more stringent examination than the masters of other steamers frequenting this port?—A. Not at all.

Q. Do you think if steam vessels from whatever port they come are to pay pilotage, that the crafts that they have in tow should also pay pilotage?—A. I certainly do not think so, I do not see the necessity of more than one pilot. I consider these steamers, the "Monticello," the "Alpha" and "Hiawatha," should pay pilotage if it is compulsory on other vessels.

Q. Then a tow-boat should also pay?—A. Yes, I think they should all pay, regard'less of tonnage, if there is to be compulsory pilotage at all. I do not mean that a small vessel should pay similar to a large one.

Q. I ask whether in your opinion both steamers and their tow should pay?—A. No, I do not think that. If the steamers towing had a pilot that would be quite sufficient and I would not see any necessity for the barges towed by her paying pilotage, unless you wanted to level it all up.

Q. There should be one pilot to control both vessel and tow?—A. Yes. I would think what would be better than that still would be to have a scale to make vessels in tow pay somewhat less in proportion to vessels not in tow.

Q. Assuming an ocean tug and two vessels or barges in tow would not the assistance of a pilot on the tug and also a pilot on each of the barges be an absurdity?—A. It would. I should think the pilot in the tug-boat would be the controlling one and would be sufficient.

To Mr. McLean :

Q. Do you contend that if pilotage is made compulsory that every vessel that comes into the harbour of St. John should pay pilotage, small and large and all?—A. Yes.

Q. Then what you are fighting is that pilotage should not be compulsory at all?—A. That is what I started off with, that is what I am doing.

To Mr. Palmer :

Q. In your opinion would there be a sufficient staff of competent pilots maintained at the port of St. John if the compulsory feature of the present system was

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done away with?—A. I have no doubt about it at all; I believe there would be more pilots than there are to-day, double the number; the quality we would judge for ourselves. If the close corporation business was done away with and a free system adopted there would be more pilots. The pilot would have to have a certain amount of experience in the bay.

Q. He would have to be accepted after a certain number of years' labour like a captain?—A. Yes, and I believe we would have double the number of pilots in this bay.

To Captain Douglass :

Q. Would there be a sufficient staff for the trade of St. John at the present time if the compulsory pilotage was abolished?—A. I hardly like to express an opinion on that. Certain times of the year more are wanted than others. The present number has proved itself sufficient, and generally speaking I have not heard any complaint about the difficulty of getting a pilot if you wanted one in the harbour, but it may be that there are not plenty cruising in the bay to provide all vessels and a number get in without pilots. I believe the law of supply and demand would fully regulate the whole question, the matter would settle itself like any other business. We have had to support forty-three.

Q. Of recent years twenty-eight have been apparently sufficient?—A. Out of the twenty-eight suppose there were ten or fifteen in port perhaps there would not be enough outside cruising in the districts. Perhaps some of these forty-five vessels which came in in 1894 escaped because there was not enough pilots outside.

Q. I have here a table showing the number of vessels entered, both sea-going and coastwise at the various ports in the bay, and a statement of vessels entered at St. John and Musquash, and I ask you if that statement was prepared by you, and from what information?—A. I obtained the information from the Dominion official Tables of Trade and Navigation for the fiscal year ended on the 30th June, 1893, that is the last year available; I got it from Mr. Ruel, Collector of Customs at the port of St. John, and it is published at Ottawa, on pages 569, 773, 612 and 621; I compiled it from that.

Q. Briefly state the total number of vessels entered in and out at other ports in the Bay of Fundy, excluding St. John?—A. This statement includes all ports going into the custom-house returns, starting from St. John on this side and going up the New Brunswick shore, and coming down the Nova Scotia shore, including Digby. The statement shows that in the year ended 30th June, 1893, there was entered at all these ports put together, not including St. John, 1,152 sea-going vessels of tonnage 248,728, coastwise vessels 3,038, tonnage 295,718, both together, total 4,190 vessels, and tonnage 544,445 during the same period at the port of St. John including Fredericton and Musquash, which are very trifling, the total number of sea-going vessels was 1,918, tonnage 566,282, that included the International Line steamers, which amounted to 179,884, and deducting this tonnage leaves a balance of 386,398 of sea-going vessels. Coast wise there was entered at St. John, Fredericton and Musquash, 2,291 vessels, 260,044 tons, including the bay steamers, "Monticello," "Alpha" and "Hiawatha," their total was 161,274, leaving the balance 98,770, or the total of all at St. John 4,209 vessels, 826,326 tons; if you deduct these different steamers I have mentioned, 341,158 tons, it leaves a net total entered at St. John, Fredericton and Musquash of 485,168 tons.

Q. By coastwise you mean from New Brunswick to Nova Scotia?—A. Yes, all that was entered coastwise.

Q. Then there is no bay pilotage on any of these vessels bound to these outposts?—A. No, not unless she is bound to the port of St. John. The tonnage of these other ports all put together is about 60,000 tons more than it was to St. John, if you leave the steamers out.

Q. The tonnage of the vessels visiting the other ports in the bay is 60,000 more?—A. Yes, 60,000 more than at St. John, leaving out the steamers I have mentioned.

Q. Is it or not a fact that prior to the year 1873 the entering and clearing of tonnage at these ports in the bay was very much less than at the port of St. John?—A. It was very much less than this, this has increased very largely since then.

Q. The entrances and clearances from the ports up the bay from 1873 to 1894 have very largely increased?—A. Yes, I think there is no doubt about that.

Q. And the entrances and clearances from the port of St. John have not largely increased?—A. No; it is the reverse of that, but the entrances here and clearances here have increased if you include these steamers that we have coming here now, that we did not have in other days, there is an increase in twenty years. There was entered at this port altogether of all kinds of tonnage 1,131 vessels, 377,614 tons, the year ending 30th June, 1875. During the year ended 30th June, 1893, eighteen years later, there were 1,871 vessels entered here, making 562,032 tons.

Mr. Palmer asks that the secretary of the St. John Pilotage Commissioners should furnish a statement showing the gross receipts from pilotage from 1873 down to 31st December, 1894.

Q. Recently have you had any vessel or vessels which were managed by you at the port of Cardiff?—A. Yes; there was a vessel managed by our firm, a barquentine of about 310 tons.

Q. I understand pilotage at Cardiff is optional?—A. Yes.

Q. Did this vessel of yours employ a pilot at all?—A. She did from the roads into the harbour; it was the "Curlew." These are the bills rendered by the board; it is 306 tons.

Q. What was the charge for pilotage for that vessel?—A. One guinea out and one guinea in.

Q. Have you had that vessel arrive at the port of St. John and pay pilotage in and out?—A. Yes; several times. One guinea is one pound one shilling.

Q. About what is the compulsory pilotage in and out at this port on that same vessel?—A. About \$50; about five times as much as at Cardiff.

To Captain Smith :

Q. What is the distance at Cardiff as compared with St. John?—A. I do not know; it is from the roads to the dock.

To Mr. Palmer :

Q. Is there a place off Cardiff Docks called King's Roads?—A. There is the King Road; it is from Penorth Roads to Cardiff Docks. Between any dock or harbour in the port of Cardiff it is one guinea out and one in. There is only one district there, and I suppose it is hardly fair to state \$50 as opposite to that. It would be \$33.75 as against \$10.

Q. That would be over three times the amount?—A. Yes, about three times the amount anyway.

Q. Are the rates of pilotage at St. John, to your knowledge, higher or lower than ports in the United Kingdom and all other ports in the Maritime Provinces, taking the ports in the United Kingdom first?—A. I think St. John is higher than any of the same distance, and very much higher than most of them.

Q. With reference to the other ports in the Maritime Provinces?—A. Ours are excessively greater, three or four times as great as any other port in the Maritime Provinces, including Halifax, Pictou and Sydney. The rates here are from three to four times as high as at Halifax, Sydney would be less than Halifax, and Pictou is less than Halifax.

Cross-examined by Mr. Skinner :

I am a shipowner.

Q. You are only opposed to compulsory pilotage?—A. Yes, I think it is desirable for the port of St. John to have a system of pilotage, but I am opposed to compulsory pilotage or compulsory employment.

Q. Do you express any opinion as to the number of pilots the commerce of the port would require under a non-compulsory system?—A. No; because I have nothing to guide me.

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Q. Will you state to me the reason the shipping of lumber is done more at the outposts than some years ago?—A. Because vessels have learned that at other ports up the bay their expenses are less than in St. John.

Q. What are the expenses?—A. Labour would be one, and pilotage one, and wharfage one, and I cannot say about towage.

Q. Would pilotage itself be sufficient to form the turning point?—A. I do not think it would.

Q. Is pilotage not compulsory at Parrsboro'?—A. I think it is from the outside of the harbour.

Q. Do you know anything about the districts in Parrsboro'?—A. I do not.

Q. At St. Andrews is it compulsory?—A. I do not know.

Q. Did you not lose a great many vessels abroad during the past twenty years?—A. I cannot say I did, I used to be interested in shipping, but I went out of business owing to the failure in business. I lost very few vessels, I can only remember three. One was lost in the Atlantic Ocean coming from Ireland, and was never heard from; it was the "Choice"; another was the barquentine "Alice M.", she was never heard from, and I think was going across to the other side; then there was the "Bell Walters," became disabled at sea and put into St. Thomas, and was condemned and sold.

To Mr. Palmer :

Q. Was not there a barquentine called the "Bittern"?—A. Yes; she got ashore on the coast of Australia, and became a total wreck; she is afloat now.

To Mr. Skinner :

No doubt there were instances where some of the vessels I represented had accidents, and there were claims upon insurance companies.

Q. Would any of these be from touching the ground somewhere?—A. Yes; I think some of them would be; one was at the Delaware breakwater, and there was one in the Bay of Fundy.

Q. Give us the description of that one that was injured in the Bay of Fundy?—A. She was the "Rapid," a barquentine coming here with coal from Philadelphia, and it was foggy, and she got up as far as Mahogany Island without seeing any pilot. She did not get a pilot until after she was ashore; she just drifted on to the island. She was not in charge of a pilot when she went on. Her bottom was damaged, and she went on the blocks and was repaired. I do not know how much it cost, or that my books would show, as we settled by compromise with the underwriters. I could tell, I think, what the underwriters paid. There was a survey held on her. The commissioners recommended the companies to pay and they paid a certain amount. I think that is the only one I remember in the Bay of Fundy.

Q. Do you remember the "Venice"?—A. I was manager of her. She was at anchor on Partridge Island, and a heavy gale set in and the chains parted and she drifted up Courtney Bay and was very seriously damaged. I do not know whether she had a pilot or not. I think she anchored on the evening of the night that she dragged.

Q. The one injured on the coast of Nova Scotia, what was her name?—A. The "Rapid," before she got these repairs.

Q. Do you know the difference between putting deals on board a ship up the bay, or getting the schooners to bring them to St. John for the purpose of having them reshipped here?—A. I have little or no experience about that. Quite a number come here with coal, but no doubt the larger part come in ballast. Those that come from Cape Breton are the ones that touch at Cape Breton on the way here, taking coal. There is a good deal of merchandise that comes here in steamers now.

Q. Nearly all that used to come in sailing ships now comes by steamers?—A. Yes.

Q. Is not there a good deal brought by rail now?—A. Very much less manufactured goods now come from the other side; two-thirds less of manufactured goods come now from Europe than used to before the national policy.

Q. But there is more manufactured goods coming into St. John from other sources?—A. Yes, of course; it comes from elsewhere.

Q. A ship coming out in ballast, if she wanted to take a load from Parrsboro', if she were coming here in freight to St. John, the Parrsboro' cargo might come down here to meet her?—A. No, I do not think it would; I do not think to-day that any material proportion of the deals shipped direct from up bay ports would change and come down here to be loaded. I think the conditions are too unfavourable for it.

Q. Have you ever known ships to come here and land their cargo and then go up the bay for their cargo of lumber?—A. I cannot remember anything of that kind. I think labour might be madeless and also wharfage.

Q. Do you know of any wharfs here that pay more than six per cent to the owners under the present existing circumstances?—A. I do not know what per cent any of the wharfs pay. I have heard the mayor or Alderman Robertson at a public meeting here produce figures to show that the wharf properties owned by the corporation were the best paying properties they had, and he argued from that that they should not allow Mr. Leary to build a wharf in Carleton.

Q. Didn't you at that time say that it was not so?—A. No, I did not. The corporation took his advice and built the wharf since.

Q. It has not been any good yet?—A. It is not finished according to the plan. There is a great big hole in the middle of it.

Witness stands aside.

Captain SAMUEL F. PIKE examined :

To Captain Smith :

Q. Are you in command of a steamer in port at present?—A. Yes, the "Cumberland"; she belongs to Eastport, and is registered there, and her tonnage is 1,100.

Q. What water does she draw at her greatest depth?—A. About 11 feet; her average is about 10 or 10½ feet.

Q. Where are you plying between?—A. Between St. John, Eastport, Lubec, Portland and Boston. Sometimes we come direct from Boston here, but never direct from Portland, at least not very often.

Q. How many officers do you carry?—A. We carry a captain, two pilots, two mates, two engineers, and a crew of about fifty all told.

Q. What is the horse power of the engines?—A. I think it is 1,200.

Q. You have the same system in the United States as we have here with regard to the captains and their certificates, they pass an examination?—A. Yes.

Q. And you hold a certificate?—A. Yes.

Q. Do either of the mates hold a certificate?—A. Yes, the pilots and the first mate.

Q. What kind of certificates do the pilots hold?—A. They hold licensed pilots' certificates.

Q. Where do they obtain these?—A. Sometimes in Portland and sometimes in Boston.

Q. What authority do they go before?—A. It is United States authority, it is Randall and Burnham in Boston and Pollister and Marritt in Portland.

Q. These men are not appointed by the different states?—A. No.

Q. What kind of examination do these officers and pilots pass?—A. Similar to an officer, just the same.

Q. With regard to steamship and everything?—A. Yes.

Q. You know this as a fact?—A. Yes.

Q. Do they pass any examination in addition to that?—A. No, not that I know of.

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Q. They do not pass any special examination for the coast?—A. That is all they do pass, just for the coast from Boston to Portland, Eastport and St. John, all the harbours, bays, shoals, currents and tides.

Q. Do these officers steer the ship?—A. No, we have two quartermasters.

Q. You select these from the crew?—A. No, they are regular quartermasters, they perform that duty and nothing else.

Q. What are the principal duties of the two pilots?—A. They watch six hours apiece. They look out and they are pilots of the boat. They ship the courses, they keep the time of the boat, they navigate the ship.

Q. Do they consult the captain before they make any change of courses?—A. In the regular course they do not, but if it is thick weather they consult the captain.

Q. Is your vessel a wooden vessel?—A. Yes.

Q. Did you ever find any deviation of the compass?—A. No.

Q. Your courses you steer, are they the correct magnetic courses on the chart?—A.—No, she would not steer a correct chart course, they are affected a little. We know what our courses are from actual experience.

Q. You are not aware whether the compass is at all in error?—A. It is a little in error, it was when the boat was first built and it has been just the same since, we have no deviation tables. Iron has been so distributed that we know that error and how to apply it.

To Captain Douglass :

Q. You say there are two gentlemen in Portland and two at Boston who examine these pilots?—A. Yes.

Q. They are examined for the coasts in the United States?—A. Yes, and also for St. John.

Q. Are there any of your examiners at Portland and Boston acquainted with the Bay of Fundy?—A. Yes.

Q. How did they become acquainted?—A. One of them has run for years upon the boat.

Q. Then the examiners at Boston are acquainted with the navigation here and, therefore, competent to examine your pilots?—A. Yes; one of them has run here for years.

Q. In case of any accident to your steamer, who would be held responsible, you or the pilots?—A. According to how it was; probably the captain would—the captain generally gets the blame; probably I would be blamed if the accident occurred.

Q. Would the pilot who was on the deck with you at the time bear any responsibility?—A. No; I do not think he would if the captain was there with him.

Q. But if he was on deck by himself, then he would?—A. Yes.

To Captain Scott :

Q. You generally go into what is called the North Channel, between Grand Manan and Maine?—A. We always go that way.

Q. Have you met with much fog?—A. Yes, considerable fog every summer.

Q. Which do you consider the worst month?—A. I do not know; July, August and September are three bad months; July is about the worst month.

Q. During those fogs you have had occasion to use the lead?—A. Yes.

Q. Did you find the lead a good fair guide?—A. We do not use a lead very much; we run from point to point from whistle to whistle. We know how long it takes to go from one point to the other, or from one fog signal to the other.

Q. When you have been compelled to use the lead for the safety of the ship, have you found that the soundings fairly agreed with the position you were in?—A. Yes, pretty well.

Q. So far as you know, the soundings upon the chart that you use are pretty correct?—A. Yes.

Q. Have you ever met with an accident in coming around the coast?—A. Yes, I have been on the coast on the boat when we met with an accident, but I was only

second pilot then; my father-in-law was captain. I am perfectly capable of bringing the vessel up and taking her back myself.

Q. Does that apply to the quality of your certificate?—A. Yes; the captains are all pilots as well.

Q. Is that how they generally get their promotion?—A. They go as pilots first; they are promoted from pilots.

Q. In case of your getting promotion to a larger ship, then the pilot would probably obtain your position?—A. Yes.

Q. Would he get it before the chief officer?—A. Yes; the chief officer's duties are distinct. He is more of a cargo man.

Q. I think you said you had met with an accident while you were holding the position of second pilot?—A. Yes.

Q. Where was that accident?—A. In the state of Maine, on Point Lepreaux; she got off again.

Q. You have had an opportunity of seeing the pilot boats coursing about the bay?—A. Yes.

Q. Where have you seen them?—A. We met them most anywhere.

Q. Have you seen them in the same channel you have been in?—A. Yes.

Q. Did they appear to be on the alert, keeping a fair look out?—A. Yes.

Q. Supposing it had been necessary for you to take a pilot, would you consider that these men were doing their work faithfully?—A. Yes. We have met pilots off Little River.

Q. You do not know much about the pilot system of St. John?—A. No.

Q. You never have to engage the services of a pilot?—A. No.

To Mr. Palmer :

Q. What wages are paid to your pilots?—A. The principal one \$85 a month, and the second pilot \$60.

Q. Are these wages continuous through the year?—A. Yes.

Q. Can you tell me how many pilots the International Steamship Co. have in their employ for the St. John, Eastport and Boston route?—A. Four all the time, two pilots on each boat. They pay wages to four pilots the year around.

Q. Would you send the commission here, so we can see it?—A. Yes.

Q. That certificate would show the district or waters that the man is authorized to pilot?—A. Yes.

Q. Does your boat pay pilotage going into Boston?—A. No; he is also a Boston pilot.

Q. How long have you been captain of the "Cumberland"?—A. About two weeks. Captain S. H. Pike is a relative of mine. He was a long time with the International Steamship Co. as captain and pilot, and was a man of great experience in the navigation of the Bay of Fundy.

Q. The whistle on Point Lepreaux has been shifted?—A. Yes; and it is better now and we can hear it better.

Q. Can you tell me about how many years this examination of pilots has been compulsory?—A. I cannot remember; it is long before I can remember.

Q. It only applies to coastwise steamers in the passenger trade?—A. Yes.

Q. If you were merely operating a cargo boat you would not require to carry a licensed pilot —A. No; there is first and second class license and in carrying passengers we have to have a first class license.

Q. It applies entirely to steam?—A. Yes.

Q. All coastwise steamers have to carry pilots with a license of some class?—A. I do not know about the freight steamers; passenger steamers must carry a licensed pilot.

Q. He has to have a license for the district in which his boat is running?—A. Yes.

Q. Your pilots could not run licensed for the Boston-Savannah line?—A. No; they are from Boston to the eastward. From Portland to New York you have to get a special license.

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Q. Your steamship company makes about how many trips a year?—A. There are two months in the year, three boats running here, and in the summer time we are running full of passengers all the time. In the winter time the passenger traffic is light.

Q. Have you ever been in the service between Boston and Halifax?—A. No.

To Captain Smith :

Q. Do your same steamers run to Halifax?—A. No.

To Mr. Palmer :

Q. At any time, while you were either captain, pilot, or in any other capacity on board the "Cumberland," did she get ashore on Grand Manan?—A. No.

Q. Then I understand you hold a license for the district from St. John to Eastport, or as far as it extends, a pilot's certificate?—A. Yes, I hold one now.

Q. In addition to the captain's certificate?—A. Yes.

Q. Do you consider that you are competent to navigate your ship from Boston to Portland, Eastport and St. John, without the assistance of the St. John pilots?—A. Yes; I have actually done so for some years.

Q. The examination these pilots go under, is it with reference to navigation as a science or rather with reference to coast knowledge?—A. Just coast knowledge.

Q. Do you know if you were trading from Boston to Halifax you would have to carry one of these licensed pilots?—A. I do not know anything about that.

Q. If you were to sail direct from Boston to St. John and not call at any American port, would you have to carry them?—A. We never run that way, and I do not know.

Q. Is the law which requires you to carry these coast pilots, is it not between ports in the United States?—A. Yes; from ports in the United States to other ports in the United States. I would not be required to carry them from Eastport to St. John unless I wished. Our license reads from Boston right through to St. John.

Q. Suppose your boats clear from Boston bound to Portland or Eastport and you have not a pilot licensed for St. John, have you infringed the law?—A. Yes, we are compelled to carry two pilots, and we carry one more pilot than we are compelled to carry.

To Captain Douglass :

Q. If you did not take a licensed pilot to St. John would your authorities give you your passenger certificate for your ship?—A. I do not think they would.

To Mr. Palmer :

Q. A steamer can leave Boston bound to Halifax without carrying a licensed pilot at all?—A. I do not know anything about that.

Q. If you sailed from Portland bound for Eastport without having your two licensed pilots you would infringe the law and there would be a certain penalty?—A. Yes.

Q. Suppose you were to sail from Eastport bound to St. John without your pilots would you have infringed the law?—A. Yes, I would just the same.

To Captain Smith :

Q. Can you obtain a license from Boston to Portland and Eastport without having St. John put in?—A. Yes, if you were only going to Eastport you could, but you could not come into St. John with that man.

Q. And you could not get your clearance out of Boston with that kind of license?—A. No, only to Eastport.

Q. In that case I suppose you would take a St. John pilot?—A. I suppose I would.

To Mr. Palmer :

Q. Do you consider yourself with the crew entirely competent to navigate your ship in and out of St. John without the assistance of the St. John pilots?—A. Yes.

Q. Is it the custom of the International Steamship Co. to carry the licensed pilots of St. John free?—A. I know nothing about that.

To Mr. Skinner :

Q. Have you ever had any benefit at all from the St. John pilots at any time?—A. Not since I have been on the boats.

Q. Would you consider it a safe operation supposing you had no pilot at all to navigate the bay between St. John and Boston?—A. Yes, I could navigate the vessel myself.

Q. Supposing all your experience had been south of New York and you were suddenly changed from Boston here would you consider yourself competent without a pilot?—A. No, I would not; I would say a stranger to the bay would want a pilot.

Q. How much experience would you think you ought to have to go in and out without a pilot?—A. I would want considerable experience in thick weather.

To Captain Douglass :

Q. How long did it take you to gain that experience before you considered yourself competent to pilot your own ship?—A. Two or three years, running here all the time.

Q. How long did you actually serve before you got your certificate as pilot?—A. Four years.

Q. About how long had you been running before you got your pilot certificate?—A. I have been 13 or 14 years on the boat. I ran nearly 10 years up and down the coast here before I received my certificate.

To Mr. Skinner :

Q. Do you know about how much experience they require before granting a pilot certificate?—A. They have to know all the harbours and they have to pass the examination.

Q. Is it common in your experience to meet a pilot who has not had at least five years' experience before he gets a certificate?—A. I do not know of any.

To Captain Smith :

Q. Would you consider the knowledge that the captain of a large ship has, which has been obtained by going in various ports of the world, that he would be capable of coming up this bay without a pilot?—A. I do not think he would in thick weather such as they generally have here.

Q. Do you apply that to the North or South Channel?—A. To both channels, to either channel. I think a man has to be acquainted with the bay. I consider it a dangerous place to navigate, and a man wants to be well acquainted with it. You get a little more sea on the coast of Maine, and the New Brunswick coast is more dangerous. There is no fixed time for our certificate, it is given on our knowledge.

To Captain Smith :

Q. You can make application and be examined and if you pass you are appointed?—A. Yes.

To Mr. McLean :

Q. But no company appoint a man without at least five or six years' experience?—A. No.

To Mr. Skinner :

Q. The experience necessary to pass the examination could not be acquired in a less time than what you have said?—A. No, I do not think it could.

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Q. You have got an elaborate system of buoying?—A. Yes.

Q. Is that very much more so than the Bay of Fundy?

To Captain Smith :

Q. Do you consider it a better system than the Bay of Fundy system?—A. Well, I do not know; we have about everything here; I do not see much difference.

Q. Could you suggest any improvement in the system we have here?—A. No; I do not know of anything.

Q. You know if you did bring it before the government we should endeavour to do so?—A. Yes.

Q. Do you happen to know whether your vessels are exempt from paying pilotage?—A. No, I do not know.

Q. If you were compelled to pay pilotage here would it make any difference in the number of pilots you now take?—A. We would still require these pilots under our own law, we do not pay pilotage in and out of Boston.

To Mr. Palmer :

Q. I hold in my hand a letter written by Captain S. H. Pike and I will read what he says and ask your opinion about it. He says: I know of no bay on the North Atlantic coast as clear of obstructions to navigation as the Bay of Fundy from Mispec so-called on the coast of Maine to Partridge Island. What do you say with reference to that?—A. I do not know what to say about it, probably it is all right in clear weather. It is all clear there from a line drawn from the North Head of Grand Manan to Liberty Point.

Q. Then there are few or no obstructions to navigation to the north or east of the line drawn from the north of Grand Manan to Liberty Point?—A. No, I was going to say it was all right in clear weather, but take it in foggy weather and it is different. A man has got to be well acquainted with it to come up through there then from Mispec and through the North Channel.

Q. Take it to the eastward of the line drawn from the North Head of Grand Manan to Liberty Point, from that to St. John there are no obstructions?—A. Nothing that I know of.

Mr. Palmer refers to section of Merchant Shipping Act, 1894, as to compulsory pilotage.

14th February, 1895.

Mr. Palmer offers second section of regulations respecting pilotage at the port of Boston, chap. 70 of Pul. Stat. Mass.

SAMUEL SCHOFIELD resumed:

Before being questioned further, I would like to explain more fully one answer I gave yesterday to Mr. Palmer, with regard to the pilotage of vessels or crafts in tow; the answer I gave hardly expresses my views. I was asked by Mr. Palmer, if I remember it, whether I thought that supposing a case of a small vessel towing a craft of any kind, whether I thought it would not be sufficient that the towing vessel herself paid pilotage and had a pilot and that it would not be necessary on the craft in tow? I answered that I thought if the towing vessel had a pilot on board that that would be sufficient, and that the craft in tow would not have to have pilots; now, on thinking it over last evening, I did not feel that answer fully expressed my views quite correctly, and now I feel that my answer to that question would be more in this nature, that supposing the case of a towing vessel and craft of any kind or size being towed, that if in the opinion of captains and those in charge of the pro-

erty, while I do not consider myself at all competent to express an opinion that the pilot had better be on the towing craft rather than on the craft towed, I would think that sufficient if they thought it the best place, and I would feel in my opinion that it ought to be sufficient, but then what I have come to think of is this, that the craft being towed, it may be a barge, small or large, or a ship, and the craft being towed is really the craft being piloted, the boat towing might be 50 tons register, and the craft towed might be 1,000 or 2,000 tons register and, whether the pilot was on board the towing vessel or the one towed, as a matter of expediency, certainly he would be giving his mind and thought to the question of the vessel that was being towed if it was the larger craft, and really the vessels towed in that case would be the consideration and the question as to whether she ought to pay pilotage or not would come in, and my view would be that if there is a system of compulsory payment, that all such craft should pay whatever is fair and right the same as any others. As a matter of fact, we know in many ports steam vessels and vessels in tow do pay less than vessels under sail, and that would be my idea that such crafts should pay less, but not that they should escape, but pay what is right and proper in proportion to other vessels.

To Captain Smith :

Q. You consider that the pilot should be on board the tow-boat?—A. No, I do not consider myself competent to answer that question.

To Captain Douglass :

Q. Supposing a steamer drawing 20 feet of water, it is unsafe to tow a vessel drawing 1 foot, because if the larger vessel touched ground the lighter one would come right into her stern?—A. Yes, I felt my answer rather led to the conclusion that vessels in tow need not pay pilotage, while that is not my view at all.

To Mr. Skinner :

Q. Having reference to your remarks with regard to the pilotage at Halifax being cheaper than at St. John, must it not be that every port must have their prices regulated according to the situation and circumstances connected with the port? You could not have a cast iron rule for all ports alike?—A. I quite agree with that opinion.

Q. If the conditions of various ports are different, the rates must be different?—A. Yes, of course, I had the pilotage districts in my mind at that time.

Q. On the basis of the pilotage business being done as a voluntary act, if piloting could only be sustained by the pilots getting reasonable remuneration for their support, that principle must come in too?—A. Yes.

Q. Free or compulsory, in order to keep it up at all, there must be enough coming from it to maintain the pilots that are engaged in it?—A. Yes, that is clearly my opinion, if they stay in the business they must live.

Q. What would you consider a fair remuneration yearly to a pilot in this port?—A. I have not any opinion. I have lived in this community all my life.

Q. Take the basis of the International steamers—the \$50 and the \$60; would either of these amounts be sufficient for the maintenance of a pilot in St. John?—A. I would not like to say; it might be too much. I see by the returns, that lots of pilots remain in the service for half the money; I see pilots remaining for about 300 odd dollars, in the service year after year. I do not know what it costs them to live or what their families are.

To Captain Douglass :

Q. What pay does a master of a coaster receive?—A. The coasters I have to do with myself, about \$35 and \$40 a month; they get their board. I pay \$40 in a schooner of 93 tons.

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To Captain Smith :

Q. You would consider that the pilot who gave all his time to the business should get a living out of it?—A. I do not think it is necessary that the business should be conducted in that way. In many ports, pilots follow other business—some men go fishing and keep little stores, and in various ways make out a living and attend to the pilotage business also, and I do not know why, in St. John, pilots should not in some way assist their pilotage business at certain times of the year; in that way it will prevent the full amount of their support becoming a burden upon the shipping trade.

To Mr. Skinner :

I cannot say what a fair remuneration would be.

Q. Speaking with reference to the Furness Line and pilotage charge, you have Pilot Cline, by your own request, and he is the one you approved of?—A. He is.

Q. You did want that a certain portion of his remuneration should be returned to you or to your owners, to lessen the amount the owners should pay?—A. We had an arrangement of that kind before this; no such thing is in the present arrangement.

Q. What led up to the change?—A. In this way: The time the steamers leave Halifax is known to the pilots, and they know just when to expect them in the bay, so they are able in most cases to pick the steamers up in the third district, the line of which is some 12 miles below the port, and, therefore, we had to pay the full pilotage coming in from the sea entrance. If they were spoken just outside the line, about 12 miles—a short distance—then, of course, they were compelled to pay pilotage outwards, and we felt, if we were thus compelled to pay the full pilotage service, it would be better to have the pilot, for the sake of the \$10 travelling expenses, go on to Halifax and join the vessels there, and Mr. Furness himself, who controls the vessels, was desirous that all safeguards should be taken to prevent accidents, and in that way we came to adopt the assistance of a select pilot. Besides that we were influenced by this: That steamers coming up in the bay were compelled to take whichever pilot spoke them, and we very much preferred to have a pilot whom we knew and had full confidence in, and then we thought it was an advantage, too, that one pilot should do the work and thus get acquainted with the boats and everything in connection with the navigation of them. In that way the change was brought about.

Q. Do you understand why it is that ships, although they might require a pilot from their own standpoint coming in, do not feel the same necessity going out?—A. As far as my experience goes, talking with captains, from conversations extending over years, I would say that their opinion generally is that there is more necessity for a pilot coming into the bay than going out, because sailing vessels very seldom leave their ports without what the captains consider a favourable chance, and when they leave port under these circumstances and take their departure from Partridge Island with the south channel 18 miles wide before them, they feel that it is easier to take the vessel out than it would be to come all the way up when they might have to come up with head-winds, and perhaps encounter fog before they got to port.

To Captain Smith :

Q. The captain leaving has an opportunity of judging of the weather?—A. Yes, that is one reason; and if it was quite thick fog the man would have to do something in the channel. I have in my mind's eye a captain of an old country vessel that came into the bay in a dense fog and found his way in and got a pilot when he got to Partridge Island, and when he went out the fog was so thick I could not see the buildings across the street, and I asked him if he would go and he said, "I came into the bay using my lead and I can go out just the same way," and he left the port in a dense fog and got safely to England with his cargo of deals. He was certainly 65 years of age.

Q. What was the name of that vessel?—A. I cannot remember.

To Mr. Skinner :

Q. My impression is that that same vessel lay some four days outside the island until it cleared off?—A. I cannot say the name of the vessel. He left our office intending to go out. He had great confidence in his lead, and said the soundings were good and he could find his way out.

Q. Have you not known cases where the masters have gone out intending to go to sea and after getting outside the island sent for a pilot to finish the voyage?—A. I cannot remember any such thing.

To Captain Smith :

I do not remember any such case.

Q. You spoke about the "Ulunda" going ashore at Cow Ledge?—A. Yes.

Q. Was that within or without the pilotage district?—A. Just a passage going through; it is within the bounds of the present third district, in what used to be called the fourth district.

Q. Did you say what pilot was on board of her?—A. No pilot; that was the first case in which we had no pilot, the pilot was discharged at the island. She was condemned on the rocks and sold there, and was practically a total loss. She is running now.

Q. About what was the loss?—A. I do not know what the insurance was. The value of the vessel was, I think, in the first place about \$140,000, but she was three or four or five years old.

Q. On the basis or supposition that if she had a pilot on board that she would have gone safe, the loss would have paid the Furness Line pilotage for a century?—A. Oh, but the insurance, that was on the underwriters.

Q. The amount of money saved if the vessel had gone clear would have paid the Furness Line pilotage for a century?—A. It would pay it about half a century.

Q. The "York City," she was ashore on the Petit Passage?—A. Yes; that is head of St. Mary's Bay. She was not a total loss; she was got off at high water the following tide and proceeded.

Q. Pilot John Thomas was on board of her?—A. Yes.

Q. He is here yet as a pilot?—A. Yes. There was a pilot on board her when she went ashore.

Q. What class of ship was she?—A. A freight boat or steamer.

Q. Was she one of the Furness Line?—A. Yes, one of the regular steamers running here, quiet a little about that time. She was not a chartered boat, but was owned by the company.

Q. As far as you know, how much damage did she receive?—A. I really do not know; I know very little about that. I do not think it was a serious damage, but I have no figures.

Q. Was not the effect upon her that she got a re-class?—A. I am not aware of that; we did not know anything about that. I have no information on that point.

Q. Speaking of the "Demara," what was the extent of the injury she received?—A. She struck at the mouth of the harbour; I do not know the extent of damage she received, but I do not think it was serious. I think one or more places were broken, whether the bottom was injured or not, I do not know, I do not think it was from what I have heard. I think Pilot Patrick Trainor was on her.

Q. It was not the Trainor that was examined here the other day?—A. I think not. There was an investigation, and no blame attributed to the pilots, according to the report of the commissioners.

Q. What was the extent of injury to the "Ottawa"?—A. Total loss; she is at the bottom there now. She was coming around from Halifax here with a cargo on board and struck on Blond Rock, near Seal Island, and never came off, that is within the district.

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To Captain Smith :

Q. The "Ottawa" does not appear in this return?—A. I think it was previous to that return.

To Mr. Skinner :

Q. Was the "Ottawa" a total loss?—A. Yes, a total loss coming this way.

Q. You would not have knowledge of the particulars of it except what you heard?—A. All I know is what the captain of the steamer and Pilot Cline told me. Pilot Cline told me that the weather was hazy, and quite unexpectedly—they were steering a course they had steered before in the same steamer—and quite unexpectedly to all of them she struck. He had no idea they were in the vicinity of danger, in fact had so little idea of it that just previous to the time she struck he had left the bridge and was sitting in the saloon at the time, and when she did strike he went up on the bridge and realized the fact that they had struck Blond Rock.

Q. Might it not be considered necessary to have a pilot or some person with the knowledge of a pilot to go below the island?—A. I do not think so.

Q. To pilot a vessel out of the harbour?—A. I believe a competent captain can take his vessel out of the harbour with the knowledge he gets from his charts in regard to the channel and the course he is to steer. I believe any intelligent man could do it with very little observation of the chart. The channel is wide and the water deep, and the buoys show which way he should not go and which way he should go, and I think any intelligent man could steer a steamer or say what way she should be steered out, any intelligent master of a ship with a certificate of competency, because the buoys are there to guide him.

Q. In your opinion, if there was no compulsory pilotage going out, it would be a rare thing for a pilot to be taken?—A. I cannot say about that. I think there are some cases when they might want them.

To Captain Smith :

Q. Providing a free system of pilotage was in existence here would the pilots know the same as they do now as to the time of arrival of vessels and have a chance of being on the lookout?—A. They would know on that point, as much as they do now, there is no reason they should not, because they do not know now.

Q. Do they not obtain information as to the time of arrival?—A. They could not tell very much about that; they would have to make a calculation for themselves; they take their calculations.

Q. Would a man be likely to be just as much upon the alert under that system as under the present system?—A. Just as much. Our newspapers are very enterprising in that direction and publish the fullest and latest lists of the dates they leave, and the ports and every thing of that kind.

To Captain Douglass :

Q. You have no regular system of signal stations where the movements of ships are known from point to point as in the St. Lawrence?—A. No; the only telegraphing there is here is sometimes from Point Lepreaux; the lighthouse-keeper there sometimes telegraphs up when a vessel is passing; they do not generally give names of vessels, only a steamer or ship or barque.

To Mr. Skinner :

Q. Have you had any personal experience going in and out of the bay yourself?—A. None to speak of.

Q. You say in effecting insurance the question of pilotage does not come up, and there is nothing said about it one way or the other?—A. Yes.

Q. May not the underwriters be relying on the fact that the ordinary course of conducting the business at the port in connection with pilots would be carried on?—A. I do not know anything to the contrary of that.

Q. One of your objections to the pilotage is that you claim that the ship should have the selection, if the pilotage is to be compulsory?—A. As far as possible.

Q. What do you mean by possible?—A. If a vessel was in port and going out, that the owner ought to have the privilege of selecting whom he would consider the best man from those in port at the time; and if the vessel was coming in, the captain would have to choose from the men in the boat.

Q. It is the duty of the pilotage commission to know that proper men are employed?—A. I differ with you there. The Dominion Act rather relieved them from that. It stated that when this law came into force in 1874, that our commissioners at St. John were compelled to take over every man who at that period of time held a license, without giving the qualifications of the man or making any examination into his ability, and therefore their hands were tied.

To Captain Douglas :

Q. They were supposed to have good faith in the preceding body?—A. Yes, whatever it was; that was in 1884 that that came into force.

To Mr. Skinner :

Q. Supposing these men all to have passed away, as some time they must, and new ones come in, it was a part of the duty of the board to have only properly qualified men?—A. Yes, and it is now; it is their duty to know that they are qualified.

Q. Still, even if that was done to the fullest extent, you would still want the power of selection?—A. On general principles I would ask that the employer would have a right to select the pilot, but I would limit his right to select to the number of pilots who were examined and licensed.

Q. The term pet means one set of men who would be employed; he whose mind was so constructed as to create favour would have the best chance?—A. Not with me he would not.

Q. If he studied your idiosyncracies he would?—A. No.

Q. That would lead to a regular employment of these men, and some might be earning double?—A. I would select a dozen men to-day out of the pilots, and you might call them all pets of mine, and I would have full confidence in them; and others I do not know, and therefore I would not select them. I have more confidence in those without expressing any want of confidence in the others.

To Captain Smith :

Q. With regard to the examination of and the taking of the men over in 1874, they have not passed any examination since?—A. No.

Q. Are the conditions changed in the Bay of Fundy from what they were in 1874, or are there more lighthouses and buoys and so on?—A. The Bay of Fundy has been improved from time to time, but I cannot say how much. There has been a gradual improvement in fog-horns and buoys and whistles. I do not know how much of that has been done since 1884.

Q. Then we must presume that the pilots have kept themselves up to a necessary knowledge?—A. You would have to take that for granted. There is no periodical examination.

Q. If the conditions are changed in any way, the rule of the road at sea changed, or lighthouses or beacons changed, do you consider that the pilot should be examined again upon those subjects?—A. I do not think you can examine them too much or too frequently. I think a periodical examination would be a very good thing.

Q. Are you aware that no such a thing exists with masters and mates?—A. Yes, I know that. I do not know that it should necessarily be compulsory, but I say it should be a good thing for the masters and mates, too.

To Mr. Skinner :

Q. Would it not be practically impossible to carry the power of selection out on inward ships?—A. To a large extent.

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To Captain Smith :

Q. Even when the ship was about to sail from port, if one of these so-called pilots were not present, you would have to take the next best man?—A. Yes, but if a ship can come in, if a ship captain comes in and was spoken by boats, and one was a man he knew and liked he could say: "I want that man, he has been in my ship before, and I would like to let him have it." I do not like to deprive the captain of the right of that selection; it is a limited selection, and I think an employer has always a right to selection as far as practicable.

To Mr. Skinner :

Q. As to the pilots of this port, have they not passed a strict enough examination before competent examiners?—A. Yes, I meant the original pilots.

Q. Look at this paper, is it not a pretty thorough examination?—A. I would not consider myself competent to judge of a question of this kind, because it is a question of an examiner.

To Captain Smith :

Q. Have any of the pilots now in connection with this system passed that examination?—A. I do not think it, as to the kind of examination they did pass at the hands of the common council; I say it did not impress me favourably or give me the confidence in regard to their ability, which a certificate of the board of examiners of masters and mates would.

To Mr. Skinner :

Q. Taking a sailing ship of 1,500 tons and a steamer of 2,500 tons, what would be the proportion that the steamer would carry more than the sailing vessel in timber?—A. The steamers carry so differently that it is hard to answer that question. Some steamers carry less than sailing vessels, and others carry a great deal more; they vary very much. Some steamers are built with a view to being engaged in the wood carrying trade and do carry large cargoes on deck, and other steamers are narrow and have more compartments, and they do not carry anything like the others. The discrepancy is enormous.

Q. Would it not be a safe statement for me to make that large steamers will carry 25 to 30 per cent more than sailing vessels of the same registered tonnage?—A. It is net tonnage, gross tonnage has nothing to do with it. The cargo on deck does not come into the registry at all; some steamers will carry three times as much on deck as others.

Q. Taking a steamer of 1,500 tons and a ship of 1,500 tons, the steamer might carry on deck a great deal more than the sailing vessel?—A. Some might and some might not.

Q. Within the lines of your experience do not the steamers that come here for lumber as a rule carry from 25 to 70 per cent more cargo than sailing ships of the same registered tonnage?—A. The only way I can answer that is to say that some do and some do not, but as to what proportion I cannot tell, but it seems to me natural that vessels that are adapted for carrying deals come here more readily on that account, because they can make more trips. We have had steamers here lately that have carried 200 standards on deck and still we have had steamers hardly carrying any deck load at all.

Q. Are not those steamers rather the exception?—A. Those steamers are getting more serviceable now. It is getting to be the case that steamers that come now are much better carriers, because they have that in view.

To Captain Smith :

Q. If you were to select a steamer to go to Liverpool or London you would not be able to tell what quantity she would carry?—A. No, because they would vary so

much. On these Furness boats there is no deck load at all; they are well decked boats and it is not considered prudent to put a deck cargo on, for in case anything goes wrong it endangers the safety of the ship.

Q. Steamers leaving Montreal, do they carry deck loads?—A. Some do and some do not. The Allan steamers carried small deck loads.

To Mr. Skinner :

Q. The steamships that come here now for lumber, do they not carry 30 or 35 per cent more than a ship of similar tonnage?—A. They carry more, but I cannot venture on the amount. A good deal carrying steamer that comes here now will carry more, including her deck load, than a good carrying sailing vessel of the same tonnage. A vessel will carry more than her registered tonnage. It would be less per ton and less per standard so long as the system is on the draught of water.

Q. The same draught of water on a steamship will take away more lumber than the same draught of water on a sailing ship?—A. Yes, in one of these good carriers; a good deal carrying steamer will take away more cargo in the same draught of water than an ordinary good sized sailing vessel. There is an enormous difference between the old ones and the new, but in the new ones, the difference between the net and gross tonnage is very slight, sometimes a hundred tons in a good sized boat.

To Captain Douglass :

Q. Would the bunker and engine space be about the same?—A. No, these vessels are broader and the boom ends affected very little; it is the depth and length that affects the registered tonnage.

Q. In ports where the pilotage is charged by tonnage, do you know how they charge, on the gross or net tonnage?—A. On the net registered tonnage as far as I know?

Q. That takes in about everything?—A. It is practically the measurement of the space that is available for cargo.

Q. Speaking of that case where you say the rates were 30 cents a ton, what was it that made that excess?—A. I do not know; I suppose the draught of water.

Q. It was from 4½ up to 30 cents?—A. Yes.

To Captain Smith :

Q. What was it that made that particular excess on that vessel?—A. I do not know, but she must have drawn more water on account of her build.

Q. In reference to your statement about the International Steamship Line, your opinion is based upon this, that if you are going to have compulsory pilotage it should rest on all and there should be no exception?—A. That is one point, and another point is that I do not think it is right at St. John certain lines should escape pilotage, when at Halifax they are compelled to pay it. I do not like that discrepancy against our port, the same class of vessels going from Boston to Halifax or Sydney would have to pay the pilotage, the same company might run a line from Boston to Halifax and from Boston to St. John, and they could live and do much better in the Halifax trade than they could in this trade, and I think we ought to be in the same position, all pay here, but the International Line and the West India Line, and they have a nice subsidy on their pilotage, they are all bound to carry mails by their contracts, except the International Line.

To Mr. Skinner :

I think the International Line have carried mails too. I have never been at Cardiff.

Q. You have stated that the port charges, including pilotage, are injuring the business of the port and depriving us of the business we would otherwise get. I ask

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you what business you think we are being so deprived of, not referring to the vessels that go up the bay to get timber?—A. This is a deal shipping port, and we have lost trade partly on account of excessive charges, that is up the bay deals, but whatever lumber is manufactured here is of course shipped here, but owing to the fact that lumber is produced at a high cost now and shipped at a high cost it operates against our people being able to do business, which they would be able to do if the cost of producing and manufacturing here was less. I know that from my own knowledge.

Q. At all events we ship here all the lumber that comes down the St. John River?—A. All that comes down is shipped here.

Q. Would you say that on account of the heavy port charges, including the pilotage, that less lumber is gotten out upon the River St. John and its tributaries?

—A. Yes; I do say that more lumber would be brought down this river and shipped at this port if it were not for the fact that the cost of getting it here and manufacturing it here are so heavy, and I have that confirmed by one of the largest manufacturers in complaining about the difficulty his firm encountered in connection with the snipping of lumber to the West India market, that all the expenses in connection with the manufacturing and loading here made it a dear port to load lumber from.

Q. Is one of the principal causes on account of the pilotage?—A. It is one of the causes. Pilotage is one of the largest individual charges—is the largest individual charge in connection with the shipping business at this port. The pilot gets more for his services and for the time given to the work than any man from the agent of a line of steamers down to the smallest business transacted in connection with it.

Q. Is not that grounded on the consideration of the actual time that the pilot is engaged in the service?—A. Very largely.

Q. Must the pilot not of necessity have a large time, when he is not engaged in vessels, having to hunt for them and being in readiness for them when they do come?—A. A certain amount of his time, and there are other times, I think, he might be doing something else. Of course the statement I made, that the pilotage charges were three to four times as great in Halifax on the same sized vessels was just without making any inquiry in regard to what you asked, but just stating the facts. In regard to the service at the two ports, if you wish me to speak of that, the distance from Halifax harbour to the pilotage line is about 12 miles. A pilot must be outside that line. At this port, if a pilot is outside the beacon, which is only about a mile and a half, he can get the first district, and there are three lines outside of which he may go, and he may go further if he chooses.

Q. If he discharges his duty as pilot for the port of St. John he goes to the outside district?—A. He has no such duty. The regulations do not put such duty on him. He is not compelled to cruise.

Q. Surely it is the duty of a pilot to be ready to meet a ship at the outside district?—A. He does it for his own benefit; it is not his duty to be prepared to meet a vessel at the outside district, it is not so stated in the regulations. He may go there if he chooses, but he is not bound to go to any distance.

Q. If the pilots go to the outer limit, how much further do they go than to the outer limit at Halifax?—A. The Halifax limit is 15 miles to Devil's Island, that would be about 27 miles from the harbour or city of Halifax; that is the extent of the pilotage district. Ours goes very much further than that.

To Captain Smith:

Q. A line run between Chebucto Head and Devil's Island?—A. Fifteen miles beyond that.

Q. Have you any knowledge with reference to the masters of the Furness steamers, as to whether they prefer pilots or not?—A. They somewhat differ in opinion. I have had some captains tell me that the pilots were no good and they did not require them, and I have had others speak more in favour of having them, the principal reason being that they did not want to be up night and day, and they required somebody to assist them in that way.

Q. Whether pilotage was compulsory or not, those men who would like to have a rest would probably take pilots and the others would not?—A. That is if the owners would allow them, but I think the owners would be governed by what the captains said to them.

To Mr. Gilbert :

Q. If a steamer went up to Parrsboro' or to Yarmouth and loaded with coal where she would have to go through all the dangerous parts and come here, she would be exempt from pilotage?—A. She would be exempt between the provinces.

Q. Do you see any reason why a vessel could go free, carrying that coal in her hold, going through all the dangers with a barge in tow of a vessel should pay; both are propelled by steam?—A. I do not call a vessel towed propelled.

Q. Is there any reason why she should be compelled to pay and the other go free?—A. The only reason I would think of would be, I should imagine, that the navigation by a steamer propelling herself would be somewhat easier and safer than the towing business.

Q. Would it be safer for a vessel propelled by herself coming through all the dangers between Yarmouth and here than it would be to tow for three miles outside here?—A. The first distance is much longer than the other and more dangerous. I would think it would be far more risk attending a steamer bringing coal from Yarmouth than there would be towing a barge three miles outside the harbour.

Q. A vessel like the "Monticello" coming across the bay—is not the risk coming across the bay more than it would be outside the harbour?—A. She has the risk of coming across the bay, and making the port, and would have the increased risk of 40 miles of navigation.

Q. And the value at risk ten times as much in the "Monticello" as in one of these barges?—A. Yes, lives and everything else.

To Mr. Palmer :

Q. I think you mentioned that the "Monticello" was subsidized?—A. She gets a large subsidy from Dominion Government to carry mails, but none from the local government as far as I know.

To Captain Smith :

Q. What would be the object of giving a subsidy by the local government?—A. To encourage the line.

To Mr. Palmer :

Q. You say the "Alpha" and "Hiawatha" also have a subsidy?—A. Yes, they have subsidies from the Dominion Government and they have pilotage exemptions, under the Act, absolutely. The Grand Manan boat gets a subsidy from the local government, and also has a pilotage exemption under the Act.

Q. Is it not a fact that a large and increasing proportion of the lumber gotten out on the St. John River and its tributaries is now manufactured at places along the river and shipped by rail to St. Stephen and Calais, and thence sent to foreign markets?—A. I have very little knowledge of that; it does not come under my observation in any way.

Q. Yesterday the question was raised as to the importance of the 85 ports that were named by the pamphlet of the shipowners. I now hold in my hand a statement of the number of vessels entered at some of these ports in different years, and ask you if you have compared it with any book giving information on the subject?—A. This is taken from the latest returns of an English book of information in regard to these ports, and it gives the year the return was given and the number of vessels entered at these different ports, and there are a few cases it is not given at all, but where it is given it is the latest return.

Mr. PALMER asks that this be put in as furnishing the latest information.

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Mr. SKINNER—It might be misleading.

Mr. PALMER—I am going to ask the commission for permission to furnish them at a later date with a tabulated statement from the latest Imperial Year-Books as to these 85 ports.

Captain SMITH—We would like to look over this now.

To Mr. Palmer:

Q. With reference to the matter of selection in the case of a pilot bringing a ship in, can you compel the same pilot to take that ship out, or must you take another pilot if the commission wished you?—A. There is no regulation that I remember to compel him to do it, but as a matter of fact they suit themselves about it.

Q. I think you told me that when you were insuring, the underwriters never asked any questions about the pilot?—A. I never was asked the question whether I was to take a pilot or not.

Q. Have you any knowledge to base an opinion upon as to the proportion of tonnage engaged in the coastwise trade which is insured, and the proportion that runs at the owner's risk?—A. I have not.

Q. With reference to the carrying capacities of steamers and sailers at present, it is a fact, taking ton for ton as they visit this port, that the steamers outcarry the sailers ton by ton?—A. That would perhaps be the case as compared with vessels of the same size, but not as compared with smaller vessels per ton.

Q. I mean taking the vessels from 600 tons up, sailers and steamers, the ones that have been recently engaged in the trade here, the steamers will carry more per registered ton than the sailers?—A. I think so; hardly 25 per cent. I have no calculation.

ALFRED LENNOX PATTERSON examined :

To Captain Smith:

Q. You are in command of the steamer "Madura"?—A. Yes.

Q. What line?—A. Furness Line.

Q. How long have you been in the service?—A. Seven years.

Q. Mostly in this trade?—A. All the time in this trade. I have been nearly eight years on the line, but seven years in this trade.

Q. You are in possession of a certificate of competency?—A. I am.

Q. How many officers do you carry?—A. Two.

Q. Engineers?—A. Four; 29 of a crew all told.

Q. Do you take any regular quartermasters?—A. No.

Q. How many A. B.'s?—A. Six.

Q. What is the tonnage of the vessel?—A. 1,470 registered.

Q. Gross?—A. 2,324; and she was built at Stockton-on-Tees.

Q. Where did you sail from?—A. London.

Q. Which dock?—A. Victoria dock; we always go the Victoria dock.

Q. Do you know what system of pilotage we have at St. John?—A. I have an idea; I know it is compulsory pilotage.

Q. Do you always take a pilot coming in?—A. Always.

Q. Where do you generally take him?—A. Halifax, from Halifax and return; take the pilot to Halifax.

Q. When does your pilot take charge?—A. Generally after we pass Seal Island, in the Bay of Fundy—advisory.

Q. You let him come on deck and advise you?—A. Yes. If the weather is clear and all right he takes charge, and if there are any doubts at all I am there as well. If it is any ways foggy I am there and navigate the ship with his assistance.

Q. Would you be capable of navigating the ship up the Bay of Fundy yourself?
—A. Yes.

Q. You consider the charts are sufficiently good to enable you to navigate the vessel up the bay?—A. Yes.

Q. Does the pilot come to you for the courses or state what courses he wishes to steer, and you apply the deviation to the compass?—A. I generally give the officer my course.

Q. If the pilot was coming up here and you were below and he wished to change the course, would he have to consult you?—A. If the weather was clear I would let him take his own judgment, if not I would steer myself. I give him the correct magnetic course.

Q. If the pilot came to you and told you he wished to steer upon a certain course?—A. I would correct that and give it to him; I would apply the deviation.

Q. Do you consider there are any great difficulties in coming up the Bay of Fundy?—A. Thick weather for a stranger; strong currents, for instance.

Q. Are there any more than there would be going into Halifax or any other port?—A. No; you are speaking of the Bay of Fundy.

Q. Contrasting it with the coast of Nova Scotia in foggy weather?—A. I would say one was about as bad as the other.

Q. Have you any more difficulties in fine weather coming up the Bay of Fundy than you would approaching Halifax?—A. No, not with proper care.

Q. If you were left to yourself, in coming towards Seal Island, would you take a pilot—if you were entering the Bay of Fundy?—A. No, not for the Bay of Fundy I would not—not except I had orders to do so from my owners; of my own free judgment I would not.

Q. Would you take a pilot at all in coming into St. John?—A. Yes, I would where I could take him with the understanding that I should have to pay the harbour pilotage.

Q. When you have been coming up the bay have you seen the pilot boats upon their stations?—A. Yes, once upon a time we were in the habit of picking them up in the bay in my own time.

Q. Did you know where to go to pick them up?—A. No, I did not. Sometimes we would pick them up at Brier Island, and sometimes further up. There was no fixed station that I could go to.

Q. In other ports is there a fixed station?—A. Yes, there is one in Halifax, but sometimes you do not find them there.

Q. There are two systems of pilotage in London?—A. When you go in the river you can always get a pilot.

Q. Do you think it would be a good thing to have a fixed station here?—A. Certainly.

Q. In your opinion, have you taken the matter into consideration sufficient to give us your opinion as to where that station would be?—A. No, I have not considered it.

Q. Do you think Brier Island would be a good station?—A. For a stranger I should not think Brier Island is a nice place to dodge about, as there are some shoals there. Somewhere in that vicinity would be all right. You could have a signal station there all right, but not in thick weather.

Q. Where would you prefer to have the station?—A. Speaking for myself I should prefer off Partridge Island or Cape Spencer, but not for a stranger. About Brier Island would be as good a place as you could have for a stranger.

Q. Are there any other stations further up where you could be sure of finding a pilot?—A. When we used to make here without a pilot we would make for the fog buoy at Musquash, and sometimes we would not find a pilot there, and would come along the coast to Partridge Island.

Q. Was there any point up there where you could go and be sure of finding a pilot?—A. I have not been much on that coast; I have not studied that matter.

Q. Then there was no position in coming up the bay where you could be certain?
—A. No, only at Brier Island, that would be from the eastward.

St. John, N.B., Pilotage Investigation.

Q. Are you always sure of getting a pilot off Partridge Island?—A. I have not had the necessity to look for them and never took particular notice.

Q. You are not prepared to say whether you consider the present system has worked fairly well?—A. For the last three or four years we have always had one man come around to meet us, and I have not taken any notice of the cruising of boats around, and I am not prepared to say whether I consider the system has worked fairly well.

To Captain Douglass:

Q. You say that you think you are competent to navigate the ship without a pilot. Would you require a pilot to enable you to get rest?—A. Yes, but ship-owners do not consider that.

Q. You would not want a pilot to enable you to turn in and get rest coming up the Bay of Fundy?—A. No more here than I have experienced coming into Halifax.

To Mr. Palmer:

Q. You were for some years trading here when you used to pick your pilot up by chance?—A. Yes.

Q. Would you tell me in your experience how often you got up to Partridge Island without being spoken?—A. Perhaps once or twice, but of course there has been an understanding with certain pilots when our ships were to leave, and he knows the route we take, and if it was fine weather he knows where we would be and he would meet us at Petite, but if the weather is hazy we would come out across Brier Island and he knows where to look for us.

Q. Then the chance of your getting up by Brier Island without a pilot would not be a fair average?—A. No; a chance steamer would not want to get up without one, he would look for one. We would have more chance of getting them than a stranger would.

Q. Because the time of your departure would be known, and your pilot knew about the exact route you would take?—A. Yes; he would know within an hour or so where we would be.

Q. With reference to a fixed pilot station, taking the case of a competent navigator, but one unacquainted with the Bay of Fundy?—A. Yes.

Q. How would you consider the risk at Seal Island to make direct for St. John, or to attempt to get a pilot at Brier Island, to attempt to make Brier Island in a fog?—A. If you could manage to get to Brier Island you would not have much difficulty getting the rest of the way.

Q. You being the master of a steamer that arrived off Cape Sable, and being a competent man, but unacquainted with the Bay of Fundy, it being thick weather, which would be the best course, to attempt to navigate your ship to Partridge Island without a pilot or to attempt to get one off Brier Island in a fog?—A. It would be better to come straight on and not go dodging about looking for pilots; he might dodge about for several hours. It is a straight course up nearly to Partridge Island. I am giving my evidence as captain of the "Madura," and not as a captain of a sailing vessel.

Q. In your opinion, apply the same conditions in the case of a sailing ship: Suppose she arrived off Cape Sable, Seal Island, with the wind fair south-east and south-west, and thick weather. Would you consider there was more or less risk in the master of that sailing ship trying to get to Partridge Island, or trying to make Brier Island for the purpose of getting a pilot?—A. I should think it would apply almost the same to a sailing vessel as to a steamboat.

Q. In going to London, do you take a pilot in the English Channel?—A. You may call it the English Channel, at Dungeness.

Q. Are there not a class of persons skilled in navigation in the English Channel called channel pilots, who cruise below Dungeness?—A. There used to be, and I think there are now; I never saw one nor took one.

Q. The pilotage from Dungeness up to the port of London, is it compulsory?—
A. Yes; there is no compulsory channel pilotage.

Q. The system so far as the port of London is concerned is compulsory?—A. Yes, you must take a pilot; there is a penalty if you do not take them without good cause.

Q. If you have them on board you are exempt from certain liabilities you might be liable for?—A. Yes, from certain liabilities.

Q. Do you know whether Stockton or Middleboro' are compulsory?—A. I cannot tell from memory.

Q. Have you been frequently in and out of the port of Middleboro'?—A. Never was there.

Q. Do you know any port of the United Kingdom where pilotage is optional?—
A. Yes; there are several. I have been to very few ports in the United Kingdom. I believe the Tyne is a free port.

To Captain Smith:

Q. If you take a pilot on board at Dungeness, that same pilot is not allowed to take you right up to your dock?—A. Oh, no; he goes up to Grave-end, and the river pilotage is compulsory from Gravesend for foreign-going ships. Our pilot comes on board at Gravesend; they are certified men.

To Mr. Palmer:

Q. If it was entirely optional bound out from the port of St. John would you have a pilot down the bay?—A. No, not for my own interest; I would not, as it would be an unnecessary expenditure of money. It would relieve me but from an impartial—I would not take any. It would not be necessary for me to have one.

Q. Having in view the safety of property and your owner's interest, would you take a pilot down the bay unless you were compelled to?—A. No, I would not; as a fact I do take one down the bay and land him at Halifax. I have received orders from my owners to do that; that is only within the last three years.

To Mr. Skinner:

Q. Taking it what I call by in large for the commerce of the world, do you think the system of pilotage is requisite for all the commerce of the world?—A. Certainly, I think a system of pilotage is necessary, taking it all over the world.

Q. I judge from what you say that whilst you feel that you could bring your ship in and take her out without a pilot yet you think one necessary for the port?—
A. I was not speaking of the port, but only of the Bay of Fundy.

Q. Whilst you feel or know that you could take a ship in and out of the Bay of Fundy with comparative safety when you say, that you take into consideration the experience you have got of the Bay of Fundy during the seven years, you have been going and coming?—A. To a great extent, yes.

Q. Would you say the same thing as to the first voyage you have made?—A. No.

Q. It is therefore largely a question of local knowledge combined with scientific skill?—A. Exactly.

To Captain Douglass:

Q. If you had been ordered here with your skill and knowledge and with the assistance of the charts you would be able to navigate the ship up outside the port of St. John with safety?—A. I have no doubt I could in clear weather; in moderate weather there are no difficulties in the gulf.

To Mr. Skinner:

Q. It is said that clear weather is about half the time in your experience?—
A. Hardly half the time; many a time I have experienced fog in the lower part of the bay and above Brier Island, 25 or 30 miles from St. John, it often cleared up. It is more foggy beyond Brier Island to the southward than in the upper part, and with the same conditions I came through clear weather up above.

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BARTHOLOMEW RODGERS examined:

To Captain Douglass:

Q. You are a licensed pilot of St. John?—A. Yes, a licensed branch pilot of the city of St. John?

Q. How long have you been a pilot?—A. I was made a pilot in 1881.

Q. Did you pass an examination?—A. Yes.

Q. A similar examination to this paper?—A. I have not examined everything in this paper, but from what I see of it, I did.

Q. Who examined you?—A. Mr. H. D. Troop, Captain Pritchard and the harbour master of St. John, Mr. Taylor, in 1881.

Q. You served as an apprentice?—A. I served five years under indentures to a branch pilot holding the license from the city of St. John, James Casselly; he was licensed by the mayor and common council.

Q. Were you examined as to the soundings and different courses and lights and marks and other matters connected with the navigation?—A. Yes, and the currents and the lead line and all that.

Q. Have you had any accident during your time of service?—A. I struck one schooner.

Q. What vessel was that?—A. She was a schooner called the "Martha A. Nutter," between two and three hundred tons. I would like to show you it was not my fault. It was on the eastern edge of what we called the Round Reef; there was no examination held into it, and no blame was attached to me.

Q. What year was that?—A. I think that would be in 1887.

Q. How many pilots were there on the staff when you joined.—A. I do not know.

Q. At the time you got this vessel ashore what was your average earnings yearly?—A. We have a system here that no man can tell exactly what he does earn.

Q. Do you mean to say you cannot say how much money you earn in a year?—A. Yes.

Q. Give us as near as you can?—A. I have earned over a thousand dollars a year, and spent it all, and I never spent any of it foolishly, either. I have earned over a thousand dollars last year.

Q. How many pilots were there last year?—A. Twenty-eight.

Q. How many pilots do you consider are absolutely necessary for the service of the port at the present time?—A. At times I should think we would find employment for the whole twenty-eight, and at other times as it is to-day there are only about two or three vessels coming in and there are a number of idle pilots. We look for a vessel next Saturday.

Q. What is the busiest time in this port?—A. In the middle part of the summer, about July.

Q. You appear to have been a very active pilot, how many vessels did you pilot last year?—A. I cannot tell you. The only way I could find that is by the card in the pilotage office. I would not like to swear to any number, but probably I have had to do with forty vessels, more or less.

Q. What class of vessels were they, steamers?—A. I do not think any of them were steamers. I did not pilot a steamer into the port of St. John last year that I can remember.

Q. What class of vessels were they?—A. Barques, brigs and schooners.

Q. How many vessels over 300 tons?—A. Two-thirds under 300 tons, there was more of them 125 tons.

Q. Do you know what amount of pilotage they amounted to from the secretary's reports?—A. I see they amounted to over \$1,200.

Q. How many of those vessels you piloted were between 125 and 300 tons?—A. Fully \$1,000 worth.

Q. You only piloted \$200 worth of vessels above the 300 tons?—A. That is right.

Q. Supposing the exemption was extended to 300 tons instead of 125 tons, how many pilots would then be requisite for the service of the port?—A. I think ten could get along very well, because the whole trade would be taken away from us then. There would be no trade for us. Ten pilots would do the work.

Q. Then I understand you that the principal part of your earnings is derived from vessels between 125 and 300 tons?—A. Yes, they do all the work.

Q. What effect would the exemption of pilotage of all barges in tow of steamers have upon your earnings per year?—A. Probably \$300.

Q. In what proportion would that affect the gross earnings of the pilots?—A. Upwards of \$2,000 a year. I think, for the reputation of the port and the safety of the vessels and them on board, it is necessary that they should have pilots, and I think if we are going to have compulsory pilotage, all vessels should pay pilotage. I have known of two small vessels, outside the island, attempting to come into the harbour of St. John and the next morning there was not a fragment of them left. I consider all vessels should be compelled to take pilots. I am well acquainted with the navigation of the Bay of Fundy. Between Brier Island and Grand Manan there is a great deal of fog and a great deal of counter tides.

Q. What do you call a counter tide?—You see a tide arrow in the chart, and it denotes that they are running to the south and west, and we find them tides marked by the arrows on the map. Instead of setting south and west, as the arrow gives it, they set to the westward. These tides are caused by different winds and changes of the moon. They run over the shoals here (indicating) and those are cross tides running across.

Q. Don't you find that the soundings in the charts are fairly correct?—A. I have found several mistakes.

Q. Have you ever reported them?—A. I have had the captain go to Mr. Smalley.

Q. Did you report it to the chairman of the commission?—A. No, I did not. The captain of the ship and I both discovered it, and he is dead now. His name was Smith, and he said he would go and make a report to Mr. Smalley. It was above Brier Island, and we found something like from twelve to fifteen fathoms more water than what the chart gave.

Q. Point out on the chart where it was?—A. It was here (indicating) it was thick fog and we got hold of this buoy and let the ship come too and sounded. It was about twelve o'clock. We kept the lead constantly overboard, the wind was south-west. We never had less than 60 fathoms of water, from 50 we went off into 60.

Q. When did you sight the land after that?—A. I came in then north-west and I made here (indicating). I only lost four hours. It was a sailing-ship.

Q. What soundings did you get?—A. We first got 45 fathoms about five miles off shore and then we got into 50 fathoms and the next cast was 60 fathoms, and I came in north-west and made this land down here and the captain says that is Split Rock and I says heave the lead overboard and they did so and got 22 fathoms of sound and I says that is Cape Spencer.

Q. Was that the only instance you found a discrepancy between the Admiralty charts and the soundings?—A. That was the only one, I did not report that to the commissioners. The captain of the ship said he would do it, and I relied upon him.

Q. Do you or not consider that the soundings of the Admiralty charts are a fair and reasonable guide to navigation?—A. Oh, yes, by all means. It was a stronger tide than what I calculated on.

Q. Are there any of your pilots superannuated?—A. Yes.

Q. What do they get?—A. They get the trifling sum of \$200 a year.

Q. Anything to the widows or children?—A. Eighty dollars to the widows and wenty dollars to the children?

Q. How many pilots are there above sixty-five years of age now?—A. I do not know of any outside of Mr. Cline.

Q. How many above sixty?—A. I should say one-third.

Q. If the system of compulsory pilotage was done away with, would there be an adequate supply of pilots for the vessels coming into this port?—A. I swear positively I would leave this city and go and seek a living at some other business.

St. John, N.B., Pilotage Investigation.

Q. You do not think there would be an adequate supply of pilots duly qualified?
—A. No, I do not, the way they are advised and the pressure that is fetched to bear upon the men who take us at the present day, we would not get any living at all.

Q. You think a number of vessels coming to the port would not take pilots?
—A. I swear positively from what I know that while the captain of a ship would be willing to take us if he was left to his own free will, the pressure coming from the officers would not allow him to take us. I say this from what I have seen in regard to tug-boats.

Q. Do you mean to say that the owners and agents of ships consider that when a tug is taken, that pilotage is not required?—A. No. I have been pilot of several foreign ships and a tug-boat would come alongside and the captain would like to hire that tug, but he had an order sent to him saying that he must not take only such and such tug-boats, and I have been obliged to lay at Partridge Island for hours waiting for that particular tug to come down from the Suspension Bridge and it would work the same way with pilots. When commissioners allow us pilots to go to the states, if we can get a job in an office and in that case the office would select two or three men and those two or three men got all the outside work while the rest of us got little or nothing for our work.

Q. Do the owners and agents of ships instruct their captains not to take pilots?
—A. I have been told by captains that they did.

Q. Can you name any of them?—A. Well, I could, but I do not want to take the living from those captains who told me.

To Mr. Palmer :

Q. Name the agents?—A. It is a very easy matter then to get at the captains. Some of them were barges.

To Mr. Gilbert :

Q. I want to ask whether they were captains of large vessels or vessels under 300 tons?—A. They were all of vessels under 300 tons; the owners and agents instruct captains of smaller ships not to take pilots.

Q. From your knowledge of captains of large vessels, do you consider that they are or are not competent to bring vessels up the bay?—A. I think any man who is fit to sail a ship to any part of the world, by using the lead and precaution can come into the Bay of Fundy.

Q. How far?—A. He can come up to Partridge Island, that is, a competent man who knows all the lights.

Q. Then the only pilotage he would require would be the pilotage into the harbour?—A. Yes, you can put it like that.

Q. Then having brought his ship there, would he require a pilot to take him into the harbour?—A. Yes.

Q. Would you consider it a prudent action on his part if he could obtain a pilot outside to take one, even if he considered himself competent?—A. I would think that it would be very prudent for the captain to get a pilot at Brier Island.

To Mr. Palmer :

Q. For what reason?—A. The pilot knows more about the tides between Brier Island and St. John than the chart will tell the captain, and he knows the landmarks better than the captain.

To Mr. Gilbert :

Q. Your ship must have been pretty near where that 60 fathoms is when you found the discrepancy?—A. No, she was not; we were four hours from this point. I am sure where I was, because I had Musquash buoy.

WILLIAM A. BLACK examined :

To Mr. Palmer :

I am a member of the firm of Pickford & Black, and am one of the pilot commissioners of the port of Halifax.

Q. How many steamers of your line visit this port?—A. Two.

Q. From the bills you receive for pilotage charges at this port, will you tell me how they compare with pilotage charges at Halifax?—A. They are very much in excess.

Q. Can you give me a ratio of it?—A. Probably three times greater.

Q. Do you consider, from the information you get from your captains and others, that except for the compulsory feature, that your steamers could visit this port without pilots, except possibly harbour pilotage?—A. It would not be necessary to employ them excepting for harbour purposes either inwards or outwards.

Q. How with reference to your steamers outward bound, do they take pilots?—A. Our instructions to the captains are to take them only when necessary. If they have to pay them they take them, but beyond compulsory districts they do not take them as a rule. Occasionally they have taken them around as far as Halifax, if the captain was unwell or in some exceptional case.

Q. At Halifax you have a regulation fixing the distance outside of which a vessel must be spoken to make her liable for pilotage?—A. Yes.

Q. What distance is that from the port and harbour of Halifax?—A. I think the line is about 12 miles from Halifax.

Q. Can you tell me approximately correct about what average distance steamers are spoken from Halifax?—A. Fifteen to twenty miles.

Q. I think there is only the one fixed charge at Halifax?—A. That is all; the winter rate is a little higher than the summer.

Q. As to whether a vessel is spoken 12 miles off or 20 miles off?—A. There is no difference in that case, the rate is the same.

Q. Have your captains ever reported to you why it was necessary for them to have pilots in the Bay of Fundy?—A. No, I think not. We have asked them if it was necessary to employ pilots in the outer districts, and we have, as a rule, found they did not require them and we would say do not employ them then.

Q. During the last year that your steamers were here the amount of pilotage fees was some 1,130 odd dollars; do you find that a considerable tax upon the operation of your line from this port to the West Indies?—A. That, with other exceptional charges here are a heavy tax. We often complain to our agent here about it, but there seems to be no relief for it.

To Captain Douglass :

Q. Would it have any effect upon the insurance of your ships if the pilotage here was not compulsory or insisted on?—A. I think it would have no effect with the underwriters.

Q. Your steamers make to the port of St. John 12 or 13 trips a year?—A. Yes.

Q. That is the number required under your contract?—A. Yes.

Q. Have you other steamers plying in the West India service?—A. Yes.

To Mr. Palmer :

Q. Do you ever send any boats here except what you are compelled to send under your contract?—A. No.

Q. Has the high pilotage charges and the other high charges that you have spoken of, of any influence on you on the question of sending them or not?—A. They all enter into the calculation and do have an influence.

Q. Have you been requested to send steamers here, where not compelled by contract and refused, and has your refusal been influenced by these facts?—A. Yes.

St. John, N.B., Pilotage Investigation.

Q. Would the abolition of a compulsory payment of pilotage dues with a lessening or deduction of the charges at the port tend to influence you to send other steamers here?—A. I think it would.

To Mr. Skinner :

Q. Have you any experience as a navigator?—A. No.

Q. Does the fact that the steamers are in a habit of coming here and consequently getting local knowledge enter into the question of your opinion that they could come here without a pilot?—A. No, I would give the same instructions to new men to all parts of the world. I think pilots are not necessary for any ports except for harbour purposes, as a rule, but there are exceptional cases.

Q. What are the other charges you spoke of?—A. Anchorage dues, labour, pilotage and wharfage.

To Captain Douglass :

Q. You pay all these rates in Halifax?—A. We pay no anchorage and no wharfage. I think the custom there is that the cargo pays the top wharfage and there is no side wharfage.

Q. It comes to the same thing.—A. Not from the shipowner's standpoint.

To Mr. Skinner :

Q. Is it not a fact that you would rather do the whole of your business as far as these West India steamers are concerned from Halifax than be compelled to come here?—A. It would be cheaper for us.

Q. Under your subsidy you are required to come here?—A. Yes.

Q. Therefore it would be saving money for you to do it all from Halifax?—A. Certainly.

Q. When you say that if there was no pilotage provisions for the Bay of Fundy at all, that it would not make any difference in insurance, you speak merely from an opinion based upon your own thoughts?—A. I speak from a general knowledge of insurance, because if I submit a risk they do not ask whether she is going to St. John or other ports or whether we have pilots or not, they take the risk. We do not insure for a particular place. They simply know there is a ship on which they are asked to take a risk. If you are insuring a ship here you know she is going to the West Indies, but if you submit your ship to Lloyd's in London they do not know what her trade is, they may or may not.

Q. Suppose she was going to Hudson Bay?—A. Certain waters are prohibited, and Hudson Bay is one of them.

To Captain Douglass :

Q. If a captain refused the pilot, would that affect the insurance if the underwriters were aware that the pilotage was compulsory?—A. I think it would not. All these risks are taken into consideration by the underwriters.

To Mr. Skinner :

Q. As a matter of fact your ships have pilots both coming up and going down the bay?—A. Yes, they have to pay for them and they might as well take them. We do not take them down the bay, but simply as far as the compulsory system extends.

Q. Do you know of any instances when they have taken them down the bay?—A. Yes, I know of one case where the captain was sick, and I think the pilot went all the way to Halifax.

Q. Have they taken them down the bay in thick weather?—A. I think not. I am not clear on that point; but it is a very exceptional thing for them to take them beyond the compulsory limit.

BARTHOLOMEW RODGERS resumed :

To Mr. Gilbert :

Q. These barges bring coal from Springhill?—A. Yes.

Q. Does the coal not pretty much all come down in vessels under 125 tons?—
A. I am not sure. We collected from all vessels that carried coal from Springhill here in the year previous to the barges, and the most of them were under 125 tons.

Q. But you collected a good deal of pilotage from those over 125 tons?—A. Yes.

Q. You yourself have spoken these barges several times?—A. Yes, in the county of St. John.

Q. Did you go beyond Cape Spencer?—A. Yes, about 9 miles. I cannot say how many. I suppose 8 or 10 east of Cape Spencer. I never spoke one as far as the Corporal Light, about six miles below Cape Spencer, where I spoke some. We know when they are coming.

Q. Do you know of any of them getting in without your catching them?—
A. I have never known any of them to come in with any kind of a chance; but I have laid for them and watched for them and they have held them back and came at times when I would not be on the look out, and that was the only time they ever got in.

Q. You do not mean to say that these barges would avoid you?—A. Oh, yes.

Q. Is it not a fact that a great many of the small vessels that do not pay compulsory pilotage are towed into the harbour by tugs?—A. Yes.

Q. Can you give any reason why they take a tug?—A. The reason is that they cannot work into the harbour.

Q. If you were on board would they have the same difficulty about working into the harbour?—A. No, I do not think it. To shift from the harbour into the wharf is the reason they take the tug.

Q. Do they frequently, with a fair wind and flood tide, sail in themselves?—
A. Yes.

Q. And the great reason they take the tug is because at certain times of the tide it is necessary for them to have a tug to come in safely?—A. You can always work into St. John harbour if you have wind.

Q. Is it not on account of the nature of the wind and tide that it becomes safer for them to take a tug than to sail in?—A. Yes.

Q. Don't you think that a tug that has hold of a barge can bring her in just as safely as she can bring in a schooner?—A. No.

Q. Then a tug can bring in a schooner safer than a barge?—A. Yes, because the schooner is a smaller vessel, and our tugboats are much handier vessels, and the captains of our tugboats are better acquainted with the harbour than the captain of the "Springhill."

Q. Then you have an intimate acquaintance with the knowledge of the captain of the "Springhill"?—A. I think I have. I saved one of them one night from going ashore by my advice. I told the captain of the tugboat if he continued on his course he would put her ashore, for his helm was hard a starboard, and he had best stop her and put his helm a port.

Q. Your view is that the captain of the "Springhill" is not a competent man?—
A. He has made out to come in and out all right. Sometimes he tows in with a short hawser, and more times he makes fast out at the island. They tow on 120 fathom line from Parrsboro' till they come to the bell buoy, and then they shorten in; sometimes they go alongside the barge and haul the hawser in.

Q. When she is lashed alongside she is in the command of the tug?—A. Certainly.

Q. You consider that a better method of bringing a craft into the harbour?—
A. No, I do not.

Q. You said you thought it was safer for these barges to have pilots?—A. Yes.

St. John, N.B., Pilotage Investigation.

Q. Do you think it is safer for the "Monticello" to have a pilot?—A. She draws no water to begin with; I mean she only draws seven feet and the tug draws about ten feet and a half, and a barge from twelve to thirteen feet.

Q. Don't you think it would be proper that the "Monticello" should have a pilot?—A. If the Government would give it to us I should say that all vessels should have a pilot.

Q. It would be necessary for a tramp steamer to have a pilot if a tug was alongside?—A. Yes.

Q. You have passed your examination?—A. Yes. I never passed an examination as a master, or as regards deviation.

Q. Would it not be an important thing to have pilots instructed in deviation and all the navigation a master requires?—A. If the Dominion thought so I suppose it would, I am not prepared to give that opinion. If I went on board a ship and it was thick fog, the deviation would not be much use to me. I would not be able then to know how much the compass was out. I have always made it a practice, any ship I ever went on board of to make inquiries of the captain in regard to his compass, and I have always told him my course and why I wanted to steer that course, and I have gone into the chart room and saw them lay the rulers on the courses and deviation card as well, and would see where my course would fetch, and if my course and the captain's did not agree I would then explain to the captain why I wanted to steer that course, and in no case have I ever had a captain to find fault.

To Captain Smith :

Q. In iron vessels have you always had to steer the same course?—A. Twenty courses sometimes on board the one ship. We do not steer these channel courses laid down in the chart, or the magnetic course. We give the ship a departure before we leave her from some point, and we never leave a ship on a lee shore. When we leave her she is on the weather shore. We would have to steer different courses on board vessels under the same circumstances.

To Mr. Gilbert :

Q. From what you have said going down or up the bay, you take some point of departure?—A. Yes.

Q. Then from that known point of departure you sail for some other point?—A. Oh, no, we make the land if it is thick fog, and when we do, we tell the captain that is such and such land, and if he is doubtful about it, we generally put the lead overboard and we say we will follow this shore along and show you something you know yourself.

Q. Don't you take that course in such a way as to bring you into the sound of some whistle that you know of?—A. That will depend on how the wind is.

Q. What is your object in taking your departure from one point and steering to another?—A. To keep the ship clear of the rocks. The lighthouses are good, but we do not place any dependence in a whistle, because we would be in on top of the surf and not hear them. We depend on our judgment.

Q. You know the location of these lighthouses from having seen them?—A. Yes.

Q. Supposing a person had been experienced in coasting up and down the bay, for as long a period as you, would he by paying attention to these lights be thoroughly competent to bring a vessel into the bay?—A. If he was a certified captain he certainly would; with ten or fifteen years' experience he would.

To Mr. Palmer :

Q. In piloting a ship out from here and taking her down the bay, where do you usually land?—A. At Brier Island.

Q. Have you ever landed at Brier Island where you have been piloting a ship down the South Channel with the wind south-west?—A. No; the captain would never let me leave.

Q. In such a case where do you land?—A. I take the ship until she has an offing clear of Brier Island and then go on board a fisherman, or until the ship has an offing from the land, and then I would go 10 or 12 miles clear of Brier Island, and come to Brier Island again in a boat.

Q. In taking a ship off North Channel where do you like to land?—A. We generally leave a ship in the vicinity of Little River.

Q. In your experience as a pilot have you ever arrived at Little River and found the wind south-east?—A. Yes, and took the ship out into the bay and stayed on board of her till there was a change of wind.

Q. How long was it before you did get ashore in this case?—A. I think I was four days on board of your barque.

Q. Do you think it is an advantage to keep a ship for four days in the mouth of the bay?—A. We could not get clear of the shore. I was ready and willing to leave the ship at 12 o'clock at night; but the wind was blowing a gale, and the crew were all drunk, and the captain would not allow me to leave the ship.

Q. Do you know cases where ships have been lost on the Maine coast in attempting to land their pilot?—A. I do not.

Q. Are you prepared to say there are not such cases?—A. I am prepared to say there are not such cases if the captain looks out for his ship.

Q. Have there not been within the last 16 years vessels lost on the Maine coast with the pilots on board, outward bound?—A. I think there was a ship lost with Pilot Cline on board—an unmanageable ship.

Q. What do you mean by unmanageable?—A. I mean she was a wooden and iron ship together, and would not steer, and went ashore. I know of no other ships with pilots on board that got into trouble in the Bay of Fundy.

Q. I said the state of Maine coast with the pilot on board?—A. No, I know of no others.

Q. I mean about Little River?—A. I know of no other ship with a pilot on board being lost at Little River; only one, and I happened to be present at the time and know all about it. I do know of one other, she was the barque "Tanjore."

Q. Would you prefer to have a pilot land or not to land down the bay?—A. If I were captain of a ship and with the knowledge I possess of the bay, I would take a pilot to Little River or Brier Island all times of the year.

To Captain Smith:

Q. Is the "Tanjore" the vessel that was lost when Mr. Trainor was on board?—A. Yes; it was the one you held an investigation on.

Q. Supposing you were the master and had two mates, each of whom had the knowledge and experience of a St. John pilot, would you still take a pilot?—A. I certainly would.

To Mr. Palmer:

Q. If you had a crew of St. John pilots would you take another one?—A. No, I would not; that would be a different thing entirely. The mate and second mate generally look out for the work and see that nothing is going wrong, and when they leave port for the safety of life and property the captain has got his hands full to take the ship out of the bay.

Q. You say if you had three men all experienced as you are, you still would take a pilot?—A. The captain has to take the ship out of the bay, because his officers, if they pay strict attention to business, have enough to do to look out for the working of the ship.

Q. It is for that reason and not because the master or mates do not know the coast that you would take a pilot?—A. I am satisfied that the master or mates do not know as much about the currents in the Bay of Fundy as I do.

Q. Supposing you had a master and mate and second mate who knew as much as you on board and you as master, you would still take a St. John pilot, and I ask

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you why?—A. I would take him to relieve me as far as rest is concerned. I have been some three days between here and Brier Island.

To Captain Douglass :

Q. Supposing you were on board as a pilot and you engaged for three or four days and you could not get any rest, would you then think the captain qualified to take charge?—A. Yes. I could not lay and rest as contented with the mate or second mate in charge as though I had a pilot.

To Mr. Palmer :

Q. Supposing that Trainor was captain and you were mate and he was to lie down leaving you in charge as mate, would he lie down as contentedly with Bart Rodgers as mate as Bart Rodgers as pilot?—A. It would take me all my time to see that the sailors looked out for the securing of the deck load and the gear and all that. There is no ship equipped when she leaves this port.

Q. That being so, would it be an improvement on the law where the master and mates are not thoroughly familiar with this coast and bay and there is a chance of their being three or four days between here and Brier Island, to compel them to take two pilots?—A. I do not think that it would. You make me captain and I will answer.

Q. Taking the captain of a ship outward bound inexperienced in the bay, then you being pilot, if the ship was three days getting out to Brier Island you would be practically three days without rest?—A. Not by any means. When I would get tired I would generally get the ship's head clear off the shore, steering clear of trouble, and then I would talk it over with the captain as we generally do, and would tell him we have got so long a distance to go before we will get to such and such a place providing the wind continues, and if the wind continues I will lay down a certain length of time and you can call me, and with those instructions I would lie down.

To Captain Smith :

Q. Then you would not leave the deck unless the captain was there to take your place?—A. By no means.

Q. Did you ever read the evidence in the "Tanjore" investigation?—A. No.

Q. Would it not, in your opinion, answer fairly well if you had masters and mates who passed a qualifying examination for pilots in this bay, as far as the safety of the property is concerned?—A. Do I understand you that a captain or mate is capable to pass the same examination as I?

Q. Yes.—A. And that he would be capable of navigating the Bay of Fundy himself.

Q. Yes, without taking you?—A. Yes, if he passed the same examination I pass upon the same subject, he would be.

Q. I think you obtained your certificate in 1874?—A. In 1881. I am thirty-six years old past.

Q. You examined those questions left by Mr. Troop?—A. Yes. From what I have seen of them they are the ones I passed on.

To Mr. Palmer :

Q. Did they have any examination on the question of colours when you passed?—A. No; not with reference to colour-blindness, and I have never passed any examination on the deviation of the compass.

Q. I think you said from your experience in St. John steamers you did not interfere with the deviation of the compass?—A. I never allowed myself to think I was capable of taking care of the ship's compass. I always trusted that to the officers.

Q. I ask you whether, in your opinion, it would be an improvement on the examination of St. John pilots to have them examined and qualified on the question of deviation?—A. Yes, if the government thought so.

Q. What do you think of it?—A. It would relieve the captain from certain responsibilities.

Q. Would it be an advantage?—A. I do not know. If I knew how to work it, I would not apply it myself. I would get the captain or mate to do it.

Q. Then you consider that the captain is the man who is responsible for the ship although you are on board?—A. Oh, no. I always make a note of every course that ever I steer of my own and I generally look at the captain and mate and if the chart is handy I look at the chart and if I see any little mistake I draw their attention to it, but I allow them to navigate their ship by their charts.

Q. You consider they have charge of the ship?—A. No. I do not. I have the responsibility of the ship on myself.

Q. You mean to say you ask the captain to lay down the courses from one point to another?—A. Yes.

Q. Before whom did you pass your examination?—A. Captain Pritchard, Chas. S. Taylor and Mr. H. D. Troop.

Q. Was the examination written or oral?—A. It was from a book in the possession of Mr. Troop. I gave my answers verbally.

Q. Taking the portion of the bay known as the North Channel in what portion of that part of the bay do you think the greatest dangers and difficulties to navigation lie?—A. From the North Head of Grand Manan.

Q. Can you tell what they are?—A. They are The Wolves, Maces Bay Ledges, the Allen Gilman Ledge, Dipper Harbour Ledge, Split Rock, Mahogany Island and Shadrock; those are the principal.

Q. With the exception of The Wolves would they lie very contiguous to the shore?—A. They are all very close to the shore except The Wolves.

Q. From the North Head of Grand Manan across to Liberty Point and from that to St. John what is the shortest route from one to the other?—A. About thirty miles.

Q. How far do The Wolves lie from the New Brunswick shore?—A. About four miles.

Q. Then you have thirty-five miles of clear water between those and the Nova Scotia shore?—A. Yes, if you go that way.

Q. Is there any obstructions from the North Head of Grand Manan coming up the bay that lies more than four miles off the New Brunswick shore or Nova Scotia shore?—A. If you lay down a course on that chart that the captain of a ship is supposed to be guided by I do not think he would be able to run it.

Q. Taking any course from North Head of Grand Manan to Liberty Point is there any place that the breadth of clear water between the New Brunswick and Nova Scotia shores would be less than thirty miles?—A. No, I do not think there is.

Q. You make no difference in this pilotage district how far the vessel is from the shore in claiming a right to board her?—A. No, four or five miles or twenty-five miles off the New Brunswick or Nova Scotia shores we would claim the right to board her.

Q. You, in the course of your business, pilot sailers and steamboats both?—A. Yes.

Q. Taking the steamers in the first instance, are they mostly in the third district?—A. If it is thick as a general thing we hear their horn and we get them in the lower district.

Q. How about the sailers? Do you get those in the lower district too?—A. As many as we can.

Q. Did you get more than half the sailers in the lower districts last year?—A. I should say two-thirds. I had no steamers last year.

Q. Taking a sailing vessel that you get in the third district about what would be the average time from the time you boarded them until you got to St. John?—A. Probably twelve hours.

Q. Take the case of steamers boarded in the third district, about how many hours would they average?—A. From five to six hours.

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Q. Take the draught of water of the sailers you would board, about what would be the average of the sailers?—A. They would be light; they would average probably eight and a half feet in the third district.

Q. On these you get \$2.25?—A. Yes.

Q. Steamers would average how much?—A. About 12½ or 13 feet.

Q. How much would you get per foot on steamers?—A. Three dollars.

Q. Then it would be five hours on an average you would be employed on the steamer?—A. Yes, from five to six when gotten in the third district, and the pilotage would be \$39 inwards if you go to the extreme.

Q. The average on the sailing vessels would be \$18?—A. Yes.

Q. Tell me what extra labour or skill it requires that you get paid at \$4 greater rate per hour of your time?—A. I oftentimes have been obliged to lay for 20 days in the bay before I got one of those steamers, and I rarely ever pass over seven or eight days before I can get one of those other vessels. I have been 40 days outside now before I got a ship.

Q. In your opinion is not the extra rate charged upon the steamer upon the basis that she can afford to pay more, and not upon the basis that the service is worth more?—A. No.

Q. Explain in what respect the service of piloting a steamer 20 or 40 miles is worth more than piloting a ship the same distance?—A. From my point of view, when I see a steamer, I can say to myself: There are three pilots, and one will take that first ship; and if it was the other one (the steamer) there would be three captains three pilots, and about 60 more men, and she would take away three shiploads.

To Captain Smith:

Q. You mean when you see a steamer on account of her size you consider she will take the place of three ordinary sailing vessels?—A. Yes.

Q. And that those three sailing vessels would have three different masters?—A. Yes.

To Mr. Palmer:

Q. Is it not to your knowledge and opinion that you tax the steamer more, not because your services are worth that much more, but because of her taking the three loads, she could afford to pay more?—A. Certainly.

Q. Then, according to your opinion, the St. John pilotage rates are assessed upon their ability to pay and not upon the basis of the value of the service; that is, upon steamers?—A. They are better able to pay. I have to take the figures the merchants petitioned for. I do not think the steamboats pay one-quarter enough pilotage.

Q. Don't you say because the steamer is better able to pay it, as she carries a larger cargo?—A. It is my opinion that the steamboat does not pay enough.

Q. You are only five hours on board of her?—A. Yes.

Q. If you could get thirty-nine dollars for five hours work and be sure of steady employment you would have a good income?—A. Oh, yes.

Q. May you not have to look just as long in the South Channel for a ship as for a steamer?—A. When the ships are scarce we do not generally stay there.

Q. Why do you stay there forty days for a steamer?—A. Because there are so many pilot boats that two or three boats of us take the South Channel and two or three more the North Channel and then we say, if we go over there, such and such a boat is there and we will only drive one another and now we will stay here by ourselves and be contented, and sometimes we are obliged to stay twenty days, thirty days and forty days between Cape Sable and Petite.

Q. Did you tell the commission how many vessels you piloted between May and November?—A. Yes; somewhere between thirty and forty vessels.

Q. Those were all sailers?—A. Yes, I think so.

Q. The risk of cruising looking for sailers is just the same as looking for steamers, and the chance of you being twenty days without getting a vessel is just

the same?—A. If not the ships are scarce, because then I would go and look and get a schooner, but if we were all going to fight for schooners there would not be enough money in the business.

Q. Do you remember how many steamers outside the regular lines were here last year?—A. I should say, in round numbers, about sixty tramps.

Q. The pilotage on each of these was \$3 per foot?—A. Yes, and an average of thirteen feet. The average time inwards was six hours.

Q. The pilotage upon them inwards would be an average of about forty dollars?—A. Yes.

Q. The pilotage on sixty ships and barques; the time would average twelve hours?—A. Yes.

Q. And the pilotage inwards would not average over twenty-five dollars?—A. The barques and ships that come here nowadays I guess you could put on thirteen feet draught on an average.

Q. Outside of the question of pay, supposing the compensation was the same for bringing in a sailing ship and bringing in a steamer from the same position in the bay, as far as yourself was concerned, if you were there and you had the chance to speak the one or the other, which would you take?—A. I would take the steamer.

Q. Supposing the amount you got was just the same?—A. Yes, because I could do the work quicker.

Q. How about the labour? Would it be easier?—A. As far as the pilots are concerned, if I had a fair wind in a sailing ship and that wind would fetch me to St. John it would be no easier to come in a steamer than in a sailer. The beauty of the steamer is we would have a fair wind all the time.

Q. On every occasion given the choice of taking the ship or steamer at the same price you would take the steamer?—A. Yes.

Q. If you were given the option of speaking them down about Cape Sable Island and given the option of taking a steamer at forty dollars or the sailing ship at fifty dollars which would you take?—A. The sailing ship for the extra ten dollars, but at the same money I would take the steamer.

Q. Then it is resultant from that that you consider the time that would be occupied and labour are at least as light in the case of a steamer as in the case of a sailer?—A. Yes.

Q. What is the charge of pilotage on a steamer outwards?—A. I am not sure, but I think \$1.50. It is \$1.25 a foot out and \$1.50 in on the sailing vessels, and \$2 a foot in on the steamers and \$1.75 out on the steamers.

Q. Your pilotage rates outwards are from here to Brier Island on the steamer \$1.50 a foot?—A. Yes.

Q. But your pilotage rates from Brier Island inwards are only \$3.00?—A. Yes.

Q. Is not the fact that St. John is unique in that respect with reference to making the outward charges higher than the inward charges?—A. No.

Q. Tell me another port where they are higher?—A. I do not know.

Q. Is there a port in Canada where the outward pilotage is higher than the inward pilotage excepting St. John?—A. I do not know.

Q. With reference to the steamers plying to Digby, do you think that they should be exempt from pilotage?—A. If I had my will I would ask pilotage on everything if the Government would give it to me.

Q. If I and other unfortunate sailing owners should have to pay pilotage you think these steamers should too?—A. Yes, I think all vessels should contribute towards the system and I include the International Line of steamships.

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15th February, 1895.

Mr. JARVIS reads a statement which he submits for consideration of the commission.

Capt. HARRIS B. PATTERSON examined :

To Captain Smith :

Q. You are a master mariner ?—A. Yes.

Q. With a certificate ?—A. Yes, of service.

Q. Where were you born ?—A. Shulee, Nova Scotia. I have been in charge of schooners in the Bay of Fundy and my certificate is not for a square rigged vessel but for fore and aft vessels. I obtained this certificate in 1885.

Q. Then you were in command of a vessel previous to 1883 ?—A. Yes.

Q. You based your application upon that ?—A. Yes.

Q. Where were you trading to on those vessels before 1883 ?—A. The States.

Q. Did you go further south ?—A. No.

Q. At that time you had not received a certificate ?—A. No, I had not.

Q. Did you pass through any grades as a mate previous to that ?—A. No.

Q. You just went after serving on board as a seaman ?—A. Yes—no, I went as master without previously serving as a mate.

Q. What part of the States ?—A. Boston, New York, the Sound ports, Providence, and all these places.

Q. You did not go down to the West India Islands ?—A. No. I made a mistake. Before I got my captain's certificate, I served as mate for three years, of course, previous to obtaining a captain's certificate.

Q. What was the name of the vessel ?—A. I served on the "Annie Simpson," a two masted schooner, about 150 tons.

Q. Is your certificate limited to 150 tons ?—A. No. It is not a limited certificate.

Q. Have you been running many years in that trade ?—A. Yes.

To Captain Douglass :

Q. When did you first go to sea ?—A. I was about fifteen years old, and it was about twenty years ago. I have been to sea ever since I left school.

Q. Have you been on the coasts of Nova Scotia ?—A. Yes, most always.

Q. You have been accustomed to sailing from the port of St. John principally ?—A. Yes. Principally up the bay ports: Parrsboro', Apple River and Shulee. I live at Apple River now, but have been sailing from St. John.

Q. Are you well acquainted with the Bay of Fundy navigation ?—A. Yes.

Q. Have you had much fog during the passages you made up and down ?—A. Yes, quite a lot in summer time, and I found it necessary to take soundings and those soundings were a guide.

Q. You compared them with the soundings upon the chart, making allowance for the rise and fall of the tide, and you found them to be of some guide to you ?—A. Yes.

Q. You have no reason to doubt the chart—is it an Admiralty chart you have been using ?—A. Yes, I think it is accurate.

Q. Have you had during your time foggy weather and had to pass various points of land ?—A. Yes, I found fog-whistles were a guide to me and were all right.

Q. You think they are sufficient for the safe navigation of the port ?—A. Yes.

Q. Would you recommend any others ?—A. Yes, I would. On Cape Spencer I would recommend a whistle.

Q. That would be of no service to any vessels leaving St. John but more generally for vessels from the upper part of the bay coming to St. John ?—A. Yes.

Q. What is the largest sized vessel you have been in ?—A. The one I am in now; the "Ulrica" is a three-masted schooner, 298 tons.

Q. Have you been accustomed to taking a pilot coming up the bay?—A. No.

Q. Have you ever come under the compulsory act in previous vessels and have you ever been compelled to pay for a pilot if you did not take one?—A. I am not exempt. If I do not take a pilot I have to pay for one.

Q. In any other vessels besides this have you been under the Act?—A. Yes.

Q. Take this vessel; on her you have to pay compulsory pilotage?—A. Yes, when I am spoken. I have been spoken coming in and I took a pilot last time, and I guess that was the only time I took a pilot in with this schooner.

Q. Had you ever been spoken previous to this by any pilot boat?—A. Not bound here; but I have been spoken going up the bay.

Q. Then you had to pay your pilotage?—A. No, I was not bound here.

Q. When you were bound to St. John and spoken did you take a pilot?—A. I do not think I have been spoken.

Q. Then you have gone into St. John without being spoken and have not had to pay the pilotage?—A. Yes, that is correct. My vessel draws twelve and a half feet of water when loaded and eight feet when light.

Q. When bound up the bay, the pilot boat sometimes comes alongside of you and offers services?—A. Yes.

Q. Have you ever taken a pilot?—A. No, only the last time. He came out in a tug-boat, and I was bound to St. John then.

Q. If you had been coming into the Bay, bound to any of the upper ports, and spoken by a pilot, did you take a pilot?—A. No, not up the bay.

Q. Do you consider yourself competent to sail about in the bay?—A. Yes, I do.

Q. You are acquainted with the lights?—A. Yes, and the shoals.

Q. In this particular ship, when you have gone to St. John and have escaped paying pilotage because not spoken, have you had to pay the pilotage outwards?—A. Yes, in that ship.

Q. Have you taken a pilot outwards when you left the wharf always?—A. I never made any application for a pilot, but the pilot came down. I have taken a pilot out without making an application for them. He has been sent down to my ship I suppose.

Q. How would he know your ship was going to sail?—A. I suppose he would come and ask. I pay my pilotage before I go out into the pilot office. I have to produce that, to the customs, before I clear.

Q. This is the list of questions usually put to pilots?—A. Yes.

Q. Do you think you could pass such an examination as that?—A. Yes, I could. I refer to my books when I want to know the number of a light.

Q. You navigate your ship by your knowledge and experience with the assistance of the chart?—A. Yes.

To Mr. Baird:

Q. Have you had any experience at Windsor or those ports at the head of the bay?—A. Not very much at Windsor. I have been up to Windsor only once. I have not been much in the plaster trade there, but a little in it as master. I did not have the service of a pilot there.

Q. As a matter of comparison, how do you consider the different localities of the Bay of Fundy—is the upper part equally as dangerous as the mouth of the bay?—A. It is not quite. I consider the mouth of the bay the most dangerous; that is, the entrance into the bay from the north end of Grand Manan and seawards. I would rather navigate her from here up to Windsor and Parrsboro' than to bring her in here; I mean from Machias Seal Island (indicating.)

Q. Would you rather be bound to St. John or to Windsor if you were a stranger?—A. I would rather be bound to St. John, as it is handier and there is less difficulty.

Q. Do you find the Bay of Fundy more difficult to navigate than other portions of the coast between here and New York?—A. Not so much. Nantucket Shoals are very much worse. All sea captains know that. Inside of the Nantucket Island I know may be specially dangerous.

Q. There is no pilotage system there?—A. No.

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To Captain Smith :

Q. Are there any pilots for that place?—A. There are no pilots to be obtained there. Each captain has to navigate his vessel through there for himself.

Q. A master of a ship trading from St. John to New York or American ports would know the Bay of Fundy earlier than he would know the Nantucket Shoals?—A. Yes.

To Mr. Baird :

Q. What class of vessel do you consider best suited to our New Brunswick trade or the coastwise trade of the United States?—A. The class I have now. A three-masted schooner nearly 300 tons.

Q. Then you find the burden of compulsory pilotage considerable of a burden on those vessels?—A. Yes.

Q. Have you noticed the class of vessels of 124 tons?—A. Yes.

Q. Have you a good acquaintance with the masters of these three hundred tonners?—A. Yes, and I find them generally competent to navigate these waters with safety.

To Captain Smith :

Q. These men have been some of them, in charge of vessels of 125 tons?—A. I suppose they have.

Q. Is that the reason you would consider them competent?—A. No.

To Mr. Baird :

Q. Do you know why these 120-ton vessels are built—any special reason?—A. They always told me it was on account of the pilotage. It was because they were free from pilotage, and that would certainly lead to the building of a large number of them. I do not consider them a good and satisfactory kind of vessel.

Q. Still owners will build them rather than submit to pilotage?—A. Yes.

Q. Have these vessels of 124 tons been found fit for off shore work in winter?—A. No, not very often. They are not fit.

Q. The three-masters of two or three hundred tons would be?—A. Yes, equally fitted to do the coastwise trade.

Q. When you go to sea you have to have a certified master and mate on board your vessel?—A. Yes, that is off shore, across.

Q. On the coast you do not?—A. No. All around the whole coast of America and to the West India Islands that certificate is sufficient but when you cross the Atlantic, then you have to have a sea-going certified master and mate. One is a sea-going certificate and the other a coasting certificate.

Q. Do you carry a certified mate now?—A. Yes, who has been examined before the proper officers here.

Q. That mate undergoes an examination in seamanship?—A. Yes. It is not a certificate of service but a certificate of competency. It is a better certificate than a certificate of service is.

To Mr. Skinner :

Q. When you say you are competent to pilot your own vessel up the bay, do you mean that you have become competent on account of the experience you have had in coming in and going out of the bay?—A. Yes.

Q. The pilots serve an apprenticeship of five years. Do you think that is necessary for a man to do that before he can become a pilot?—A. I think so. I think a pilot should pass an apprenticeship of five years.

Q. Is your vessel British or American?—A. British. She was built at Apple River.

Q. Are there many of the schooners in the coast trade American registry?—
A. Yes. Many are.

Q. Is it not a fact that a great many of the British masters of vessels get to be Americanized, either become naturalized Americans or file declarations of their intention to do so, and therefore become American captains?—A. Yes, British captains may become naturalized in the States or file papers declaring their intention to do so and then they can go on board American ships.

To Captain Douglass :

Q. From your knowledge of the Bay of Fundy is pilotage necessary for any of the ports in the Bay of Fundy?—A. No.

Q. Do you mean to say for all vessels coming in?—A. I mean my own class of vessels, the schooners.

To Mr. Skinner :

Q. You mean the captains of the schooners have to have enough local knowledge to do their own piloting?—A. Yes, maybe they obtain sufficient knowledge to do their own piloting.

Capt. WILLIAM H. HARDING examined :

To Captain Smith :

Q. Have you a master's certificate?—A. Yes.

Q. Of competency or service?—A. Of service. I think I obtained it about 1873.

Q. What vessels have you had charge of previous to the time of obtaining a certificate?—A. I had charge of the "William Stairs." She was registered at Halifax and was a barque. My certificate is a sea-going certificate. It is superior to the coasting certificate.

Q. What other vessels?—A. The "James Campbell" and she was a barque of about 375 or 400 tons. They were both small barques. Perhaps the "William Stairs" was about 450 tons.

Q. Where did they trade to?—A. A good deal in the West Indies and South America. I went to Ireland a long time ago.

Q. Since you obtained your certificate what class of vessels have you had charge of?—A. Principally square rigged for the last 12 years. All but one barque, the "Mistletoe."

Q. You have sailed out of this port in vessels of 124 tons schooners and brigs?—A. Yes, about 220, 180 and 150 odd tons.

Q. If you had 12 years' experience you consider you had pretty good experience?—A. It has been only in the summer that I have done any coasting here to speak of, but in the winter time I have been always off shore. I am pretty well acquainted with both channels of the Bay of Fundy.

Q. When you are coming in, do you consult the chart?—A. Invariably. I never trust anything to memory. I know all about the lighthouses and always refer to my book.

Q. Have you had occasion to take soundings?—A. Yes, in both channels.

Q. Have you found those soundings agree with what the charts show as well as they do on any other part of the coast?—A. I think so. I have not had any reason to complain. I have always found it nearly accurate. I have compared the soundings with the chart and found them pretty nearly right. I think the soundings here compare well with those on the coast of Maine. I prefer the Admiralty chart.

St. John, N.B., Pilotage Investigation.

Q. Have you gone to the ports up the bay?—A. Never to any port above St. John; my navigation has been up the bay towards St. John.

Q. In passing up and down the bay, have you frequently met with pilot boats?—A. Yes; cruising about. In clear weather I have seen them and they have hailed me, and I have taken them pretty nearly always. I never was in a vessel but I was compelled to pay pilotage.

Q. Whenever you have been hailed, you have always taken a pilot?—A. Always, with the exception of twice, and then I think the wind was blowing fair and I could not stop.

Q. Did you take them because you considered it necessary upon your part to take a pilot?—A. No, not for that reason. The reason was we had to pay them and I would take them on board.

To Mr. Baird:

Q. You feel competent yourself to navigate either channel in and out of the bay?—A. Yes.

Q. In the thick and stormy weather as well as fine?—A. Yes.

Q. Did you ever observe in coming in in thick weather, whether the pilot was on hand?—A. I do not think I ever met a pilot in thick weather coming up the bay.

Q. Then you would escape on occasions like that?—A. Yes. There might have been a pilot there and I would not see him.

Q. Have you ever found it necessary to take pilots in and out of the harbour of St. John?—A. Not for me, because I know the harbour myself. I do not know about the other captains. I do not know many of them; I have been here in the summer time and have not had a chance to get acquainted.

Q. From your knowledge of the American coast, do you consider the Bay of Fundy more dangerous than the other ports along the American coast, say from St. John to New York—is it more dangerous than the Nantucket Shoals?—A. Oh, not as much as the Nantucket Shoals; they are far worse. I do not think I have any more dread of the Bay of Fundy than any other port.

Q. Do you think, if there was an exemption of our tonnage from compulsory pilotage, that there would be an increase of Canadian vessels doing a business here?—A. I should think there would be, but it might not be so.

Q. If there was an exemption up to 300 tons, would it lead to an increase of our Canadian tonnage up to 300 tons?—A. Yes; I think there would be. I think that these 124-ton vessels would be wiped out. They are poor vessels anyway. A large number of American vessels come here now. They are exempt from pilotage at their home ports, but ours pay both ends. I do not know much about American vessels. I never had an accident in the Bay of Fundy or anywhere.

To Captain Douglass:

Q. I suppose you consider it necessary to support a staff of pilots here for strange ships?—A. I do not think for that. It would be only for the support of the pilots, for I think they have been a long time here and they should be supported in some way, but not for the safety of vessels. I think the poor fellows have worked hard and ought to get a little out of it. If I had it compulsory at all, it would be for that reason and not for the necessity of the port. I think a man with the intelligence of a ship-master and with the charts and books and everything necessary to navigate his ship, supposing he was never here before, ought to be able to fetch a ship up the Bay of Fundy without a pilot. I mean up to Partridge Island, and for large vessels and strangers I think pilotage from that up might be necessary.

To Mr. Skinner:

Q. Would not a stranger coming for the first time to the mouth of the Bay of Fundy come up with fear and trembling?—A. I do not know. The first time I ever came here in my life I came alone, and I did not have much fear or trembling.

It was in February. Perhaps for the first time I came I would be a little uneasy, but I would be able to fetch the ship in.

To Captain Smith :

Q. Do you think that the pilot services would be any more useful in a fog than the captain's?—A. I do not know how it could be.

Q. If a pilot came on board your ship and it should be thick, dense fog, would you remain below and leave the pilot in charge of that vessel?—A. Not at all. Thick weather I never go below but very seldom. I like to look at the coast and at the course steered myself every half hour. I would not trust to anybody. I never allow a pilot to take charge because I have charge. I do not think there is any man would attempt to run up the bay without taking some point. He would want to make something; a sound of the horn or something off Cape Sable and then you could verify your position afterward.

Q. Would you feel any more comfortable to have a pilot alongside of you who was supposed to know the coast and understand all the currents and tides?—A. I think I would rather have a pilot out, but at the same time I would use my own judgment. If his judgment differed from mine I would use my own.

To Captain Douglass :

Q. Supposing the fog lifted, the local knowledge of the pilot might be of great use to you?—A. It would not be of much use to me, because I would know the coast as quick as he would.

To Mr. Skinner :

Q. Is it your opinion that pilots are not necessary in any part of the American coast?—A. I do not think they would be necessary to people who belong to those ports and have been used to sailing in and out.

Q. Why could not a sailer go in and out of the American ports as well as St. John if he had the charts and nautical knowledge you have described?—A. I suppose he could.

Q. Speaking with regard to the United States pilotage are't American vessels that sail from here to Boston, don't they have to pay their pilotage?—A. Half pilotage if spoken and not that at Boston.

To Captain Smith :

Is there any difference in a vessel registered in the United States and one registered in Canada?—A. I do not do know.

Q. If a British vessel went into Boston and an American vessel at the same time would there be any difference in the pilotage rates?—A. I cannot say.

To Mr. Skinner :

Q. But an American vessel, if she left Eastport, would not have to pay pilotage in Boston, where if she left St. John she would?—A. I suppose they would.

Q. Leaving one American port for another, vessels don't pay pilotage, but if they leave a British port they would have to pay pilotage?—A. Yes, I think so.

J. WILLIARD SMITH examined :

To Captain Smith :

Q. What position do you hold?—A. I am a broker and commission merchant.

Q. Have you anything to do with insurance?—A. Yes, I pay a good deal as a shipowner.

St. John, N.B., Pilotage Investigation.

To Mr. Baird:

Q. You are a pilotage commissioner, as well?—A. I have been such for about three months.

Q. You have built and owned vessels in this port for some time?—A. Yes, and sailed them, coastwise and off shore as well. And I have had some small experience with the West India business. Principally on the coast.

Q. Have you taken any observation as to the building of vessels with a view of the pilotage question?—A. Oh, yes; it is a fact that there is a large number of one hundred and twenty-five ton vessels built for the purpose of evading the pilotage here. They are a small class of tonnage suitable in some respects for the business and in many respects not suited. A list of vessels made up at this port will reveal the fact that during the winter season it will be seen that a large number of these are from 120 to 125 tons or 117 to 125. There is a list of them given in the *Globe*.

Q. As a builder of vessels, would you have built that class of vessels, except in view of the pilotage question?—A. I would have built them larger.

Q. What would you consider the best vessel for our general trade?—A. A three-masted schooner from 200 to 300 tons or 350 tons more suitable because after coasting during the favourable season they can go off shore and engage in the West India yellow pine business.

Q. While the others are left useless?—A. No; but because they are not profitable, and they are built for large deckloads and are not moulded for sea-going vessels, and the vessels intended for foreign business are. They are large bottoms and shallow, but the principal reason is I think that they are unprofitable.

Q. Then you feel that pilotage interferes with our class of ships and our class of shipbuilding that is required here?—A. Yes. I feel that pilotage under the present system interferes with the class of vessels we require here. I think the vessels we have with shallow draughts are suitable for the business, perhaps; but there would not be so many of that particular sized vessel if it were not for this present system.

Q. You are a member of the pilot commission of the port of St. John?—A. Yes.

Q. Have you an acquaintance with the rates and charges of pilotage in and out of the Bay of Fundy?—A. A fair acquaintance. My experience as a commissioner is quite limited, and I cannot answer for any of their sins or anything of that kind in the past, if they have any.

Q. By whom were you appointed to the pilot commission?—A. By the Board of Trade.

Q. Do you consider that the pilotage bears more heavily upon shipping in the port of St. John than it does in other ports?—A. I consider as a whole that there are many ports that perhaps the entire tax is no greater than it is in St. John, but I regard the system of compulsory pilotage in St. John about as unjust as it is possible for it to be; and in illustration of that I say, that a vessel of 130 tons pays four times as much as the rate per ton. In comparing the amount of pilotage during the last year with the number of tons I find that the register tonnage paid seven and two-fifths cents per ton, which should give a vessel of 130 tons, eight or nine dollars in and out; but she actually pays between thirty and thirty-five dollars. If she paid by the tonnage she would pay seven to nine dollars, but by draught she pays from twenty-seven to thirty-five dollars, and that illustrates to me that if that class of vessels pay so much more than they ought to, some vessels must pay less, and consequently the system is wrong.

Q. Do you think this class of vessels require pilots?—A. I do not think our coasting vessels up to 250 or 300 tons require to have a pilot as a rule.

Q. For what reason?—A. Because their captains are men who have passed rigid examinations and are qualified to sail their vessels in other places and do sail them safely in other places and in other waters, and it seems to me to be absurd that in their own port their owner should be taxed for the maintenance of men to take their place.

To Captain Smith:

Q. You think that these men who have charge of these vessels are competent to navigate and pilot their own vessels in the Bay of Fundy?—A. I think 95 per cent of them are. There may be an occasional one who cannot. I think it is unfair to tax a man for anything he does not want. If a captain of a vessel of a 150 tons register is capable of taking his own vessel in and out without payment, I do not see why he should not do it.

Q. If you extend the system of exemption to 300 tons the possibility would be that there would be nothing for the pilots to get out of it?—A. Well, I do not think that as large a staff would be required, and it is just possible that as large a staff is not now required. One of the pilots in the inquiry before the Deputy Minister of Marine admitted on the stand that about sixteen men could do the work now under the present system.

Q. How many men would be sufficient if you extended the exemption to 300 tons?—A. I think they all would get a certain amount of work, but not so much as they do now. One-half the number could do the work well. I do not wish it to be understood that I would want the exemption on all classes of tonnage.

Q. Would you recommend that masters of vessels up to 300 tons should pass an examination for an exemption certificate?—A. If a system was inaugurated by which these classes you speak of should be exempted, I should certainly have an examination.

Q. You would favour a man who would have the necessary knowledge?—A. If the commissioners decided he had not the knowledge they would not give certificates and he should pay pilotage. I would favour a captain who would have the necessary knowledge.

Q. Even those captains who were capable of passing an examination, don't you think they should pay an annual fee?—A. To use as a compromise.

Q. That should go into the general fund?—A. That would be a matter for the department at Ottawa to decide, that would assist in the revenue under such a system. In answering the question that if you did away with the compulsory system up to 350 tons that you would not have anything to help the staff, that is if it went into the funds.

Q. For the pilotage work you consider that every licensed pilot should undergo a strict examination as apparently they do now?—A. Yes.

Q. And you would not allow anybody to go without it?—A. If you gave these licenses to the captains they would all become pilots. I think any competent man would be in a position to act as a pilot and could pass an examination and in that case I would give him the privilege of acting as a pilot, I would give it to anybody.

Q. Then you would have quite a number of pilots here?—A. If they went at it as a matter of speculation, it would not worry me as to whether they earned anything or not. If there was a captain here out of employment and he felt he was competent to do pilot work and asked for a license I would give it to him if he was capable of passing the examination.

To Captain Douglass:

Q. There can be no question but the present pilots have a claim on the community and you would not ignore this claim.—A. I do not think they have any legal claim as far as my knowledge goes, yet as citizens we all feel towards each other as if we would not want to take the bread and butter out of their mouths. I would exempt British tonnage and let foreign tonnage remain as it is, that would give to the staff of pilots a considerable income as they stand at present.

Q. Even if you exempt British ships there would be a possibility of these men asking for pilots as they came in?—A. I have not any knowledge of the large ships. It is claimed by owners that large tonnage would take pilots and I claim, if that is the case, a non-compulsory system would not injure the pilots and a proper system would regulate the matter as to rates and conditions and so on.

St. John, N.B., Pilotage Investigation.

To Mr. Baird :

Q. What is the usual rate of wages paid to a coastwise master?—A. From \$40 to \$60 a month.

Q. There are a good many of them unemployed throughout the year?—A. A large number lately.

Q. Can you see any reason why some authority should not interfere in their behalf?—A. No, I cannot see any reason; many men are out of employment for other reasons than lack of employment and there are some desirable men too, who are seeking employment.

Q. Have you noticed a decline in the ownership of our three-masted schooners of this port?—A. Yes, a very large decline.

Q. If you turn your attention to the pilotage dues could you approximate the amount now collected from Canadian coastwise tonnage?—A. Only by looking at the statistics.

Q. Do you think of your own memory that you could name 25 three-masted schooners sailing out of the port of St. John now?—A. There is not anything like that.

Q. Do you not attribute that decline to the heavy charges that these vessels are subject to?—A. I think it has something to do with it, but I have other reasons for it as well, that is one of the reasons.

Q. Do you think a steam tonnage should pay more than a sailing tonnage that comes in here?—I have carefully considered that matter and I do not know why it should.

To Captain Smith :

Q. Are you aware that steam tonnage pays more in any other port?—A. I do not know anything about that.

To Mr. Baird :

Q. Do you see any reason why the steamers should pay any more than the sailing vessels?—A. No, but as a rule steamers draw more water and as a result of that they do pay more. I think the system of draught is all wrong and has not one single redeeming feature.

Q. You would have the rates in tonnage?—A. I would certainly. It is possible at present to find a vessel of 150 tons that would pay as much pilotage as a vessel carrying three times her cargo according to that system.

Q. Did you hear the testimony of Captain Peck of the International steamer?—A. No, and I did not hear Mr. Troop's testimony.

Q. Have you any opinion as to steamers plying regularly to this port being compelled to pay pilotage?—A. My opinion is that they should all pay it. I do not see why any steamer should be exempt if other tonnage is taxed. If a man proposes to run his vessel by steam or sail either, that is a matter of his own concern, and I think in the matter of pilotage one has as good a right to pay as the other. I do not see why one line of steamers should be exempt and the other have to pay, all things being equal.

Q. In the interest of this port do you consider it is advisable that they should pay?—A. I do not think it is in the interest of this port that any such tax as compulsory pilotage should be put on. If a non-compulsory system was inaugurated and a man wanted a pilot I feel sure that the pilots would be on hand and could be employed, and that the law of supply and demand would regulate it.

Q. From your acquaintance with the pilotage commission and with the masters of this port, who would you say are paid the best, the pilot or the ship master who navigates a ship all over the world?—A. The pilots are paid better considering their responsibility by all means.

Q. As a matter of actual dollars?—A. They are paid better than the ordinary ship masters. I know a good many in my employment that do not earn half as much as some of the pilots.

To Captain Smith :

Q. With regard to the International Line, if the present system was opened up, do you consider that the arrangements previously made with that company to induce them to come here should be broken?—A. I have always held the opinion that when other lines of steamers were compelled to pay pilotage that they should do likewise. I have expressed that opinion in the inquiry in 1891 and I have not changed it. The arrangement they made took place before my time.

To Mr. Skinner :

Q. If the compulsory system was broken would it be possible to keep a sufficient corps of pilots to accommodate the foreign business, and if not, other steps would have to be taken to secure pilotage for them?—A. Well, if it was illustrated that there was a necessity I presume other steps would.

Q. Is there a necessity for the sake of foreign commerce?—A. There is a lot of foreign tonnage coming to this port, and I have heard it expressed by strange captains that they wanted pilots. A man who has never been in the Bay of Fundy, coming into the Bay of Fundy, especially in view of some of the hard things said about it would naturally want a pilot.

Q. Do you know many of your captains who own shares in your vessels?—A. I have two in my employ who own shares in the vessels, only my principle has always been not to have it so. I would feel more independent if I have a captain who does not own; I have one captain who owns a small interest, and a mate.

To Captain Smith :

Q. You have been three months attached to the pilotage commission?—A. Yes, and have been to all the meetings, save one, when I was in New York.

Q. Are the meetings open to the public?—A. I have heard it said they were not. No reporters called when I was there; I think if they did call they would be admitted; I do not see why they should not be. I think the pilotage commission is a matter the public ought to be interested in.

To Mr. Baird :

Q. Are you notified of every meeting?—A. I have been, as far as I know; if there was a meeting this month I was not notified. I got a notice from the secretary.

To Captain Smith :

Q. The commissioners have been appointed by the provisions of the Pilotage Act?—A. I presume so; I have not any knowledge otherwise.

Q. Have there been any complaints made by ship masters at these meetings?—A. No, not since I have been there.

Q. You are friendly to the pilots as a body of men?—A. I suppose there are not 28 men in the city of St. John, in any occupation, that I have less acquaintance with personally. I know some of them by sight and perhaps half a dozen by name.

Q. If they are to be stricken down in their earnings, would you consider it right and fair for the bodies, or authorities, that originally set them in motion, to do something to make up for that reduction?—A. I would not think so.

Q. Do you think the government should do something towards them?—A. I do not think it would be fair; I think it would be establishing a wrong principle.

Q. Or for the common council of St. John to do something?—A. I do not think they should.

Q. You think the pilot himself should bear it alone?—A. Yes; I think they are open to other occupations, just as the ship carpenter had to seek other employment. Most of the pilots would make good seamen, and perhaps make masters; and, if these steamers must have regular pilots, why not employ these men in such positions.

St. John, N.B., Pilotage Investigation.

To Mr. Baird:

Q. I have always entertained the view that, if the government in earlier days constituted these pilots, it should not be a burden upon shipping, but the country generally should deal with it?—A. Yes, if it is a just thing that they should be compensated, I would put it upon the country rather than upon an industry which is already overburdened and going to the bad as fast as it can. The system at Parrsboro', Nova Scotia, seems to me to be a fair one; they admit all British coast tonnage actually engaged in the coasting business, from 250 tons up, the captains undergoing the examination and getting the license, for which they pay a fee, and on all foreign tonnage they impose the regular pilot rates, from 80 tons up. A system of that kind inaugurated in St. John—I am not speaking either for or against the larger tonnage—that system here in St. John, would give the present staff of pilots a considerable income, because it is a fact that very great inroads have been made upon our tonnage by American tonnage.

Q. Did you have an annual meeting in St. John this year?—A. I was in New York at that time.

Captain WILLIAM THOMAS examined:

To Captain Smith:

Q. What is your present position?—A. I am inspector of insurance companies, and one of the examiners for masters and mates, a port warden and a pilot commissioner.

Q. You were formerly master mariner?—A. Yes, I hold a certificate granted in London, and Imperial certificate.

Q. How long have you held the position of pilot commissioner?—A. About four years, I think it was about a year after Captain Pritchard died.

Q. Are there any other nautical members on that commission?—A. No.

Q. Do you attend all the meetings?—A. Nearly all, I was not at the annual meeting, which was held first Thursday in January this year. I did not see the report.

Q. Have there been many complaints against the pilots since you have been on the board?—A. Very few.

Q. Those have been investigated?—A. Yes, and in some cases the pilots have received punishment.

Q. Have there been any complaints from foreign captains of ships on account of their not being able to pick up a pilot in the bay?—A. Not to my recollection.

Q. Have there been any complaint from any authority in St. John made in writing?—A. No, not to my recollection.

Q. Nor from the Board of Trade?—A. I think not.

Q. Do you know the reason why this commission is held?—A. I believe it is at the instance of the Board of Trade.

Q. Then you do not know whether they have made any direct complaint?—A. Not to the commissioners.

To Mr. Baird:

Q. Were you to the February meeting of the commission?—A. I do not think we had any.

Q. You are the official examiner of masters and mates here in St. John?—A. Yes, local examiner for masters and mates.

Q. After one of these masters passes out of your hands you consider him fit to navigate the Bay of Fundy and other waters?—A. I do, but it is not that class we want pilots for.

Q. Masters having an English certificate you would consider competent?—A. Yes, he would be competent for the coast.

Q. You consider the English and Canadian systems very good and thorough systems of examination as to competency?—A. Yes, I do.

Q. You would consider it proper and consistent for one of these masters that you granted a certificate to, to navigate his ship, let it be large or small, into the Bay of Fundy on arrival at the mouth of the bay?—A. Yes.

Q. And if no pilot appeared you would expect him to come right on?—A. The pilot would be of great assistance, but the captain would be competent himself to command without a pilot.

Q. You know where the outside limit of the pilotage district is?—A. Yes.

Q. On arrival there—we will place a ship in thick weather?—A. That would be Seal Island.

Q. You would consider the captain competent and that it was his duty to continue up the Bay of Fundy?—A. I consider he is competent.

Q. Do you think steamers should pay more pilotage than sailing tonnage?—A. Yes.

Q. Why?—A. Because they pump out their ballast before they come into port, and they are then of a lighter draught of water and they must compensate to equalize that—I mean tramps generally.

Q. Would you make a distinction between steamers with the water ballast and steamers without the water ballast?—A. I think I would. I mean the regular steam lines. I did not hear Captain Peck's evidence. The International steamships do not pay pilotage, and I think they should.

Q. Is your reason for that, that for the safety of the ship they require the pilot?—A. Yes.

Q. Do you feel that for the safety of these International steamers they should have a bay pilot here?—A. I do not see why they should be exempt, but they are well managed.

Q. You would not like to say that anything more should be done for the safety of these ships coming in?—A. No, I have known the pilots of St. John to save one of these boats. They were passengers on board, and one of them was called upon as a pilot, and he rendered very great assistance and managed to run her into Parraboro' and saved the lives of the people. I was not on board, but that was stated to me, and I believe the person who told it to me.

Q. Do you know the name of the pilot?—A. There were three or four on board, I believe. This pilot told me so himself, I think it was some eight or ten years ago. I recollect the circumstance. I never heard any report from the International people about it. I understood from this pilot that their pilots did not know what to do with the ship.

Q. Do you consider the number of commissioners now on the pilot commission excessive?—A. No, I do not.

Q. Would you consider that three would do just as well?—A. I would not like to express an opinion. I think it is very well constituted as it is.

Q. Outside of yourself, is there any nautical experience on the commission?—A. Yes, Mr. Troop is a good practical man for the pilots. He knows all about the system, and as to seamanship, too. He has a good nautical knowledge, and Mr. Elkin has a good nautical knowledge generally of the working of it and a knowledge of shipping law, and where the lights and shoals are; and either of them can place a ship's position on the chart and take cross-bearings.

Q. Since you have been there has it come under your observation that the pilots have had frequent mishaps in the Bay of Fundy?—A. Yes.

Q. As many as the men you have certified?—A. I do not know as many certified men have had mishaps, but lots that have service certificates have.

Q. Would they be as numerous as the mishaps of the pilots?—A. Yes, more so. There are more casualties from the coasting captains than from the pilots. There was a total loss off Dipper Harbour in December and she was not subject to pilotage, and if she had a pilot on board, I think she would not have been lost.

St. John, N. B., Pilotage Investigation.

Q. Can you name another ship lost with a pilot on board?—A. I dare say I could.

Q. The entrance to the Bay of Fundy is not a terror to navigation?—A. No, there is a very small amount of accidents for the tonnage that enters either with or without pilots.

To Captain Douglass :

Q. Some steamers you do not consider pay sufficient on account of having water ballast?—A. Yes.

Q. If those vessels can sail cheaper by using water ballast the freights are lessened and the community are benefited?—A. The ship may make more money out of the freight.

Q. Things are cut down pretty fine now?—A. Yes.

To Mr. Baird :

Q. Have you decided opinions as to how the pilotage should be levied, by draught or tonnage?—A. Nearly all the ports I went into in the world have been draughts.

Q. Are you aware there have been a great many changes?—A. I think they would not be changed.

Q. Should not a vessel pay according to her tonnage?—A. I do not take any objection to that. It is a pretty hard thing to equalize.

To Captain Douglass :

Lots of these large ships pay by the draught and go empty, and if they paid by the tonnage they would pay more. The tonnage rate is the best, generally speaking.

To Mr. Baird :

Q. Referring to the Yarmouth and Digby steamers, should they pay?—A. I think they should all pay. The pilots are sentinels in every part of the bay and are guides to direct the captains to certain bearings, and often advise captains in foggy weather even when the vessels are bound up the bay and when they do not want a pilot.

To Captain Douglass :

Q. If the vessels all paid you would have more money than you would have anything to do with?—A. Then probably we might see our way clear to reduce it. I think some pilots make a good deal more than masters, but when we are in actual service their pay is about equal. I do not think pilots make much more money, after paying expenses.

Q. What do you think of the system of licensing masters for pilots?—A. It would be pretty hard on the pilots, but apart from that I think it would be good.

Q. You feel that the pilot has a vested right in his business here as a St. John pilot?—A. Yes.

Q. And if shipping should be relieved from the burden of pilotage you think the pilot should be compensated by the authorities that created him?—A. I do, but the present commissioners could not do that, as they have no money to pay anybody. I meant the Common Council or the Government.

To Captain Smith :

If they could make a fair profit out of it it would not be advisable to tax the country.

Q. You would not expect the old men over 65 to go cruising about if it was non-compulsory, but there would be a certain number there would be sufficient occupation for?—A. Yes.

Q. And some provision should be made by the Government for the others?—A. Yes.

To Captain Douglass:

Q. Suppose you extend the exemption to 300 tons, what number of pilots would then be sufficient?—A. I should think they would want the twenty-five pilots, as there is always some sickness.

Q. Inward on the steamer it is \$3 and outward down the bay is \$4.50?—A. I cannot tell why. I should say they should not charge more down the bay than they do up, there is 25 cents off this in sailing vessels outwards a foot to keep the commission running. I do not think that the pilotage outwards should be higher than inwards with the exception of this additional 25 cents.

Q. Is there anything else to account for that extra 75 cents?—A. I cannot answer now, I would not be prepared to say it is unfair.

To Mr. Gilbert:

I have not examined any pilots since I have been on the commission. They pass on navigation.

Q. Do you see any reason why a steamer coming from Yarmouth should be exempt from pilotage when a barge is not?—A. I say on the same ground all vessels should pay pilotage.

Q. Then there is no reason?

To Captain Smith:

I have seen similar papers to this and I think it is a pretty strict examination.

To Mr. Baird:

Q. How long has that board been in existence?—A. I believe Captain Quick was there first and then Captain Pritchard and they made a certain law of questions.

Q. Could the pilots get access to the papers?—A. I think not; it is in the chamberlain's room.

To Captain Smith:

Q. If an apprentice was to be examined these are the papers you would examine him on?—A. Yes; any examiner has a right to put questions.

To Mr. Skinner:

Q. Speaking of down the bay pilotage being greater than up, have you anything more to say upon that point?—A. Pilots are put out very often and land at Seal Island and then have to find their way home and occasionally are carried across to the other side. I think it is extreme heat and cold that causes the fog.

Q. The same cause would bring fog to the Bay of Fundy that would bring it along the coast of Nova Scotia?—A. Yes.

Q. Give us your reasons why a competent shipmaster should have a pilot?—A. The pilot would be of great service to him in foggy weather and for the currents.

Q. It requires local study for the currents?—A. It does, I mean local experience. I was present when Mr. J. W. Smith was examined, but I am a little hard of hearing.

Q. He says compulsory pilotage is not necessary; I would like to have your opinion?—A. I think it is necessary to have a trained lot of pilots in the Bay of Fundy serving their apprenticeship the same as sailors did of old.

Q. Supposing the whole thing was thrown open and not compulsory, could they keep enough trained men sufficient for the port?—A. The pilot system could not be kept up under such an arrangement as that.

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Q. Supposing vessels up to 300 tons were exempt, what effect would that have upon the pilots?—A. It would affect them very seriously. The coastwise business after a while will be done in barges and there will be no vessels of 300 tons, and the barges have not sufficient canvas to take care of themselves in case of an accident to the steamer towing them. A storm signal may go up a long time before a storm comes on and a barge might tow to St. John before it came on, but in a sudden gale the vessel could not look after herself.

Q. What would be the alteration to make them serviceable in that respect?—A. They would want a mast and try-sails. I have understood they have laid 36 hours at the mouth of the bay in fog, and could not proceed, and in Beaver Harbour two or three days.

Q. That would show the weather difficulties would be considerable by those people seeking to do business in barges?—A. Yes. The same risk would apply to an ordinary schooner in the fog. This is all hearsay about the barges, as I did not see them.

Q. What have you to say as to whether barges being towed should or should not pay freight?—A. We consider them sailing vessels for all pilot purposes.

Q. Do you consider the pilots should be compensated if the non-compulsory system was passed?—A. Yes, by the Government, as we have to pay our taxes anyway, and it would not make very much difference. I was in the deep sea business from England to Australia and China and India. I have been connected in maritime affairs for about 53 years, off and on.

To Mr. Baird :

Q. Are you aware that a great number of ports in Great Britain maintain a staff without compulsion?—A. Not to my knowledge; I was never in such ports. I have seen this pamphlet, but they are very small ports.

Q. Hartlepool has 150 pilots?—A. I think it is easily approached.

Q. How would you account for such a large number of pilots there?—A. Because there may be a great amount of tonnage going in and out. I know Liverpool and London are compulsory, and I have been in some ports where it is not, and I would give all the old shoes I had to get a pilot. I think it is more difficult to navigate than the Bay of Fundy. A portion of the outward goes to the commission; a steamer would be coming in light.

Q. The steamer that comes in here seeking comes in light, drawing 13 feet?—A. Yes, and she would pay \$39, and if she went out loaded, drawing 20 feet, she pays \$90.

Q. There is over \$50 difference in the two ways?—A. Yes, and a portion of that goes to the commission, and the balance to their credit.

Q. Five dollars goes to the expenses and \$45 of a difference remains. Is that reasonable?—A. It does not appear so. The pilot should be down the bay seeking inward vessels.

Q. Is it just or reasonable that the pilot should have \$45 of a difference between taking a vessel out or bringing her in?—A. He may be at a great loss of time getting home. In the winter time if he lands at Seal Island he may be a month before he gets home.

Q. You spoke of a barge requiring additional rig for safety in storm?—A. Yes, and that would be more expense and more men. Our commerce is hardly paying expenses now.

Q. Don't you feel that the necessities of trade force the owners to economy?—A. Yes, it drives him to it.

To Mr. Skinner :

Q. If we only had pilotage out to the island would it be more expensive to keep up the staff 120 miles out than to the island?—A. Yes, as it takes better boats and more men.

Q. If it was only intended to get to the island?—A. It would make a great deal of difference.

Q. In the non-compulsory system in England, is the area as great as in the Bay of Fundy?—A. The area in pilotage waters of the Bay of Fundy is greater, I think, than any other part of the world I have been in. In Calcutta you go about 100 miles and in Sydney four or five miles.

To Captain Douglass :

We must have the outer limits here, for we want them.

To Mr. Skinner :

There is as much business now as ever. A steamer can do the business of three sailing vessels.

To Captain Douglass :

Q. The present system of pilotage commissioners being seven do they create any more expense than if you had three?—A. No, they work free, not but what some of them would like to get something out of it. I do not believe in giving three or four days a week for nothing.

Q. Supposing the system should be free, could you obtain pilots sufficient for the port?—A. To limit the number of pilots to the port I think would be a bad system.

Q. Would you let anybody who came before you and passed an examination, would you consider they should get a license?—A. No, but I would limit the number.

Q. If any change should eventually take place in the pilotage system of the port of St. John, should the number of licenses be limited as at present?—A. Oh, yes.

To Mr. Skinner :

Q. Supposing the pilotage business was just thrown open to everybody, wouldn't it lead to a great deal of confusion?—A. Yes.

To Captain Smith :

Q. Does the harbour master keep account of all the ships that come in?—A. Yes.

To Mr. Baird :

Q. When you find the pilotage fund insufficient for the purpose of maintaining the staff, how are you going to continue it?—A. We will have to draw upon the reserve fund.

Q. And when you get that used up?—A. I suppose we would have to increase the pilotage and keep the whole staff up.

Q. When our commerce is reduced, do you still advise increasing the rates to meet it?—A. The pilots would die off.

Q. Have you had to increase rates since you came in?—A. No; the pilots may die out like the business, but they do not express any disposition to do that.

CECIL L. DERNIER examined:

To Captain Smith :

I reside at Moncton, was born at Dorchester, and passed an examination in St. John for second mate and master, a foreign or sea-going ship.

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Q. What ships have you been serving on board as mate in the foreign business?
—A. The barque "Harriet Hickman," "John Rutherford," "Roohemay" and others.

Q. Have you been across the ocean to Great Britain?—A. Yes; quite often as mate.

Q. Have you been to any other ports?—A. I have been out to Japan and the East Indies. I never came up the bay as mate, but as master.

Q. Did you sail out as master?—A. Yes; in the "Abraham Young" and "Culdoon"; they belong to this port; Troop & Son owners of the "Abraham Young," and James Kennedy owner of the "Culdoon." I brought the "Abraham Young" up the bay from Rio, and she is 756 tons.

Q. Where did you make the land in the bay at that time?—A. The first land I saw was Pisarinco, below Mahogany Island, and the first whistle I heard was Cape Sable; it was thick water all the time, and I made use of the lead all the time.

Q. What bank did you first get on?—A. Across the Georges, and sounded as we were going off and came across Brown's Bank, but I did not sound, but I made the whistle.

Q. Then you sounded all the way up?—A. Yes.

Q. Did you find the soundings pretty good?—A. Yes; it about agreed with the chart. I had an American chart; I could not get an Admiralty chart in Rio. I never used an Admiralty chart.

Q. Can you remember how the wind was?—A. It was south-west, until I got pretty near Partridge Island and then it died out calm.

Q. Do you find the south-west wind generally brings fog?—A. Yes, as a rule.

Q. Had you, or not, to run all the time or shorten sail?—A. No, I ran all the time; I do not know anything else to do but run. It was better to run than lay her to. I expected to make Brier Island fog-whistle, and I could not hear it; I calculated I passed about ten miles off it.

Q. Did you see a pilot that time when you came up?—A. No, it was too thick. I saw a fisherman there, and he told me the direction of Brier Island. He was under the bow before I saw him, it was so thick. That was my first voyage as master.

Q. Do you think you are capable of bringing your vessel up the Bay of Fundy at any time?—A. No, I do not. I did it that time, but I ran a great risk. I was a young master, and I do not think I would run that risk again without a pilot. I might come out all right, but the chances would be against me. In fine weather I would come up myself, but not in thick weather.

Q. Even now, you say, if you came up in thick weather, you would endeavour to get a pilot?—A. Yes, I would do all I could to get a pilot, and I would hesitate before I would attempt to run up alone. If I was out there now in a vessel in a thick fog, I might, and I might not, remain until it cleared up, but I do not think I would come without a pilot. If I remained, I would heave my vessel to. I consider it a great risk without a pilot.

To Captain Douglass :

I would take a pilot anyway, in fine or clear weather, as soon as I could get him in this bay.

Q. Why would you take a pilot in fine weather?—A. Because it might be fine when I would get him and five minutes afterwards it might shut down in thick fog, and I would feel safer with a man on board.

To Mr. Baird :

Q. Do you apply that rule to every port where there is pilotage?—A. Yes; every port I have ever been in, the first thing I look for is a pilot, and if I can possibly get one I do so. It has always been known to my owners, and, in fact, I have paid a pilot, out of the bay and past the island, myself.

Q. You cannot imagine any thicker weather than you had to contend with that time you came up yourself?—A. No.

Q. Can you describe anything that the pilot did more than you did?—A. He could not do any more, because I brought the vessel up and that was all he could have done. I took soundings and everything else, but still I would have felt a burden of care off me if I could have been sure of my position. There are a great many signs around here that we do not know anything about.

Q. Describe some of them?—A. If you are beating out of this bay in a fog and standing towards the Nova Scotia shore, they had signs I did not know at that time, when you get near the land the wind begins to change around and is puffy, that was one of the signs Pilot Cline told me when I took him out, as a rule it is that way. I have found that since on the Leeward Islands. I cannot speak for other masters, or of their ability.

Q. You say it is your inflexible rule to take pilots wherever one is to be had?—A. I have always done it.

Q. Would you have more anxiety in the Bay of Fundy than crossing the Nantucket Shoals?—A. I have never been across there. I would take a pilot there if I could get one, and also coming up the bay.

Q. Any other place of danger along the American coast you would take a pilot?—A. Yes, I have always taken a pilot, and always expect to. If the owners will not pay it I will pay it myself.

Q. You do not look at it on the question of insurance?—A. No, but just as safety. At Bristol Channel I took a pilot as soon as I could get one, and that was optional on my part.

To Captain Smith :

Q. Supposing the pilotage here was not compulsory, would you then take a pilot?—A. Yes, under any circumstances.

Q. If you were stationed on the St. John trade, running here for three years, do you feel then you would take a pilot?—A. Yes, if I was stationed for ten years on this trade I would take a pilot every time I could get one. I would rather pay it myself than attempt to beat down this bay in the fog with a west wind.

To Mr. Baird :

Q. If you were sent to the Nantucket Shoals, you would then have to get some person to supersede you?—A. No, there are no pilots there. I would take her across myself, if I could.

Q. What were your views in coming into St. John in the fog that time?—A. I expected to find a pilot here, but it was so thick I could not find any, and it was better to keep her running.

Q. If you came again in thick weather, do you believe you would find one?—A. I might and I might not. I would not run the risk again.

To Captain Smith :

Q. Have you any particular signals to call a pilot in the fog?—A. No.

Q. Certain signals are used in a fog?—A. Yes.

Q. Would you have those signals in use here?—A. Yes; what I call international signals, and no others.

Q. At night have you any signals to make for a pilot?—A. Yes, a flare-up light. I have been in the port of Cardiff.

Q. In the Bristol Channel, you understand, that there is no compulsory pilotage here?—A. Yes.

Q. Still you find pilot vessels there cruising about?—A. Yes, all the time. There seemed to be a great number when daylight came.

Q. Did they have numbers or their sails?—A. They had letters and numbers, too.

Q. Then you understood there was a system?—A. Yes.

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Q. Then, did you make a signal for one of them?—A. I hove to and he came aboard. I did not ask him for his license.

Q. Did he tell you he was a licensed pilot?—A. Yes, and I was satisfied with the truthfulness of his statement and took him into Cardiff.

Q. Where did you have to pay the pilotage from?—A. I cannot tell you.

Q. He did not charge you anything for the outward?—A. I do not think he did, I cannot say. The way I understand it is that you are compelled to take a pilot from the outer roads into the dock, but I am not sure. He took me right into the dock. I do not remember what I paid him.

To Mr. Skinner :

Q. Give us an idea of the distance?—A. Thirty-five or forty miles. I did not make any bargain or say anything about it. He did not bargain about his rates. I understood I was paying on a code of rates at the port. I knew I was paying what was right.

CHARLES E. LAECHLER examined :

To Captain Smith :

I am agent of the International Steamship Co. here, and was born in Germany and came to the United States when young and was brought up there.

Q. How long have you held this position?—A. Five years.

Q. Were you connected with this line before you came here?—A. Yes; I have had considerable experience in steamboat business.

Q. I suppose you know the system they have on board their various vessels?—

A. Yes, I do with the captain and officers.

Q. Will you please tell the commission the number of officers they carry?—

A. There is the master, two pilots, two mates and two engineers, and in the summer 63 hands and about 50 in the winter.

Q. Do the pilots generally speaking navigate the ship?—A. They do all the way from one port to the other.

Q. Do they take the responsibility entirely from the captain?—A. No, not entirely; but they consult the captain in thick weather.

Q. Who would the responsibility fall on in case of accident?—A. I presume on the captain.

Q. But if the captain was below and one of these pilots ran the ship ashore, would he be responsible for it?—A. That I do not know.

Q. Have these men passed any examination?—A. They have.

Q. Have they passed examination before the pilot commissions here for St. John?—A. Not for St. John. They have passed examination before the United States inspectors either in Boston or Portland and that is for the whole coast and it includes the Bay of Fundy and St. John.

Q. Would you consider it necessary that they should pass a special examination before the commissioners here?—A. If the law commanded that, I suppose they would.

Q. Do you consider the examination they pass enables them to pilot the vessel into the bay here?—A. If they could not pass they could not get their certificates from the United States inspectors. These men are perfectly capable of navigating their vessels up the Bay of Fundy. I consider they have proved that by successive voyages they have made.

Q. Have they ever had any accident to that line?—A. The only two I know of was the "New England" on the Wolves, and the "State of Maine" on Point Lepreaux. In 1872 the "New England" went ashore I think;

Q. For the last five years have you had any accident?—A. No.

Q. Your vessels are exempt from the payment of pilotage coming into St. John or the bay?—A. Yes, I do not know why, they always have been exempt since they have been running here.

Q. You do not know what reason?—A. I presume it is on account of the pilots they are compelled to carry. I do not know of any other reason except that when they first came here for the benefit of the port some forty years ago they wanted to make the burdens of the port as light as they possibly could. I think it was probably an inducement for them to come here at that time, but I am not sure.

To Captain Douglass :

Q. What effect would the imposition have now upon your line supposing the law was changed and your ships were charged pilotage?—A. It would have the effect of us running here perhaps only two months in the year; and probably it might have the effect of stopping us altogether. We make from 170 to 175 trips a year into St. John and you can see what the burden would be.

Q. What is about the general draught of water?—A. From 10 to 11 feet both in and out. We are now compelled to pay the harbour dues here, over \$2,000 a year at present. Last year we paid \$2,006.25 and \$3,200 wharfage outside of that.

Q. What would the pilotage come to?—A. I should judge in the neighbourhood of \$8,000 or \$10,000 a year, if we were compelled to pay pilotage coming in and going out.

Q. What do the harbour dues include?—A. All the port charges, the harbour master's fees and the anchorage. In 1893 I think it amounted to \$8,100, the harbour master's fees and anchorage for the whole port. We go to Eastport, Lubec, Portland and Boston.

Q. Do you pay any pilotage fees for any of these ports?—A. No, no pilotage fees in the United States.

To Mr. Skinner :

Q. That is because you have pilots on board?—A. They are exempt by law on that account.

To Mr. Baird :

Q. Do you consider the charge for harbour master and anchorage for the use of the harbour?—A. Yes, we do.

Q. You say that if you were subject to compulsory pilotage it would be a tax upon you of eight or ten thousand dollars?—A. Yes, as near as I can figure it up.

Q. Being subject to that you feel it would be necessary for the company to abandon this port in whole or in part, and take some other port on the Bay of Fundy?—A. Yes.

Q. How many boats have your line?—A. Three in use, now.

Q. Do you know the number of passengers you carried last year?—A. We kept no record of them here, they are kept in the custom-house. I have not any idea.

Q. What would you call an average trip—a number of passengers?—A. One hundred and fifty in summer.

Q. What is the average in winter?—A. Not more than a dozen.

Q. What year was the "State of Maine" ashore at Lepreaux?—A. She went ashore on the 12th July, 1884.

Q. That is the only accident you have had in the bay within 10 years?—A. That is the only one I know of.

Q. Your line carries the St. John pilots free of charge?—A. Yes.

Q. Why?—A. It has always been a custom, and is still recognized. I know of no reason.

To Mr. Skinner :

Q. They instruct me they have been paying half fare?—A. They did pay half formerly, but I think within the last five or six years it has been free.

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To Captain Smith :

Q. You do not mean to say that your expression guarantees the pilots a free passage?—A. Not unless it is a rule. It is only an expression, and along the coast here we carry the Indians too.

Q. In your opinion pilots would be a burden upon your line running here continually?—A. Yes.

Q. Has it not in your opinion been a burden upon the other bay steamers and other lines?—A. Yes, I think it would, running in and out the same as the "Monticello" every day.

Q. I mean all lines centered here in this part anywhere?—A. Yes.

Q. Would it not be fair that all these steamers should enjoy a like privilege as the International Line?—A. I do not know exactly what to say about that.

Q. Do you think the other liners established here should have the same favour as your line, and be exempt?—A. I presume they ought if you look at it in that light. We have no steamers running to Halifax and I do not know whether the steamers pay there or not. When I ran there in 1868 they did pay half pilotage and it amounted to \$5 or \$6 a trip. I have no knowledge since that, I do not know why they were favoured.

To Mr. Skinner :

Q. Did not the "Falmouth" strike when she was in your employ?—A. She was chartered by the company and about 1881 she struck on Point Lepreaux.

Q. Within your knowledge did they strike somewhere down at Grand Manan?—A. The captain never reported to me that he struck, but I heard of it that she touched, but there was no damage done.

Q. Is it your opinion that navigation is dangerous in the Bay of Fundy?—A. Well, of course, that is in thick foggy weather.

Q. You are more than half the time in the fog?—A. We do in summer, but in winter we do not have as much.

Q. If your line did not carry pilots, do you think a captain could get along navigating his ship with entire safety?—A. Yes.

Q. Supposing you paid \$1,000 a year, that would not turn you away from the port?—A. No.

Q. Does your line run to Yarmouth?—A. No.

Q. Do you know whether the Yarmouth steamers going between Yarmouth and Boston pay pilotage going in to Boston?—A. No, I do not.

18th February, 1895.

CAPTAIN SMITH states that he has a letter from the captain of the "Madura."

NEW: Mr. SCHOFIELD objects to it being taken as evidence. Mr. Schofield also states that as Mr. Baird is away rather than adjourn he will conduct the hearing until he returns.

Captain HENRY SPEARS examined :

To Captain Smith :

Q. You are a branch pilot of St. John?—A. Yes, since 1870; I am about 45.

Q. Have you piloted steamships as well as sailing ships?—A. Yes.

Q. You are not one of the pilots employed by the company?—A. No.

NEW: Q. You take your regular turn and if a steamer happens to be sighted you would go on board of her?—A. Yes, we have regular turns in our boat.

Q. So that any pilot on board that boat would be able to go on board the steamer?
—A. Yes.

Q. Has there ever been a complaint made at the office against you?—A. Yes, once since I have been a pilot.

Q. By whom?—A. I think I made the complaint myself at the commission into a trouble with the ship. She drifted ashore in the harbour while I was in charge and then I went up and reported the matter. We were supposed to make a report. It was investigated and I was exonerated. It was the barque "Sarah."

Q. Have you any particular place for pilot boats to cruise in the bay?—A. Yes; we cruise in our boat from Brier Island mostly down to Cape Sable, Seal Island. Our boat is the largest boat; she is 65 tons.

Q. Then on account of the size of the boat you cruise in her down about Cape Sable?—A. Yes; that is the sea entrance. We go outside of Brown's Bank.

Q. If you were to sight a vessel coming into St. John off Brown's Bank how do you arrange about the pilotage of her?—A. Oh, well, we go to the vessel and speak her and he takes us on board, the first one in turn. Some vessels the captains do not give us any chance until they come to Brier Island, and with some we get a chance.

Q. If you went down to Brown's Bank and spoke a vessel and they took you on board, then sometimes you would take charge at once?—A. Yes, sometimes.

Q. In case of an accident before you came into your limit, would you consider yourself responsible?—A. No; if I had no charge I would not.

Q. If you took charge of the vessel and began to navigate the vessel and an accident occurred, would you consider yourself responsible?—A. Yes, if I had charge of the vessel.

Q. Do you consider that there are a fair number of aids to navigation, such as lighthouses and buoys, in the bay?—A. Yes, I consider it is fairly lighted and buoyed on all the outlying shoals.

Q. You know all the lighthouses?—A. Yes, pretty well.

Q. Do you know the character of the lights?—A. Yes, all of them.

Q. Do you have any occasion to take soundings?—A. Oh, yes.

Q. And whenever it comes on foggy and you are a little uncertain of the position of the vessel, you would take soundings to guide you up?—A. Yes.

Q. Have you always found the captains willing to have soundings taken?
A. Yes.

Q. When you have expressed the wish to take soundings, the captain has always done so?—A. Yes.

Q. In foggy weather do you call the captain, or does he come on to the deck with you?—A. Sometimes we call the captain up, that is if he goes below. If I have charge of the vessel and the captain would say, Well, pilot, I am going to lie down, call me at such a time, I would do so; but if he did not, I would not.

Q. On the steamers would you call the captain?—A. Sometimes I would and sometimes I would not.

Q. Some steamers you have been on the captains would be below?—A. Yes.

Q. If it was a continuous fog would the captain remain below and allow you to navigate the ship?—A. Yes.

Q. That has happened?—A. Yes.

To Captain Douglass :

Q. What is the distance from Point Lepreaux to the Eastern Wolf, I am taking the examination paper?—A. I do not know whether in this inquiry I should be examined on that. I have been examined once.

Q. Point Lepreaux to Beaver Harbour, what is the crossing distance?—A. West north-west about 11 or 12 miles.

Q. What is the distance from Point Lepreaux to Eastern Wolf?—A. It is about west half south, about 11 miles.

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To Captain Smith :

Q. Would you always trust to your memory in these cases or consult the chart?—
A. Consult the chart.

Q. If you were to be examined upon these papers you consider yourself perfectly competent to pass the examination?—A. I think so. It is only the courses and distances and soundings and character of the lights.

Q. You know all the soundings and the rise and fall of water?—A. Yes.

To Captain Douglass :

Q. There is no regular pilot station?—A. No.

Q. Do you think Brier Island or five to ten miles off that would be a good place?—A. A stranger coming here would want some place where they would be almost certain to find the pilot.

Q. Do you think a station off Brier Island would be a good one?—A. Yes, at a certain time of the year. In the winter season Brier Island is a very heavy surf and our boats could not lie in it, but in summer time it would be a very good station.

Q. What would you select in winter?—A. A little further up the bay.

To Captain Smith :

Q. Off Point Lepreaux?—A. Yes, take the Point Lepreaux Bay north and north-west and between that and Sandy Cove. You would want to go off about 15 miles off the South Channel, from 14 miles to two and three miles would take in both channels north and south.

Q. If compulsory pilotage were abolished how many pilots would be sufficient for the business?—A. I do not think there would be any pilots as far as that goes. I do not think they would be employed.

Q. If a new class of men came in how many then would be sufficient for the work?—A. In the summer time when there are plenty of vessels, it takes all the pilots now to do it, I think about eight or ten would do it then, if compulsory pilotage were abolished, as there would be very few employed.

Q. Then do I understand you that no more than eight or ten pilots are actually required for the service of the port of St. John?—A. That is if compulsory pilotage were done away with and it was left entirely to the captains of ships.

Q. Supposing the exemptions were extended to 300 tons how many pilots would then be required for the service?—A. About four or five.

Q. If you wanted nine or ten for the service when the compulsory system is abolished, certainly you must require more when you exempt 300 tons?—A. You see there are a good many of these schooners take pilots.

Q. Then your previous answer would be sufficient?—A. Yes, eight or ten would do the work.

To Mr. Schofield :

Q. You became a pilot in 1870?—A. Yes, four years before the creation of the commission.

Q. Who composed the committee that examined you?—A. I think it was Captain Quick and harbour master and two pilots and two aldermen and Mayor Reid.

Q. Would Captain Quick be the only nautical man on that committee?—A. I think so, I am not sure. Mr. Hatfield was harbour master then.

Q. Was he a nautical man?—A. I am not sure.

Q. Were there any others that were nautical men?—A. I do not know. I think Captain Quick was the only one. I am 45.

Q. In the returns sent up to Ottawa in 1893 you give your age as 42?—A. Yes my age is about 45.

Q. Do you approve of compulsory pilotage?—A. I do approve of it, because it gives us men encouragement to stay out in the Bay of Fundy looking for vessels.

Q. It brings more money to you?—A. Of course if there is a certain rate we know what we are going to get.

Q. I think I understood you to say that if the compulsory feature was withdrawn none of the pilots would remain in the business?—A. It would not be worth their while as they would not make much. I do not think I would get employment. We could not go to work and fit out boats and look for vessels that would not employ us or run the risk of getting them. You cannot go into the bay in small dingies. You have to fit up good boats, as it is now we are refused sometimes in the bay and they sometimes keep us chasing them for hours but they have to pay the pilotage.

Q. Does that apply to any class of vessels?—A. A small class of vessels.

Q. Up to what size?—A. Schooners have to pay pilotage from 200 to 300 tons. All fore and aft rigged vessels are in the habit of evading pilots and ships and steamers too sometimes.

Q. Then the captains of these vessels do not seem to think they want your services as pilots?—A. If we speak them they have to pay, but they keep us chasing them until we do speak them. The big ships take us on board, but a small schooner would not; even the large ones would avoid us if they could, as a general rule.

To Captain Smith :

Q. Many of these captains see you and you speak them and they will not take you?—A. Small vessels, yes.

Q. Do any larger vessels?—A. Oh, no; as a rule the big vessels keep us chasing them, and we chase them in our pilot boats, and if they could get clear of us they would get clear of us—that is in clear weather.

To Mr. Schofield :

Q. Whenever they can see you they try to evade you?—A. Yes, as a rule; but in clear weather I have seen us chasing ships, and when the fog would come up they would stop and take us on board.

To Captain Douglass :

Q. In fine weather you chase the ships and in foggy weather the ships chase you?—A. Yes.

To Mr. Schofield :

Q. Is it not a fact that pilots are under no obligation to go down the bay and look for vessels unless they choose?—A. Oh, no; we select our own stations and go wherever we choose and as far as we choose.

Q. There is no pilotage station at which any of your boats are compelled to be?—A. No.

Q. Do you think it would be a good plan to have a station?—A. No, I would sooner go without a station.

Q. In the interest of lives and property, do you think it would be a benefit to have a fixed station where captains would know where to get a pilot?—A. Yes, I think so.

Q. Do you think there is any place where such a station could be located?—A. Brier Island would be a good place in summer and Point Lepreaux in winter.

Q. You think that would be a benefit to shipping?—A. Yes; the captains would know where to get a pilot.

Q. In regard to accidents while you are on board, are you under any penalty or do you give any bonds or anything of that kind?—A. No.

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Q. In case damage results you would not have to pay anything at all?—Yes, have paid towards vessels.

Q. The commissioners might suspend you?—A. Yes.

Q. And that is all they can do with you?—A. No, I have paid for the damage I have done vessels.

Q. Would that be a voluntary thing?—A. No, it was the commissioners made me pay.

Q. Had they the power to do that?—A. I do not know; I know I have paid it out of the fees I would have received upon the pilotage of that one ship.

Q. Is it not a fact that, at the present tariff of rates, it is 33 to 45 per cent greater on steamers than on sailing vessels?—A. Yes, from what I have heard; I never investigated it. Those rates you are reading are correct.

Q. Do you think that right?—A. I did not make that law; I consider it right.

Q. Take a steamer coming into the bay to the port of St. John and a sailing vessel, the work of which would be done the quickest?—A. It is just according to the weather and winds. I have come up this bay in a sailing vessel faster than I did in a steamer.

Q. With a head wind?—A. Faster in the steamboat; and I have suffered more on board a steamboat than a sailing ship. Of course, you will come faster by steam, as a general rule.

Q. You get through the work quicker with the steamer?—A. Yes.

Q. Then you would charge the steamer less, if you were left to do it?—A. There is a difference in piloting a steamboat, for you have to stand on the bridge and you get the whole benefit of the wind, while on board a sailing vessel you can dodge under the house and get clear of the weather.

Q. Would you think that a proper place for the pilot?—A. Oh, yes.

Q. Are not steamers protected with canvas?—A. There is some little shelter at the bridge, but, if you get a dirty night, in a snow storm you have to keep above the canvas and keep looking ahead. I have been twenty hours on a steamer coming from Seal Island.

Q. Are there any other reasons you would bring forward why the steamer should be charged any more than the sailing ship?—A. No, I do not know of any.

Q. Do you know of any other port where such a system prevails?—A. No; it is on the draught of water here. I would charge on the tonnage, which would be more fair. We are under a big expense when we go down the bay. It cost me \$26 one time to get home; I was taken to sea and landed at Liverpool, Nova Scotia.

Q. Would not the \$26 be paid you when you got back?—A. No; unless I was taken across to the other side.

Q. How many times have you had such an occurrence as that?—A. Once in 25 years. It cost me \$10 or \$12, on an average, to get home when landed down the bay. Sometimes I would not get ashore for seven or eight days. Sometimes we cannot get off where we are landed, and sometimes we get on board these American fishermen and are landed in Boston or Gloucester and have to pay our expenses home again. I think the present scale of fees are about right.

Q. Didn't you, in 1885 and 1886, accept payment of \$75 and \$80, where your bills were \$100 and \$133?—A. Yes; in the Furness Line business I made an arrangement with you and returned some money to you.

Q. Why did you return so much?—A. That was all through you I was compelled to.

To Mr. Skinner :

Q. Give the whole explanation?—A. Mr. Schofield informed our pilots that he had the steamers coming here, and Mr. Cline had engaged for a certain amount, and Mr. Miller, his clerk, came to Leahy and myself and Thomas and said if we would go cheaper we would get the steamers, and Mr. Thomas and I went up to Mr. Schofield and agreed for seventy-five dollars a boat, and the rest was to be handed over to Mr. Schofield, and that was done.

To Mr. Schofield :

Q. Is that your explanation?—A. Yes, and you got us in an uproar with the commissioners. We agreed to do it to get the vessel.

Q. To get the work you returned forty per cent of your bill, in a number of instances?—A. Yes.

Witness stands asides.

CHARLES S. TAYLOR examined :

To Captain Smith :

I am harbour master of St. John about 21 years, and was a pilot formerly.

Q. Did you not hold a master's certificate?—A. No.

Q. What are your duties?—A. To see that ships are properly moored in the harbour and get a berth. No ship can take up a berth without my permission, and I can shift them when I like. The ships in the harbour are under my control. There is considerable fog in the summer months, the south and south-west winds and from south-east and south-west cause the fog, from south to south-west would be the worst. I think the same wind would bring fog on the coast of Nova Scotia. I kept no record of fog. I think Mr. Hutchinson does. I have seen fog for nine days with no clearance at all.

To Mr. Skinner :

When the fog sets in you are liable to have it all the way along. There are times you would not see anything for three or four days, but these are exceptional cases.

Q. Down the Bay of Fundy do not the winds in summer prevail from south to south-west?—A. Yes, and generally bring fog.

To Captain Douglass :

Q. Do you think you would be capable of piloting the steamers in the Bay of Fundy as well as their own pilots?—A. I do not think I would. They run from headland to headland and from one buoy to another, and one whistle to another, and I would have to be educated up to it. They run these vessels at all tides and all kinds of weather, and keep a regular log of them, and it could not be expected that a man could run them as well as their own pilots, with their experience of their own ship. The harbour dues and anchorage for the Furness Line, I think, is somewhere between \$550 and \$600 for the year. I think the International Line pay for wharfage and harbour fees and anchorage between \$5,000 and \$6,000, and keep their own wharf in repair and build their warehouses. I think there is but very little difference between the International and Furness boats, they are, I think, both 1,100 and 1,200 tons.

To Mr. Skinner :

Q. June, July and August, how much of the time do you think a vessel could come in and not meet fog?—A. It is a hard thing to say. You might say nearly half the time we would have a fog coming up the bay in the summer months of June, July or August. In former years when the American ships came here it was very seldom they would leave there without telegraphing for a pilot to go on for them. They would send for a pilot from Boston and New York, and pay all the way from \$30 to \$60 extra for the services of a pilot. In former days the harbour was full of ships, even the Allan steamers when they came here from Portland

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always sent for a pilot to go to Portland and join them and come here with them. The pilots of the pre-ent day hardly make a living, and if there was not compulsory pilotage they would have to leave the business. I do not consider there is any more intelligent class of men than these old American ship masters, and if they would pay \$30 or \$40 for a pilot to go to Portland or Boston for a ship I do not think they would pay it unless it was necessary. I do not think there would be enough for six pilots if the pilotage was thrown open, for if it was not clear weather the most of the masters would heave to and wait for clear weather, and would come up and take a tug to tow them into the harbour.

Q. With reference to strangers, are pilots necessary?—A. A captain down South, of a foreign ship, inquired if he could get a pilot here and was told that he could. He could have got 75 cents more to go to West Bay, but when he learned there was not a pilot there he said he would take the 75 cents less and go where he could get a pilot. I do not know the vessel, but the captain of the steamer told me about it when he came here.

Q. What would be your experience as to the necessity of a stranger taking a pilot here?—A. I should think certainly he should get a pilot. I do not think he could get a worse place to come into between here and New Orleans than St. John. I think eight out of every ten of these steamers coming here without a pilot would go ashore. Any man that has never been in the bay before always wants a pilot.

Q. Unless there was sufficient remuneration for pilots you could not keep up the staff?—A. No; they could not keep up their boats. I should think from twenty to twenty-five pilots would be enough the way business is now. In former years they would not be enough.

To Captain Douglass :

Q. If compulsory pilotage was abolished captains of ships would still take pilots?—A. I should think so if they could get them, but if there were no pilots around I think a great many ships would not charter to come here at all. A man that had never been here before would certainly require a pilot, and in my opinion most men would require them from Partridge Island in. I think pilotage should be compulsory for the benefit of the port.

To Mr. Schofield :

Q. About half the time you think would be foggy weather in the bay?—A. I said three months out of the year, nearly half the time was foggy. I do not think any man is qualified who has never been here before to take his vessel into the harbour without a pilot. If it was clear weather I would be very sorry to say that a ship master could not find his way up Partridge Island, but I do not think he would be able to bring her into the harbour if he had not been here before.

To Mr. Schofield :

In nine cases out of ten, strangers heave to down at the mouth of the bay when foggy, and wait until it clears up. I think a man unacquainted with the soundings would be liable to go ashore in thick weather. The chart is not of great service in thick weather. It does not show the different sets of the currents very correctly. Sometimes the fog clears away a little under the Nova Scotia shore.

Q. I have a statement here from 1865 to 1885 prepared by the man who runs the fog-whistle—(Reading)—July 7½ days to the mouth and August 7½ days?—A. I do not know, he might be right around Partridge Island. He was trying to get this the winter port at the time he made that report. I have been to Cardiff and Bristol and there are two or three ports there.

Q. Did you find pilots there?—A. Yes, we were forced to take them at that time, that was 44 or 45 years ago.

Q. Don't you think it is reasonable to suppose that there would be plenty pilots here if there was no compulsion?—I do not think there would; they can hardly

get a living now. Since that Spanish steamer got ashore, these Spanish steamers send for pilots now whenever they can get them.

Q. Is it not generally the rule that the captains of large tonnage like to have pilots?—A. Yes, I think so.

Q. Will they not take them unless forbidden by their owners?—I think they would. As a general thing here in St. John, they do not want to pay the pilot if they can avoid it.

Q. Do you think the navigation of the Bay of Fundy is dangerous?—A. It is not dangerous in clear weather, if a man is well acquainted with the different tides. I do not think it is more dangerous than other places.

Q. I will read from a letter of yours in 1887—Reading—A. That is still my opinion.

To Mr. Skinner :

Q. That was given when they wanted to make this the winter port?—A. Yes.

To Captain Smith :

Q. There was axe to grind then?—A. Yes.

To Mr. Schofield :

Q. What is the total amount of money collected by you in a year as harbour master?—A. I decline to answer that, as I do not think it has anything to do with pilotage. I think the chamberlain would be able to give you the account, as I rendered my account to him.

To Mr. Gilbert :

Those American ships which sent for pilots came here about 1850 or 1851 and continued to come up until after the American war. There have been comparatively few since 1867, Confederation. There has been a considerable increase in lights and whistles, and therefore pilotage is not as necessary now as then. The greatest difficulty is getting into the harbour of St. John. In freshet time it is more dangerous.

Q. These small vessels which are exempt take a tug to bring them into the harbour when the wind is ahead, and it is impossible for them to get in without it.

Q. With the assistance of a tug commanded by a man who knew the currents would there be any difficulty in a moderate sized vessel getting in without the assistance of a pilot?—A. I do not think there would. There is vapour in the winter; it is not as bad as the fog; there are snow storms.

Q. For the safety of vessels would it be as requisite for pilots to cruise at the mouth of the bay in winter time as in summer?—A. They could not cruise there in winter time, because their boats would ice-up and founder, and in six hours sometimes she would go down.

Q. Would not they ice-up as much above Grand Manan as below?—No; there is not as much sea. The further you come up the bay the smoother the water, and that is on account of the wind. What I have stated in that letter is the truth; it was not put there in order to favour Halifax or St. John.

To Captain Smith :

Q. Do you mean to say you consider a tug-boat a substitute for a pilot?—A. Not at present; but Mr. Gilbert asked if a good powerful tug took hold of a vessel without a pilot if she could not tow in as well without a pilot as with one, and I said yes; but the captain of the ship must have the knowledge of the harbour, and if he does not the captain of the tug would. The vessel would follow the tug.

Q. A tug captain is competent to go in and out of the harbour?—A. Yes.

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To Mr. Gilbert :

Some of these tugs here would draw ten or eleven feet of water, some eight or ten.

To Mr. Schofield :

The tug captains are all well acquainted with the harbour.

Q. Could they not bring in a vessel of ordinary size without the assistance of a pilot?—A. I think they might an ordinary vessel. The ship would follow the tug and the captains of the tugs know the channel and they would come safely into port, but some accident might occur and they might break their hawser, and therefore I think it necessary to have a pilot at all times. I think any ship master unless it is through the influence of his owner will take a pilot from Partridge Island down the bay when they are not forbidden. I think the captains of tug-boats are capable of finding their way in the channel just as much as any man in St. John, and if the ship follows the tug there would likely be no danger.

To Mr. Gilbert :

There is not a tug in St. John could tug a ship into the harbour in freshet time or no two of them. It is six or seven weeks freshet time.

Q. Then you could tow them with a string?—A. It would be a big string. One man has as much as he can do to look out for his vessel and the captain of the tug would have as much as he could do to look out for the tug in thick weather.

Q. Would the captain of the tug have the same knowledge of taking soundings?—A. I do not think he would. One or two captains here could go anywhere in the bay just as well as the pilots. I do not think they pass an examination.

DANIEL L. HUTCHINSON examined :

To Captain Smith :

I am connected with the meteorological service.

Q. Have you any records in your office regarding the fogs of the Bay of Fundy?—A. Only of St. John, and that only since the fire in the custom-house. You could procure the records from Toronto and also of Grand Manan, Point Lepreaux, Halifax, Liverpool and other places. My records were burned.

Captain HENRY SPEARS continued :

To Mr. Schofield :

Q. I refer to section No. 4 of the Dominion Act, as to your expenses in coming back home—(Reading.) A. I cannot get it from the ship.

Q. Is there any other reason why there should be about 75 cents a foot on sailing vessels and 50 cents on steamers between going out and coming in for the same distance?—A. The commissioners made that law. I do not see any reason for it. If it was left to me I would have it double, because I would want all I could get

To Mr. Skinner :

Q. If they make it compulsory going out, then it ought to be the same coming in?—A. Yes. There is more danger in coming to St. John than any other port in

the bay, because the wind going over the land on the coast of Nova Scotia keeps a certain space clear and you have to run across tides in coming to St. John, while going up the bay you run with the tide. I think pilotage should be compulsory going out of the bay and after you leave Partridge Island. I think the risk is about the same going out as coming in.

Q. Do you think the International steamers should pay pilotage?—A. Yes, just as other vessels. I think they all ought to pay.

Q. Do they require the services of pilots?—A. Sometimes they do. The American boat was very glad to have some St. John pilots on board of her one time, as they saved about 400 or 500 passengers. She had nine of our pilots on board coming up from Eastport and they got in danger, and they had a jib and the American captain wanted the men to go up and put their foresail to jib, and they would not venture to go up on the upper deck and the nine pilots went up and reefed the foresail. The steamer was breaking up at that time and the freight was being washed about the deck, but by doing so they got her before the wind. It was low water and a heavy sea, and they could not bring the steamer in and the American pilot asked the St. John pilot to go to the wheel-house and take her in a harbour and he did so and took her into Pisarinco, the wind was west south-west. I think it was the steamer "New Brunswick" and she remained there until high water and then they brought her to St. John.

Mr. Thomas hands in the returns asked for.

19th February, 1895.

ROBERT H. FLEMING examined:

To Captain Smith:

Q. What vessel are you in charge of?—A. The "City of Monticello," and she is laid up now for repairs. I hold a certificate of competency for coasting. The steamer has been running here since March, 1889. She is built of iron, and was built on the Delaware. We run from St. John to Digby and Annapolis and no other place.

Q. Have you any person on board in the position of a pilot?—A. No, the officers and mate do. The mate has a certificate.

Q. Then you pilot your vessel in and out of St. John and other ports?—A. Yes.

Q. Have you had any difficulties at any time coming into St. John?—A. No.

Q. Do you consider you do not need a pilot at any time?—A. I consider so.

Q. You are acquainted with the tides and currents in the bay?—A. Yes, from actual experience.

Q. You consider you are perfectly capable of ascertaining the set and strength of the tide?—A. Yes.

Q. Would you consider that any other person who had similar experience would be able to do the same?—A. Yes.

Q. Have you been in charge of any other sailing vessel?—A. No.

Q. In your experience have you found any extraordinary tides in crossing to Digby?—A. Well, the tides are strong at times.

Q. And you are prepared for that?—A. Yes, the violent tides, neap and spring tides of course make a difference.

Q. Have you observed any irregularity of the tides that you would attribute to any outside influence?—A. Not on my route. Tides go by the wind to a certain extent and are affected by it.

Q. You have had no experience at the lower part of the bay?—A. None whatever. Before I had the present steamer I was engaged on other boats, the "Secret," "Empress" and "Scud."

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Q. How long does your whole experience extend?—A. Twenty-one years. For two years I had a pilot, but since I have not found it necessary.

To Mr. Gilbert:

Q. Is there any compulsory pilotage at Digby and Annapolis?—A. No.

Q. Coming in here in a fog have you the whistle to guide you?—A. Yes, there is no difficulty in getting in whatever. The fog whistle is a good guide.

Q. Could not one of these barges get in here with a tug and without a pilot as well as if they had half the pilots in the port on board?—A. They might sometimes. If they had no assistance from sails it would be impossible to come in without the tug. The pilot would be of service if the tug got adrift. He would know the anchorage ground. She might drift into trouble or out of trouble.

Q. Are these barges navigable without a tug?—A. No, they have not sufficient sail power.

Q. How could the pilot guide the vessel if she was broken away and at the mercy of the tide?—A. You asked me if the persons in charge of these barges were as competent as pilots.

To Mr. Schofield:

Q. Supposing anything happened to your steamer, is she depending entirely on steam or has she sails?—A. A certain amount of sail. I could not navigate her on all occasions with those sails.

Q. Could you bring your steamer into this port or take her out with the sails you have got?—A. No.

Q. Suppose that in entering this harbour your machinery broke down, what better position would you be in as a captain of a barge—he might have trouble and the same cause apply to you?—A. I do not think it. I would know the harbour better.

Q. If he knew the entrance to the harbour would he not be able to perform all the duties in case they broke down?—A. He might.

Q. In the earlier days when you navigated here you ran the risk of bringing your boat in?—A. I was held responsible for it. I had sole charge and they were depending on me if her machinery broke down.

Q. Some of the witnesses here have stated that your steamer should pay pilotage. What do you think about that?—A. I decline to answer.

Q. Do you think it is necessary that your steamer should take pilots?—A. No, I do not think so.

Q. As you don't require his services?—A. Yes, that is it. I am speaking from a personal standpoint. My steamer carries both cargo and passengers. I cannot give you the numbers. She could carry between three and four hundred passengers, but we never had that many. Sometimes we run with twelve passengers and sometimes with eighty or ninety. We carry passengers and cargo summer and winter and make 175 or 180 trips a year.

Q. What is the draught of water of your boat?—A. Seven feet. She is laid up sometimes two months in winter.

Q. Do you experience fog much between here and Digby?—A. I have a fair share of it. Sometimes it is clearer on the other shore and sometimes it is clearer on this side, but the fog is mostly on this shore, with the wind anywhere from south to west south-west.

Q. You experience more fog on this shore than on the Nova Scotia shore?—A. Yes, but we have fog on the other side frequently.

Q. Have you had any accident with your steamer since you have been in charge?—A. Yes, I touched above Black Point, touched the bottom.

Q. Any other instance?—A. One to the eastward of Digby Line, and that was all in an experience of 21 years.

Q. Supposing you had a pilot on board in this case do you think it would have been any different?—A. I do not think so. I had a pilot on the other shore at that

time, not a bay pilot, but one furnished by the company, the time I touched on the eastern Digby Light. He was not a St. John pilot, he was on board when we went ashore in the fog. He had run from Digby for years in a schooner and was supposed to be well acquainted with the bay.

To Mr. McLean :

Q. From experience of 20 years you made a study of the entrance to this port and the different dangerous points?—A. Yes.

Q. What are the dangers to a stranger coming here?—A. I suppose the shallow ground around Partridge Island, the American Rock, the Round Reef and all these are marked in the chart. The currents depend on the season of the year, the tides are very much stronger at freshet season. After two years with the pilot I got along after that all right. I made three or four trips a week.

Q. From your experience of the entrance to this harbour and port would you consider that a stranger coming here in command of a vessel could safely enter the harbour without a pilot?—A. I do not think he could, I should say a pilot would be necessary. He would not gain much knowledge of it in four or five trips.

Q. How much larger would a steamer be than your vessel?—A. Some would not be very much larger, the larger the steamer the more difficult to bring her in.

To Captain Smith :

Q. Are these dangers all marked on the chart to be seen by any man navigating?—A. Yes, they are. These extraordinary tides are in the freshet season, which last from the time the river opens up about the 20th of April, until some time in the first of June.

To Mr. Schofield :

Q. Is there not a good lighthouse at Partridge Island?—A. Yes, and a fog-whistle.

Q. Are these other shallow grounds not marked by buoys?—A. Some are, there are two buoys at the entrance of the channel.

Q. All river harbours are liable to freshets?—A. I do not think they are. I have never figured up how much my pilotage would be if I had to employ one. Mr. Troop manages my steamer. The beacon is the guide to the American Rock and if you went to the west of the rock you would clear this beacon. I believe Mr. Troop is chairman of the pilot commission.

To Mr. Gilbert :

The "Bridgewater" is on the route now. My mate is acting as pilot on her. She has no pilot but my mate, she has a master. The mate shipped as pilot and there is another mate. He would be in the same position as a pilot of the American steamers. He is not a licensed pilot of the bay. The captain of the "Bridgewater" has not been here much and has had very little experience.

Mr. McLean reads page 229 of sailing directions. Would you attempt to bring a vessel in even with some knowledge of the harbour under those directions without a pilot?—A. No, I do not think it would be safe, the tides are one of the principal reasons, foggy weather is the worst, the tides vary at high and low water.

To Captain Smith :

Q. Then you do not consider that the captain of the "Bridgewater" is capable of bringing his vessel in and taking her out?—A. I would not like to say that.

To Mr. McLean :

Q. If the wind was south-west and heavy, could you hear the horn distinctly on Partridge Island?—A. No, sometimes you could not. I have been a mile off it with a south-west wind and could not hear it.

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To Captain Smith :

Q. In foggy weather you would not search for the fog horn without taking soundings?—A. No.

To Mr. Gilbert :

Q. Did I understand that these sailing directions are not correct?—A. No, I did not say that.

ROBERT CRUIKSHANK examined :

To Mr. Schofield :

Q. Are you a shipowner of this port?—A. No, I am not. I presume I am asked here as chairman of the Harbour Improvement Committee, who issued this pamphlet in 1887. It has been in existence eight or nine years, and is a committee of the Board of Trade.

Q. You were also chairman of the special committee of the St. John Board of Trade, which was appointed to compile statistics in regard to the Bay of Fundy and the harbour in 1887?—A. Yes.

Q. Who were the other commissioners?—A. Mr. W. E. Vroom and Mr. Andrew Cushing. Mr. Cushing is a merchant of St. John. We compiled the information in reference to this pamphlet.

Q. The report on pages 10 and 11 contains the conclusions of your committee—it was unanimous?—A. It was.

Q. From pages 28 to 44 there are a number of letters from captains and pilots and the harbour master of this port?—A. Yes.

Q. Did you receive the original of these letters from the gentlemen named in pamphlet?—A. Probably I received the whole of them personally, they came into my possession. I compared them with the printed copies in this pamphlet and believe the printed copies to be correct.

Q. The other reasons were obtained from the keepers of lighthouses and fog-whistles?—A. Yes. I got them principally through Mr. John H. Harding, the agent of the Marine Department.

Mr. McLean objects to the letters, that they were made for the purpose of booming the port at that time, and they are not the original letters, and the men should be called who wrote them.

To Mr. Schofield :

Q. Is it possible to produce the original letters now?—A. I cannot say. I have looked for them and cannot find them. It is eight years since this pamphlet was published.

JOSEPH A. LIKELY examined :

To Mr. Gilbert :

Q. You are a resident of the city of St. John?—A. Yes; in the coal and lumber business. I am agent for the Springhill Company and Cumberland Railway Company. I know these lighters. They are rigged with two small masts for derricks to hoist coal up; there is a small leg of mutton sail; I do not know how much canvas.

Q. Do you know anything about the draught of water of these barges when loaded?—A. About 12 feet.

Q. How much light?—A. 6 or 6½ feet.

Q. Can you tell me how much pilotage fees they paid here last year?—A. \$1,400; and in July and August we did not come here, but went to the States. I know the tug "Springhill" and all the tugs here. She is the most powerful tug in the harbour. I do not remember her horse power. These barges are employed bringing coal from Parrsboro' here. They bring all kinds of coal and considerable slack coal, a good deal of which is sold here for factories.

Q. The getting of this slack coal cheap here is a benefit to the merchants?—A. Yes, that is why we built the boats.

Q. Do not the pilot commissioners force you to pay?—A. We are compelled to pay; we pay under protest. We do not admit that we are liable, but before we can clear at the custom-house we have to pay. If it were not for that we would contest it, and they would have to collect it by law. I consider compulsory pilotage unjust when there is no service rendered. Before the barges the coal came in schooners, about nine-tenths of them under 125 tons, and in the winter season there would be a large one occasionally, and the large ones could not afford to carry the coal, and that was the reason the barges were built.

To Mr. McLean:

Q. How many small vessels would come here during the year?—A. Perhaps these small vessels would make two or three hundred trips.

Q. You had a good many large vessels of five, six or seven hundred tons?—A. No; there would be one or two, of two or three hundred tons.

To Mr. Gilbert:

Q. Does that pilotage make coal cheaper or dearer?—A. The coal certainly would be cheaper if we did not have to add the pilotage. St. Andrews is further away. We charged a little more there last year, for it was a longer distance.

To Mr. McLean:

Our coal is better than the Joggins, which has been proven. I do not consider pilotage necessary for the port of St. John, but I consider it an outrage to charge pilotage when there is no value given for the money received from the barges. I have nothing to say against the pilots. They are a fine body of men.

Q. If they did not charge you pilotage on the barges you would be with them—did you not say that?—A. I did not. I have no recollection. I objected every time I paid the pilotage. I object to compulsory pilotage on all our coasting vessel; the barges are not the only ones that suffer, but small vessels also. The commissioners know my mind on that question.

Q. Did you not say to the commissioners that if they would reduce the pilotage on your barges you would back them up in everything else?—A. I never did.

To Mr. Schofield:

Q. You have to charge more for your coal with the pilotage than you would without?—A. Certainly. My competitors in the coal trade now have to pay it as well as me, and govern their prices accordingly. The Joggins Company have small schooners and do not pay pilotage fees.

To Mr. McLean:

Q. Do not you find that it saves half freight by bringing it by the barges rather than the small vessels?—A. Not one half; I do not think we save a great deal; it is just about as cheap to bring it in schooners. We thought we would come in the same as other barges into the United States and Canada, but some one wrote to the

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Minister of Marine that our barges were schooners and could be propelled by sails, which is not true, and they compelled us to pay pilotage. We have reduced the coal on account of the barges about 50 cents a ton. I think most of the Caledonia coal vessels pay pilotage. They come in competition with us. I do not think they are cheaper.

To Mr. Schofield :

As far as I know barges in tow do not pay pilotage at other ports ; all around the ports, as far as I can tell, there is no pilotage exacted from barges in tow. I have inquired.

To Mr. McLean :

Q. All the coal you send to Montreal goes by rail?—A. Certainly. The Dominion Coal Company sent coal to Montreal by barges last year. It is a new thing. They do not pay pilotage in towing to Quebec. I cannot speak so positively about the coal hulks going from Cape Breton to Montreal. It is by regular steamers and they pay pilotage.

To Captain Smith :

Q. There is no analogy between the barges coming here and the coal hulks that take coal to the St. Lawrence?—A. None whatever. Hulks are regular steamers going to Montreal. There are three little barges going into Halifax. They pay a small amount of pilotage; they can handle themselves.

MARTIN L. FORBES examined :

To Captain Smith :

I am in command of the "Tynemouth Castle," 1,172 tons net, and 1,827 gross. We have two officers and the boatswain, four engineers and nine seamen, and eight firemen and four greasers, about forty all told. We sail between here and the West Indies, and she is owned by Pickford & Black, of Halifax. We come direct from Bermuda to St. John, and when we leave here we go to Halifax. There have been two or three exceptions when we have left here for the West Indies.

Q. How long have you been in that service running down to the West Indies?—A. About three years in March. I have had experience before that in the Yarmouth steamships running here. I was in command of the "Boston."

To Captain Douglass :

Q. How long have you been navigating the Bay of Fundy?—A. Seven or eight years off and on. We come here in the fall and spring. We take a pilot when they come on board on the pilotage grounds, coming from the West Indies and also out of the harbour. My return is from the West Indies, and therefore I always take a pilot, more because it is compulsory probably. With the experience I have, if it was not compulsory the owners would not allow me. I always took a pilot when I first came here, but in the Yarmouth Steamship Company's boats we carried a pilot. I have had some experience in the Bay of Fundy, and I consider it a difficult place to navigate. There are strong tides and the currents are very uncertain, and are influenced considerably by the wind. I hardly know the action of the wind on the currents. From Boston to Yarmouth I have found I have gone eight or ten miles out of my course up the bay, and when I would go out I would find a strong wind south-west or south-east, which affected the current before I had any warning. We

might run half-a-dozen trips straight to the light and *vice versa*. These irregularities make the navigation dangerous.

Q. Would a pilot have a better knowledge of the action of the winds than you?—

A. I cannot see that he would, because it is something you cannot form an opinion on.

To Captain Smith:

We carry a local pilot on the "Yarmouth."

Q. Has he passed an examination?—A. Not as a pilot.

Q. I suppose he has made it more of a study than the ordinary officer?—A. Yes, more than the ordinary pilots, because they are going in there more frequently. We take him as a general assistant.

Q. Then it is quite competent for an officer to pass an examination of that description?—A. After he has the experience, and to obtain a position on board one of these vessels.

Q. Is there any special examination for that?—A. I do not know. They get the best qualified men they can. We rely upon our knowledge of the man.

Q. Can you anticipate these irregularities in the tides you have spoken about?—A. No.

Q. Have you sometimes found your ship up to the northward and sometimes to the southward?—A. Yes, and you would have to get your position with the lead or make the land and to use the utmost precaution. We use the lead in fog.

Q. Have you found the soundings a fair guide?—A. The soundings are hardly a fair guide; a man might be led considerably astray by them.

Q. In going into Boston, do you always take a pilot?—A. We never take a pilot, but go in with the assistance of our local pilot. It is much the same as the Bay of Fundy, but a little less tide. It is not too well protected as far as buoys go. Our coast is very well lighted and buoyed. Of course any person who has had experience with those whistles knows he cannot depend on them at all times.

To Mr. Schofield:

Q. You take pilots in this bay going outwards only as far as Partridge Island?—A. That is all. It is compulsory to the island, but I do not take a pilot beyond. I had a pilot with me once when the mate was sick. I took him where we are first spoken.

Q. Are you capable of navigating the bay yourself without a pilot?—A. A good deal depends on the weather, whether I would want any assistance or not. I think I could get up the bay in clear weather safely without a pilot. I came here last January without a pilot, and it was snowing quite heavily, and I got into the harbour without picking a pilot up. After running here for three or four years I would consider myself a blockhead if I could not come in in ordinary weather without a pilot. Under ordinary circumstances I think I can come up the bay without a pilot.

Q. Witnesses have spoken of trying to dodge pilots?—A. It has never been so in my case. I have always taken the first pilot that offered his services and have even gone back to get a pilot when I have passed him, after the fog lifted and I saw his flag. The mate told me about the report of a gun, as if some ship was firing, and I went on deck and when the fog lifted I saw the pilot.

To Captain Smith:

Q. Would it be an advantage to have a pilot station where you could find a pilot?—A. It might off Brier Island. No man would attempt to come up the bay in thick weather without using his lead frequently, because you might pass Brier Island a dozen times without hearing the fog-whistle. There is as much danger in coming into this bay below as above Brier Island. I have got pilots clear down to the sea line. The gun I heard that time was the first time I knew pilots used guns.

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To Mr. Schofield :

Q. How would it do for captains and mates to be qualified as pilots?—A. I was running a boat from Yarmouth to Halifax and the owners asked permission to grant me a certificate, as I was going in there every week. It might do very well, for in the American ports masters of ships obtain pilot licenses after passing examination; a friend of mine passed examination in New York, Captain Dole. I do not know about Boston; I cannot say about Philadelphia. I do not think he has to pay fees.

Q. Do you think that would be a good thing at this port?—A. Yes; that is, confining him to pilot his own ship and not offering his service as a pilot.

To Captain Smith :

These men I spoke of are for the coast. The International Line go along the coast.

To Mr. McLean :

I consider the pilots of this port a good lot of men and find them pretty well up.

Q. When you approach the bay are you not always very glad to pick up a pilot?—A. I am, where we have to take a pilot, but when I have a pilot on board I always find it necessary to be there myself in hazy weather and would not consider my responsibility at an end because he was there.

Q. You are always glad to consult with the pilot in coming up this bay in foggy or thick weather?—A. Yes, it is a relief to me.

Q. The wind and tides would have more effect on the sailing vessel than on a steamer?—A. Yes, in Boston we pay pilotage fees. When I came without a pilot here I followed the channel. I think any shipmaster that had not the knowledge of the Bay of Fundy would be glad to get a pilot. I have certificate for sailing vessels. In a foreign port in a difficult place I would have a pilot.

Q. Reading from sailing directions?—A. That is true, I agree with that statement.

Q. Then a person that does not understand the tides, you would say he should have the assistance of a pilot coming in?—A. Yes.

To Mr. Gilbert :

I say this whole bay from Seal Island up is dangerous and if you would look over the history of wrecks you will find it so. The safest guide is the lead. There is no pilot here who would attempt to come up this bay in thick weather without the use of a lead.

To Captain Douglass :

Q. Where have the greatest number of wrecks taken place?—A. I cannot say.

To Captain Smith :

It was one of these strong currents which set the "Moravian" out of her course.

To Mr. Schofield :

Last June I think my steamer collided with a schooner in the bay with Pilot Henry Spears on board.

Mr. SCHOFIELD here states that this accident is not mentioned in the return. It should be mentioned according to the by-law.

WITNESS—I am very sorry that matter was not investigated at that time because I consider that the pilot was not to blame, neither was I.

Mr. McLEAN—This was reported by the pilot and will be fully explained.

To Captain Smith :

The "Lizzie Dias" was the schooner.

Q. Supposing you took a pilot on board down the bay, do you consider the responsibility of navigating the ship is entirely upon the pilot?—A. Hardly, unless I had left the deck and put him in charge.

Q. As a rule, would you leave him on deck if the fog came on?—A. It would depend on the position of my ship and the distance I had to run and whether I was very much fatigued.

Q. Would you interfere with the pilot?—A. If I thought he was running the ship in danger I would, I would have her stopped and cast the lead.

To Mr. McLean :

A pilot would be an advantage if you wanted rest. I have had to head my ship off shore, to get rest, on the American coast.

To Captain Smith :

There is only one port I know of and that is Antigua where pilotage was done away with and now there are very few pilots cruising, but I suppose sufficient for the work, but not near so many as there used to be.

To Mr. Schofield :

The trade of Antigua is very small, a good deal of it is being done by steam, Barbados is much larger, pilotage is not compulsory there, but the ships take pilots for the purpose of choosing berths and anchoring. It is clear weather there.

To Mr. McLean :

Barbados is not to be compared as regards dangers and difficulty of access to the Bay of Fundy and port of St. John, because it is an open bay.

Q. Would you think it necessary to have official pilots under proper discipline?—A. Yes; a poor pilot is worse than no pilot at all. I was nearly paying very dearly once for that experience.

Q. Then they would have to be properly remunerated?—A. That question would hardly require an answer.

To Captain Smith :

Q. When you have been entering the Bay of Fundy, have you always considered that the pilots were attentive to their duties?—A. I found it so with the exception of two or three times. As far as I know they have been cruising about looking for vessels.

Captain J. W. McNAMARA examined :

To Mr. Gilbert :

I am master of barge No. 3, carrying coal from Parrsboro' to St. John. I have a master's certificate for foreign trade which I got in 1873; my barge is 431 tons; we are running 100 tons light now, and draw about 12 feet of water. In summer time we draw 13 feet, and when she is light six feet. She is built of wood and iron. The tug that tows her is the "Springhill," which draws 11 feet coaled up and between 8 and 9 feet light. We have spars on board. They are derricks for discharging coal—two of them—and go about 60 feet above deck. The length

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of the vessel is 146 feet. We have three small sails: a leg-of-mutton sail; two leg-of-mutton sails on the jib, about 400 yards of canvas all told. We have no bowsprit. I have been to St. Andrews; we get pilot licenses there. I never was master of one of the barges down there, but I was mate; I have not got any license to go in there; I have a license for Parrsboro'. I went through an examination; Capt. William Patterson examined me; it is only for a year, and I paid \$36 for it, and that includes everything. I have to renew it every year and pay the same fee. I do not know what they pay at St. Andrews. I have passed the Corporal Ledges and there are no particular dangers between there and St. John that I know of. The pilots generally sight me off Partridge Island.

Q. Would it be possible for anybody to bring these barges into the harbour by sail with the sails they have?—A. Not with an offshore wind, unless the tide was running in very strong and no tide against us. The tug generally takes us alongside after she gets into the beacon, but not before. They generally shorten up on the tow when we come to the island and then the barge is completely under the charge of the tug. They get us at the nearest point to the harbour, the pilots do, mostly always in the row boat, but two or three times they have come in pilot boats.

Q. Were you on board when the tugs took the barges to Boston?—A. I was on the tug when she towed three barges from Parrsboro' to Boston in 73 hours.

Q. Coming down from Parrsboro' do they usually take more than one barge?—A. Not in winter time; in summer time from two to three. I never take pilots.

Q. Would you have to pay pilotage on the whole three?—A. Twenty-seven dollars is my pilotage for one vessel.

To Captain Smith:

Q. If one pilot comes off and speaks the first barge and then the second and then the third, he only gets paid for one?—A. He gets paid for the three, full pilotage. They all refuse him.

To Captain Douglass:

Q. If there was only one pilot would not the other two barges go scot free?—A. That may be and may not be. That would be so if there was only one pilot. I do not know that these barges ever came to St. John without paying the pilotage. We are not allowed to accept a pilot, but we pay under protest. We often pick them up. I would sooner take them on board than see the poor fellows rowing in.

To Mr. Gilbert:

Q. Are pilots any more use to you than the noise to a coach?—A. No, they are no good, they cannot be any good. If the tug broke away I could not do anything myself. I could not hold the tug. The pilots could do no more in that case than the men on board.

To Captain Douglass:

Q. Suppose an accident took place to the tug and the three barges had to shift for themselves, do you think you could manage your barge as well as a pilot?—A. Yes. I have been in this bay since 1861 and I have never struck bottom yet only when I wanted to and I have my first calamity to meet.

Q. Are you acquainted with the anchorage between Black Point and the harbour and from that in?—A. Yes. Up here she would go out (indicating). I know enough to pick out the best anchorage and I would not let her drift out far. If I got near the American Rock I would be all right with a north shore wind, and if the wind came in southerly I could get these barges into harbour in flood tide.

Q. Supposing the tide was running out a little and the line broke after you passed the American Rock and before you got to the beacon, what would you do?—

A. That would be all owing to the wind. If I could not get anchorage I would shove her off and if I could not go to the southward I would go to the eastward.

Q. Anywhere between this harbour and where they usually meet you, is there any difficulty of anchoring?—A. I do not think there is any difficulty after you get in past Black Point. I have anchored there, but it is deep water. I have a good big anchor. From the 15th of May, 1893, I have been in barges and have been coming here back and forward almost weekly. I have not met with an accident at all, but in the city of St. John here I was towed on to Navy Island some time in May last. It was not the "Springhill." There are five barges and I have never had any accident excepting what I have spoken of and the other four have had none.

To Mr. McLean :

Q. How many tons of coal do you bring into port?—A. From 700 to 800 tons. This last year I was running for two or three months to the States and cannot tell you how many trips I made here. We make a trip about every fortnight. In June, July and August I did not make any trips here at all. I never made any calculation of the tons I carry per year. A tug draws 11 feet of water coaled up. There are no dangers from here up the Bay that I know of. The upper part of the Bay is more dangerous than the lower part. When I once get my position either at the North or South Channel I feel pretty safe.

Q. Reading sailing instructions page 154?—A. I agree with that. I do not know any outlying dangers, but certainly there are dangers and in a great measure that is correct. It is not as dangerous as the Nantucket Shoals. As a general thing the tide sets out of this harbour and I would not let the tug drift on the foul ground if she broke loose, I would anchor. I can let my anchors go in two seconds. I have two 1,500 weight anchors and 95 fathoms of chain. The cable is $1\frac{1}{2}$ inch.

Q. You said you would sail into the harbour if you broke loose?—A. Yes, if you had a proper tide, but it is a very exceptional case. If I had a south wind I could blow her into the harbour.

Q. Then your statement to Mr. Gilbert is not correct?—A. It is like this, I think that with an ordinary wind I would stay out there 25 years before I could work her in, but with a fair wind I would come in. If I was caught there I would anchor and wait for the wind.

To Captain Douglass :

Q. How are your hatch-ways secured?—A. In very good shape. The combs are about four feet over the deck. There are plenty good places to anchor. I think I can do as well as any of the pilots. I would not anchor after a pilot.

To Mr. Schofield :

I consider West Bay is a harder port to make than this.

Q. Pages 10 and 11 of pamphlet—Do you think these statements are correct that I have read to you?—A. This bay has never given me any uneasiness. I do not know what other people think. I consider that correct about the bay being remarkably free from dangers.

To Mr. Gilbert :

At very low tide the Quaco Ledges hardly bare.

Q. What is the next danger?—A. Cape Split and after that we have the bars.

Q. Taking a vessel up to West Bay what is the most dangerous part?—A. I would say from Brier Island to St. John in thick weather.

To Mr. McLean :

Q. Do I understand you to say that the Quaco Ledges are only out of water occasionally?—A. At very low tides, and sometimes I think they do not bare. I do not think they are out of water all the time. At medium tides they may bare.

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H. J. OLIVE examined :

To Mr. Schofield :

I am a shipowner in this port, and have had over 20 years' experience in the business. I am acquainted with the pilotage system here to a certain extent, and have been in the habit of paying bills at the pilot office. Pilotage is compulsory here inwards, where a vessel is spoken, and outwards as far as the island. My captains exercise their own judgment in regard to pilots. We give them no instructions.

Q. Going down the bay, outwards, have your captains been in the habit of taking the pilot below the island?—A. I think only in one instance, the "Arbutus," 396 tons, took a pilot one time. She was new and on her first voyage.

Q. What sized vessels have you chiefly been interested in?—A. Schooners, brigantines and barquentines, vessels under 400 tons, principally. I lost a vessel on Brier Island, the "H. J. Olive," and she had no pilot. She was on her way from Georgia to St. John, and the captain and crew had been sick with fever, and, I think, one man died on the passage.

Q. Had that anything to do with the loss of the vessel?—A. Yes, I think so; as the captain was hardly able to be around on deck. I think it was foggy. She was lost in the pilotage district. I understood he had not been spoken.

Q. Do you approve of compulsory pilotage in the interest of our shipping trade?—A. No, I do not; I do not think it is necessary here.

Q. If there was no compulsion as far as payment is concerned, would or would not there be plenty of pilots for the port?—A. I think there would, the law of supply and demand would regulate it. I favour having some system.

Q. Do you approve of the recommendations in the pamphlet before the commissioners, on page 11?—A. I think they meet my views, and that a system like that would be good, and sufficient for the port.

Q. Have you found the pilot fees to be burdensome in connection with the business?—A. Well, years ago, when vessels were making money, we looked upon them as an incidental charge, but now that we have to run vessels so closely it is burdensome. There were 805 vessels registered here in 1876, and 488 vessels last year, with 111,888 tons, a falling off of about 60 per cent.

Q. What was the cause of that falling off?—A. The decline in freights and the competition of steamers, and I think some regulation on the other side, of the Board of Trade.

Q. What were the deal freights from here in 1876?—A. I think 70 shillings or 72 shillings and 6 pence per standard. In 1873 deal freights were 120 shillings and I think 122 shillings 6 pence, 6 pounds a standard, and at the beginning of the period about 3 pounds 10 shillings, and they have fallen down to about 40 shillings.

Q. During that same period is it not a fact that the pilotage rates have increased about 50 per cent?—A. I think they have. They have increased \$1.00 a foot out, and \$1.50 in the other districts.

To Mr. McLean :

My views are that pilotage is a burden all over. In 1873 I chartered vessels at \$27.00, and I chartered one the other day at \$7.00. I think the way pilot charges are assessed upon vessels in this port has a very bad effect.

To Mr. Schofield :

Vessels now are exempt up to 125 tons and it has forced people to build vessels to come under the exemption, because the pilotage was based on draught and it was very much harder and heavier upon small vessels than large. I do not remember when it was 80 tons. I think the 125-ton vessels are a very poor style of vessels,

they are all right for the coast, but not fit to send off the coast in winter and therefore the majority of them have been laid up in winter.

Q. Do you consider that shipowners have been induced to build a style of vessel which although it may be seaworthy around the coast would not be fit for off shore?—A. Yes, the fact that that kind of vessel was exempt induced people to build them to escape pilotage. I think larger vessels would be better, up to 200 tons in this trade. They could go at other business in the winter time, but they would be liable to pilotage now. I think all pilotage should be based upon tonnage, now it bears more on small vessels than large ones.

To Captain Smith :

I would throw the pilotage open to any competent shipmaster to be a pilot, competent seamen residents of St. John. I would not limit the number. I would let any one who came in and passed the examination have a license. I think there are lots of men here out of employment that would be glad to earn a small amount of money if they could not earn a large amount. It would give plenty of pilots for the ships.

To Captain Douglass :

Q. How many pilots do you think would be sufficient for the work of the port supposing the exemption was extended to 250 tons.—A. I think there are only about 16 vessels in the province of New Brunswick between 200 and 300 tons and therefore it would make very little difference. I do not know as I could say how many would be sufficient. I never heard any complaints about the pilots, I would say they are fairly competent.

To Captain Smith :

Q. Have you heard evidence given with reference to the cruising about the bay?—A. Yee.

Q. Do you think it would be a good thing to have a fixed station where pilots could be found?—A. It would seem to me to be correct, because if you cannot get a pilot at the mouth of the bay you really do not want one. I should think there should be a station.

To Mr. McLean :

I have had no practical experience at sea.

Q. Did you ever take a trip in a coaster between here and Boston?—A. No, I have been half way down the bay, practically I know nothing about the dangers. All my vessels that I am interested in at present sail outside, up to 400 tons.

Q. What is the largest vessel you are interested in?—A. Three hundred and ninety-six tons. They go wherever I can get money out of them.

Q. Have the pilotage fees charged here the slightest thing to do with the decline of shipping?—A. I should think so.

Q. Is it not a fact that all over the continent shipping has declined in the same proportion as at St. John?—A. Probably it has.

Q. Then how can you say that the decline here is caused by the pilotage system?—A. I did not say altogether, it had its effect. The steamers have increased here, because they go all over the world.

Q. In the port of London shipping has increased under the free trade system of England?—A. It is the change from sail to steam.

Q. In France what do you say about that?—A. They have protection there, freights have not paid for the last five years.

Q. Are not the number of small vessels in the port now more than they were in 1876?—A. In number I should judge so, but they are a smaller class.

Q. There has been a less number of sailing vessels here because the tramps come here and carry freight very much cheaper?—A. Tramp steamers have forced

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freights down all over the world. If steamers did not come we would not have any vessels.

Q. Would you prefer square rigged vessels should come to carry our deals instead of the steamers?—A. I would prefer steam to be done away with altogether. I have not any experience with the steamers. I should think there should be pilots at the entrance of the bay.

Q. And of course they ought to be proper men?—A. Yes, and properly examined and with four or five years' experience before they would be pilots. It would be necessary for them to have pilot boats. One of these pilot boats would cost between three and six thousand dollars and it would require a crew of three or four to keep it up.

Q. And it would follow they should be fairly remunerated to support them decently?—A. Yes.

Q. Would \$800 a year be too little?—A. It is a good deal more than we pay our captains. I have nothing to do with their remuneration. I think a man should have all he can earn.

Q. Do you think the government itself should take charge of pilots and collect the fees?—A. No; I would not exempt anything.

Q. You think all small vessels, including coal barges and all steamers, should pay pilotage?—A. If no vessel was exempt the pilotage rate on the individual vessel would not be any more than a third of what it is, and would not be a burden if it was based on tonnage. I would not exempt the American boat or discriminate against any class, if it is to be compulsory.

Q. In accordance with what you say some compulsory payment should be necessary in order that they should be properly remunerated, and is it possible that a system of pilotage such as you have stated could be supported here without compulsion?—A. It is possible; there is a list of eighty odd ports where it is possible.

Q. How could it be done here?—A. How can a competent staff of ship captains be kept up? The best way would be to try it. We only use a wharf when we need it. I do not think there should be any city taxes on shipping.

To Mr. Schofield:

The great objection I have to compulsory pilotage is the unjust manner in which the tax is levied, being based on draught instead of tonnage, that is if it is to be compulsory. It is directly against our own vessels. It is equal to six per cent on the cost of a small vessel, to-day.

February 20th, 1895.

MR. SCHOFIELD offers Thubren on port charges and a statement taken therefrom.

MR. McLEAN objects, and also states that he would like to offer Hunter, as well without withdrawing his objection.

MR. SCHOFIELD states that he does not object to any evidence at all, but wants everything to go for what it is worth.

CAPTAIN SMITH—The commission would like to know this afternoon the names and occupations of any more witnesses either side intend to bring forth. Reads letter of Captain Patterson.

RICHARD CLINE examined:

To Captain Smith:

I am one of the branch pilots of St. John and have been such for about forty-six years. I am seventy on the 9th of April.

Q. Are you one of those pilots liable to an annual examination under the regulations?—A. Yes, I was examined once by the Port Wardens, Captain Reid, Captain Smith and Captain Quick.

Q. Have you piloted steamers as well as sailing ships.—A. Yes, and men-of-war, too.

Q. As a rule, the men-of-war take pilots?—A. I joined the "Northampton" in Halifax eighteen years ago and took her into Grand Manan, Digby and here. The pilotage was \$200 and they paid \$250 into the pilot office. As a rule, men-of-war vessels take pilots.

Q. What are the difficulties and dangers coming into the Bay of Fundy?—A. There is the Lurcher, Trinity Shoals and Old Proprietor and Mer Ledges and North-west Ledges off Brier Island.

Q. Do you know of any difficulties with the tides?—A. Oh, yes, the tides do not run all the one way. If it is weak tides, we run more regularly, but the tides change and the strong tides take a different direction, the spring tides a different direction.

Q. Your experience of forty-six years has given you a good knowledge of those irregular tides?—Yes.

Q. You would understand when the spring tides were on what allowance to make?—A. Yes.

Q. Are there any extraordinary tides at any parts of the year or particular seasons in the harbour from Partridge Island?—A. Oh, yes, when the ice goes out of the river there is a strong tide, which runs down about forty miles and is called the freshet. It makes down about two inches under the other water, and makes a vessel very hard to steer, that is in April and May and lasts until June. It runs out to Grand Manan. It goes out of the harbour and runs down towards Grand Manan and the Wolves and does not go much in the south.

Q. Would the ebb tides from the upper part of the bay have any effect on that?—A. No. It has a little effect on the Nova Scotia shore, but not much. The tides are pretty regular along the Nova Scotia coast. These tides we are speaking of would not affect the Nova Scotia shore as much. It does not go in the South Channel.

Q. What do you consider the fog-producing winds in the bay?—A. The south south-west winds bring in the most fog and the south-west winds.

Q. You have been upon the coast of Nova Scotia?—A. Yes.

Q. Does that same south-west wind produce fog upon the coast of Nova Scotia?—A. Yes, all along the coast; it comes in there first. Many times I came down to Seal Island and it has been thick and when I got down it would break, and at other times it has been different.

Q. Does the temperature of the atmosphere affect it?—A. It is pretty cold at times in the spring of the year as it comes down from the Grand Banks; the ice melts in the Gulf Stream and the southerly wind brings it in. The ice gets into the harbour off the gulf from Newfoundland and melts in the spring and makes fog, and some of it melts on the gulf and comes in on the shore. It comes down with the easterly wind and the wind from the south brings it right in on the Nova Scotia coast; at about half tide it sets down on the coast, it kind of goes in whirls some places, it sets right over the American Rock, it strikes the bar and shoots off to the eastward at certain times, and then again it would strike the other way. In freshet times it goes over the bar a little above the beacon, and as soon as the beacon bares at half ebb it strikes the bar and sets more to the eastward again a point or two south-east.

Q. When you enter from Partridge Island you do not at first have any difficulties, but it is open up here (indicating)?—A. If it is clear weather we have not, but if it is thick weather we would have to use our judgment. I can bring a ship to anchor without the lead when I can see the least thing. I can tell pretty near where she is by one cast.

Q. You have been cruising about a good deal in the bay?—A. Yes, and in sailing vessels in former years.

Q. Have you had occasion to take soundings?—A. Yes.

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Q. Do the soundings agree pretty well with the chart?—A. Yes; I have been about 55 years a pilot; I never had any cause of complaint and I never made any complaint to the commissioners. All the trouble is, you might sound here and expect such a depth and you might come out all right; or you might sound a little too quick again and strike a hole, and then some persons would say that the chart was wrong, but you must allow for the rise and fall of the tide.

Q. Are the aids to navigation in the shape of lighthouses, buoys and beacons good and sufficient?—A. Yes; we have about 16 fog-whistles in the Bay of Fundy.

Q. They have been improved from time to time?—A. Yes.

Q. Have you any further suggestion to make with reference to them?—A. No; I think there ought to be a lighthouse on Cape Sable, Seal Island, and that by putting another light on Blond Rock you would have it in range. I consider another lighthouse is required on Seal Island, for I have often taken a fisherman's light for the Seal Island light, but if two lights came up together you would know at once. Those lights should lead right on Blond Rock.

Q. Do you think it would be of any service to have a signal of some kind on the Old Proprietor, or near it?—A. There is a spindle on it now, and I do not know what you could put on it. There is a light seven miles from it.

Q. Would you consider a pneumatic buoy would be useful there?—A. I do not think it would, the ice freezes them in Halifax and you cannot hear them at all.

Q. Do you think it would be a useful thing to have a pilot station in any part of the bay?—A. No; I do not think it would.

Q. It was suggested that Brier Island would be a good place?—A. You could not lay there in winter, as the winds would come from the north, and we could not get out and would not be of any service to the ships. In the summer time it might be. The way we are now, we are in opposition, and we own our own boats and try to get ahead of one another, and the men who look the most ought to get it. I say to make a man learn, make him go opposition. I say just keep them as they are. We keep building boats for the credit of the port, and I think it is the best way to keep them as they are. I have run a good deal in Halifax, and I say to them, why don't you go out, and they say, we do not get any encouragement, we get no pay. They do not go out, and they ought to be in opposition. When you are into Chebucto Head there you are in the harbour, but a stranger wants a pilot outside, I have passed ships with jacks flying down eight or ten miles and no pilot. They are good men but they do not get pay enough, and they do not go beyond Chebucto Head. There are three pilot boats there but the men do not cruise outside the light. We go 130 miles off in our boats.

By Captain Douglass:

Q. We wish to know if there was some station whether the outgoing pilots would not take advantage of that station and always be able to leave their ships?—A. We take a small boat with us and if we cannot land at Brier Island or different places, we get on board a steamer or schooner or another pilot boat down there. I have never seen any trouble and I have taken new ships out many times. It was me, I suppose, got bay pilotage first. The quicker I would get down the seventy miles, I would get my money, and the quicker the ship would get off; and the furthest ever I got was the Grand Banks, and I got back all right and it never cost me much expense either. The way we are now we have good boats, mine cost \$4,000 and the other about \$5,000 or \$6,000, and what encouragement would I have if there was a ship out here eight or nine miles and I pulled out to her and got alongside, and she said, oh, I do not want you, and perhaps would not give me a line, but if it was compulsory I would be sure of the ship and it would encourage me to pull out again, but if it was not, no man would do it.

Q. You consider the present system a good one?—A. I do. We have nothing to do with the rating of the pilotage. The commissioners do that. I think we could not do better. The commissioners came a little hard against me first, but I suppose I could not rule the whole body, and I had to give in, and now I am satisfied.

Q. You consider the Bay of Fundy very safe?—A. I would consider it pretty safe if you have your eyes open and a knowledge of it. There are these shoals and fog, and these shoals lie 25 miles from Brier Island, and then there are Trinity Shoals and Old Proprietor, and you might sound and the next minute you are on. (indicating)—

Q. Do you think it absolutely necessary for a master of a ship who has a certificate of competency to come into the Bay of Fundy without a pilot?—A. Oh, well, a man who has his charts is going to do the best he can.

Q. Do you think the ordinary master of a ship is competent to navigate in the Bay of Fundy?—A. I have seen some very good that would, and I have seen some that would not.

Q. The ordinary master would not, but there may be some masters that would?—A. Yes, that is it, and I suppose it is the same way with some of the pilots, some might have a little more nerve than the others, but one is as good as the other. I have piloted some 200 steamers.

Q. Is there any particular reason why steamers should pay more pilotage than sailing vessels?—A. They seem to carry more cargo and take away more.

Q. Have you any more difficulty navigating a steamer than a sailing vessel?—A. I do not know as I have. I can do it a little quicker.

Q. What is the reason why steamers are charged more pilotage than sailing vessels?—A. I suppose they think those big Spanish steamers—I suppose they thought they were carrying away two or three ships' cargoes.

Q. They are charged in reference to their earnings and not in reference to the difficulties of navigation or the time of the pilot?—A. That is the only reason I know; but they carry more and they ought to pay more.

To Captain Smith :

Q. With regard to the navigation of these Cunard steamers, have you had any difficulty with reference to the courses down the bay?—A. Yes, I went out on the "Madura" the other day, and the captain, when he went through West Channel, thought it was not safe to go through and it was about an hour ahead, and he says how will we go, and I said steer down to Brier Island, south-west south or half south and the first thing I saw was Grand Manan about Gulf Cove, and he says is that Grand Manan, and I said yes, and we ran out south. He started the course himself, and I told him we would go the magnetic course. It would take you about 5 miles outside of Brier Island lighthouse, then it opened clear, and I saw the way she was going by Lepreaux, and she was to the northward. When we got to Grand Manan we were about 7 miles out of our course, and I said something must be wrong.

Q. Did you attribute it to the tide?—A. No, so we kept her off Brier Island and after a while I said we will go through Petite and we went through.

Q. Have you often had to shift the course?—A. Yes, many a time. You cannot steer a straight course to-day coming through Petite and you would probably a fortnight later. Some steamers are different and would heave you out three or four miles.

Q. You cannot steer a similar course each voyage and pick out the same point of land?—A. No, you cannot. It is due to the turn of the wind and the tide. I tell the captain I want to steer magnetic. Many a time we will come out of Halifax north and south. The only way we can do in foggy weather is to keep the lead going out and not go inside of 45 fathoms. It is according to the thickness of the fog, and sometimes within a quarter of a mile you cannot hear Partridge Island whistle outside.

Q. You always consult the captain or officer who is on duty in reference to the change of course?—A. Yes. I do not attempt it otherwise. I tell them I want to steer such a course.

Q. You have not studied the matter of deviation?—A. I can tell a little about it, but not much. I know if a ship gets a shock it changes her compass.

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Q. Ordinary iron ships have to steer different courses down the channel?—
A. Yes, sailing ships, there is very little difference. If iron gets near the compass it attracts it, and sometimes you cannot get the compass steady.

Q. You have observed on board ship that no two compasses are alike?—A. No, there is half a point or more difference. That ship that came into New York and ran on the ledges, I saw the compass was out and I saw it was because she was so light and she was shaking and the compass jumping.

Q. You take cross bearings and apply the deviation to that?—A. Yes.

Q. Otherwise you could not get the correct position?—A. No. In foggy weather you have to know a good deal about these things.

Q. As a rule going down the bay have you found the captains keep upon deck and assist you in navigation?—A. Perhaps they could not stand it as well as I on deck. They go down once in a while. I never go below from the time I leave here until I get to Halifax unless to get my meals. I am learning all the time and want to be on deck.

Q. You handed a letter to me yesterday?—A. Yes, it came from the captain of the "Madura." He wrote it on the passage. He said I am not satisfied with the evidence I gave up there as I was hurried, and will you take a letter around for me and I said I would, and he wrote one and he said, I will give you another and he wrote them, and I took them and am prepared to swear to them. This is the letter. He read it to me.

To Captain Douglass :

Q. Do you think compulsory pilotage is absolutely necessary here for the safety of ships and the reputation of the port?—A. Without that we could not keep up any boats and there would not be any pilots. I would not for one, because I have paid four or five thousand dollars into it and made a good deal of money and lost a good deal, and paid a good deal of money into this city, and always had good pilot boats and ready to keep them good, and I think the way we are now is a pretty good arrangement.

Q. If compulsory pilotage was abolished you would not remain as a pilot?—A. No, I would not do it. We would have to all leave the city and live along the shore and we are a revenue to the city as we are.

Q. Supposing it was extended, the exemption was to vessels of 300 tons and the other pilotage made compulsory, how many pilots would be sufficient then for the work?—A. At times we want all we have got and perhaps more. We cannot make a pilot in two days. I do not think there are any too many.

Q. You do not think that the exemption would reduce the necessity for the pilots?—A. No. I have one five or six years with me. He was four years with me before he came under the commissioners and I thought to get him his branch then and they said, no, he has to serve his time, he has to serve another year and so he has, after being with me so long.

Q. Still there are applications for branches?—A. Yes, three or four to come on after two or three years.

Q. What do you consider the average earnings of a pilot?—A. Some earn more than others, the average earnings would be some years about eight or nine hundred dollars, a little more or a little less, and then he has his boats to keep up and we are not any expense to the city in that way. When we went under the Dominion we all agreed to pay for our branches, five dollars each and put it in the fund and so much for the license and all disputed pilotage went into the fund, as we thought it was better to have something to fall back on.

To Captain Smith :

Q. Would you think it proper to license masters of vessels as pilots upon passing examination?—A. No, they might run down the bay, but I do not think they would have the knowledge of this harbour without serving a good apprenticeship at it when they were young.

Q. Would you give them a license if they could pass an examination up to Partridge Island?—A. I suppose I would that way, that is outside of us, outside the limits.

Q. Do you consider it advantageous to ports to license the masters upon passing examination—do you think it would be improper to do so?—A. Yes, on account of it not being granted to Halifax and other ports of the Dominion.

Q. There is no test for the pilots with regard to colour blindness?—A. No, I do not think there should be, so long as they have their eyesight, and if their eyesight is bad they do not want to lose themselves and the ship too.

Q. You are aware that all masters and mates have to pass that examination?—A. Yes.

Q. Why should there be any difference in a pilot?—A. The pilot will soon tell on himself, and if he is on board ship the people on board would know. I do not think it is necessary for pilots to pass the colour test who have been running without lights or whistles in the bay. When I was there first we had only a little side light.

To Mr. Skinner :

Q. You mean the pilots have all good eyesight?—A. Yes.

Q. You understand the management of a sailing ship?—A. Yes.

Q. Just as well as the captain?—A. Yes, I think I could take them out of this harbour without tug-boats. The tug-boats are all right, but in my time we had no tug-boats and we used to boat them out, and the pilots had a good name. When you run a straight course to the north-west of Brier Island it brings you close on Old Proprietor. I have heard people say they would go out the South Channel themselves, but suppose it is frozen and the mate is not watching the ship and the ship gives a turn, and the first thing he knows she is ashore. The man at the wheel does not care, all he is trying for is to keep himself warm.

Q. You steer two courses with the steamer?—A. Yes.

Q. In thick fog would you know the position of the ship better than the master?—A. Well, I know the currents a little better and we would work together, the captain and me. I would be his adviser.

Q. But you would not ignore his knowledge?—A. No, we have worked together from Halifax into the wharf and have been in thick fog, and we would work together until we got here.

Q. If you suggested to him to take soundings you would consider he should do it?—A. Yes.

Q. You would have no better means of ascertaining the ship's position than he?—A. No, after it came thick we would have to take the chart and come along. My local knowledge would aid me. In many ships I have been, the captain would sometimes get bothered. The ebb and flood in Nova Scotia sets in on the shore mostly. The tide runs parallel to the coast mostly about here (indicating). When you get up to Spencer Island the cross winds make a heavy sea.

To Captain Smith :

Q. Do you consider there is any reason why barges towing into the harbour should take a pilot?—A. They take pilots in other ports and should pay pilotage the same as other vessels. They take the trade away from other coasters. I know one man, a friend of mine, who had to haul his little vessel up on account of the barges. There are four or five ships in now, and they might take their masts out and make them all barges. I consider pilots necessary also for the safety of the vessel even if she is towed by the steamer, because if the hawser broke, if the captain did not know what water was alongside of him he might lose all hands.

Q. Then if the captain had sufficient experience?—A. He might avoid that certainly and be all right.

Q. You consider the present system a better means of insuring the safety of ships than any other system?—A. Yes; it is like a school of mackerel: if the

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man lies still the fish will not come to him, but if he goes on the coast he will find them.

To Captain Douglass:

Q. But sometimes the mackerel do not wish to be caught?—A. I find some people that do that, but I learn every time I go out.

To Mr. Schofield:

Q. Reads Dominion Pilotage Act as to license after 65 years of age.—A. Do you want it; here it is (presenting license).

Q. As a matter of fact you did not deliver up your license when you were 65? A. I was not called upon to do so. I might have got my branch out for life, only we agreed to put it in and build the funds up. Some people never get 65, but I acknowledge my age. This has been renewed every year up to 1895. If I get a thousand dollars a year out of the city I am willing to take it. I have paid lots of taxes and I want the city or Dominion to protect me.

Q. It is in evidence here that you have been the special pilot of the Furness Line for several years?—A. That is the case.

Q. Out of your earnings as pilot with that line every year from \$800 to a little over \$1,000 has been deducted and divided up among the other pilots?—A. I think that is correct. I first thought it was wrong, but when I came to look at it I did not, to rule the whole body or to get in hot water all the time.

Q. Are you satisfied with that arrangement?—A. I am satisfied, I have nothing to do with it. We all want to make all we can.

Q. Is it not a fact that you sent a letter to the department at Ottawa, stating you were dissatisfied with it?—A. I did at that time, but since that I looked the thing over and saw I was perhaps a little too hasty.

Q. Are you satisfied with the arrangement now?—A. I have to be, the commissioners are over me. I am satisfied with it.

Q. It appears your earnings last year were nearly \$2,400, of which you were allowed to retain about \$1,400?—A. Yes; some pilots earn only \$300 odd dollars. I cannot tell you how it is, perhaps they cannot get money enough to get boats. If they could get anybody to build them a boat to cost four or five thousand dollars they might be as good as any of us, but they cannot afford it. If I own a boat and a man gives me \$50 for a year I will give him a flag out of that boat and he need not go in her. He would have to own these shares in the custom-house, but still I would keep a mortgage on them.

Mr. Schofield states that Robert Thomas, James Reid and Richard Scott are the three pilots making less than \$400 a year.

Q. According to this return, 10 per cent of vessels that came to the port last year actually escaped the pilots?—A. Because it was foggy and the men could not see them. They would run over the top of a man before he could see them. I have been on Partridge Island and vessels have passed within three hundred feet of me and I could not see them. I do not blame them to get clear of the pilots. I have pulled three or four days, in my small boat, and got no vessels, but still I went at it again. Whatever the commission says I am willing to do.

Q. Under a free system, would it not be the case, that an old pilot like yourself would get a preference of employment?—A. That might be so, and some might think their eyesight was bad and would not employ them. My eyes are all right. I used to go to Boston and New York and get more than I could attend to, and the boats began to get down and we could not keep them up, and that was the way the commissioners put it; and since that we have good boats, and I was not allowed to go, only on my turn. We can go in our boats to any part of the world. Before this system I had more work than I could attend to, but I was doing a good deal of it, and perhaps men that were as good as me, or better, could not get it.

Q. I want to ask you whether there is any more exposure, or trouble, for a pilot in connection with a steamer than a sailing vessel?—A. I think there is a little.

The man is on the bridge, and a steamer going ten or twelve knots, and he has to have his head over the bridge, with the wind ten or fifteen miles an hour, and he does not use the opera glasses much. There is a great difference in a sailing ship. A steamer will make the wind on the bridge. It is a matter of personal exposure. Going up the bay there is the same exposure, the same dangers.

Q. Is it not a fact, that we used to have schooners bringing cargoes from New York?—A. Yes.

Q. And then steamers came?—A. Yes; I do not know how they run them.

Q. If there is to be compulsory pilotage, do you think steamers like the International Line should pay?—A. I cannot answer that; the commissioners have to settle that. They have always been kind to us; it has been the custom for them to get free. I cannot see any other reason why they should not pay. I signed a letter for the Board of Trade, in 1887, in the interest of the port, and without looking at it, and I suppose it is pretty nearly right, as far as I can tell.

Q. You went on the steamer to Halifax with Captain Patterson, who wrote this letter?—A. Yes. I had no particular conversation with him before it was written. He asked me to take a letter to the commission, and one to the pilot commission. I ought to have said,—Captain, if you have letters, post them; but I did not think it was any harm. I will send him a despatch as to whether I influenced him. I never said to put so and so, or anything else, in it. It is his own proposition. I was a little cool to him, but never told him to write letters. He says to me, "I see I did wrong, I was hurried up there, and will you take a letter back;" and I said, "All right," and he wrote this letter and read it over to me. The reason I was cool was because he said he was on deck all night when he was not, when he said I was 'no good to him.

Q. Do you deny telling me in my office that you were very cool towards one another?—A. I told you that; but it was on that account. I did not know he had been here until a party told me.

Q. Don't you think it was partly in consequence of your coolness towards him that caused him to write the letter?—A. I do not know whether it was or not; do not know what was in his mind.

Q. Your are willing to take \$1,000 less than your pilotage charges?—A. Yes; I do not want to take a living from the other men, and I have to be satisfied. I am under the commission.

To Mr. Skinner :

Q. Reading sailing directions, page 154.—A. I have said that is all right, I do not want to make any better on any worse. It is foggy in all parts of the world; that is right as far as I know—I am not a weather report.

Q. Does your experience agree with the uncertainty of these tides?—A. Oh, yes; at one o'clock the tides are strongest, and at seven o'clock they are on the turn.

Q. If you were not engaged as you are would you not have to take a turn cruising?—A. If I wanted to make a living I would. I have a boat and my son goes in it, and that is the boat I would probably take.

Q. If the pilots took their turn with the steamers you would not get probably more than one Furness steamer a year?—A. I cannot tell you; there are 28 pilots and 45 steamers. There are other steamers that I would stand a chance for, and other work. I suppose the captains want me to go; I suppose they think I had a little more experience.

Q. The particular service you are engaged in is the reason you earn more money?—A. Yes. I have been pretty successful. We got ashore on Blond Rock coming in. I see it was in the paper going out, I used to have the Anchor Line.

To Captain Smith :

Q. With the competitive system would it not be possible that you might get more if you went out cruising further down the bay?—A. No, I think I would get more by going on these steamers.

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To Mr. McLean :

Q. You know what qualifications a pilot requires?—A. Yes.

Q. How many years' service would you say would be necessary in order to acquire the necessary knowledge?—A. Five or six years' at least, and when I got my branch I recollect Capt. Reid saying: "You did pretty well, but take my advice and learn away," and I have been learning ever since, and that is 46 years ago. It requires five or six years' continual service. Forty years ago there were no lights. It would be necessary to increase the standard of examination according to the circumstances.

Q. How many pilot boats should be in commission and cruising in order to properly guard the port?—A. Four to six would not be too many in summer. I would like to get the loan of the money from somebody to build another boat. Two boats in winter would do.

Q. What is the proper crew for a pilot boat?—A. Sometimes three, sometimes two and sometimes four.

Q. How many pilots should be required?—A. Thirty at times and it would take them all, sometimes it would not.

Q. In summer time what proportion of square rigged vessels to schooners?—A. Something about half I suppose.

Q. If the pilotage was taken off small vessels up to 280 tons would that not reduce the pilotage fees about half?—A. It might.

Q. Would it not come to this if it was free, that Mr. Schofield would make any arrangement he wished and before he would give the pilots the work would exact a petty return?—A. I cannot tell you, that was the case I think at one time, but I cannot tell you. I cannot say what they would do if they could.

To Mr. Skinner :

Q. About what was the strongest tide you have noticed in the Petite Passage?
A. About five knots. I signed this letter at 40, but did not write it. I cannot say who brought it to me. I signed it because I had the local knowledge and that was the reason. As to the "Great Republic," Captain Hatfield belonged to Yarmouth and sent on to Mr. Thompson to send me on. He bought her and was captain and Mr. Thompson was agent, I think.

Q. Do you or not mean that for the safe navigation of the bay it requires a pilot or some person with the knowledge of a pilot?—A. Yes, that is what I mean.

To Captain Smith :

Q. Do you still adhere to that, that the navigation of the Bay of Fundy compares favourably with other ports and places where you have been?—A. Some other ports.

To Mr. Skinner :

Q. Did you mean to say that pilots were not necessary in the Bay of Fundy?—A. I did not mean to say that at all. I always meant to say that pilots are required in the Bay of Fundy. We were doing this all for the good of the port and that was why I did not look into it, because I thought it was in the interests of the port.

To Captain Smith :

Q. Have you altered your views in regard to that?—A. I would have to say still that a man coming into the Bay of Fundy has got to keep his eyes and wits about him and keep his lead going in thick weather. He has to do that everywhere, and then he may come along all right and he may not, but he must take every needful precaution. The tides may change half an hour sooner or perhaps an hour and that may heave you out three or four miles and you may be misled.

To Mr. Skinner :

Pilots are necessary in the Bay of Fundy, and they have enough to do then and they are absolutely necessary coming into the harbour.

To Captain Smith :

The Bay of Fundy is safe, but ships require pilots with good local knowledge.

To Mr. Skinner :

Q. Having reference to the number of steamships without an accident, do you think it would be within the range of possibility that a master, no matter what his scientific knowledge may be, could have brought all these steamers into the port without a pilot and without an accident?—A. They would not undertake it. I do not think they could. I know they could not.

Q. The land off the bay shore is high and one could see over the vapour occasioned by extreme cold weather and also in foggy weather, by going aloft?—A. Sometimes, but sometimes you could not.

Q. You state also in the letter that the soundings are good from Cape Sable into St. John?—A. Yes, that is true, that is in the letter.

Q. Whilst that may be possible, would a captain undertake to come in in dense fog without a pilot?—A. I do not think he would hardly undertake it, he would have to have his eyes about him. I should think he should have local knowledge.

Q. It is a difficult navigation, is it not?—A. Yes, everything is difficult in foggy weather.

Q. Then it says a straight course from Brier Island to Partridge Island, say sixty miles?—A. Yes.

Q. Would not it depend on the winds and tides?—A. It would in a sailing vessel, but in a steamer you could come pretty near straight. In a sailing vessel you would either make two or three miles above or below, and, therefore a knowledge of the tides would be requisite. This was a statement made with a view of making this city the winter port.

Q. If pilotage was open and masters licensed, it would make it impossible to keep up the boats?—A. The pilots here would have to give it up, they just make a living now. If I was captain of a vessel, I would like to see a local man come on board acquainted with the place. Most every captain would want a pilot if left to themselves, and that is my experience from having conversed with them after their arrival.

Q. Is not the tendency in the schooners to try to escape the pilotage altogether?—A. Yes, that is where it mostly lies.

Q. Is it not getting less and less the custom of pilots being sent for as far as Portland and Boston?—A. Yes, there were more ships in these times and not so many now.

Q. The ordinary ship captains have no power of selecting a pilot down at the pilot waters?—A. No.

To Mr. Schofield :

I used to go in several new ships, and I have seen ships anchor at the island and wait until the fog cleared. I would go out and keep that ship in the way and work her out and get maybe forty or fifty dollars, and while that pays the owner it pays me, for he would not want his vessel to lay at the island. Perhaps there are owners who would not allow their masters to take a pilot on account of their experience.

To Mr. Skinner :

There have been a great many accidents occurred to vessels coming in or going out of the bay without pilots.

St. John, N. B., Pilotage Investigation.

To Captain Douglass :

Q. Which do you consider the fairest way of charging pilotage, by draught or ton?—A. I should think by draught, for we have to go over shoals and are looking out for draught.

Q. I only want a fair expression of opinion from you?—A. Well, I cannot say about that.

To Mr. Skinner :

I signed the letter in the interest of the port; I heard it read over at the time, but I did not bother much about it. I thought if we could get the winter port it would help the port out, and I believed at that time we would get it. I believed I was signing what was correct, taking it generally. I had no wish to deceive anybody.

Q. Before these coal barges came, can you say whether the pilots got any fees from vessels bringing coal into the harbour from up the bay?—A. Several paid pilotage; I cannot now state how many.

WILLIAM HUMPHREYS examined:

To Mr. Skinner :

Q. What is your business?—A. Master mariner, and I have been such about 15 years.

Q. Where have you been sailing?—A. Out of this port in the deep water business. I think I made 100 passages back and forth between here and different ports of Europe, Great Britain, France and the Mediterranean.

Q. I want you to state and give your opinion about this question of pilotage?—A. Yes; I have an old country, Liverpool, certificate, an Imperial certificate; I passed in Liverpool.

Q. It has been mostly between this port and ports in Europe that you have gone?—A. Yes.

Q. Have you or not taken a pilot in the Bay of Fundy?—A. Oh, yes, every time I could get one in the Bay of Fundy.

Q. When you are coming towards the Bay of Fundy you endeavour to get a pilot?—A. Yes; sometimes I pass them. If I can get one I always take one.

To Captain Douglass :

I am in the "Maiden City" now; she is 800 tons and belongs here.

Q. How have you found it with reference to being able to get a pilot?—A. They are generally always out, but sometimes I pass them and cannot see them in the fog; as a rule I find them on the cruise.

Q. In bad weather?—A. Well, I find them around Point Lepreaux as a rule; sometimes they would go on shore off outports and they might miss me.

Q. What would be your opinion as to the necessity for pilots in the Bay of Fundy and the port of St. John?—A. I do not think there is any part of the world you require better pilots than here in St. John.

Q. When you employ pilots you expect to get good pilots?—A. Yes; we have good men in this port.

To Mr. Schofield :

Q. Give us an idea how many ports in the world you have been in as master?—A. Master and mate, I have been all over the East Indies and Calcutta and China.

I was at Glasgow as chief officer. I have had an experience of 26 years as master and mate altogether; I mean about 26 years altogether at sea, say 20 years as officer and master.

Q. You say you have frequently passed the pilots in a fog?—A. Occasionally, yes, I have seen two running after me and I could not see them; they might have seen the royals; I do not know.

Q. If you did not see a pilot you would come along?—A. Yes; I come along and take a fog-whistle; I have come along that way.

Q. You did not lay to and wait for a pilot?—A. I have been so often up and down here, and have such a good knowledge of the bay that a stranger would not do like I do, but if I get a pilot I am very glad always.

Q. If you do not get one you would come along?—A. As a rule I do see if I can pick any up. I will stop down there until I can pick somebody up.

To Mr. Skinner :

Q. You dislike that very much?—A. Yes; I prefer to have a pilot every time, and I do not feel safe without a pilot.

To Captain Smith :

Coming up I would look out for a pilot and would prefer to take one if I could get one, but if I could not get one I would try to get along as best I could; sometimes I would get up here and sometimes stop down below; it just depends on the weather what I would do. Perhaps I have been up and down the bay one hundred times, or fifty voyages, and even with that knowledge I would always take a pilot.

Q. During the times you have come up here by yourself you have frequently had to take soundings?—A. Yes; I have frequently come up by myself.

Q. Have you been in fog?—A. Yes; that is the reason, I think, I would pass the pilots.

Q. Have you had occasion to take any soundings?—A. Oh, yes; we generally come up by the soundings here.

Q. Have they been of service to you coming up?—A. Just a little.

Q. Say you were coming up towards Brier Island would you feel that the soundings would be jumping from 45 fathoms into deep water, with your knowledge of that would you have a good idea of your location?—A. Yes; I would take several soundings along.

Q. You then would be able to shape your course from there up towards St. John?—A. Yes; I have had occasion to use the soundings and I have found them of service. I have had no reason to doubt the accuracy of the chart. I think it is more serviceable below Brier Island than above. If you get into water below forty fathoms you are coming into danger.

Q. You have no reason to doubt the accuracy of the chart?—A. No; I have not. If I had I would have reported the matter.

To Mr. Skinner :

Q. In approaching the port have you not frequently fallen to leeward of the exact course you thought you were?—A. Well, my opinion is to steer a course from Brier Island here, you cannot fetch the same point every time. You can never fetch the same place.

To Mr. Schofield :

Q. If you had a pilot on board would it be any different?—A. Perhaps you would have a man with a little more local knowledge and he might know more about the tides than I would.

Q. Do you believe a pilot can steer a straight course up in the fog and strike the light?—A. No, I do not believe it; but they know more about the bay than I do or any stranger.

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To Mr. Skinner :

Q. What is this bay with regard to fog?—A. I suppose I have seen it seven or eight days here. I was fourteen days out this last time in a snow storm that I never saw anything at all.

Q. How about fog in the summer?—A. I have seen it seven or eight days never let up at all. It is quite exceptional not to have fog in the Bay of Fundy. You might run 12 or 14 hours and then you would have thick fog.

To Captain Douglass :

I think it is a pretty hard place for a stranger to come up. I have been a long while coming up here but I do not know the bay yet.

JAMES DOYLE, pilot, examined :

To Captain Douglass :

I am a licensed pilot and was born in 1841 on the 7th of April and am fifty-three years old, going on fifty-four.

Q. How long have you been a pilot?—A. Since 1862.

Q. Have you had any accident?—A. No.

Q. Never been reported?—A. No.

Q. What were your earnings last year?—A. \$720.

Q. What did you pay last year towards the maintenance of your boat?—A. I think this last year it cost us \$1,286 for the expense of boats for six of us.

Q. That \$720 you got last year, was that net?—A. Yes, the expenses of the boat are taken out of that, that is my gross earnings.

Q. Your portion would be \$200 to be taken out of that?—A. Yes.

Q. So that your earnings were only \$520?—A. Yes.

Q. We have three names, Thomas, Reid and Scott, who got under \$400 and Mr. Thomas got only \$329?—A. That was through sickness. Some of them had not been to work, some of them had no pilot boat until this year. One of the men named Scott, he had no pilot boat and no shares and he could not work and two of us gave him four tons of our pilot boat so he could make a living.

Q. I understand that Scott had no share in 1894, but you qualified him?—A. Yes.

Q. Did that increase his earnings?—A. No, he is just making a living, and without being qualified he would not have made anything, because he could not comply with the law. He did not join in the expenses even after we gave him that, but he would go off from Partridge Island in a small boat and pick up any vessels that passed the boats, or he could get a barge. I guess he got some of the barges, I am not sure. He has got some of them.

Q. I suppose that applies to the other pilots' earnings?—A. I think sickness is the cause of some of the others' earnings being so little. They get no sick fund.

Q. Could you give the names of those who were sick?—A. Reid has been sick, I cannot say about Thomas. He was on the same footing as what Mr. Scott was.

Q. Then I understand that all the pilot commissioners very properly support this competitive system, and still a man cannot work under that competitive system unless he has money to go into the expense of the boat?—A. You have to comply with the rules. You must be able to pay your share of the expenses of the boat.

Q. Would that be an argument as to whether the pilots should not form a guild among themselves, as they do in Quebec?—A. That is the way they ought to be. One man ought not to have a dollar more than another so long as he is able to work. One man is as good as another in the business, for they all passed the examination, and if they do what is wrong put them out.

To Mr. Skinner :

Q. If a pilot cannot provide himself with a boat, although he may be qualified, what means could be employed to get him a boat?—A. He has to have some friends to give him a boat or else the money. The pilots have no representatives on the board here.

Q. Their opinion is they should be represented on the commission?—A. Yes.

Q. Supposing the exemption is extended from 124 tons to 300 tons, how many pilots would be sufficient to do the work?—A. Seven or eight, I suppose, probably ten.

Q. Do you know any reason why steamers should pay a higher rate of pilotage than sailing vessels?—A. The only reason I know is that they come here and carry away about three vessels' cargoes, and one of these vessels would pay as much pilotage as a steamer.

Q. Have you any more trouble piloting a steamer than a sailing vessel?—A. I would say take a steamer every time. The pilots are of opinion that the charge should be by tonnage.

To Mr. Schofield :

Q. Which is your boat?—A. No. 1, the "Lightning."

Q. On the "Lightning" sometimes there are six pilots?—A. Yes, that is correct.

Q. There are two of a crew?—A. Yes.

Q. Would you tell us the wages of this crew per month?—A. You are going into it finely.

Q. Yes?—A. Then I am not going to tell you.

Q. The crew is stated to be two men?—A. Yes, they are men, I guess. We have two men of a crew besides the pilots, one gets \$10 a month, and the other gets \$2 a vessel.

Q. What would that \$2 a vessel amount to in a year?—A. Sometimes he would get \$40 in a month.

Q. Have you any idea how much he gets in the course of a year?—A. No.

Q. Do you mean to say in addition to the pilots on board the pilot boat, that you carry a crew?—A. Yes, we carry a captain and a cook. When we leave the boat, they fetch her home. They are capable of bringing her back.

Q. The man that gets \$10 a month is the captain?—A. Yes, he is captain and apprentice. He is a regular apprentice pilot, and he has the privilege of learning his trade.

Q. The wages of these men are about \$240?—A. Yes.

Q. Can you give us the result of how that expense is made up that you speak of?—A. Don't we want any gear or sails or something to eat. There are provisions and sails and wear and tear keeping the boat in order, and it includes the board of the six pilots. They get their boarding as well out of it. I have been aboard that pilot boat and boarded in her six weeks and never was off her. Our living is included in this \$1,200. Thomas only got his pilot boat about May or June. When the new boat came off, they sold the old boat, and those parties got into the old boat, transferred from one boat to the other, and that gave those parties a pilot boat. When the new boat was launched, there was a boat to spare, and the pilots shifted from the other boat.

Q. Did they go down piloting in that old boat, down the bay?—Certainly.

Q. Then you have Mr. Reid?—A. Yes, he was sick part of the time.

Q. Would that account for his shortness, \$325?—A. Yes, I told you about Mr. Scott. Mr. McPartland got suspended when the "Curler" went ashore. I do not know whether McPartland went out in his big boat or not.

Q. What is his practice, does he generally go out like you in the big boat?—A. I see him in a small boat generally. I think he had a small boat when he went on the "Curler." We always generally take a small boat with us. We put that boat on deck and heave her over.

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To Captain Smith :

Q. If you meet a vessel going down requiring a pilot you would jump into your own boat and go on board of her?—A. Yes, if we were far enough down the bay to leave the vessel.

Q. You have to make an arrangement with the captain or owner about going down the bay after you have passed your compulsory limit?—A. Yes.

Q. Then there are times in which you go down by permission of the captain, that you may have an opportunity of picking up another vessel?—A. Yes.

Q. If you did pick up another vessel he would land you in some place?—A. Yes, but he would not pay me any fee going down. Mr. McPartland has to pay his wear and tear of the boat, but he does not go down in her. He goes in a small boat. Scott is also that way, but Thomas is not.

To Mr. Schofield :

Q. Is it not a matter of fact that 28 pilots are in the business now?—A. Yes. This is the commission. Mr. Schofield, I want to say what you wanted me to do at one time.

To Mr. Skinner :

Q. You might give me the reasons of your opinion that ten pilots would be enough to do all the work if all up to 300 tons was exempt?—A. They are the only vessels we have now to make a living by up to 300 tons.

Q. You only get one-quarter of your income from vessels of 300 tons, and if that statement is correct you would still have three-quarters of your income left?—A. I do not know about these things at all, I did not figure into them at all. That is all I can say on that point.

To Captain Smith :

Q. Is there more than quarter of the actual tonnage coming into St. John, 300 tons?—A.

Q. Is the westerly channel much narrower than the other?—A. Yes.

Q. Is it navigable for large vessels?—A. Large vessels come in at high water.

Q. Are there any more difficulties in that channel than in the other?—A. It is narrower, and if you happen to take a sheer you have not much room.

Q. Do you think a pilot should pass the colour test?—A. I guess some of them can see too much now. They can all stand it fast enough. Some of them have passed it now.

To Mr. Skinner :

Q. In your experience what do you find the state of the weather as to fogs—about what portion of the time is it clear in your pilot district?—A. Generally about three months in the year we have the most fog—in June, July, and August.

Q. Is it not pretty much foggy all the time in June, July, and August in some portions of the bay?—A. I have seen it for 18 and 20 days, and for seven and eight days, and for six days. Brier Island is the only place to get the fog correctly.

Q. Speaking of your experience, if you were told that, taking the month of June in the Bay of Fundy, that the average was only six days of fog, what would you say to that as a fact?—A. I would not believe it. It would not be according to my experience.

Q. Have you had any experience about the men-of-war coming in and out?—A. I have had three or four of them, and I have known them to get ashore in the bay, and it is a wonder these people would get ashore in Her Majesty's ships without a pilot.

Q. Do they come up here, generally speaking, without a pilot?—A. No. If they come from Halifax they generally send for one. They generally take pilots

in my experience. I know of one instance when they left here bound to Digby and got ashore 10 miles above Digby. It was the "Denedas," 20th July, 1881. The tide would produce that.

To Captain Smith :

Q. If you were leaving Partridge Island, making for any particular point in the bay for a certain distance off Brier Island, you do not mean to say, even with your knowledge of the tide, you could always make the same point?—A. You could never go to the same place if you went 500 times—never strike the same place.

To Mr. Skinner :

Q. Do you also know about any other man-of-war?—A. I saw one of the transports ashore here with their wives. The pilots spoke them 20 minutes before they got ashore, and that was on Irish Town, between Niger Head and Split Rock. It was at the time of the Trent affair. It was in 1862 that I got my branch. The "Adventure" was the name of the vessel.

To Mr. Skinner :

Q. Then he refused a pilot, and 20 minutes afterwards he was ashore?—A. Yes.

21st February, 1895.

JOSEPH F. MERRITT examined:

To Captain Smith :

Q. You reside in St. John?—A. Yes, and am a merchant.

Q. Are you connected with any insurance company?—A. Nothing further than I have a small interest in one. We are wholesale grocers and tea dealers and direct importers. I was formerly a shipowner and own a few vessels yet.

To Mr. Schofield :

Q. You are a shipowner in the port of St. John?—A. Yes, and have an interest in vessels.

Q. How long have you been in that business?—A. Between 20 and 30 years.

Q. In what classes of tonnage have you been interested?—A. From about forty tons up to seventeen or eighteen hundred tons, all sizes.

Q. We have here a return of the shipping registry of the port of St. John from 1876 to 1894, signed by Mr. Ruel?—A. Yes.

Q. You will see by that, that the tonnage has declined from 280,000 tons to about 112,000. Will you give us an idea in regard to the cause or causes of that decline?—A. There have been several reasons for that. I have not thought it up. One thing is that vessels cost a good deal more to build of late years on this side, and the reasons are that the returns are a good deal less, and people who have been in the habit of investing in ship property stopped investing and got out of it as fast as they could.

Q. Has there been any decline in freight rates during that period which would affect it?—A. Oh, yes, that would make the returning power less. The decline would be very great in freights.

Q. Deal freights from this port to the United Kingdom, what has been the highest rate you remember?—A. One hundred and twenty shillings, six pounds, a standard.

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Q. What is the rate to-day about?—A. I think the rates would be from 33 to 45 or 50 shillings, according to the class of vessels in the different ports.

Q. I mean as compared with the six pounds?—A. A vessel that got 110 and 120 shillings years ago would get from 35 to 40 shillings now. A small vessel that got 120 would get about 20 shillings to-day.

Q. This would be a falling off of about two-thirds of the freight rates from the highest point?—A. Yes.

Q. According to the returns in evidence here it appears that from 1874 to the present date the pilotage rates have increased on sailing vessels about 50 per cent. Are you aware of that?—A. No, I am not aware of that. I have been out of managing vessels now for some little time. I have not had anything come before me practically to notice the difference by.

Q. Assuming that to be correct is it not quite evident that the pilotage rates of to-day are a very much more severe burden upon shipping than years ago when freights were much higher?—A. When first I had interest in vessels we used to get some returns from them and we could pay the bills and have a little left, but of late years we have to pay the bills and give a little out of our pockets to make up the difference. I got out of it and sold out all the vessels I could. I am acquainted with this compulsory system of the payment of pilotage.

Q. Do you approve of that system?—A. I do not approve of it. I like a man to be his own free agent, to a certain extent, particularly when he has to pay anything. One thing I used to object to very much and that was if we wanted a pilot we could not get the one we wanted, and I thought it was the same that if we wanted the captain who suited us we could not have our selection, but in that case we have our selection of captains and why could not we have our selection of pilots, but you have to take the pilot they say or take none. We had the men to pay and still could not have the man we wanted, to Boston or Portland or anywhere. If we wanted to send a pilot we would go down and say we want pilot so-and-so, and they would say you cannot have him, and we would say, haven't we got to pay him? yes, but then we will give you pilot so-and-so, and you can either take him or take none. Men have their preference, and they prefer to risk their property with some captains ahead of others, and it is the same with pilots, and we thought it was a very arbitrary kind of law.

Q. Have you been in the habit of fully insuring vessels, or running part of the risk yourself?—A. I am interested in ten or twenty yet, I only have insurance on one vessel. I have a larger proportion in her than in the rest, and so I insure the excess.

Q. Would it be your practice to run considerable risk yourself?—A. All vessels under a certain price I have always been risking, and the excess above the average I generally insure a little. At present I have only insurance on one vessel and all the rest are running without insurance.

Q. Having in view your interest as an owner in those vessels, do you or not consider it is necessary to have this compulsory system of pilotage for the protection of your interest?—A. I do not think it is.

Q. You would be quite satisfied to have an open voluntary system, leaving your captains to take pilots when they would see fit?—A. When they wish pilots let them take them.

Q. If on certain occasions the captains found that they did not want the pilots, they might save the money?—A. Certainly.

Q. If at other times they did want them owing to the weather you would be satisfied to pay the bill?—A. Yes, but I wish to be free and have the captains free. I would not want to pay two pilotages, as we have to do sometimes.

Q. It has been stated here that if such a system as you propose were in force there would very soon be no pilots at all at this port, and the Bay of Fundy and the port of St. John would not be properly equipped with pilots in number and efficiency?—A. I think there would be plenty of pilots, and, also, the best ones would be on hand, sure, under a free system.

Q. Have you any reason in your mind which makes you think that if so plenty pilots would remain in, and if so let us know what it is?—A. There is always

plenty of captains, you can get captains, or school teachers, or anything else you want. If you want a school teacher, they have to pass an examination, and have a certificate to show they have been examined and equal to fill the position, and they are ready for work and will take it. They will not take less than what it is worth, and the people are willing to give a fair price when they want anybody.

Q. You think there would be plenty of pilots if there was a non-compulsory system?—A. I think so.

Q. As an owner you would be quite willing to run the risk of them?—A. Quite satisfied to run the risk of it.

Q. Under such a system as that would you approve of limiting the number or take every man competent of becoming a pilot?—A. I think where a man passed just the same for a pilot as a captain, if he wanted to stay at that business he has the same privilege as a captain. There is no limit to captains. They pass the board of examination, and if they can get a vessel they do so, and if they do not get a vessel they do something else. I do not see why pilots should be one certain class of people favoured above all other people.

To Captain Douglass :

Q. There is a difference between pilots and captains. The pilots are confined to the port of St. John and the Bay of Fundy, and the captains go anywhere?—A. A licensed pilot does not confine himself to stay here in St. John. He can go anywhere over the world, it does not keep him here.

Q. For a pilot to obtain a license he must qualify for this port?—A. Yes.

Q. Then the qualification for the port requires experience?—A. Yes.

Q. You would not have a man qualified for a great many ports in other parts of the world, because his whole life would be taken up in passing examinations?—A. Certainly, but if he is here to-day and business is not good he is not bound.

Q. There is a larger field for masters of ships than there is for the pilots where they are obliged to qualify for one particular place?—A. Yes; but my view would be if there is a sufficient number of pilots now, or too many, there is not any more young men going to study that branch of business, if there is no chance for them, they will study some other branch of business.

To Mr. Schofield :

Q. Is there any class or size of vessels the captains of which, in your opinion, are very conversant with the navigation of the Bay of Fundy in the harbour of St. John?—A. I made a remark once before on a previous occasion that we built vessels of undesirable sizes on account of the pilotage being so heavy. We have got a number under 124 tons, to escape pilotage, which is an undesirable size for vessels to have. It costs about \$400 a year to pay the pilots, and it was better to lay them up in winter than have them the other size and pay the pilotage. I think I gave evidence before at the Board of Trade rooms. These vessels could be built 50 tons larger for nearly the same price. They are built as it is now, and are not suitable to go off shore, and only suitable for the coastwise business.

Q. In regard to the competency of captains to navigate the bay, in your opinion are there any of the captains trading to this port at all frequently that you would think and feel that they were quite competent to navigate the bay without the assistance of pilots?—A. I think there are quite a number of them.

Q. Do you think it would be a very desirable thing that all masters and mates of vessels so qualified should be even under the present system licensed to act as pilots themselves, as it is in many other ports of the Dominion?—A. I never thought of it in that way about them being licensed.

To Captain Smith :

Q. The captains of ships coming into the port of St. John might, by passing an examination equal to what the pilots pass, obtain a license?—A. I think that would be only fair and right, even supposing this present system were continued.

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To Mr. Schofield :

Q. Supposing the same system was continued, do you think it would be desirable that such captains and mates should be licensed?—A. I think it would be a very good thing for them, because such captains would be more advantageous to the owners and they would get employment quicker, and it would be to their interest to understand the bay and it would save the necessity of employing a pilot, which is made compulsory now. I think there are a number of such men in the trade of this port.

Q. Supposing the system of compulsory payment of pilotage is to be continued, and consequently a number of pilots maintained by the service, do you think that the payment of pilotage should be confined or limited to any particular class of vessels, or that all should contribute?—A. I have often thought this, that the pilotage is on a wrong basis, because a small vessel of 125 or 150 tons will pay as much pilotage as a large steamer and she has a very much smaller earning capacity. If pilotage is to be compulsory, I should think it should be put on the gross tonnage of the vessel on her full earning capacity, on her tonnage and it would be more equitable; then every ton has a chance to earn a *pro rata* amount, but if you charge a small vessel as much as a larger one, it is much more burdensome to the small vessel.

To Captain Douglass :

Q. Would you charge the full tonnage rate in ballast?—A. Yes, inwards and outwards whatever it had to be; that is, if it is to be compulsory, put it on tonnage instead of on draught. I am telling what I think. My opinion is to put a certain rate the same as you do a sick mariners' fund, so much a ton.

To Mr. Schofield :

Q. Do you think all sizes of vessels ought to be involved in that list?—A. If there is any included, include them all. You might make a starting point, leaving the smaller class out; 125 tons would be plenty small enough to exempt, because people that sail these vessels are around the harbour here all their lives, they would not go far away. If a master cannot navigate a ship at first he takes a sailing master with him and pays for it out of his pocket.

Q. Has he to pass any examination now to become master of one of these crafts?—A. I do not know whether he has or not. I think they have certificates of some kind, they have to have a coasting certificate.

Q. Do you think this tonnage system you favour should apply to steamers as well as sailing vessels?—A. I would apply it to all vessels, steam and sailing alike.

Q. Would you exempt some class of steamers trading in the bay at all?—A. If it is a steamer that is trading daily they might have it for so many trips like they do in the United States, after they have paid so many trips they are exempt for the balance of the year. I noticed the other day that in speaking about the American steamers that they have pilots and pay them, and I do not see why they should have to pay extra pilots. Each steamer has two or three paid pilots and I do not see why it should be compulsory for them to pay pilotage for any one else outside.

Q. The argument is that they are not assisting to maintain the pilotage system at this port, but are leaving the whole expense to fall upon other vessels here?—A. If the Government is going to make it compulsory they ought to subsidize the pilots like they do the vessels that cannot make a living.

Q. You said you thought it ought to be on all classes and sizes of vessels and you are qualifying that now?—A. No, I say I do not think compulsory pilotage should be allowed at all and if there are two or three pilots on board a steamboat I do not see that there should be any other pilots required when they are there for the business and the steamer pays for it and where the only difference is, that she has her selection of pilots.

Q. These pilots would not be St. John pilots?—A. They can pilot St. John.

Q. These steamers would not assist to bear the burden of the pilotage at this port?—A. I do not like compulsory pilotage, it bears hard every place you put it.

Q. If the compulsory features were withdrawn most difficulties would disappear?—A. Yes, and then there would be no trouble and they could make a rate that they would think would pay them and any vessel that wanted them could pay them and take them.

To Captain Douglass :

Q. You do not mean that the pilots should make their own rates?—A. They could make their own rates. I mean I would not put it under any system. The pilots could manage themselves and would arrange a rate satisfactory to them and also to the shipowner.

To Captain Smith :

I do not think there would be any trouble about that, because if they made it too large nobody would take them. It would be a rate that would be known and they would have only one rate and they would regulate the rate where they would get the work.

Q. You mean such a rate that every shipmaster would know what he would have to pay?—A. Yes, if he takes a pilot it would be so much and these pilots would have a scale of rates so that every pilot would get the same.

To Mr. Skinner :

Q. What is your theory about the deal freights falling, is it the pilotage rates that have caused that?—A. No, but I think when the freights have fallen that much, a ship cannot afford to pay so much pilotage now as she did when they were better.

Q. Is not the six pound rate a high tide and flood tide rate?—A. Yes, and 25 to 40 shillings is ebb tide.

Q. The great cause of the fall of rates has been the competition in shipping?—A. Certainly, that is admitted. I do not undertake to say anything against that. The pilots like others ought to come down proportionately to what a vessel earns.

Q. When high water mark was reached in New Brunswick, was it not substantially a sort of boom and people put money into shipping that never had any experience in ships and they ran it to an excess?—A. I think myself that the cause which caused the decline was because iron ships could be built much cheaper than wooden ships, which stopped the tonnage at our port to a certain extent and that brought freights down, so that every man must economize to make ends meet. I do not know how much the iron ships have brought this business down. I should think it would be fully half any way on account of iron.

Q. What would be the other half?—A. We could have a better class of vessels here if it had not been for so much pilotage. I think the other half is partly due to pilotage.

Q. How much of that is due to pilotage?—A. No vessels have been built lately that pilotage interfered with. I mean 200 tons and 250 tons.

Q. Notwithstanding the pilotage are there not enough vessels to do the business of the port?—A. Not of our own vessels, we have to get American vessels now.

Q. They are owned by the British indirectly?—A. They may be.

Q. You know that as a fact?—A. I would not want to say that here, as I do not think it has any bearing on the question.

To Captain Douglass :

Q. You consider the pilotage at present acts prejudicially on small vessels?—A. I think it is throwing the interest of our port into the States. If English people own American bottoms it is because they can get a better class of vessels for their money to go there and they are not hampered as much as here.

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To Mr. Skinner :

Q. That does not affect the pilotage vessels?—A. The Americans have a chance to coast their own coasts where English vessels could not.

Q. Have not the American vessels got these advantages over British ones, that American vessels can coast between any two points in the United States and they do not require certificates for mates and masters as they do here and they can get cheaper insurance?—A. I am not conversant with that.

Q. Supposing a vessel was built 174 tons instead of 124, how much extra freight would she take on one voyage?—A. Seventy-five tons of coal. She might get \$75 for that, but as a rule they get 60 to 70 cents a ton. I have not managed any vessels lately, but sold them all out.

Q. How much more lumber would she take away?—A. She would not take much more lumber away. They are built so they carry more on deck than they do in the hold.

Q. Supposing they built them 174 tons, you say they would not carry much more?—A. No, because they would be the same shape they are now, and they would not be good sea-going boats for off shore. If we could build them 50 tons larger for nearly the same price we could get those smaller vessels—if they were built that much larger they would be good sea-going vessels.

Q. Do you know anything about the measurement of these 124-ton vessels?—A. Yes.

Q. Has it come within your knowledge, when they are building 124-ton vessels that they are sealed inside above the timbers, and after they go out that is removed and the tonnage capacity increased?—A. I never heard anything of that and I have been around since I was 12 or 13 years of age. There is no man that measures a vessel but could tell whether she is sealed under the beams or not unless he is not the right man to be there, and I think Mr. Barbour knows a sheathing board from a plank.

Q. I hold in my hand a return from the customs. Speaking first of the "Osceola," she is 123 tons register and carried 298 tons dead weight of 2,000 pounds to the ton; also I am in possession of the returns of the customs of the "Marion," 149 tons register, carrying 280 tons of dead weight; and also of the "Pifetta," she was 135 tons and carried 272 tons dead weight—these are all long tons. You see by that substantially that the two vessels that were under 125 tons carried as much or more than the other one that was 149 tons?—A. You mean to put it the other way—that there were two of them over 125 tons.

Q. What I want to draw your attention to is this, that the 123-ton schooner carries more than the schooner of 149 tons?—A. Yes.

Q. The 149-tonner carried 280, and the 123 carried 297?—A. I do not know these vessels particularly, but the "Osceola" sounds like Willard Smith's vessel—was she not measured in Nova Scotia?

Q. Does that not show that these 123-ton vessels are not under the disability that it is stated they are—that you can build 123-ton vessels and not only get rid of the pilotage but carry as much as one larger?—A. Yes, on account of the way they are built and the shape of them; still, it does not make them as good sea-going vessels. What I meant by saying about Nova Scotia vessels is this, that in Nova Scotia they take off a good deal of the tonnage that is added on here. A vessel measured in Nova Scotia, all the cabin room is deducted and that makes her net register smaller than here. A good number of our vessels are badly measured now under the new Act, and it brings our tonnage down, and it was commenced in Nova Scotia and adopted in New Brunswick; that accounts for considerable of the difference and the other difference is in the shapes of the vessels. A narrow and deep vessel will not carry as much as a broad and shallow one. One is a wider vessel, but not so deep as the "Marion."

Q. All I want to prove is this, that the vessels that are registered under 125 tons are not under the disability that the people here put it and that they are straining the matter.—A. They are straining it both ways perhaps, that vessel has to be laid up three months in the winter perhaps, while she might be off coast earning

something, if she was allowed to be built in a different shape. It is a disadvantage for them to be laid up in winter. Everything ought to be allowed to be built in the best proportion for all purposes and if they could build them 50 tons larger and not have to pay pilotage they would give people employment the year round instead of nine months. A good way would be to take off the pilotage altogether and then there would be no contentions.

Q. That remark would apply to sick mariners' fund and lighthouse dues and all that?—A. Captains used to get better wages than they do now.

Q. I ask you if that remark would not apply to light dues, sick mariners' funds and harbour rates generally?—A. I should think it would, because I do not know that they have been changed. I heard here this morning that the pilotage has been put up.

Q. Would you think that the sick mariners' dues should be made voluntary also—suppose you make provision yourself to take care of your own sailors, would it be an injustice that you should be taxed to pay anything towards institutions?—A. That is a government tax. Do you want me to say I would object to that? I do not have any objection to paying what would keep up the sick mariners' fund, because I like to see a good home for the sailors if there is any trouble to them.

Q. Is not the same principle applied to pilots?—A. No.

Q. You must be governed then by the fact that it is not necessary?—A. I do not know that it is necessary to keep them up.

Q. Pilots you think are not necessary to the port?—A. I did not say that, I think they are necessary to the port sometimes.

Q. What do you mean by that?—A. When there are strangers coming here.

Q. Anything else?—A. That is about the main thing they are necessary for, or for any one that might happen to want them.

Q. Would not everybody want them unless they had sufficient local knowledge to do without them?—A. The stranger does not have local knowledge until he knows about the port, he is a stranger to the port in a way.

Q. If it is necessary to have five years' experience to make a good pilot, would a captain be a good pilot for his own ship before he had five years' experience?—A. It is the difference in men, some men in a good deal less time than that would be as capable as other men in a life time. I do not know what the system of examining is, but a man should be able to pass the board of examination and he must have the necessary experience. He would be asked how often he had been to such and such a place and if he knew where this rock was and if he could go and locate it, and he would have to have the experience I suppose.

Q. A captain yesterday said he had been in and out of the port 100 times, but preferred to have a pilot on account of it being the pilot's business to have this local knowledge?—A. That shows if the pilots were on hand they could get a job, and it also shows that intelligent men would like to have the assistance of the pilots. I have told my captains always to take a pilot when they wanted to.

Q. I understand you would not throw it open entirely to a free system, and let the pilots charge whatever they could get, the same as ordinary business men?—A. I would do that if they wanted to. I would leave it with the pilots.

Q. Would you give that as your opinion?—A. My opinion is to leave it with the pilots, and they could arrange that themselves, satisfactorily among themselves. I say let the pilots manage their own affairs.

Q. Get all they could or as little as they could?—A. Yes, I would leave it with themselves.

Q. One of your objections is that the power of selection is bad?—A. Yes.

Q. Supposing you were sending your ship to a foreign port, would you ask the power, that when a pilot came on to your ship, that the captain should examine him, and if he did not like him send for another?—A. No, when we are in Rome we do as Rome does.

Q. When you say you think there would be plenty of pilots under a free system that is rather a guess than an opinion?—A. I think there would be plenty pilots.

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Q. You have nothing on which to base that, but reason it out from the basis that you are a free trader?—A. You can put it that way if you like. I think the pilots would be here to attend to the business, free trade or whatever trade you might put it on. They would attend to the business as faithfully as they do at present. I think a vessel could come in from the island and could signal for a pilot, and when she wanted a pilot she would endeavour to get him. I think there is less work all the time for them to do. I would leave it with the master to say whether he wanted a pilot or not.

To Captain Douglass :

Q. If I was an owner and here were two men, one scientific as a master and the other equally scientific, I would employ the one who had the local knowledge as a pilot and let the other one go, because I could then safely get rid of pilotage altogether, is that the way you mean?—A. Yes, that is what I would do exactly, because then I would have the pilot on board in all kinds of weather. Pilots like other people are going out; there are a few less than years ago, as the business is waning, the pilots are waning, but there would be new pilots come up as fast they would be required.

Q. Do I understand you that you do not think that the question of insurance is affected by the question of pilotage, or that the question of pilotage is taken into consideration in insuring a ship at all?—A. I never thought much about that, but as far as I am concerned I have always been willing to take the risk, because I always feel that pilots can be had and that the supply and demand will make them. I feel that where pilots are wanted they will be there, and it will be for their interest to be there, and proper pilots are found in all parts of the world.

Q. I want to ascertain whether the abolition of the compulsory system of pilotage would at all increase the insurance rates on ships as far as you know?—A. I do not think it would.

To Mr. Schofield :

Q. Referring to the question that Mr. Skinner has asked you, if I understand your opinion it is, that if compulsion was withdrawn the thing would regulate itself and that all the pilots wanted would be on hand and all the pilot service that would be required would be there?—A. Yes, I think so.

Q. By the captains becoming competent they would be able to dispense with the expense of a pilot, and would not that rather be an advantage to business that it should be so?—A. I just told Mr. Skinner that. If there are two captains and one is a thorough pilot, I would be sure to have a pilot on board when I had him, and I would pay him more wages if he was able to do more.

Q. One man would be doing what it takes two men to do?—A. Yes, that would lessen the expense of the ship and at the same time you would feel your ship was safer, that would enable the persons better to compete and it would be an advantage to the trader. We want to get every charge off that we can, for every charge you can get reduced I consider better for trade.

Q. You have effected insurance on your vessel property?—A. I have some.

Q. When you have been effecting insurance, have you ever been asked the question by the insurance agent as to whether your vessels were going to carry pilots or not?—A. Never to my knowledge. I never remember it being put in my insurance policies.

Q. Then you do not think that question ever affects the insurance?—A. Not to my knowledge.

Q. In regard to these vessels, speaking about their tonnage and their coal capacity, is it not a fact in your knowledge that there is a very great difference in the carrying capacity of vessels, that two vessels of the same tonnage do not always necessarily carry the same?—A. They very seldom do. There is a great variance in dead weight. These vessels are all from New York to St. John.

Q. Is it not a fact that some vessels load down deeper in dead weight cargoes than others?—A. According to the shape of the vessels, some can carry themselves full and some will carry more than themselves full.

Q. Is it not a fact that some vessels will carry more cargo because they are deeper than others?—A. Yes.

Q. Might it not be that some of these vessels that are loaded deeper would run more risk than others?—A. It depends more upon the shape of the ship's bottom, and then the measurement of Nova Scotia vessels, and the reduction of deck houses, etc., make a difference.

Q. You stated that 125-ton vessels would make \$45 more on the extra quantity she would carry?—A. Yes.

Q. You did not mean that that would be \$45 profit?—A. No profit at all, because in bringing it back it would be full of ballast; they might as well put in a cargo.

To Captain Douglass :

Q. You have advocated that pilotage should not be compulsory?—A. Yes.

Q. You know there is a large staff of pilots kept up?—A. Yes.

Q. A good many of these men have held their present positions for a great many years. Do you propose in advocating non-compulsory pilotage, that you would turn these men out without any provision for them?—A. I do not know what the details of it will be.

Q. Have you ever given the matter a thought as to what is to be done with those pilots?—A. It would in some way work itself out, just like they abolished the Upper House, they should not wait until everybody dies.

Q. By a non-compulsory system you take away the maintenance of their families?—A. That is so, I have thought little of that, a change has to be made at some time. Give them a year or two years before it comes into effect, where they would have time to prepare, older people are always coming on.

Q. Are the shipowners who have asked for a concession prepared to offer anything towards the adjustment of the question?—A. I really do not know as I have anything to offer, or anything to say on that point exactly.

Q. It is a fact to be considered?—A. Yes; I do not see why the shipowners should be burdened with anything in that way.

To Mr. Jarvis :

Q. You have been connected with the trade of this port for quite a considerable time?—A. Yes.

Q. When you were first connected with it, there was a good deal of ship building going on?—A. Yes.

Q. There are a large number of men caulkers, ship carpenters and others who were employed in connection with that trade?—A. Yes.

Q. Was there any provision made for these men when the trade fell off and the ships ceased to be built?—A. There was no provision that I know of.

Q. What became of them?—A. They all took care of themselves.

Q. A great deal of their business fell off?—A. Yes; there were not so many apprentices taken on.

Q. Did the more active men struggle on and hold on to their business, or did they do something else?—A. Some struggled on and some went at other business.

To Mr. Skinner :

Q. Most of them went to the States?—A. That was on account of the waning industry of the country and not the fault of the shipowners.

To Mr. Jarvis :

Q. Do you know that most of them went to the States?—A. I know some of them did. I have heard of the pilots' fund.

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Q. It is a fund purely to the pilots and the shipowners would make no claim on that fund?—A. I should think so. I do not know as shipowners have any right to it.

Q. Suppose there was no such fund and these men are employed in a certain industry, do you see any reason why these men when that industry waned should stand in a different position than the ship carpenters?—A. I do not see any reason myself.

Q. As regards the widows and infirm and those unable to take care of themselves, there is a fund provided in this case?—A. Yes.

Q. There was no such fund in case of the shipowners?—A. No, and to me a pilot and captain are just on the same level. A pilot so long as he can get work gets it, and if he cannot get his business as captain he turns his attention to something else. The ship carpenter, caulker and others learn their trade and as soon as they are competent they are employed and when they are not competent they are not employed.

Q. Putting aside the question of the widows and orphans and infirm for whom provision has been made, the ordinary law of supply and demand would govern it. If you were engaged in a business and that failed you would have to take up another business?—A. Yes.

Q. Then would you reason that the community would have to find you a living regardless of the question as to whether you could work at another business or not?—A. No; I would feel that it was my own duty to look after myself.

Q. But with regard to those who, to a certain extent, had been tied up from the fact that their apprenticeship had been made, you would think it fair that certain provisions should be made for them?—A. If it was my case I would think it was very unfortunate that I went into that business, and I would have to go into another business. I would not feel that the community had to keep me up because I made a mistake in the early part of my life.

Q. Still you would feel that there was a certain claim he would have on the community in his favour?—A. I do not know as there would be any claim. It looks to me that when people get past being useful they have to fall back on their friends.

Q. Have you been conversant with the trade of shipping in any port where pilotage is absolutely compulsory?—A. No; I have not any experience there. I do not know any place where they are forced to take a pilot, but they are forced to pay for them some times. The payment of pilotage dues is compulsory in Canada.

Q. I understood you said you advocated free trade in pilotage and you would prefer a free trade system to compulsory payment?—A. I do not remember saying it, but I do say it now.

Q. What I want to ask is this, you have stated that of the two systems the present system of compulsory payment of pilotage, you would prefer the free trade system to that?—A. Yes, I would prefer the free system to the compulsory system.

Q. Taking the three systems, the present system, the system of absolute freedom, or with freedom coupled with the fact that there should be no compulsion, which would you prefer?—A. I suppose, without having any more time to think about it, that the one coupled with a sort of tariff, with a fair tariff, so that if the captain and pilot came into together and there was a dispute between them, have something arranged so that if there was no bargain it would show the outside charge that the pilot could take. Under a system of that kind at this port I think the pilots would get a reasonable amount of employment.

To Mr. Schofield:

I never knew the pilots were compelled to go any place.

Q. You wish to withdraw all compulsion from the pilot system?—A. Yes.

Q. And you say I want to be free to employ you, to be free from being compelled to employ you or to pay you any certain fees?—A. Yes, freedom for both sides I favour.

Q. And you think that if there was any burden that it should not be falling upon the shipping, but upon all the people resident at the port?—A. I said that in my answer a while ago, that if they have to be kept up, the shipping should not be taxed for it, but that the Government or whoever feels that they should be kept up should pay it, or whoever feels it is their duty to do it.

To Captain Douglass :

Q. That was in answer to my inquiry as to what arrangement should be made for the pilots in future?—A. Even if it was abolished, I think the pilots would get their living all right.

To Mr. Schofield :

Q. You do not think any particular trade should be burdened with taking care of pilots?—A. Yes, or any class of people.

Q. But there is no good reason why this favoured set should be made a burden upon the shipping trade?—A. No.

Q. You say, if you choose to work for us, all right, we will look out for ourselves and make as good a bargain as we can and you can look out for yourselves?—A. If all the ships were gone but one ship would that one ship have to keep all the pilots up?

To Captain Smith :

Q. Will you explain your views, in as short a way as you can, in regard to the future of the pilots?—A. I think, as I said before, the pilots would get a good share of work; but the probabilities are there would not be as many kept up, as now, under a free system; but some are dropping out, just like the carpenters and ship caulkers, and there is a certain amount of work and men to do it, and, if trades fail, young men turn their attention to something else; and pilots can turn their attention to something else, and learn to be ship masters.

Q. Do you think there would be an adequate supply of pilots for the necessities of the port?—A. Yes, I think there would be, and I do not think any of the pilots would suffer.

To Mr. McLean :

Q. You do not think that bay pilotage is necessary?—A. No, I do not think it is necessary.

Q. Therefore, your opinion against compulsory pilotage is based on this fact—that pilotage in the bay is not necessary, and a captain only requires a pilot if he comes into the port?—A. Yes, that would be about it, I should think.

Q. Were you ever down the bay yourself?—A. Yes, a good many times. The first time I went out was twenty-five years ago. We took the pilot out to the island,

Q. When was the next trip?—A. Then I took another trip and went out to the West Indies in the "Seaquest."

Q. Have you any practical knowledge of the dangers of the Bay of Fundy?—A. Yes.

Q. Do you know of any dangers in the Bay of Fundy coming up?—A. Coming up the South Channel?

Q. From the entrance to the bay to Partridge Island, do you know of any dangers in the bay?—A. If you are coming up the North Channel, there are the Wolves right in the road, and you have to look out for them.

Q. You could not bring up a vessel yourself without any knowledge?—A. If I was out there and had my chart, I would try it.

Q. But you would be sure of your vessel before you took it?—A. No, I would not.

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Q. You think compulsory pilotage should be done away with, as there are no dangers in the Bay of Fundy?—A. I think any good captain could pilot it.

Q. The reason you say compulsory pilotage should be done away with is that you think there is no particular danger in navigating the Bay of Fundy and no pilots are required until the ship comes to Partridge Island; I want an answer, yes, or no?—A. Sometimes you cannot answer yes, or no. I cannot just answer that question yes, or no.

Q. A moment ago, you said that the reason you thought compulsory pilotage was not necessary was, that the Bay of Fundy was safe, and you did not require a pilot until you came to Partridge Island?—A. I say I think any good captain can bring his vessel up to Partridge Island safely, without the use of a pilot.

Q. Although he is a stranger to the bay?—A. Yes, although he is a stranger to the bay.

Q. Suppose there was a fog he would want a pilot?—A. He comes up in the fog without a pilot, because he cannot get one then. If he can come up in the fog without a pilot because he cannot get one, why cannot he come up in good weather without one?

Q. Do you consider that a strange captain would require a pilot in the fog in the bay or could he get along just as well without him?—A. My opinion would be that a stranger would take a pilot and I said that before. He would take a pilot if he could get one, but if he could not get one I think he could get up the bay all right.

Q. In case a fog comes up, do you think a strange vessel should have a pilot or would it be just as well without a pilot?—A. I think he would be better with a pilot, but he could come all right without him. He would have to exert himself a little more, but I think he would get here all right. He would use his chart coming up. Any time I have ever been up and down they could use a chart, and I have been up and down the bay a great many times.

Q. You would not put your opinion against the opinion of a man who knew all about the subject?—A. No; but I would like to find out what knowledge he had. If I found out he did not know much about it, I would not give much for his opinion.

Q. Do you think your opinion is worth five cents on compulsory pilotage in the Bay of Fundy?—A. I think it is.

Q. You have never attempted to bring a vessel up?—A. No; I know something about the tides. I have gone from here about 150 times down the north passage and all around.

Q. Tell me what you know about the tides in the bay?—A. Well, the tides run in for six hours and run out for six hours.

Q. It is said here in the sailing directions that a vessel should take a pilot, and after hearing this read do you still think it is not necessary for a strange vessel coming in here to take a pilot?—A. I said I thought a strange vessel coming in would take a pilot.

Q. If compulsory pilotage was done away with would you instruct a captain of yours to take a pilot at the entrance to the bay or not?—A. It would be all owing to the wind. I would tell him to do as he thought best.

Q. If all captains who have given evidence here thought a pilot necessary, would you change your opinion and think a pilot necessary?—A. If a captain thought it was necessary he could take the pilot. I would leave it with the captain.

Q. It is very little trouble learning the navigation of the Bay of Fundy, is that your opinion?—A. Several voyages would be sufficient to come into this bay in any one direction. Some captains will learn quicker than others. I do not think a man should be bound to serve a certain number of years to learn anything. I think a ship pays her taxes in every port she goes.

Q. You would say there should be no wharf fees?—A. No, if a man has a wharf and you use it, you pay for it the same as your house rent. It would be a benefit to have free wharfage here, if somebody would keep a wharf up for you for nothing.

To Mr. Skinner :

The Government that takes the law away from the pilots ought to provide for them, if they ought to be provided for at all. I would say there should not be any provision if you have to have yes or no to it.

To Mr. Schofield :

I said before, I considered that a shipowner should not take care of a pilot any more than he should take care of a captain.

JOHN THOMPSON examined :

To Captain Smith :

Q. You are a shipowner in the port of St. John?—A. Yes, and am a member of the firm of William Thompson & Co. I have heard Mr. Merritt's testimony.

To Mr. Schofield :

Q. Would you kindly state for the information of this court your opinion in regard to the present system of pilotage at this port, whether you approve of it or not, and in what respect you object to it?—A. My position is this, that hitherto I have always been a strong opponent of the payment of compulsory pilotage, but having heard the evidence and read it through the papers, I am not so positive in my feelings now as I was previous to this investigation and the position I now take is this, that if the pilotage system will be just as well represented by qualified pilots under a free system as it is at the present time, I would still strongly support the abolition of compulsory pilotage, but on the contrary, if the system is going to be weakened and the pilots will not take the same interest in looking after the vessels as they do at present, then the question arises as to whether it would be advisable to suspend compulsory pilotage or not. I mean I am a little bit undecided. So far as we are concerned with our own vessels we carry no pilots. We would prefer that our vessels should come here and take no pilots and we would run the risk of them coming here and taking no pilots, but at same time if strangers came here it is just a question whether in the interest of the port there should not be pilots in order to get those strangers safely into port.

To Captain Smith :

I consider our captains have been up and down the bay very frequently, and they know we have insurance, and if in a fog they can find their way up the bay, they will do so, but they would take no chance. If the weather is clear, I think any vessel could get in.

Q. When they meet a pilot in the bay, do your captains take them?—A. Not up the bay, but if they were coming into St. John, they would take a pilot, because they had to pay for him, but going down the bay they never take a pilot after leaving Partridge Island. They never take him with our knowledge, but one took one the other day against our instructions.

Q. Under those circumstances you could not prevent him?—A. No, but he can pay it out of his own pocket. It was Captain Donald that took one the other day against our wishes and pays it out of his own pocket.

Q. I presume you have seen this list of ports where there is no compulsion?—A. Yes, some of them are large ports and some small.

Q. What effect does that statement produce upon your opinion?—A. Different ports have different ideas, and the people who have charge of them.

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To Captain Douglass :

Q. You are not opposed to the abolition of compulsory pilotage if a proper staff is maintained?—A. I put it the other way. If I was confident that a proper system could be maintained, then I would not object to the abolition, I would prefer abolition in that case.

To Mr. Schofield :

Q. Taking these other ports, does not that give you confidence that there would be a sufficient number at this port?—A. Are the approaches to these places as difficult as to St. John ?

Q. Cardiff and Limerick are as dangerous as St. John, and still there are plenty of pilots there. Is there any reason for thinking that the same would not be the case here?—A. No, I do not suppose there is.

Q. Does that not strengthen your confidence in the idea that there would be plenty of pilots here?—A. I would be satisfied if we could only get information that the pilot staff would be continued on as good a basis as now, and in that case I would think it would be better to have it free. I think it would be worth trying the experiment.

Q. Would you or not decide in favour of trying the non-compulsory pilotage at this port?—A. Yes, I think I would.

To Captain Douglass :

Q. You say you do not insure your vessels?—A. No, we have no insurance.

Q. What effect would the abolition of compulsory pilotage have upon owners of ships in foreign places, who are not so conversant with St. John as you are, do you think it would raise the rates of insurance?—A. I do not think the question of insurance was ever brought up. We charter one of our vessels to go to a port, and we never think for a moment whether any pilotage is compulsory there or not. I do not think it would affect the insurance. We are our own underwriters.

To Mr. Skinner :

Q. Do you think it would be any wiser for us to take the lesson from Cardiff, where there is said to be non-compulsory pilotage, or from Liverpool and London and the great ports in England, where it is compulsory?—A. It is just the way the city council, or whoever has charge, decides, and some men have one opinion and some another. Liverpool apparently is of opinion that it is necessary, and Cardiff thinks the contrary.

Q. If you had to form an opinion as to the correctness of either one, would you have to have the local reasons why it is done in both cases?—A. Yes.

Q. I presume there is this tendency, that masters like to take pilots more than owners, because the cost comes on the owners?—A. Naturally the captains like to take pilots, so that if any disaster should overtake them, they would be able to say "I had a pilot on board," which would, to some extent, exonerate them.

Q. It does put the captains under a great strain to make them their own pilots?—A. It makes them more careful.

Q. It puts the captain under a very extra strain?—A. He is paid for looking after the ship. I think most captains will take pilots if they can get them, whether it is compulsory or not. I do not know as the captains would if they had to pay it out of their own pockets. Our captains frequently take pilots going into the English Channel, where it is not compulsory, and our instructions are to them not to take a pilot unless it is important that they should have one, and if the weather is fine we do not approve of them taking pilots.

To Captain Smith :

Q. You would leave it in a great measure to the captains of the ships?—A. Yes, according to the weather.

Q. You would not positively prevent them from taking them if they considered there was any danger?—A. No.

Q. If a man had been fatigued you would not then prohibit them?—A. In foreign ports we do not know anything about it and we leave it to the judgment of the captain, but coming up here into the Bay of Fundy they are told not to take any pilot under any circumstances if it comes in foggy. You do not want a pilot from the island outwards.

Q. You would consider your captains should not take pilots because they ought to know about the bay themselves?—A. Yes, with the information they get from their books.

Q. If any of your ships came towards the entrance to the bay and the captain was fatigued you would not object to him taking a pilot?—A. He has his instructions not to take a pilot coming up. One vessel has gone to Partridge Island now for orders and he has got instructions not to take a pilot. We do not approve of his taking a pilot.

To Mr. Skinner :

Q. Your vessel would not take one either way, compulsory or non-compulsory?—A. They take a pilot from the island in. Our vessels would not take pilots coming up the bay. There would not be so much business done by the pilots if it was non-compulsory, as there would be a great many owners like ourselves that would not take pilots.

To Mr. Schofield :

Q. What experience have you?—A. The firm since 1845, under my father, but my own experience has only been since 1867.

Q. You are at present largely interested in ships?—A. Yes; unfortunately.

Q. Can you give us an idea about how many vessels you are connected with now as owners or managers?—A. Twenty-four, the largest tonnage is 1,997, and the smallest 946.

Q. In addition to that you are also largely connected with the ship broking business?—A. Yes, I am conversant with the shipping business and its requirements.

To Captain Smith :

There are so many varied opinions about pilotage that that is the reason why I do not express myself strongly.

Q. Do you remember the time the Allan steamers came with your father?—A. Yes, I went across in the "St. George" with you. I remember the time they came here. They came down from Portland. Pilots went on to Portland and brought them down here and you took the same pilots out of the bay.

To Captain Douglass :

Q. I understood you to say that you did not consider compulsory pilotage necessary because you gave instructions to your captains not to take pilots. So far as your opinion goes you do not think it necessary for your captains to take pilots?—A. No our captains have been here several times.

Q. But in saying you feel it necessary to have a staff of pilots, you mean for strangers?—A. I am speaking in the interest of the city and not in our own interest, but for our own sakes we are willing to take our chances and have it non-compulsory, but there should be a proper staff of pilots for the port under any circumstances.

To Captain Smith :

Q. Would you consider that if the present system was continued that the American steamers, I mean the International Line should pay pilotage?—A. It appears

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all vessels coming here pay pilotage in order to keep up the pilotage system and in that case I think every vessel that came here should pay pilotage. The owners of the American steamers think the pilots they have on board are quite safe coming in without additional pilots, but if one person has to pay compulsory pilotage every person should pay, we should all pay or else none pay. There is no investment at the present time so unprofitable as sailing vessels. I do not believe there is a sailing ship paying interest and insurance to-day, and so if we have to pay our pilotage an American steamer which is doing well should not be exempt.

To Captain Douglass :

Q. Will you state whether it would be better to charge by the foot or by the ton?—A. I would charge it by the foot, because a vessel drawing small water does not run so much risk.

To Mr. Skinner :

Q. A large brigantine might draw as much as a steamer having five times the tonnage?—A. I do not know.

To Mr. Schofield :

The last vessels were built very light drawing 16 feet and carrying a cargo of a ship of 1,100 tons and the object was to decrease the expenses.

Q. Do you know that in many of the province ports it is charged by the ton?—A. Yes I know it is, but I think the draught is the freest.

RECESS.

CAPTAIN DOUGLAS states that he has examined the extracts taken by Mr. Schofield from Thurbren and finds them perfectly correct.

MR. SKINNER states that he is satisfied with their correctness and they are admitted in evidence.

CHARLES McLAUGHLAN examined :

To Captain Smith :

I am a pilot commissioner and was appointed by the government.

Q. How long have you held office?—A. Nineteen years.

To Mr. Schofield :

Q. Is your firm the agent for the Yarmouth Line of steamers running to this port?—A. They were while they were running, until last fall.

Q. Those steamers, I think, did not pay pilotage in the bay?—A. Not that I am aware of. I would know if they did. I do not think they did pay it. They did not pay any St. John pilot.

Q. Can you tell us any reason outside of the fact that they are exempt by law, why they should not pay pilotage as long as a compulsory pilotage system attended with expense is continued at this port?—A. Nothing more than that they train their hands, they train their captains and mates and make them sufficiently competent to navigate their own boats.

To Captain Smith :

Q. The captains are trained with sufficient knowledge to enter the harbour?—A. Yes, and the bay as well.

Q. Do they pass an examination as pilots?—A. Not here.

To Mr. Schofield :

Q. By reason of their experience they are better qualified to navigate the bay, and on that account they should be clear from the payment?—A. That and the exemption.

Q. Would you not think that any other steamer or vessel which had similar experience should equally as well be exempt from payment?—A. Indirect lines.

Q. I mean any vessel or steamer, the captains of which had experience like they have, and thereby became competent, do you not think there would be an equally good reason why they should be exempt?—A. No, I do not think it.

Q. Why would you think your steamers should be exempt for that reason and that it should not apply to others?—A. Because they run as a direct line between provinces, and it is an advantage to the citizens of St. John that such a line should be in existence, and it should have advantages that others should not enjoy.

Q. Then the Furness Line and West India Lines, which are also an advantage to the port, and if their captains became acquainted and experienced, would you shut them out from that privilege?—A. I would.

Q. Why?—A. Because they are taking the trade of other vessels that would pay pilotage.

Q. It would be simply on that account?—A. That would be the reason.

Q. Does not the steamer between here and Yarmouth interfere with the carrying trade of schooners?—A. Some small crafts, yes. They are very small vessels of 30 or 40 tons, packets, although there is one continuously running.

Q. Then you do not put it that they should be charged pilotage because of the necessity, but simply because they were carrying cargo?—A. Yes; I think there would be more necessity for foreign going steamers to have a pilot because many a thing might happen during their absence that the captains would not be aware of, and a pilot would be of great assistance. A lighthouse might burn down or buoys might get displaced while they were away, which the pilots would have a knowledge of sooner than the captains.

To Captain Smith :

Q. Is it a rule of the commissioners that each pilot shall have a share in the pilot boat?—A. They are compelled to have.

Q. Is that made by the commissioners or by any other authority?—A. It is one of the by-laws, section 4 of the by-laws.

Q. Is that by-law carried out?—A. Yes.

Q. There are some pilots we have had evidence of here who go on board in small boats from Partridge Island and from the coast, the other side; is that permitted by the commissioners?—A. They are allowed to go out in a small boat if they choose. Each pilot boat is supposed to have a small boat in connection with it.

Q. You do not compel all these pilots to go on board their own sailing boats?—A. We do not force them to. They own it and it is a matter between them and their co-pilots. Some of them go cruising and I fancy one or two do not do that. They contribute towards the maintenance of the boat.

To Captain Douglass :

Q. We had evidence yesterday saying that one or two pilots were qualified by their brother pilots, the condition under section 4 was complied with so far as being the registered owner of no less than four tons was concerned, but they had not contributed to the expenses of the boat, but did not go into the pilot boat, but performed their duties in a small boat in the harbour?—A. I am not aware of that.

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To Captain Smith :

Q. If the commissioners had known that, do you think they would have allowed it—allowed the pilot to go on board from the shore and not on board off the vessel he has a share in?—A. Oh, I think so, because the boats might be all out and a vessel might come to the island flying a signal and how would they get there.

To Captain Douglass :

Q. This pilot did not contribute to the maintenance of the boat, and though qualified, he was qualified simply through the kindness of his brother pilots?—A. I am not aware of any such case.

To Mr. Schofield :

Q. Referring to the section, as to the sixty-five year limit, I would like to know whether that has been carried out in the practice here?—A. Every year they all deliver up their licenses, and they are re-issued for those that are over sixty-five. They have to hand them in and have an extension of it granted. I think it is required in the custom-house that their names should be posted there, and when a pilot receives a certificate in my office that fact is endorsed on it at the custom-house.

To Mr. Skinner :

My opinion is that the present system should prevail. If it were not so, and left optional to masters, those pilots would go down the bay more particularly in clear weather and the captains would not accept their services, and eventually it would drive them into the poor-house, or on charity. It would not seem to me that an optional system could be maintained.

Q. It has been said here, that some times they miss the pilots and come in safely without them, even in foggy weather. Does that prove anything to your mind as to the system?—A. No, it does not. Under the force of circumstances, the captain does the best he can, and, if they arrive in safely, that is about all that can be said about it.

Q. Has there not been an enormously large proportion of the accidents that occurred in the bay being cases where no pilots were on board?—A. I could not answer that question.

To Mr. Schofield :

Q. I presume you have seen this list of non-compulsory ports?—A. I have, but I did not read it particularly. I do not know the circumstances of those ports, and I am not aware of what they have to keep up or what their supply of tonnage would be. They might have millions of tons of shipping arrive in a port there, against thousands here. We have a large number of pilots for a small amount coming in here. This is nothing compared with a number of those you speak of; the pilots, I suppose, are in proportion to the demand.

Q. You seem to have an idea that pilots would disappear at this port, although they did not at those other ports?—A. From the very fact that they have business, my idea is that the business of the pilots here now is merely self-sustaining.

Q. If there are more pilots than the business requires, then the surplus would disappear?—A. How do you disappear them? I cannot answer questions for the future, and I do not know what the conditions are at other ports, or what the volume of business they do, compared with ours.

Q. Does this not produce some effect on your opinion?—A. None whatever, because I am only speaking about what I think here.

Q. You think the pilots here, under a free system, would practically disappear altogether?—A. I do not say altogether. I think it would drive the men—the expression poor-house I mean, that it would drive them on charity.

Q. Or in some other line of business?—A. I do not know that they are hardly fitted for any other. They are a different class of men than is found in any other business, because they cannot pick up the Bay of Fundy and walk away with it like a carpenter can with his tools. They would not make good captains, because other qualifications are required for captains. They are required to be men of business, and that requires some years of experience, and if these men were to get charge of a coaster they would require a number of years to become capable masters. These people went into shipping knowing all these results. They knew there was compulsory pilotage, and it was optional with them whether they invested their money that way or not.

Q. Under your view nothing but compulsion provides employment for them and without the protection of the law to get them employment they would not be employed?—A. I do not think they would.

Q. Captains and owners would not employ them unless they were forced?—A. A great many of them would not. I would not say all. I think their revenue would be very materially reduced.

To Mr. Skinner :

Q. Were they not established for the benefit of shipping?—A. They were certainly at first and the shipping is the natural property they should get their living from.

To Captain Douglass :

Q. I would like to know whether you state that the compulsory system is necessary for the protection of the trade and safety of shipping, or whether compulsory pilotage is simply necessary for the maintenance of the pilot staff?—A. I think on both grounds the compulsory system is necessary. I think our shipping has very materially changed from what it was years ago. A number of years ago we had nothing but colonial vessels. A few American ships came down, but at that time you would hardly see a foreign flag, except an American, but now it is almost the reverse and you will see Norwegians, Italians and that class of vessels and they are strangers and take pilots and require them too.

To Mr. Skinner :

Q. You think if this body of pilots was not kept up they would not be there for them?—A. I would be very apt to think it would probably keep them away. They know now if they come here that they can get a pilot and the Bay of Fundy has always had a hard reputation as being dangerous and I fancy if these foreigners thought they could not get a pilot in the Bay of Fundy they would be very apt to go somewhere else.

Q. Outside of whether it is just or not, it is a fact that the shipping world look upon the Bay of Fundy as particularly one that requires pilots?—A. That has been the reputation of it and it would take a great many years to make them think otherwise.

To Captain Smith :

Q. In the examination pilots have to pass do you think it would be necessary for the colour test to be given to them?—A. Well, I think myself it would be well that the pilots were not colour blind. I do not know that any of them are. I do not know as it would be absolutely necessary for them to pass colour tests, because the captain undergoes that examination and he is supposed to be on deck when they are making lights.

Q. Then you do not think it is a necessary thing?—A. I do not think it is absolutely necessary.

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GEORGE McLEOD examined :

To Captain Smith :

Q. Are you a shipowner at St. John?—A. Not now, but I have been. I reside at St. John; I manage vessels now.

Q. You have been a long time in connection with shipping?—A. Yes.

Q. Are you familiar with the entrance to the port?—A. I know the harbour of St. John; I am not familiar with the bay at all.

Q. As a general rule, in vessels you formerly owned and which you now manage, do the captains take pilots coming into port?—A. I always instruct them to take pilots not only coming in, but going out and moving in the harbour. They have to take them. Beyond the limits it is optional with themselves. If the captains wish to take pilots beyond Partridge Island I leave it entirely to themselves and the ship can pay it.

Q. Have you had any foreign vessels under your care?—A. No.

To Mr. Schofield :

Q. These vessels, of course, would be compelled to pay the pilotage?—A. Yes.

Q. In the absence of any instructions from you to take them, the pilotage would have to be paid?—A. Yes.

Q. Going down the bay outwards, which is not compulsory, what has been the practice of your vessels—have they been in the habit of taking pilots?—A. Some would and some would not. I leave it entirely with the captain. If he thought it necessary to take a pilot down the bay I would raise no objection; I would say: captain, take a pilot down the bay and the vessel will pay it. I never had any accident in the bay.

Q. What is your view in regard to the compulsory payment system here?—A. I think the efficient system of pilotage here could not be maintained unless the payment of pilotage was compulsory. The employment is not compulsory.

Q. Do you think it absolutely necessary to have a compulsory payment law?—A. Compulsory payment is equivalent to compulsory employment. If a ship was bound to pay for a pilot the captain would say: well, I have to pay for him and I will take him. The decisions in England are that where the captain did not take a pilot and where an accident occurred, the shipowner could not recover the insurance. Where the payment was compulsory, it was equivalent to compulsory pilotage.

Q. You know in many places of Great Britain the employment of pilots was compulsory and there are penalties for not taking them?—A. That may be.

Q. Don't you think if it was desirable to have payment compulsory it would also be desirable to have the employment compulsory?—A. I think compulsory payment is equivalent to that. I would say to my captain when he had to pay the pilotage, of course he should take the pilot; and if the payment of the pilot was not compulsory I would prefer him to take a pilot.

Q. The payment does not accomplish anything, except putting money into the pilot's pocket?—A. No, but it would accomplish this, you get the services of the pilot.

Q. Would it not be very much better, in your view, to go a step further and make it compulsory to actually take them?—A. No, I think the system as it is now, compulsory payment is equivalent to compulsory employment, because captains, as a rule, will take them.

Q. They do not in some cases?—A. Then I think they are very foolish. I think where they have to pay the pilotage that the captain is acting very unwisely not to take a pilot, because I consider the property safer under the charge of a pilot. I think one is equivalent to another and, therefore, I do not think it necessary.

Q. In view of this list of ports that are non-compulsory in the United Kingdom, what do you think about that?—A. I think the circumstances of each port would govern each case. If the authorities have thought it desirable to free the vessels from compulsory pilotage, that is their business, but I do not think that same system, although it may be available to these ports, could no more apply to a port like the Bay of Fundy than, if I may use a comparison, the tariff of Great Britain would apply to the Dominion of Canada.

Q. Do you not think, in view of the experience of these ports, that we would have under an open system plenty of pilots for the requirements of the trade here?—A. I do not think so. I think if the payment of pilotage was not compulsory the service would be deteriorated, that the efficiency of the service would be weakened very much. It would be very unpleasant employment for the pilots to go down the bay and maybe chase a vessel two or three days, and then for the captain to say to them "I do not want you." I do not think it possible, under that system, to maintain a sufficient pilotage service. I think the service would become so weakened that it might become a question as regards the insurance of vessels coming to the port and on cargoes. The prejudice against the Bay of Fundy is sufficiently great now without adding to it and increasing that difficulty with the fact that compulsory pilotage had been abolished.

Q. Have you ever found it affected the question of insurance on your vessels?—A. Because it never has arisen, but I think it would arise.

Q. Your vessels have gone to those other ports where it is not compulsory?—A. Yes; coming up the Bristol Channel they took pilots down at Rundy Island.

Q. Would not they do the same here?—A. Because the magnitude of the service is so great they can afford to do it. Here it is not so great. I do not think you can compare the trade of the Bristol Channel with the trade of the Bay of Fundy.

Q. Is it more dangerous or less?—A. I cannot pronounce on that. They have a very large trade there, and the amount of tonnage is largely in excess of what comes to the Bay of Fundy, and the difficulty around Rundy Island is considerable. The captain takes the pilot there.

Q. What is your experience, that captains have a preference for taking pilots or the reverse?—A. Oh, for taking them; in most cases they will take them when they can get them, and captains are very unwise not to take them.

Q. Whether they were compelled or not would captains take them?—A. Yes; but if the payment was not compulsory the captains would not be allowed maybe. I think unquestionably that the service would be so uncertain if the payment was not compulsory, that it would tend to a disastrous effect upon the trade of the port.

Q. I have not followed the question of places where it has been changed. I will give you a case, the payment of pilotage is compulsory here and a good service is maintained. There is a good service of the Furness Line maintained here, and if the subsidy not given could that service be as well maintained as it is to-day?

Mr. SCHOFIELD—It would not be maintained at all.

To Mr. Skinner :

The conditions of these other places depend entirely on the place. I have no knowledge of it. If I am right, in Liverpool, pilotage is compulsory and it is one of the largest ports in Great Britain.

Q. If pilotage was not compulsory at St. John, in clear weather the masters as a rule would not take pilots at all, but they would want them in stormy weather?—A. The bulk of them would give them the go by, raise their hands, good-bye gentlemen. My judgment is that without compulsory payment of pilotage you cannot maintain an efficient pilotage service in the Bay of Fundy.

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JOHN MATHEWS examined:

To Captain Smith:

Q. Are you a master mariner?—A. Yes.

Q. Have you a certificate?—A. Yes, of service, foreign trade.

Q. When did you obtain it?—A. In 1873. The last vessel I was in charge of was the "Lockwood," and I left her in Dublin. She was a barque under 949 tons. She was built about Yarmouth. She is partly condemned for repairs and the repairs would be worth more than her value. She got in against the wall in Dublin, her stern got against the wall.

Q. You came out as a passenger?—A. Yes.

Q. Have you made many voyages from the port of St. John?—A. I have been sailing out of St. John as master 24 or 25 years.

Q. In all kinds of vessels?—A. From a schooner of 180 tons up to 1,000 tons.

Q. Have you been on the coast at all?—A. No, the only coasting voyage I ever made was from here to Washington. I have come from New York often enough and from Boston up the bay, but I only left here with one cargo for Washington, about 20 years ago.

Q. Are you acquainted with all the lights around the coast?—A. Not exactly around the American coast, but I am around our coast, the Bay of Fundy.

Q. Many of them have been built since your time?—A. The Wolves was built since my time. I know the fog season. I have the book of charts, but I cannot trust to my memory altogether.

Q. Are they useful, those fog horns?—A. Yes.

Q. Have you ever came up the bay by yourself?—A. I have I think once, I came to Partridge Island without seeing a pilot. I have gone up the bay outwards.

Q. Are you capable of bringing a ship up yourself?—A. By the charts and that I can go up the bay, but of course it would take me a longer time.

Q. You say you are capable of bringing your ship up here?—A. Yes, but if it comes thick weather or snow, I haul off shore and wait till it clears up.

Q. When you have been in a fog and had a pilot on board has the pilot been able to move about without the aid of a chart?—A. Yes, I have been both in fog and snow with a St. John pilot on board and we have sounded but never heaved the ship to.

Q. If you had a pilot on board would the pilot be able to come up without the aid of a chart?—A. Along with me, we would both go down together and look at the chart, if we got soundings.

Q. Then you would ascertain your position by the soundings?—A. Yes.

Q. Do you generally look out for a pilot when you are coming into the port?—A. I do, I do not make a practice of looking out for them. I take a pilot as soon as I can get him.

Q. Sometimes you do not take him out at the entrance of the bay?—A. I think I have come up once to Partridge Island and took a pilot there. In the fall of the year from the first of October to the latter end of May I would not go into the south channel if I could help it. It may be as good a channel as the other, but I have a sort of prejudice against it for you cannot see anything and the tides are bad in it. I consider the tides run straighter in the North Channel.

Q. When you are coming into either channel do you know where to find a pilot?—A. You will always find a pilot in summer time across from the Brier Island shore.

Q. Where do they generally stand?—A. A pilot boarded me off Little River Head coming up the bay in a gale of wind. We were in Little River and I showed lights for them and they came out.

Q. Do you know whether there has been any objection made by the American authorities to the pilots going there?—A. No, I do not know anything about that.

To Mr. Skinner :

Q. About how many times a year have you come up the bay?—A. I suppose I have come up and down once a year during the 25 years. Sometimes I came oftener and three or four years I was not here at all going to the north shore Richibucto and that way. I generally go across with deal to the other side and to the West Indies with coal.

Q. You still think it prudent to take a pilot?—A. Yes.

Q. Have you any opinion as a master mariner upon the question of compulsory pilotage or non-compulsory pilotage for the bay and port of St. John?—A. I do not know as I could give any opinion. Any time I have been coming up and down I know there are always pilots there and if it was not compulsory I cannot tell you whether I could get one or not. When it is fit to be out I have always seen them between the Lurcher and Grand Manan. I think the last time I went down this bay I went down through that South Channel and I was three days. I heard the fog horn on Brier Island and the gun on the rock. I think pilots every day are heard. I was hailed on several occasions when I was outward bound.

Q. From what you say, being a mariner you think there should be an efficient corps of pilots kept up for the bay and you do not care what system kept them up?—A. So long as they were there I would not care what system. I have passed ships outside coming here laying to and looking for pilots and hailing me and asking me if I could give them any idea where they could get them.

Q. We have heard a good deal here about the port of Cardiff and it is said to be non-compulsory?—A. I have been in Cardiff twice and it was compulsory when I was there, that was about 20 years ago and I think it is compulsory now, and if not I do not know what changed it. I think from the roads in, it is compulsory still into the dock and I believe they are employed and paid by the week by the owner of Cardiff, the Marquis of Bute, I think they are paid every Saturday night, then the ship pays her rates in the dock.

Q. What knowledge have you of the port of Sharpness?—A. That is compulsory from King's Roads. I was there three years ago and it was compulsory with me. It was not only compulsory pilotage, but there is no vessel can go under sail, and you have to tow with a vessel of any draught of water. You have to tow from the King's Roads and the compulsory tow is six pounds from King's Roads and a vessel over 700 tons is entitled to two boats and over 1,200 is three boats at the same tariff.

Q. Does that include pilotage?—A. No; the steamboat will not tow you without the pilot. I had them, but I did not object to the pilot; but the pilot when he came on board, he came on the tow boat and he brought four men with him, and I objected to his four men, pilot's assistance and I objected to his four men, and afterwards I went to Cardiff about it and got no satisfaction, but I had to pay the four men a pound apiece, besides the pilot's six pounds, and the men did nothing. That is three years ago. It was a local act that was got up on account of foreign vessels, that the pilot would send a man to the wheel and, if the crew was foreign, they would not understand his language, and so he took these men with him. That was compulsory with me at that time; it may be changed since. The tow is just as compulsory as the pilotage, because the first boat that speaks you you must take her.

Q. What is your opinion about taking a pilot down the bay?—A. I have had a pilot down, and I have gone without him.

Q. Do you think in the fall you should have a pilot going down, for fear of a snow storm?—A. Yes, I would take him for fear of the snow. If I was sure of fine weather all the way down, I would be all right.

Q. In the Bay of Fundy, one great reason for the want of thorough pilots is the fog?—A. I do not think the fog is as bad in summer as the vapour in winter. If it was clear weather, it would be all right.

Q. Taking it altogether, is not clear weather the exception?—A. Any time I have been in the bay I have found it so. I found either fog, or vapour, or snow, more than clear weather. I think the first time I came in this bay, as master of a vessel, I made Mount Desert Rock and was eighteen days at the head of Grand Manan.

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Q. Why did it take you so long?—A. The wind came out from the north and the vapour and it blew a gale of wind, and I drove out to sea.

To Mr. Schofield :

Q. Speaking about the Bay of Fundy, are we to understand that you take a pilot in fine weather, as well as thick weather?—A. I do, for I do not know if that fine weather is going to last more than a couple of hours.

Q. So that, if you came to the north of the bay and found clear weather, you would take a pilot?—A. I would take a pilot, for I might pass that pilot, and afterwards, when I would get off Point Lepreaux, it might be thick, and so I would take a pilot for fear the weather might be thick. If I refused that pilot down there, and I got up and got into thick weather and wanted a pilot, I would have to pay two pilots, so I would take the first one and I would only have the one to pay.

Q. You would take him because the payment was compulsory?—A. No, I would not; but I would take him because I wanted him.

Q. Supposing the pilotage coming into the bay was optional and you did not have to pay unless you took one, and it was clear and fine at the mouth of the bay, would you take one there?—A. Yes, I would take him coming into the bay or coming into the port of St. John; whether I was forced or not, I would take him.

Q. Have you any knowledge about the practice of other captains?—A. I suppose some of them would come without the pilot; I do not think any stranger would come up the bay without a pilot.

Q. You consider yourself quite competent to navigate your ship in the bay, if you choose to take the risk?—A. No. I told how I have come to Partridge Island without a pilot. I do not consider the south shore half as bad as this. I went up to West Bay twice and had no pilot.

Q. When you are going out of the bay do you take a pilot from Partridge Island outwards?—A. Sometimes; in the fall of the year I take a pilot as a rule down the bay. I have gone out south, but generally north. In the fall of the year I go north either out or in.

Q. Why do you go the North Channel?—A. The last pilot I took down the bay I put him off at Machias, Seal Island. He had his own little boat and his schooner was lying there.

Q. What would be the reason you would go the North Channel?—A. It would be for the north-west wind. I want a weather shore until I get clear. In summer time the wind is the other way as a rule. I was compelled to take a pilot in Sharpness, for I refused to take him at first. I did not know anything about his four men until the last minute and then I refused them, and then he could not go unless I took them, and then I refused him and his four men also; and then the tow boat would not tow me unless I took that pilot on board and the pilot would not come on board unless his four men were taken, and then I learned afterwards at the customs that I was compelled to take him.

Q. You must have found that a bad system?—A. The pilot system there ought to be changed; I consider that a bad system. I have been in Troon and I think it was also non-compulsory.

Q. Had you any trouble in getting a pilot there?—A. The pilot was standing on the pier head. He would stand there and direct me. You pay the pilotage all the same. Everything goes into the harbour dues. I go in without having a pilot on board the vessel; he is on the pier head, or there may be five or six men in a boat. They have no pilot boats. It is a private port and everybody that works in the harbour, at the coal drops and tow boats and the pilots, they are paid by the week and take their turn. It is the same at Ardrross. I have gone into Ardrross when the pilot would hail me from the pier head, but you have to pay for them. At Greenwich there never has been any pilot boats there, but I have been further than Greenwich. Going to Glasgow they added 110 tons to my register in Glasgow and I had to pay the pilot and tow boat on it. You pay the light dues and deck dues and custom-house dues and everything on the deck load as well as on the

registered tonnage. I have paid for Cape Rose on the other side two shillings and six pence. They pay no light dues on this side.

Q. Do you think that unless you and other captains were compelled to employ pilots, would they all clear out?—A. I could not say. I could not answer that question. I never had any accident in the bay, only got my feet froze. I did not have a pilot on board at the time. I had an accident in St. John harbour, the first time I ever came to St. John and I had a pilot on board and two tow boats alongside, but they were no use. She went three times round the windlass.

To Mr. Skinner :

We killed a man that time.

Q. About the time the man was killed, it was on account of the freshet?—A. It was Easter Monday morning; it was on account of the strong tides that the tow-boat was not able to do anything for us.

Q. Who have you sailed for?—A. I have sailed for Mr. Palmer and his father. I left him in Dublin.

R. B. SUMMERVILLE examined :

To Captain Smith :

Q. What ship do you command?—A. The schooner "Ella Maud," 160 tons. I have a master's certificate for competency, No. 63. I passed here at St. John.

Q. Where do you trade to?—A. Between here and New York.

Q. You have been in charge of other vessels out of the port of St. John?—A. Yes, for ten years in charge of one vessel.

Q. What was the name of that vessel?—A. The "Nelly Bruce," 121 tons, she was exempt from pilotage.

Q. Then you have had pretty good experience with the Bay of Fundy?—A. Yes, thirteen years.

Q. You came in and out in all sorts of weather?—A. Yes.

Q. In those small vessels—the "Nelly Bruce," were you in the habit of taking a pilot?—A. No; I saw them coming in; I did not notice them so much until I got in this vessel, which I have to pay pilotage on. I have been in this vessel three years.

Q. Where does the pilot generally board you?—A. I take them sometimes, and sometimes I do not, just as they want to come. They have their own option about that. If they want to come in with the vessel they can or they need not. Most of the time they come. When they come on board they assist me.

Q. Do they lay down the courses themselves or do you?—A. It is between us; generally we have had a fair wind when the pilots come in.

Q. Have you come in the fog?—A. Yes, more times than I ever did without it. I come in the North Channel. We always come as coasters in the North Channel, because we have to make the north shore, whether we expect the wind or not. With a south-east wind we would come in the North Channel.

Q. In thick weather do you generally take a pilot if you can get him?—A. If we can get him, but sometimes we do not see any, then we would not have such an opportunity of meeting a pilot boat.

Q. Are you capable of taking a vessel in and out of the harbour?—A. I consider myself as capable as any pilot is.

Q. You understand the tides pretty fairly?—A. Yes, I do.

Q. You have come in?—A. I fetched a vessel in for ten years, and always came in all right. It is no more trouble to fetch her than the one I am in now. I do not take a pilot out, but I pay him. I go to the pilot office first and get my paper and

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go to the custom-house, and they give us a clearance, and unless I do that I do not get a clearance. There are some times when the pilot is on the wharf and will step aboard, but I say to them that I do not want them.

To Mr. Schofield :

It is the larger vessel I am in now.

Q. You had three years' experience in her and ten in the other?—A. Yes.

Q. During your experience in the smaller vessel did you ever take a pilot?—A. No.

Q. You always managed her successfully without the assistance of a pilot?—A. Yes.

Q. Have you ever had any accident in the bay?—A. Not in the bay.

Q. Have you in or about the harbour here?—A. No, not to either vessel. I never got ashore. We grounded once down here on the foul ground coming in. It was this schooner I was in and the pilot was on board of her. I cannot tell his name. It was on our first trip in the spring of 1892. We grounded at low water and the tide raised and we came in.

Mr. SCHOFIELD states that this is another accident not reported.

To Captain Smith :

Q. What date was that?—A. It would be in 1892, at the east of the bell buoy, off the island. We just chafed a few planks; I did not do anything with it more than smooth it off.

To Mr. Schofield :

Q. Did you put her ashore on purpose?—A. No; she happened to get too far to the eastward of the bell buoy and fetched up.

To Captain Smith :

Q. Did you ever find the buoys out of their places?—A. No; I do not remember ever finding them out of place.

To Mr. Schofield :

Q. How did it happen that the ship got ashore in this case? Were you navigating the ship yourself?—A. The pilot had charge of her. It was the tide took her across. It was in freshet time.

To Captain Douglass :

Q. Did you blame the pilot at that time?—A. I do not want to answer that question.

Q. You must answer it?—A. Well, I just do not recollect now, it has been so long ago. I do not know his name.

Q. He was in charge of the navigation of the vessel at that time?—A. Yes.

To Mr. Skinner :

Q. When you say you did not require the services of the pilot, the reason of that is because you are an efficient pilot yourself?—A. I consider myself a pilot in the Bay of Fundy.

Q. But if you had no experience in the Bay of Fundy, would you take a pilot or not?—A. I do not consider the Bay of Fundy is any worse than between here and Nantucket Shoals.

Q. If you had no experience in the Bay of Fundy, would you take a pilot?—A. I do not consider the Bay of Fundy any more dangerous than it is from here to the Nantucket Shoals. I could not just answer that question.

Q. Do you remember coming in when Pilot Rodgers came in with you last summer, when you were loaded with iron?—A. No, I do not remember. He came in one trip, I do not recollect what trip it was.

Q. Was he of service to you?—A. Well, he would be as long as we had to pay him the pilotage, but I would not have had him there if I had not had to pay him the pilotage.

Q. Was he of service to you?—A. I do not remember.

Q. Do you remember that you were below and came up about midnight, with the pilot in charge, and it was a thick foggy night, and you did not know where you were, and you asked the pilot where you were and he told you, and on testing it you found the pilot was correct?—A. No, I do not. I remember nothing of that. I think we were both below a certain time coming up. I remember making the island straight, and that is all I remember about it.

Q. You would not put your local knowledge as against a pilot's local knowledge?—A. I would just as leave.

Q. As to the extent of it?—A. Yes, I would just as soon trust myself as I would a pilot.

Q. Have you not expressed yourself to Mr. Rodgers that all vessels should pay pilotage, and have you not gone to your owners with him and expressed that opinion?—A. Yes, I have expressed that opinion, that the way the pilotage law is now it is not reasonable to have it so, for I am paying \$35 a trip, while other vessels carrying the same amount of freight, pay nothing. I pay from \$25 to \$35, and I say that everything should pay by the tonnage so long as the present system is maintained.

WILLIAM HAMILTON FOWNES examined:

To Captain Smith:

Q. Are you at present in command of any vessel?—A. No.

Q. What was the last vessel you had charge of?—A. The "Woodbine"; she is lost. Her tonnage was 363; she was lost on the coast of Brazil, and I was in charge of her.

Q. Did you return from Brazil as a passenger?—A. Yes. I reported her at the customs to Mr. Barbour. I have a Canadian certificate of competency for a foreign-going ship.

Q. Where did you pass the examination?—A. In St. John, in February, 1876. I have been in the foreign trade, particularly to Brazil, for the last ten years.

Q. Have you had any accident previous to this one?—A. No, nothing to amount to anything.

Q. When you are coming into the port in the bay here do you generally look out for a pilot?—A. Yes, I do not know exactly where to find one.

Q. You cruise about until you find one?—A. I keep coming along until I pick one up. I do not go off my course. If I could pick up the fog signals I would continue on.

Q. You have been coming in and out so frequently you know pretty nearly all the fog signals and lighthouses?—A. Some of them I do and some I do not. I would refer to my book and chart as I came up to refresh my memory.

Q. As you are approaching any of these points of land and you do not hear the fog signal what do you do?—A. It would depend on that part of the bay I was in. I would take soundings. I would not run into danger. I would take soundings from the entrance to the bay.

Q. Do you find the soundings pretty fair when you enter the bay?—A. Yes and I have found them to agree fairly with the chart. I consider the fog signals are a

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fair guide to the different courses up the Bay of Fundy and I have found them of service to me.

Q. Which channel have you been accustomed to going in?—A. I use both.

Q. In the winter time which would you generally take?—A. The North Channel.

Q. Why do you take the North Channel in winter?—A. On account of the north-west winds giving clear weather and smooth water.

Q. When you are coming in through the South Channel in that direction have you ever come up during fog?—A. Yes.

Q. Have you found the soundings any service to you?—A. Not a great deal there; there is very deep water there.

Q. Would you rely upon one or two soundings or would you take a continuous line of soundings?—A. I would keep sounding right along and compare them with the chart.

Q. When you have done that you have always found the chart pretty correct?—A. Always found the chart correct. I had to make allowance for the influence of tides.

Q. Have you found any irregularity when you have been entering, coming into the entrance of the bay?—A. I do not know as I have, not to my notice.

Q. It is quite possible there would be if there was a strong gale of wind outside?—A. There might.

Q. That would occur upon any other coast?—A. You will find that all over the world.

Q. You have taken a pilot in all the districts?—A. Whenever I met them.

Q. Have you ever gone into St. John by yourself?—A. I have.

Q. Under what circumstances?—A. I had a man on board that had been brought up in the pilot boat and I escaped getting clear of the pilots, not meeting any pilots.

Q. Under these circumstances if you had seen a pilot would you have taken him?—A. Certainly.

Q. Do you consider the soundings off Partridge Island to the south good?—A. Yes; I have laid at anchor there and I have found the soundings pretty good and corresponding with the chart.

To Mr. Skinner :

Q. What do you say on the question of pilots being necessary for the bay?—A. I think the pilots are necessary for the bay.

Q. Have you formed any opinion as to the compulsory and non-compulsory question?—A. No.

Q. What would you say, as far as your experience is concerned; any system that will keep up an efficient corps of pilots would be satisfactory to you?—A. Yes; but I think the pilots should be kept up in an efficient state.

To Captain Smith :

I think there should be a system of pilotage here whether it is compulsory or not, and I have always been very glad to get a pilot coming into this bay whenever I could get him on board the vessel.

To Captain Douglass :

Q. You would take a pilot even supposing the pilotage was non-compulsory?—A. I certainly would. I have been sailing for Mr. H. J. Olive and Mr. Troop.

22nd February, 1895.

NATHANIEL C. SCOTT examined:

To Captain Douglass :

I keep a store and own some vessels.

Q. What sized vessels?—A. From 124 tons down to about 80.

Q. How many?—A. I manage about ten—all under 125 tons.

To Mr. Schofield :

Q. Those schooners of yours are all exempt from the compulsory payment of pilotage?—A. Yes.

Q. To your knowledge, do you think captains of any of your schooners ever take pilots?—A. No.

Q. Do you feel that pilots would be at all necessary to assist the captains of your vessels in navigating the bay or coming in and out of the harbour?—A. No, they are not needed in my vessels whatever; I do not think they would be necessary at all.

Q. What length of experience have you had in connection with the coasting trade?—A. Since 1875.

Q. Some witnesses have testified here that, in their opinion, if the system of compulsory pilotage were continued at this port, all classes and sizes of vessels should pay a fair share of the burden, and it should be regulated according to the tonnage; would you approve of that or not?—A. No, I would not approve of that.

Q. State your reasons why you object to it?—A. First, because small vessels are unable to pay pilotage on account of their earnings, and, besides the number of trips they make, they are continually carrying between here and New York and they are here so often. I claim, if they had to pay pilotage, they would have to pay a great deal in the run of a year.

Q. According to that, small vessels of 125 tons and under would have to pay as well as large vessels, but of course not as much, and would you object to that?—A. I would by all means.

Q. Your reasons?—A. My reasons are that we have no call for pilots. We have competent men to do our work and we pay them to do it and they are capable men to do their work and we never have had a disaster in the bay by one of those captains at all, I believe, and therefore I do not think it would be necessary.

To Captain Smith :

Q. You would object to pay pilotage for any of your vessels because you do not consider it necessary on account of having competent men on board?—A. Yes, these competent men are the captains. I would be opposed to even a moderate rate on those classes of vessels.

To Mr. Schofield :

Q. Would you or not object to a system of pilotage at this port, if it was not compulsory?—A. I would not object, because then it would be their own business.

Q. Supposing the size of your vessels were increased up to 300 tons, I mean the exemption was up to 300 tons, would you think anything beneficial would result to the trade of this port?—A. I think in many cases we might have a larger run of vessels for the coasting trade, instead of having some vessels that have been built under the tonnage, that we would have some built a little larger and deeper and better for the coasting trade.

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Q. Would they be better suited for other purposes?—A. They would be better suited for the winter season to go off shore. They would be adapted for that.

Q. Is it not a fact that at present there are a very large number of schooners under 125 tons laid up at this port?—A. A great many are laid up.

Q. Why are they laid up?—A. For one reason, the winter coasting here is not profitable on this coast, there are so many storms and so much ice, often harbours get iced up and vessels meet disasters by being out in those storms.

Q. Supposing vessels were built larger?—A. If there was any trade to pay them they would certainly go into other trades and would not lay up.

Q. Supposing vessels were built up to two or three hundred tons where would they go?—A. They would go off on some foreign trade, if they got anything to pay them. They would be suitable for these trades. I have not had much experience in that business only from my knowledge of vessels of that kind, they frequently go off.

Q. Have you ever had any accident in connection with your vessels sailing to and from the United States without pilots in the bay?—A. No.

Q. Do you as a rule insure your vessels?—A. Some I do and some I do not, where I have a large interest in a vessel I keep a little on.

Q. Does the fact that you do not have pilots on your vessels tend to make the insurance higher or not?—A. I do not know about that, I have never met that in my experience in insuring. I do not believe it would on account of the size of my vessels and that the captains are considered as competent as any to handle their vessels in and out of this port.

Q. Have the insurance companies ever brought the point before you when you have been effecting insurance?—A. They never asked me the question to my knowledge.

Q. Has there ever been any stipulation in your policies that you should employ pilots?—A. No, I never noticed it. I never thought anything about pilotage because we never had to pay any pilotage and we never had anything to do with it whatever.

To Captain Douglass :

Q. You say that the masters of your vessels are competent men?—A. Yes.

Q. Do they hold certificates of competency or service?—A. They do, they are only required to have certificates when the vessels are over 100 tons.

Q. Do you consider that a certificate of competency or service is a sufficient proof of the master's competency to pilot the ship?—A. I think by all means when a captain gets a certificate for any business or any coast, I feel that when he is granted that certificate he goes through an examination and must show that he is qualified to the examiner.

Q. He shows he is qualified in general navigation but not as to the local knowledge of the Bay of Fundy?—A. I think so, I think he is granted a certificate to sail that vessel, as I understand it when he seeks a certificate all these questions I take for granted are asked him. I think you could get that more fully out of some of the captains. I believe all my captains are competent men and I believe there is no man can dispute that, for I have never had a disaster.

Q. I am asking whether they ever passed any examination for pilotage in the Bay of Fundy?—A. I do not think they did for pilotage, only to get a certificate and I do not know the questions asked or what they have to study, but these men are men who have had experience for a number of years before they could get time enough to ask for certificates.

To Captain Smith :

They make several voyages a year from St. John, all the way from seven to ten trips a year.

Q. And they have had their certificates?—A. Some of them have been for the last ten years sailing for me as masters, since they got their certificate. They have been successful in their navigation, because I never lost any ships.

Q. A man is gaining in experience every year?—A. I should think so.

Q. Do you know how long a man must serve before he obtains a master's certificate?—A. I do not know just exactly how much time he has got to have.

To Captain Douglass :

Q. Would you be more inclined if captains had to pass pilots' examination to employ a man possessing a pilot's certificate than a man without it?—A. It would be owing to the experience I had with that man and owing to circumstances. If two men came to me, both strangers and applied to me for a vessel, of course I would take the one that had gone through all the examinations required, but if the man had grown up with me and had been on board one of my vessels and worked his way up for five or ten years, some men will learn much quicker than others, then the experience I would have with that man would lead me to decide whether I should take him or somebody else. A man with the experience he would have from being in one of those coasters for a number of years, probably starting before the mast and getting to be mate and then captain, I believe that would be one of the best recommendations I could get.

Q. Presuming the question of examination and exemption to larger vessels than 124 tons should be entertained, do you see any objection to the masters of those larger vessels passing that examination?—A. By no means. I would make no objection to that. I consider they would all pass a successful examination as far as the bay is concerned, as far as they grew up into it.

To Captain Smith :

Q. You have a certain amount of confidence in the masters of the vessels you own and that run on the coast under 125 tons?—A. Yes.

Q. If you were to consider it was going to be successful and beneficial to you to build another vessel of a larger size, would you consider one of the captains in the smaller sized vessel, or any of them, would be eligible for the command of the larger sized vessel in and out of the bay?—A. I would, sir, by all means. I believe a man who is able to bring in a vessel of 125 tons is just as able to bring in a 300-ton vessel.

Q. Then so far as you feel you would select one of the men from one of your smaller vessels and put him in the larger vessel?—A. I would if he was able to take her and had a certificate over 100 tons.

To Captain Douglass :

As I said, I would have no objection to a man with a certificate, but I would exercise my own judgment from my knowledge of the man. I do not feel that the examination would make one of my captains a bit better, because I have confidence in them.

Q. You say if you built a larger vessel you would still have the confidence of putting one of these men in as captain?—A. I would by all means do that on account of the experience I had of that particular man.

To Mr. Skinner :

Q. In selecting your captains you not only select one that is capable to navigate your vessel, but one who has also a sufficient knowledge of pilotage to conduct the vessel in and out safely?—A. Yes.

Q. Have you kept your ownership in vessels below the 125 tons for the purpose of avoiding pilotage?—A. I cannot say that has entirely been my point and I might say this, that when I first commenced to own vessels I came in contact with that kind of men in small vessels. I had very little money and I have very little yet, and I was not able to go into larger vessels and follow the business up, and I thought it paid me better to follow up those smaller vessels. I do not feel that I could afford to pay any pilotage at all. I might say that under the present state of

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affairs my small vessels are not able to pay anything more than they are paying. They do not more than pay expenses, as they do now. We cannot afford to keep them insured for what they are worth, because they cannot make it, and if we had to pay pilotage at all we would be out a very great deal. I never paid any pilotage. One reason my vessels do not make more money is on account of the poor business.

Q. It would be as well to get out of it then as quick as you can?—A. Yes. I am not getting anything out of them under the present state of affairs, and if I had to pay pilotage I feel I would be in still a worse state.

ELISHA P. FULLERTON examined:

To Captain Smith:

Q. Are you in charge of any vessel going out of the port of St. John?—A. I sailed a vessel last season and she is laid up at present for the winter; her name was the "Union," 97 tons, and she was trading to the sound ports and Boston and Providence and New Bedford and Bridgeport.

Q. How long have you been in that trade?—A. I have been master of vessels out of the bay for six years.

Q. What do you call the sound ports?—A. Bridgeport, and in fact when we go across the shoals we call it New Bedford and Providence, when we go across Nantucket Shoals we call them the sound ports.

Q. Have you been outside Long Island?—A. Yes; I go around that way sometimes to New York when it is thick weather.

Q. Do you hold a certificate?—A. Yes.

Q. Competency or service?—A. Competency.

Q. Where did you pass the examination?—A. In St. John.

Q. How long had you been to sea before you obtained your certificate?—A. Nine years.

Q. Do you know what the regulation is with reference to the certificates of coasting vessels?—A. It has been so long since I passed that I cannot think altogether, but I think a man ought to have two or three years' servitude as mate before he can pass as master in a coasting trade and obtains a certificate. I believe it is three years, but I am not sure. You have got to show discharges to that effect, that you have served that much time as mate. He goes from the school up before the board of examiners. When the master thinks he is fit for examination he sends him up.

Q. After all that is done and he obtains a certificate, then that enables him to go on board a coasting vessel and take charge of her?—A. Yes, it does; that is his qualification or the evidence of it.

Q. Can you obtain a certificate in three years?—A. Yes.

Q. Is there any officer who has been with you who served only three years at sea, and obtained a certificate?—A. No, I am not aware of any.

Q. According to the law, if an officer passes an examination and obtains a certificate he is eligible to take command of a coasting vessel?—A. Yes.

Q. Do you know where that coasting extends to?—A. Yes, my certificate will allow me to go to South America and the West Indies.

To Captain Douglass:

Q. Around the Horn if necessary?—A. No, I do not know as it would. They would not allow me to go to England.

Q. Have you been down to the West India Islands?—A. Yes.

Q. Do you consider a man who has passed an examination and obtained a certificate of competency for coasting is capable of going to the West Indies?—A. Yes, I do.

Q. Do you consider that he is capable of taking his vessel out and bringing his vessel into the Bay of Fundy?—A. Yes, I certainly do.

Q. You have not been compelled to take a pilot into the vessel you have been in?—A. No.

Q. Have you ever taken a pilot?—A. No, not in the Bay of Fundy. I have had them come on board my vessel going down the bay, merely to get dinner or something like that and stay a little while and go off, and while on board I might ask them some questions and they might tell me about a mode of proceeding out of the bay, and I might take their advice. I was not compelled to take them.

Q. Do you consider yourself capable of going in a vessel of 300 tons up and down the bay?—A. Yes, I think I am thoroughly competent.

Q. Why?—A. Because I have sailed in and out of the bay going on seven years and I have never got a vessel ashore that I had charge of, and I have always made the port of St. John all right in thick fog.

Q. Do you think there is no more difference in the navigation of a small vessel than a large one?—A. A person could go nearer the shore in a small vessel with more safety, because in a small vessel a man might be able to go so far as to see the bottom and then get away again. If I was on a large vessel I would not think of such a thing as taking a pilot, with my experience as a coaster in the Bay of Fundy.

To Captain Douglass :

Q. Did any part of the examination you passed apply to the navigation of the Bay of Fundy, the piloting of it?—A. No, I was not asked any question as to the actual pilotage of the Bay of Fundy.

To Mr. Schofield :

Q. You had to produce certificates of discharge from captains for a certain length of service?—A. Yes, to show my time, two or three years as mate.

Q. Supposing you had been trading between here and Boston all that period of two or three years, and not further than Boston, would that be sufficient to enable you to get a certificate?—A. Yes, I think it would.

Q. And then you would undertake to go over the Nantucket Shoals as master?—A. Well, I do not know how to answer that question. My certificate enables me to go to the West Indies.

Q. Would you or not make such a voyage as master?—A. Well, there are some masters that have sailed small vessels as far as Boston and no further, and they got certificates and they have taken their vessels across the shoals by their own help. There are no pilots to be got there and then there are other masters who would not feel themselves competent to go across the shoals, and they would hire a mate with considerable experience across the shoals, and with the mate's aid they would navigate to New York all right and after a few voyages the master thinks he is qualified and dispenses with the services of the man or nurse and goes himself, but as far I am concerned I had considerable experience in that way before I got my certificate. There is a certain amount of danger in both places, but I consider I can navigate the shoals as well as the Bay of Fundy. I have left New York and never saw anything until I came into St. John. I never saw a pilot, for you cannot see a pilot in bad weather, and you have then to depend on yourself. With my experience it is proven no matter what port you enter if it is real bad weather and you want a pilot you cannot get one, and you have to depend on the mercy of the Lord and your own knowledge, but if it is fine weather and you can navigate yourself in, they will hover around you like a swarm of bees. That is confined to this port as well. I take all the ports and make no distinction whatever. It is aggravating to take them when you do not need them.

Q. You consider yourself as competent as any St. John pilot to navigate your vessel up and down the Bay of Fundy in thick weather?—A. I think I would be putting myself down pretty small if I would say I was not. A man generally thinks he is the smartest man around and that is the way with me. I think I am as

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smart as any. I have run a chance of losing my vessel with a pilot on board going out. He just came on board of me, I remember in West Quoddy when one of the pilots came on board, for we always take them on board and take their advice sometimes if we think it is logical. We came out of the harbour and got under way coming out and he advised me to run down a certain channel between rocks and said I would find the tide better and I allowed the pilot to influence me and we got amongst those ledges and the tide was running about as strong there as outside and the vessel stopped going ahead and I came near getting the vessel on the rock. If I had not had a pilot on board I would have sheered clear of these dangers. I found the pilot with all his local knowledge did not know as much as I did, but taking his advice I came near getting my vessel ashore.

Q. Do you take pilots going in and out of Boston?—A. No, I refuse them every time.

Q. How is it in regard to paying?—A. There is compulsory pilotage there, but they do not enforce the full charge. They make you pay one-half pilotage whether you take them or not, then if you take them in they charge full pilotage.

To Captain Smith:

Q. If you refuse a pilot you have to pay half pilotage?—A. Yes, pilotage inwards; half inwards clears you both ways.

Q. If you take him in, does that clear you going out as well?—A. I think so, although I never took a pilot into Boston, but I am quite aware it clears you.

To Mr. Schofield:

Q. Do you generally go the North Channel going out?—A. I generally go the North, but I have gone the South. In the summer season I would prefer the South. I have gone in and come out the South and went out and came in the North.

Q. Which do you think is the safer?—A. As a rule they take the North Channel, and I think, in thick weather, the South Channel is the safest. My opinion is, either going out or coming in, in thick weather, I would prefer to come in the South Channel. For instance, I sometimes make the mouth of the bay in night-time, thick weather and blowing hard; I feel sometimes a little timid to approach the North Channel, on account of it being so narrow, and, therefore, I shape my course for Brier Island, and by a good log I estimate how far I am off Brier Island and set my course for up the bay, as it is wider. That is why I have come in the South Channel, and never seen any land from the time I left Cape Cod.

To Mr. Skinner:

Q. Did you not get into trouble with the "Glen"?—A. I did. She was a schooner and was lost off Mount Desert; I was master of her.

Q. If you had never been in the bay before and was coming here as master and an entire stranger to the bay, would you then take a pilot?—A. I would, if I was master of a big vessel and not acquainted with the bay.

DANIEL J. PURDY examined:

To Captain Smith:

I am a shipowner of this port and am interested with other parties.

Q. How many vessels do you own?—A. Nine.

Q. What is the largest tonnage?—A. I am agent for some of 247 tons, I think, and from that down to small schooners of under 100 tons.

To Mr. Schofield:

Q. You are aware that vessels of 125 tons and over have to pay pilotage?—A. Yes.

Q. Do you approve of that system?—A. No, I do not.

Q. State your objections?—A. I think those captains that I have, and many others, are able to navigate their own vessels, and if they were not I would not be willing to allow them to sail a vessel. I know they do sometimes come in, in the thickest weather, without pilots, and I think there is no trouble but they can handle their own vessels, but I have always instructed them to take pilots, as long as they have to pay for them, and make them earn what they can.

Q. Supposing the system was not compulsory, how would you act?—A. Then I would not allow them to take pilots, because I think they are able to manage their own vessels and I do not think it would be necessary. The profits of vessels are very small now, and the pilotage is more than the owners get out of the vessels. I have had some vessels of deep draught and small tonnage pay a large amount of pilotage. I have had one a vessel of 135 tons, and to bring her in and out it cost \$38.50, in loaded and out loaded. If she comes in light it would not be quite so much.

Q. These captains that get certificates for coasting, do you consider them capable of navigating vessels without pilots in the bay?—A. I do.

Q. As an owner, in taking any of them into your employment, you would run that risk?—A. I would certainly.

Q. Have you had any accident with one of those captains that you say are qualified?—A. Well, not exactly an accident, but very nearly; no, no accident.

Q. As to insurance, have you had to pay anything extra for insuring vessels without pilots?—A. I am not in the habit of insuring. It would not affect the insurance at all. I would not have to pay any extra premium more than my neighbour who might have a pilot, although I do not insure at all.

Q. Do you think it would be an advantage to the shipping trade of this port if the size of vessels which were exempt from pilotage was increased from 125 tons up to 300 tons?—A. It would save something.

Q. Would it affect the building of vessels?—A. Yes; there have been vessels built here that have been spoilt on account of keeping them under the tonnage, that is, vessels with wide bottoms carrying about two-thirds of their cargo on deck and a small proportion in the hold, because it was flat, and it is only a matter of two years when those vessels are just about as good as spoilt. The heavy deck load destroys them. If the pilotage was decreased vessels would be built deeper.

Q. So far as the payment of pilotage is concerned, if it should be continued do you think it ought to be on the draught of water or the ton?—A. I think the freest way would be on the ton. A large vessel carrying a large load is better prepared to pay more pilotage than a small vessel.

Q. You are aware that certain steamers in connection with the coasting trade in the bay are exempt from payment of pilotage?—A. Yes; I understood they were.

Q. Do you think that right?—A. I do not; if there is to be compulsion I think they should all contribute to the burden. They are earning a great deal more money than the schooners and they come in free while the schooners have to pay. I think they should pay also. I make no distinction between steamers. If compulsory pilotage is paid I consider all vessels should pay. I would rather have an open system, because I consider if a man wants a pilot he has a right to pay for him and if he does not want him he should not. If there was an open system I think it would have a beneficial effect on the shipping and would be a benefit to the port.

Q. What do you think about the question as to whether there would be pilots in connection with the trade of the port here, providing it was not compulsory?—A. I think there would be enough pilots to do all the business required and that all vessels coming here could get pilots. My impression is, that there are too many pilots under the circumstances now, and I think if the compulsory system was not continued there would be quite enough to attend to the ships that required pilots.

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To Mr. Skinner :

Q. I understand that the coasting vessels in your opinion would not require pilots?—A. No. I do not know about the foreign trade. I know my captains do not require them. I have talked to several captains about foreign going commerce and they say no, they do not require them.

Q. Then you think pilots are not necessary for the protection of property?—A. They might be to some strangers, but I do not think they are really. I think that a man that could navigate his vessel in other places could do so in the Bay of Fundy, strangers might want them, I do not think they are very necessary, I know they are not necessary for the coasting trade.

Q. Those vessels that you are either owning or managing, are they mostly Canadian built or American built?—A. Part of them.

Q. About how many of the nine are American built?—A. Four, I think. They are managed here and I am agent for them, some are owned by persons here and some not.

Q. Speaking of that vessel of 135 tons, did you not seek to get her measured so as to bring her within the 125 tons?—A. I did, I could not get it worked out. She carried two hundred thousand of lumber and last year we carried as low as \$2, we sometimes got \$3. It is now \$2.50, that would be a fair average.

Q. What quantity of coal do you bring back?—A. About 270 tons, which varies from 60 cents to \$1; 75 cents would be a fair average.

Q. What would be the expense of a voyage in round figures?—A. I could hardly tell you that, sometimes there would be very little profit on a small vessel like that.

Q. What other port charges are there that you would like to get rid of?—A. It strikes me that the harbour dues are high.

Q. Anything else?—A. You pay so much a year and so much every trip the vessel arrives here, wharfage I think is pretty high, but if I owned my own wharf I might change my opinion.

Q. If commerce and trade were brisk the change would not be worth talking about?—A. It would be easier. For these last few years there is nothing in vessels.

Q. This vessel that got into difficulty, was she lost?—A. It was not in the Bay of Fundy, but outside the pilotage district, she was under tonnage anyway. It was eight or ten years ago.

Q. Was that within the pilotage district at that time?—A. I do not remember. I think it was Bass Harbour, the captain was not drowned.

Q. Where was the other one that got into trouble?—A. In West Quoddy and it came on a gale and she blew ashore there. One of them was the "Mabel Purdy" and she was lost. They were both under tonnage.

Q. The one that was blown ashore, could not that have been prevented?—A. No. She went in there to anchor and it came up a heavy south-east gale.

Q. Did she go in to anchor to get rid of the storm?—A. I do not think it. I think it was calm weather and it came up a south-east gale while she was laying there at anchor.

Q. Could not she have shipped her anchor under a proper person?—A. I would not know about that.

Q. Do you think a proper system of pilotage could be kept up without compulsion?—A. I do not think there would be the quantity at present, but quite enough to do all the business required, that would be my impression.

HENRY H. STEELE examined :

To Captain Smith :

I am a master mariner.

Q. What vessels have you commanded?—A. The barque "Scotts Bay," 993 tons, and the barque "British American," 1,050, in the Atlantic trade, to Great Britain and River Plate.

Q. What certificate do you hold?—A. No. 1725 of competency. I passed at Halifax, before Captain Smith.

Q. Have you made any voyages out of the Bay of Fundy previous to taking these last vessels?—A. Not as master.

Q. Have you had any experience in the bay as an officer?—A. No, not as an officer. I have been up and down once or twice, as a seaman. My principal voyages have been across the ocean. Coming into the Bay of Fundy I always look out for a pilot.

Q. Passing Seal Island in foggy weather, what would you do?—A. If I found I am getting closer than I like I would take soundings, whichever bank I thought. I find the soundings pretty correct. I generally make for the north shore.

Q. You find that the best?—A. Yes, I make it a land mark. If I had very fine weather coming around Seal Island I would not make for the Nova Scotia coast first, without I had very fine weather. Of course it would be owing to the wind. If I thought the wind was coming from the north-west I would go up there to get fine weather. Three times I have come into the South Channel as master.

Q. Where have you picked up your pilot?—A. I have only come into the bay three times as master and two of them I went up the West Bay and this is my first time here.

Q. Where did you pick your pilot up?—A. I did not get any pilot until I got away up the bay. I saw St. John pilots both times, first outside of Gannet Rock. The first time I went down West Bay I had a coast pilot with me, who came from Boston and the second time I had no pilot until I got up to Cape Split and there is a local pilot up there and it is compulsory pilotage. They come down as far as Isle of Holt.

Q. Where did you get your pilot this time?—A. Inside of Grand Manan a little ways.

Q. Then did you come up the North Channel?—A. I stood over pretty well towards Point Lepreaux, the wind was south-west.

Q. Which channel did you come up?—A. The South Channel and I passed Brier Island, the wind was northerly and I got in by Gannet Rock and it died out and I lay there all day. I saw a pilot just inside of Grand Manan, about half way between the Old Proprietor and Point Lepreaux.

Q. You did not take a pilot when you went up to West Bay?—A. No, I had a coast pilot with me, a man well acquainted with the bay, that I shipped as mate.

Q. If you were coming in here in the ordinary way would you take a pilot, coming up there?—A. No, I would not.

Q. Are you capable of bringing the vessel in here yourself?—A. I consider myself as capable as any other foreign master who has had little experience in the bay, but still at any time if I was coming to St. John I would take a pilot wherever I could get him. If I passed the outside limit I would take one on the other limit. I feel I would want a pilot coming into St. John, especially in the harbour and I would also take one coming into the bay coming up bound to St. John.

To Mr. Schofield:

Q. You went once from Boston with a coast pilot on board, to West Bay?—A. I had a man well acquainted with the bay.

Q. Another time you came from Rio to West Bay?—A. Yes, on that occasion I had no pilot on board and I got up to the head of the bay without one, the weather was clear on that occasion all the way up.

Q. How was the wind?—A. Very little wind. I just forget, the wind was mostly fair. I was only about twelve or eighteen hours from Grand Manan up. It was blowing in the bay, it was June. Previous to that I stayed off from George's Banks with the wind south-west in thick fog and I stayed off shore two nights, the weather had cleared up then and it was fine weather, part of the time it was calm. I was becalmed when I struck soundings on the Georges and the wind was

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south-west and thick fog and it cleared up and I came in the bay and I had it clear all the way up.

Q. Previous to your getting the pilot this last time how was the weather?—A. Fine. I did not see a pilot until above Grand Manan, that was on the 5th November. He told me when he came on board he was down off Steep Passage.

Q. You did not encounter any pilot off Grand Manan at all?—A. No, both times I was going to West Bay, I saw them, but none this time until I got inside of Grand Manan. If I came into the bay bound to St. John or up the bay in thick weather before I got in too far I would haul off shore until the weather cleared. I would not attempt to enter the bay in thick weather not knowing my position. I might if I knew exactly where I was.

Q. Supposing you saw Seal Island, and after that it came in thick, would you come along?—A. I do not think I would.

Q. You would not have confidence in yourself to navigate the ship?—A. I would, but I do not consider it good navigation to run into danger when you do not know whether you would get clear of it or not.

Q. Some captains have said they did it?—A. My opinion is I would not do it.

Q. You would be afraid?—A. I would not call it fear, I would call it caution. I would wait there until the weather cleared up.

To Mr. Skinner :

If I had to do it I would make the best I could of it, but in coming into the entrance of the bay in thick weather and having it thick previous to that I would not undertake to come into the bay without good observation.

To Mr. Schofield :

There is a great difference in sighting Seal Island with a fair wind and then having to knock about four or five days before you get the entrance to Grand Manan; you would be liable to lose your position.

Q. Supposing if you did not lose any particular time when you got to the mouth of the bay, would you come along?—A. I thought Seal Island was the mouth of the bay.

Q. If you had an observation off Seal Island would you then venture into the bay when it is foggy?—A. I would be guided by circumstances.

Q. Would you come along with thick fog?—A. I would not in a position like that, because I never have known the wind to clear off at Seal Island and then for it to be foggy up the bay further; it is generally the other way. I am speaking of my own experience. If it is foggy in the bay it is foggy outside around Seal Island. I do not want to be misunderstood. You could pass Seal Island and get fog any part of the bay, that is possible. If I got up so far beyond Grand Manan that I could not haul out I would have to come up, but I would come along then.

Q. Supposing you did not get as far as that?—A. Then I would be guided by circumstances. I consider myself as competent to navigate the bay as anybody in the foreign trade with my experience, but I also feel that I require some local knowledge of the place. I have always taken a pilot coming into Parrsboro. If I was bound to St. John I would take a pilot wherever I could get him and as soon as I could get him.

Q. You do not consider it safe for a captain like yourself to attempt to navigate the bay in foggy weather?—A. I consider I want all the local knowledge I can get.

Q. Do you think it is safe for a captain with experience like yourself to attempt to navigate the Bay of Fundy in foggy weather without a pilot, or that it is not safe and prudent?—A. I consider it safe, yes. It is safe to navigate if you cannot get a pilot.

Q. Not talking about whether you can get a pilot or not?—A. I do not know about that, what my opinion would be. I would be guided by a great many circumstances.

To Captain Smith :

Q. Would you consider that you, with your general knowledge, are able to navigate the Bay of Fundy under ordinary circumstances with your charts?—A. Yes, I do.

Q. In a thick dense fog what additional help would the pilot be to you?—A. He would have more local knowledge of the place. If we could see a point of land or hear something on the shore he would know it sooner than I would. There are a great many of these coasting captains that run up to the south shore and they know the place by the route. It is a pretty difficult thing to pick up a point of land in the fog, I would be near the pilot.

Q. Would you go down below and leave it all to the pilot?—A. Very seldom. A prudent captain would not do so.

Q. Then you consider it would be useful to have some advice and assistance when you are approaching a point of land?—A. Yes.

Q. Would you know when you were approaching that point of land?—A. Probably as soon as he would if I heard any noise.

Q. If you were tacking about would you know how far you were from a point of land by certain soundings?—A. Yes.

Q. And if you came to a point of land then you would necessarily know that it ought to be the point you were sailing towards?—A. Yes, but the currents and tides are sometimes stronger than others in the bay.

Q. Have you met with any extraordinary tides?—A. I have never noticed particularly.

Q. In strong tides you would like to have a pilot on board who would understand them?—A. Yes.

To Mr. Skinner :

Q. In coming in either in thick weather, or if thick weather caught you, you would feel very much safer if you had a pilot with the local knowledge to apply?—A. Certainly, whenever I could get a pilot I would take one bound to St. John.

Q. Is the Bay of Fundy a dangerous place to navigate, considering the fogs?—A. I would think it would be. I have come in both times without any accident, but I would consider it as dangerous as most any place I know of. I was at Sharpness last September with this present ship. It is non-compulsory as far as the law goes, but in other ways it is compulsory because the tug boats will not tow you to Sharpness without a pilot and you cannot get there without being towed.

To Captain Smith :

And the pilot takes from three to four men with him. A vessel over 800 tons has two tug boats.

To Captain Douglass :

Q. Supposing you were master of a vessel of 300 tons, with the charts and experience you possess do you think you would be able to navigate your ship up to St. John?—A. I would feel more uneasy navigating a ship of 1,000 tons than a ship of 350 tons.

Q. Then in the 350-ton vessel would it be absolutely necessary for you to take a pilot?—A. I do not know for certain about that in a smaller vessel. I do not think there is so much risk.

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FREDERICKS WHITTAKER examined :

To Captain Smith :

Q. Are you connected with any insurance company here?—A. Yes. I am the agent of the North Queensland Insurance Company of Australia, and I am manager of a local company called the Universal Marine Insurance Company, also of the British and Foreign and also the Reliance, the last two of Liverpool. The British and Foreign head office is in London and Liverpool and the Reliance is purely a Liverpool company. This paper is our Hull and Freight Policy, a copy of it.

To Mr. Schofield :

Q. In regard to the question of insurance, does the question of pilotage enter into the consideration of the premium or taking the risk?—A. No, it does not.

Q. If an owner of a vessel comes to you to insure, you do not consider such a question at all—you would not impose any conditions as to pilotage?—A. No, not to pilotage. No conditions are in our policies.

Q. If two owners came to you and one was in the habit of taking pilots and the other not, would that make any difference?—A. It would depend on the trade. If I knew the vessel was going in a certain trade and I knew they were to approach certain points of danger and one captain took a pilot and the other did not, I would make a difference.

Q. Taking the Bay of Fundy with one taking a pilot and the other not?—A. The question never came up here, because it is compulsory to take pilots and where vessels are under 125 tons we know the captains.

Q. Have you ever charged a different rate to any owners here of vessels, because you thought they were not going to take a pilot?—A. We have not heretofore.

Q. Is there anything in your policy in regard to that?—A. No.

Q. I see here that certain ports are prohibited during certain seasons of the year—is the Bay of Fundy included in that?—A. No.

Q. Then your companies do not consider the Bay of Fundy a dangerous place enough to make it necessary to prohibit vessels that they insure from using the Bay of Fundy at any time of the year?—A. No.

To Captain Douglass :

Q. Supposing under any circumstances compulsory pilotage here was abolished would you make any difference then in your policies?—A. My opinion is that I should like to know when insuring vessels—by the year without compulsory pilotage, vessels in the habit of coasting to this port, I should like to know the name of the captain, before insuring the vessel and having some record of them.

To Mr. Skinner :

Q. That would be for the purpose of knowing whether he had the local knowledge of a pilot?—A. Yes.

To Captain Douglass :

Q. Supposing a system was introduced of granting exemption certificates requiring masters to pass an examination before competent examiners for pilots, how would that do?—A. That would answer the purpose, I should think.

To Mr. Schofield :

Q. Are you in the habit of insuring any interest in vessels which are managed by William Thompson & Co.?—A. Yes.

Q. Mr. John Thompson said that they gave strict orders to their captains never to take pilots?—A. Yes; Mr. Thompson claimed they did not insure themselves.

Q. Notwithstanding that you have been in the habit of charging the other owners in those vessels an extra premium on account of that?—A. No; I never was aware that Mr. Thompson gave the captains that instruction.

To Captain Douglass :

Q. Knowing it now, would you make any difference?—A. I do not know about that. I know William Thompson & Co. are very careful men and they want to run their vessels as comfortably as possible, and they do not want to lose them.

Q. Would you have confidence in their selection of masters for that purpose?—A. I think I would.

To Mr. Schofield :

Q. That would apply to any other owners whom you had equal confidence in?—A. Yes, I suppose it would to first-class men that I know of.

To Mr. Skinner :

Q. When you say you would have this confidence in their selection of masters, you mean that they would have local or pilot knowledge?—A. Yes.

Q. Then I take it as a fair summing up of your opinion that either directly or indirectly the pilotage question does enter into your consideration in insurance cases, so far as the Bay of Fundy is concerned?—A. Yes.

NEIL McKELLAR examined :

To Captain Smith :

Q. Are you at present in charge of any vessel in port?—A. Not at present.

Q. What is the name of the last vessel you had charge of?—A. The schooner "Vamoose," 348 tons.

Q. Is she laid up?—A. No.

Q. Where is she running?—A. In the Brazilian trade, southern ports.

Q. What trade have you been in?—A. In the North Atlantic trade and South American trade.

Q. What kind of a certificate have you?—A. Competency.

Q. Pass in this country or England?—A. In this country.

To Mr. Skinner :

Q. Up to what time have you been employed?—A. Ten months ago, last summer I was employed a while in a steam yacht.

Q. Have you had much experience of the Bay of Fundy?—A. I have been coming in and out of it as master for 19 years.

Q. What would you have to say of it with reference to the question of pilotage?—A. I think it is one of the most dangerous pieces of navigation in the world, in thick weather.

Q. Then I presume from what you say that if you could get a pilot you would like to have one?—A. I have always taken a pilot.

To Mr. Schofield :

Q. Does the "Vamoose" belong to this port?—A. Yes.

Q. Is she wrecked?—A. No.

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Q. Where did you leave her?—A. In New York.

Q. Have you been in the Bay of Fundy in thick weather in any vessel without a pilot?—A. Yes.

Q. Did you get along all right?—A. I never came to Partridge Island without catching a pilot.

Q. How far up the bay have you come without a pilot?—A. As far as Cape Spencer first time, that is just above the harbour.

Q. In thick weather I am asking?—A. In thick weather I never came any further than Brier Island or Little River.

Q. You always had a pilot when you came in past that?—A. Yes.

Q. Would you consider yourself capable of navigating the Bay of Fundy in thick weather without a pilot?—A. Not as an expert.

Q. With your present knowledge and acquaintance with the Bay of Fundy do you consider yourself competent to navigate the bay in thick weather without a pilot?—A. I consider myself the same as any ordinary shipmaster. I can come better with a pilot. I might get here all right without one and I might not. If I could not get a pilot I would do the best I could to get here and take every precaution and take soundings, as any prudent captain would in foggy weather.

Q. There is a reasonable probability that you might come on all right?—A. No, there is no such thing as running courses in this bay in thick weather.

To Captain Douglass :

Q. But you could run courses if you took the lead?—A. Yes, I found when I took the lead I ran a certain distance and then I found the soundings did not give me the same course.

Q. Do you mean to say that the Admiralty chart is not correct?—A. I mean to say that the Admiralty chart is correct, but the currents are so that you cannot make the course right, but the soundings with the chart would be a check.

To Mr. Skinner :

Q. So far as your experience has gone with St. John pilots, what have you to say about them?—A. There is inferiority in all professions, but any pilots I had with me were some of the best in the world, and gave me every satisfaction.

T. BARCLAY ROBINSON examined :

To Captain Smith :

Q. What position do you hold in St. John?—A. General insurance agent, fire and marine.

Q. Have you had much to do with insuring St. John vessels?—A. Yes, in this port, a great deal in former years.

Q. Has that fallen off lately?—A. Very much, ships have fallen off.

Q. Are there any causes for its falling off?—A. Shipping does not pay, I expect.

Q. Vessels are not insured now as much as formerly?—A. No, they are losing all the time, and there are no new vessels building.

Q. Have you one of your insurance policies with you?—A. No, I have not.

[Paper]—This is pretty much the same as my form. Sometimes the companies have different conditions.

To Captain Douglass :

Q. In insuring a ship do you take the question into consideration as to whether or not the ship is to take a pilot?—A. No, it does not enter into the consideration in any way in the policy, that I am aware of.

Q. Supposing two ships were bound on a round voyage to Great Britain or any other place and returning to the Bay of Fundy, and you knew from your knowledge that one ship would take a pilot and the other ship would not, would the premium be exacted the same in both cases?—A. I do not know how that would be, for pilotage has been compulsory in this port. They are obliged to take them, and the supposition is that they always take them. If it was known that one ship had a pilot and the other had not, I think there would be a difference, but rates are based on the fact that pilotage is compulsory and therefore all ships take them.

Q. If compulsory pilotage were abolished, would you then make any difference in the premium as to the ship that engaged a pilot or the ship that did not?—A. If I had anything to say in the matter I certainly would, but those matters are regulated at the head office, personally I think there should be a difference.

To Mr. Schofield :

Q. The vessels which are insured in St. John, as far as your experience goes, are they not generally insured under yearly policies?—A. Yes, generally speaking, the great bulk of the business.

Q. Those yearly policies allow vessels to go pretty much all over the world?—A. Yes, with a rebate.

Q. With those exceptions they are allowed to go all over the world?—A. Yes, practically, except the exempted ports. I do not know what ports are exempt from pilotage and what are not.

Q. Would you take the risk of that in issuing a sea policy?—A. The head offices of the companies fix the general rates, and they probably take all these points into consideration and fix the rates accordingly, we have different rates.

Q. Then the companies simply take the chance as to whether these ports are compulsory ports or not?—A. I suppose they would have to do so.

Q. There is no stipulation prohibiting the vessels from using ports where the pilotage is open?—A. Not that I am aware of.

Q. Vessels may go to any port or ports, where there is no compulsory pilotage without paying any extra premium?—A. Yes, if those ports exist and they could go to them.

Q. We have in evidence that there are a large number of ports in the United Kingdom at which the pilotage is non-compulsory?—A. I presume they could go to those ports without paying extra premiums or violating the terms of their policies.

Q. Is the Bay of Fundy ever included among such a list of ports as that?—A. I think I have seen it in some policies, but it is quite a number of years ago; it is not at present. I think I have seen it formerly, but I am not certain about it.

Q. How long ago is it since you think you did see that?—A. Twenty years, probably.

To Captain Smith :

Q. Would any reason occur to your mind why there should be a change in the policies in that respect?—A. I think the vast improvements in the light service and the efficiency of the pilotage service and all other changes which have been made for the benefit of navigation might be a reason.

To Mr. Schofield :

Q. Perhaps the record of the Bay of Fundy, being so good as regards so few wrecks, might be the reason?—Possibly it might. In old times it had a bad name, think.

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Q. You consider the change has been made on account of the improved condition of the pilotage, lights, etc.?—A. Yes.

Q. For many years past, the using of the Bay of Fundy has not been prohibited in policies, nor has there been any extra charge for it?—A. No.

To Mr. Skinner :

Q. So far as your opinion goes, I understand that, if there was no pilot service for the Bay of Fundy, you would consider that the rates of insurance would be higher than at present?—A. That would be my opinion undoubtedly.

Q. If there was no pilot system, then, in your opinion, the rates would be higher?—A. Yes.

Q. Then, as between a compulsory and non-compulsory system, the amount would be made up as the exigencies would lead you to think?—A. Yes.

Q. But, upon the whole, as between a compulsory and non-compulsory system, what would be your opinion with regard to insurance?—A. The compulsory system would be the most advantageous.

Q. And tend to lower premiums?—A. Tend to not increasing them, at any rate.

Q. Whilst pilotage is not discussed in making insurance, do you not make it from the standpoint that it is compulsory?—A. All these matters have been going on in this way for years and all the conditions and rates and everything are based on the present condition of things.

To Captain Douglass :

Q. You are aware that all vessels under 125 tons now are exempt from pilotage?—A. I am aware of that.

Q. Taking a middle course and exempting all vessels from compulsory pilotage, provided the masters passed an examination before competent examiners, do you think that would affect the insurance?—A. I do not know exactly how they would view it, but my opinion would be that vessels over the sizes which are now exempt ought to be made to take pilots. I consider all vessels over 124 tons should be obliged to take pilots.

To Mr. Skinner :

Q. Take a line like the Furness Line running in and out under the charge of a competent pilot and going all the way to Halifax and back and you had to underwrite upon cargo, would the rate be less in your opinion, you knowing she has this competent pilot or if she was going without a pilot?—A. As a matter of fact that is just a case in point where we did make a special rate for the Furness Line on the very ground that she always carried the same pilot and a competent pilot and he going back and forth on those vessels we felt she was a better risk than just taking pilots as they came ordinarily.

To Mr. Schofield :

Q. I want to know why you think particularly at this port a difference would result in regard to the premium when such difference does not appear to occur in connection with other parts of the world?—A. I could not answer that question exactly unless I had before me a list of the ports that are exempt. London and Liverpool and Glasgow are compulsory and most of our big ships go there, they do not go to those little out of the way ports. There may be something peculiar about Cardiff, there is a great peculiarity about the Bay of Fundy.

Q. You say a different result would take place if a change from compulsory pilotage to non-compulsory pilotage was made, in the insurance?—A. Whatever led up to the abolition of compulsory pilotage in these places I know nothing about and I never took compulsory pilotage into consideration in my policies of insurance and the question has never come up.

JAMES B. SUTHERLAND examined :

To Captain Smith :

I am mate of the Government ship "Lansdowne."

Q. How long have you been in the Government service?—A. About two years and three months.

Q. What certificate do you hold?—A. Canadian competency for master.

Q. Have you ever been commander of a vessel?—A. Yes.

Q. What are the names?—A. The "Glengary," 779 tons and the "Maggie Elliot" of Halifax.

Q. What trade have you been in?—A. Around the Horn and on the Atlantic and my first four or five years going to sea was on the North Atlantic.

Q. Have you ever been in an iron vessel?—A. No. I was in the "Stanley" one year running across between Pictou and Prince Edward Island.

Q. What has your experience been in the Bay of Fundy?—A. It is very limited. The only experience I have had is since the time I have been on the "Lansdowne."

Q. Have you gone where the lighthouses are?—A. Yes, I have been supplying the lighthouses and in the bay service. This summer we were up at Labrador on the tidal survey.

Q. You do not often perform this lighthouse work at night?—A. Oh, no; it is mostly done in the day time.

Q. Have you been to all the harbours around about the coast?—A. No; many of them were supplied before we got back, but those that were not supplied we visited. I have visited a number of harbours here.

Q. In those small harbours does the captain take a pilot?—A. No.

Q. Have you ever been on the coast or away outside of land in foggy weather?—A. Yes, with the "Lansdowne" here in the bay, in shaping my course from Brier Island to St. John.

Q. Do you know the deviation of the compass on board the "Lansdowne"?—A. The ship was swung last year and we have the card in the pilot house. It was swung by Mr. Stammers; we use the tables every chance we can get and we take opportunities to test the accuracy of the card whenever we can. We have Hezenit and it is not a liquid compass. It is on the same principle as the William Thompson. We navigate by the Hezenit and steer by a Richard liquid compass, a Boston compass.

Q. Is there much difference in the deviation of the two compasses?—A. Quite a difference; they were both adjusted when the ship was swung, but after that we put a new steering gear in.

Q. Then when you were steering from one point to another you know your course pretty well?—A. We just send a man aft to let me know when the ship is on such a course, and then we verify that.

Q. You have been out of sight of land coming up and have steered for a certain course and have you found out you have come to the point you were steering for?—A. In mostly every instance, but in three instances we did not.

Q. What did you attribute that to?—A. The irregularity of the Bay of Fundy currents.

Q. You found your way up several times, but once or twice you found you did not make the point?—A. Exactly.

Q. What did you attribute that to?—A. Irregularity of the currents; I mean the tides running stronger at one time than the other, and I was not able to calculate that; it did not agree with the current given on the chart and in all the books. In conversation with the master of the vessel he told me that that was his experience, and I think he has been in this bay all his life.

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Q. In that ship do you take a pilot?—A. So far as I can learn, I do not think we are allowed to take one. We navigate the ship ourselves.

Q. If the captain was allowed to take a pilot do you think he would take one?—A. Yes, I think he would. I have often heard him express himself so, especially on one or two occasions when we were coming up in thick fog.

Q. What is your own opinion?—A. I do not know anything at all about the pilotage system. The only thing I can say about the Bay of Fundy, as far as I have seen, and I have tried to learn all I could in connection with it, that it is rather a difficult piece of water to navigate, more especially when the whole thing is surrounded in fog.

To Mr. Skinner :

Q. There is a good deal of fog in the Bay of Fundy?—A. I think I could safely say that during the time we were supplying lighthouses last summer, we were three days out of every seven enveloped in fog, we could not leave our anchor down in Elwood Passage.

Q. From your experience generally as a master mariner what do you say is your opinion as to it being necessary to have a corps of pilots of the Bay of Fundy and the port of St. John?—A. I should say certainly it was very necessary to have an efficient staff of pilots. I have been master of vessels for 20 odd years myself and in every instance where I could get a pilot, compulsory or not I took him, not because I had not any confidence in myself but that I wanted the assistance of another, more especially a local man who had knowledge of the place, but I have gone into ports without them where I could not get them.

Q. You feel it was increasing the risk without having a person with a perfect local knowledge?—A. Yes, I have been sometimes a week at the entrance of a port and could not get in, while it was impossible for a master to be on the ship all the time; in a case of that kind a pilot is a very great help.

Q. From what you have said of the Bay of Fundy and comparing it with other places what would you say as to whether pilotage ought to be compulsory or optional?—A. As far as making it compulsory I do not understand just exactly the condition of the pilots at the present time and have no knowledge on the subject, but I will say this much that I do not think in my 20 years' experience in as far as I know there is no other portion of the water of the civilized world that requires a pilot system more than this Bay of Fundy.

SAMUEL SCHOFIELD:—I wish to make a statement in connection with the question of insurance. Our firm are agents at this port for the Manheim Insurance Company, of Manheim, in Germany, a large insurance company, with a capital of \$2,000,000. We are in the habit of insuring cargoes in various directions. We have insured shipments by steamers between here and Halifax of the Furness Line, when they carried pilots from here to Halifax and by the West India Line of steamers which did not carry pilots. We have never made any difference in the rate of premiums between the two lines and we should not do so to-day. We have never received any instructions from the general manager of the company to make any difference in regard to the question of pilotage either between here and Halifax or any other port, that is to say we have never received any instructions to charge more when the shipments were going to a port where pilotage was optional, than where it was compulsory, no instructions on that point at all. In fixing the premium for a voyage we were regulated entirely by the length of the voyage and the nature of the voyage, the ports which the vessels are going to and the question of pilotage, whether it is compulsory or not, where the vessels are going to has never in a single instance entered into our minds, or been considered in any way in taking the risk, or fixing the rate of premium. We have also effected insurance with companies

represented by Messrs. Whittaker & Co., by the West India Line of steamers going from here to Halifax at the same rate of premium that we charge by both lines, that is on shipments made by that line before we were agent for this company. The question of pilotage never was discussed between us on those occasions, we have done a great deal of marine insurance with Whittaker & Co. in those companies they represented, and the question of pilotage never came up in connection with any risk which they gave us. Neither has it ever come up in connection with our experience in insuring vessel property or freights at any time in this port with any insurance agent, and we have effected insurance both on hulls, cargoes and freights, with every insurance office in the city. Speaking as an agent of this large insurance company I have no hesitation in saying we shall not to-morrow make the slightest difference between here and any port a vessel was going to from here, as to whether she was taking a pilot out or not. We shall say if the captain of that vessel considered himself competent to navigate the Bay of Fundy that he would endeavour to do so, that if he did not feel himself competent to do so he would get some one to assist him as a matter of course, that is the view as to insurance agents I should think. I shall simply take the risk, leaving the captain to navigate his vessel without being compelled to take pilots as far as the insurance policy is concerned.

To Mr. Skinner :

Q. Supposing vessels were trading between Europe and this place and going in and out of the Bay of Fundy and there was no pilotage system at all, do I understand you that you would not charge any more insurance than if there were?—A. No, I should not. I should calculate if they had required any assistance they would get it in some way or other.

Q. Supposing there was not any such thing as pilots at all?—A. Do you mean there was not a pilot to be had, either with or without assisting?

Q. Yes?—A. If a vessel was going to the port I should, as I say, take the risk of the captain exercising his own judgment.

Q. I am speaking of the Bay of Fundy, if the ships were going and coming, and there was no such thing as pilots?—A. I should not make any difference in the rate.

Q. Then, so far as property is concerned, you would not consider the pilots are of any advantage?—A. I do not say that, I would say that I expected the captain was able to navigate the vessel himself, and, if he was not able, he would get somebody else to help him.

To Captain Douglass :

Q. Supposing a vessel was insured at any port where pilotage is absolutely compulsory, as it is in some of the English ports and where there is a penalty enforced if the pilot is not taken, in the event of a ship being insured in your company being wrecked, and it was proved that it was the custom of the port that she should have taken a pilot and that the ship broke the law, in that case would you consider the policy vitiated, and would you resist the claim for insurance?—A. I can hardly answer that question ; it is a question of law, and I am not a lawyer. I do not see myself, as an agent, if there is nothing in the contract of insurance ; if there is no stipulation in the policy to the effect that pilots should be taken under any circumstances, there is no violation of the terms of the contract if he does not, therefore, I suppose the company would not be liable.

Q. But in commercial transactions people are supposed to be reasonably bound by the customs existing at the different countries to which the vessel may be trading?—A. When it comes to the question of written contract you are bound by the written contract and nothing else, so I have been told by the lawyers ; custom does not interfere with the written document.

To Captain Smith :

Q. Have you ever known of a case in the Bay of Fundy where the pilot has offered and been refused and the ship has been stranded or injured in any way?—A. I cannot call it to mind.

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Q. Was there any insurance on the "Curler"?—A. I do not know; I think unless there was some clause in the policy, English policies more particularly say with or without pilots. I do not think it is in this policy, but the Lloyds' policy says with or without pilots, that is perfectly clear, but I think in the case of a policy where there is no reference to the pilots at all, I think the company takes the risk, and whether the captain takes a pilot or not, the company would be liable, for they assume that risk like all others, and I have never known where it has not been so.

To Mr. Skinner :

Q. As a matter of fact it is known to the whole insurance world that substantially in all ports there is some form of pilotage?—A. I do not think that is the case.

Q. Could you name a substantial port of Great Britain where there are not pilots?—A. I could not off hand, but I can tell you this, that I have looked through this book and it is a common thing to see no reference to it at all, these are the only sources we have of information.

Q. It astonishes me for you to throw doubt on the fact that in all the principal ports of the world there are no pilots.—A. I think that is correct, that in all the principal ports there are pilots, but there are a great many ports where there is no record of it, but still pilots may be there. They have superior and inferior pilots in many cases. Quaco is a port, I do not know of any standard system of pilotage at Quaco. I think if a vessel went off the harbour there some person would come off if wanted, although there is no regular system. He would charge for it no doubt.

Q. In taking her out of the harbour?—A. Yes, he would be a local pilot

Q. You heard Mr. Robinson say he had made a special rate in insurance between here and Halifax on board your steamers on account of them having a pilot?—A. I heard that.

Q. Was that done on your application?—A. No, I do not know what he refers to or anything about it. It must have been for somebody else, I am sorry I did not ask him about it.

Q. How long have you been agent for this company?—A. A couple of years.

PETER McINTYRE examined :

To Captain Douglass :

Q. Do you command a ship now?—A. No, I have been ashore four years, and before that was in small vessels.

Q. What was the last?—A. One hundred and thirty-four tons.

Q. How many years' experience had you?—A. Fifteen or 16 in the Bay of Fundy.

Q. Do you hold a certificate?—A. Yes, of service.

Q. When did you get it?—A. About 12 years ago.

To Mr. Schofield :

Q. In your experience as master in what trade were you in?—A. Coasting between here and New York and down eastward, occasionally to St. John.

Q. Carrying cargoes of lumber?—A. Yes.

Q. Coming back loaded and light sometimes?—A. Yes, the vessels I was master of were all under 125 tons and not liable to pilotage. I have been in the habit of navigating them myself without pilots. I never had any accident with them.

Q. You have been in the bay in all kinds of weather, thick and clear?—A. Yes.

Q. Did you ever find any difficulty in navigating the bay?—A. We always managed to get along safely and never took pilots.

Q. In coming in and going out of the bay have you frequently seen the pilots in their pilot boats?—A. I can hardly say positively; we might have seen them; I

have often seen them in clear weather, because I had a better chance. I can hardly say positively whether I saw them in thick weather or not.

Q. Before you went as master what experience had you in the trade?—A. Not very much; I have been coasting some; I commenced in 1870; I became master in 1876.

Q. When you began in 1876 as captain, did you take charge and navigate the vessel yourself entirely?—A. No; I had a man with me.

Q. How long did you have that man?—A. Only one summer; then I took charge myself.

Q. You felt then that you were competent to attend to the navigation yourself?—A. I own my own vessels and was as careful as I could. I would not have done so unless I thought myself competent.

Q. Did you have any insurance on your vessel?—A. Only one year, and that was the third or fourth year after I was master; that was all I had on that vessel. I built a new schooner after that again, and I had some insurance on her for the last eight or nine years.

Q. Do you know whether you paid any more premium of insurance on the vessel than other owners who were taking pilots?—A. Not that I am aware of; I think it would be the same.

Q. Was there any discussion between you and the insurance agent about taking pilots?—A. No; he never asked me whether my practice was to take a pilot or not. He did not talk about that at all.

Q. What do you think about the navigation of the Bay of Fundy from your experience in it, and as to the necessity of pilots?—A. I can hardly express myself; as for myself I do not feel any need of them; as to strangers I hardly can say.

Q. You think it possible a stranger might require a pilot?—A. I think possibly he might.

Q. Do you think a competent man with experience elsewhere, but who was not experienced in the bay, could navigate the bay safely?—A. I think he could with a moderate degree of safety.

Q. You think he might come into the bay without the assistance of a pilot and go out in thick weather?—A. Yes.

Q. You do not think it necessary for such a man to take a pilot?—A. No; I do not. I have given up going to sea.

Q. Are you interested in any vessels larger than this one?—A. Yes; 200 tons. She would be liable to pilotage.

Q. Do you find the insurance on her any less on account of the pilotage?—A. I do not know that it is on that account; it was less than on the others; she was a new vessel. It was on account of her being a three-master; that, I was told, was the reason of the difference.

To Captain Smith :

Q. As a general rule, are all those coasting vessels insured, as far as you know?—A. I think the most of them carry some insurance, so far as my knowledge goes.

Q. The cargoes you do not know about?—A. No.

Q. Have you been up the bay?—A. No, I have not much.

Q. In navigating the bay, do you go the South Channel as well as the North Channel?—A. Yes, I think there is more room in the South Channel to get out in thick weather. I would depend on the wind. I generally use the North Channel. I come in and out of the harbour without pilots, and always find myself competent to do it.

To Captain Douglass :

Q. Do you find the American Rock much in your way?—A. No.

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To Mr. Skinner :

Q. You became master of your own schooner after you had a year's experience?
—A. Yes; I took a man with me.

Q. That is what you call a nurse?—A. You can call him whatever you please.

Q. How long did you keep him?—A. Only one summer, and after that I felt I could go alone.

Q. Why did you want the assistant?—A. I do not know just why, but because I wanted some help at that time, probably.

Q. Was it not because he had local knowledge as a pilot?—A. Because he had local knowledge.

Q. Even after a year's experience, you did not think you had enough knowledge to go out of the bay?—A. I did not take him on account of coming out of the bay altogether; I took him for the whole coasting.

Q. You are coasting when you go out of the bay?—A. Yes.

Q. If I understand you right, if you were a stranger even with what we call nautical knowledge as a scientific navigator you would prefer to have a pilot coming for the first time?—A. Yes.

Q. Then doing without a pilot depends upon having local knowledge to do the piloting yourself?—A. To some extent.

Q. Is it not in every extent?—A. I think a man with the knowledge and experience of a chart could get along without it.

Q. Take a man with chart knowledge, and all that, in fog it is a pretty difficult business?—A. It is a little difficult.

Q. If you did not have to pay for a pilot, you would like to have one?—A. How do you mean?

Q. Supposing you were running a vessel not your own, and you hired as captain and you could get a pilot for nothing would you like to have him?—A. No.

Q. Then you do not think a pilot is necessary at all?—A. No, not to those captains coasting here.

Q. Then the reason of that is, because you think that the coasters have knowledge enough of their own?—A. Yes, that is one point and another point is the burden of paying him, one reason I would not want him would be because I could not afford to pay him in the small vessels.

Mr. SCHOFIELD offers paper, the object of which is to show that the pilots were in the habit of taking less fees than they were entitled to and therefore admitting that the charges were too high.

Mr. SKINNER—I do not see the point of it.

BARTHOLOMEW RODGERS examined :

To Captain Smith :

Q. Have you any knowledge of the fact that pilots have been in the habit of taking less than the regular fees in your time?—A. I might say, that I know all about it.

Q. Give us what you know?—A. I discovered that Mr. Schofield had some pilots, that he employed some pilots at a fixed rate. I went to the pilot authorities and told them about it and they told me there was nothing in the law and that I would have to speak one of these vessels and test it. I went outside in the pilot boat, the other men, they were ahead of me and they refused to speak this ship, it was a steamer. I spoke the ship and I tested it and I fetched it before the commissioners and the commissioners passed a law saying they would fine any pilot \$40 and suspend him if he continued it any longer, then I fetched it before the commissioners again

when I believed they were still doing it and the commissioners had them suspended for three months or a year, I do not know which.

Q. There was a pilot on board?—A. Yes.

Q. Did you go on board the vessel?—A. No.

Q. How did you become acquainted with the fact you are speaking of?—A. From the men that had lost their job. I spoke the ship as though there was no pilot on her at all. I spoke to the captain, I saw the pilot and I knew he was on board and I asked the captain if they wanted a St. John pilot and they paid no heed to me, they did not say they had one. I came in then and went to Mr. Troop and he was ready and willing to take hold of it, if I could show him that they were infringing the law and he took such an active part in it that when we investigated the matter they made this by-law, saying they would fine any man \$40 and suspend him providing they continued. When they did discover that and they did continue on, they punished them and I know of no person since that time that gave any money back to any person.

Q. When the pilot came in you reported the case?—A. I did not speak to him about it.

Q. How did you find it out?—A. I found it out from Mr. Cline. He had been getting these boats previous to that time.

To Mr. Skinner :

Messrs. Spears and Thomas had an advantage over the rest of us in the way they were engaged; they still were open to go in the pilot boats and do other piloting when they were not in active service with Mr. Schofield. They could go and work in opposition to us. They received their full pilotage on arrival and returned some portion of that pilotage back to Mr. Schofield. I have been pilot of several of Mr. Troop's ships, and I have always found these ships in the Bay of Fundy with a jack flying, and I have come in with these ships and I have been employed by Mr. Troop to move these ships in the harbour and to take them out, and he never asked me nor I do not know of him ever asking any pilot out of St. John to return one cent of our money back to him.

Q. So far as this returning of money went, was it not understood that Mr. Schofield was doing this with a view of trying to break down the system of pilotage?—A. That was the intention. He wanted to break our system up, and Mr. Troop and the rest of the commissioners put their foot down and would not have it done.

Q. This work of Mr. Schofield dates back some ten years?—A. Since almost the first of my pilotage.

Q. Since the time of the Furness Line?—A. I guess there was crooked work done by Mr. Schofield before the Furness Line. I do not just remember where I got my information from that Mr. Schofield had a new brig or brigantine and that he peddled with two or three pilots and at last he got one pilot to take her out for \$10.

Q. Was this returning money to Mr. Schofield because the pilots thought the fees were too heavy, or was it because of the influence of Mr. Schofield?—A. As far as we are concerned we do not consider we can earn half enough at our business; but by Mr. Schofield having these two or three men employed, these men were getting about \$75 every two months from Mr. Schofield each of them a month, and then they had the chance of competing in the Bay of Fundy with me and the rest of my brother pilots.

To Mr. Schofield :

Q. Who were the pilots that you learned were making these returns of money?—A. John Thomas, Henry Spears, Richard Cline and William Leahy.

Q. And you say this order of the commissioners was issued in order to stop that practice simply between me and the pilots you have named?—A. Yes.

Q. That is the only knowledge you have of pilots working for less than their rights?—A. I did not draw the commissioners' attention to any other violation of the law only by you.

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Q. Did you know of any?—A. I do not know as I knew of any person else. I heard that some of the pilots for their own gain were in the habit of speaking a schooner, and probably another schooner would be in sight, and the captain of that schooner that came first, if he was acquainted and willing to go himself, they asked him to go and he was ready to go providing they would make a little rebate with him, and afterwards the pilot was charged with giving them back two or three or four dollars, as the case would be.

Q. Do you know that that practice prevailed?—A. I do not know that it did.

(Reads from report of examination in 1891, testimony of witness)—A. I do not know that there was any written testimony taken at that time. It was free and easy testimony, and I gave testimony the very same as I am giving now, that some of the pilots to obtain more money for themselves, were in the habit of giving back to certain captains they could trust not to tell it, five, four or three dollars, or whatever the case might be; and when we discovered that, we got up in arms, and if we could only catch the pilot or captain that was in the habit of doing that, we were ready and willing to jump on that vessel and get the money for ourselves; and that is the very same thing that I say now.

(Reading)—A. I do not deny that. We had no proof to catch any other pilots, only your pilots. We did not all know about it.

MR. SKINNER—If Mr. Schofield makes the statement that all the pilots did this, then I will have to call all the pilots.

WITNESS—I did not say it was a practice, I say if I had known of any pilot that did it, I would have been too willing to jump on his ship and demand my rights, but I could never get at him. I never made a rebate of that kind myself to any captain.

M. BOYD EDWARDS examined :

To Captain Smith :

Q. Are you an insurance agent of St. John?—A. Yes.

Q. What companies do you represent?—A. The Union Insurance Company and the London Provincial.

To Mr. Skinner :

Q. Is there any clause in your policy with reference to pilotage?—A. We have no clause with reference to pilotage. The matter does not come up very largely in our business, but, of course, in dealing with St. John we have always assumed that it was compulsory pilotage, and we have not thought very much about it. If there was not compulsory pilotage, and no other efficient system of pilotage, it would then enter into our calculation.

Q. If the present system was abolished?—A. Then it would enter into our calculations of vessels coming to St. John.

Q. Supposing, under a voluntary system, masters bringing their vessels into port without taking the pilot, unless you considered the masters had local knowledge to take the place of the pilots' knowledge, or in other words pilot knowledge, would that enter into the consideration in reference to insurance?—A. Yes, I think it would.

To Mr. Schofield :

Q. In connection with the policies on vessels of this port, are they not practically yearly policies?—A. No; not principally yearly policies. They are largely voyage policies on large vessels, and yearly on small.

Q. Does not a Lloyds' policy say with liberty to sail with or without pilots?—A. I think it does. Our policy contains no such clause.

Q. Is it not open for the vessel insured either to take a pilot or not as they see fit, so far as your company is concerned?—A. It is, exactly.

Q. When you issue these policies you allow vessels to go to certain ports of the world, with certain exceptions regardless of whether the pilotage of these ports is compulsory or not?—A. That is the case.

To Captain Smith:

In issuing a yearly policy we cannot tell where the vessel may be, we cannot very well put the clause in a yearly policy.

Q. You allow them to go wherever they like, whether the pilotage is compulsory or not?—A. Yes.

Q. Tell me whether in your opinion if a change was made at this port from a compulsory system to an open system, whether there would be a different mode?—A. We would simply make use of any knowledge we possess. Our companies have agents in other ports. The policy prohibits what we consider the most dangerous ports, certain ports like down at the lower end of the Gulf of Mexico and the Gulf of St. Lawrence, at certain times of the year.

Q. Would that refer to ports blocked up with ice at certain seasons?—A. Yes.

To Mr. Schofield:

Q. Do you mean to say at any of those ports where the restrictions are put on vessels that it has anything to do with the question of pilotage?—A. I do not know. I had not anything to do with the making of the policy, I have no idea what they intended to do when making the policy. I know what I should do myself having power to make insurance for the company, that is all. I would say this paper is the same as my own policy without examining it particularly.

Q. Is the Bay of Fundy or port of St. John prohibited in this paper at any time of the year?—A. No, it is not.

Q. Then evidently your companies do not consider that it is a dangerous place?—A. Possibly not.

Q. The payment of pilots would not affect you, it is only the employment?—A. Certainly. I am aware that the employment of pilots is not compulsory. We assume that any man would be glad to take a pilot if he has to pay for it.

Q. Are you not in the habit of insuring schooners?—A. Yes.

Q. Did you hear in the testimony anything about schooners dodging the pilots?—A. To tell the truth, I was not listening particularly.

Q. Are you aware of that fact at all?—A. No, I am not.

To Captain Smith:

Q. If a ship is coming up here and a pilot goes alongside and offers his services and these services are not accepted and if an accident occurs to that vessel, would that escape the insurance?—A. No, I do not think it would.

To Captain Douglass:

Q. Then I presume the insurance company you represent would be quite satisfied with regard to the port of St. John, so long as a recognized and proper system of pilotage existed?—A. Yes, exactly; without saying exactly what that would be; some efficient system, some properly regulated system.

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FRANK EVERITT DODGE examined:

To Mr. Skinner :

I am in command of the ship "Loyalist."

Q. What size is she?—A. One thousand five hundred and twenty-five tons.

Q. When did you arrive?—A. On the 9th of January, from New York.

Q. Where had you been previous to that?—A. Dunkirk in France, and I went back to New York with ballast.

Q. Who was the vessel owned by?—A. Ben Smith & Sons of Windsor.

Q. Do you belong to St. John?—A. No; I belong to Hantsport, Nova Scotia. I have been four times master of a ship in the Bay of Fundy, and I guess twice up to Windsor in the same ship.

Q. When you have come up to St. John have you been in the habit of taking a pilot?—A. Always, whenever I could get one.

Q. Where?—A. The pilots boarded me off Campobello Island. I have gone up the North Channel.

Q. When you went up to Windsor where did you take your pilot?—A. I had no pilot.

Q. Have you much knowledge of the Bay of Fundy here and navigation?—A. Not a great deal; just an ordinary knowledge.

Q. Do you think you could bring a vessel up to St. John by yourself?—A. I could, but at the same time I would take a pilot always every time I came in.

Q. What would that be for?—A. To assist me if I wanted to lay down, to have some competent man on deck I could depend on. I would like to have a man I considered qualified to be on deck.

Q. If it came on foggy weather what would you expect them to do?—A. To keep a sharp look out. I would expect him to call me. I would not go down and lay down on the sofa anyway in thick weather. I would leave orders to call me.

Q. Have you had occasion to take soundings in the bay?—A. No.

Q. You cannot give us any idea as to whether there is any irregularity in the soundings?—A. No.

Q. Have you found much irregularity of the tides coming up?—A. Yes; a good deal.

Q. Have you known any cause for it?—A. No.

Q. Do you think it was from any winds coming in the bay?—A. I cannot say about that.

Q. Any more difficulties going to the upper part of the bay than coming to St. John?—A. No; I would sooner go to Hantsport than to come to St. John at any time. The lower part of the bay is the worst part of the bay.

Q. Are there any pilots there for the upper parts?—A. No.

Q. If you were coming in, could you get pilots to take you as far as your limit?—A. The St. John pilots could, but I have never taken them up. I have never known any vessels to take them up there. I think a stranger would do so.

To Mr. Schofield :

Q. How many times have you been here?—A. Four times to St. John from western New York and twice from Hantsport. I came from New York down here in both ships.

Q. You have only come twice in here from sea?—A. Yes.

Q. What was the weather—thick or clear on those occasions?—A. Both times it was thick; the last time it was clear. I got the pilots at Campobello Island on both occasions.

Q. How many times did you say you had been up the bay?—A. I have been to Hantsport twice as master and several times not master; the weather was thick then.

Q. So that you, without the assistance of any pilot, found your way out through the bay in thick weather?—A. Yes.

Q. It is the practice of vessels going up the bay to pass through this lower part without any pilot at all?—A. Yes, as far as I know.

Q. Do you consider there are any more than the ordinary dangers of navigation in connection with this bay?—A. I do not know that it is any worse than any other place. There are similar dangers in other places in thick weather. St. John is a very bad place to come into in the harbour, especially in freshet time.

Q. The bay is large and the channel wide?—A. Not so wide after you get inside of it.

Q. What is the width between Grand Manan and Brier Island?—A. About fourteen miles; I mean the channel.

Q. Supposing you arrived at the mouth of the bay in thick weather, would you come on?—A. No; I would lie by until it got clear.

Q. Unless you had some land or lighthouse to guide you, you would heave to outside?—A. Yes; I did it this time coming in here. I was outside five days and when I got the pilot on board I was hardly able to walk the deck; I was mighty glad to get him, I had so much exposure.

To Mr. Skinner :

I have seen the pilots down at Little River.

Q. At this point where you spoke of, it was the beginning of the compulsory district?—A. Yes; I found a pilot there.

To Mr. Schofield :

Q. Don't you know that the pilotage district is drawn from Machias to Cape Sable?—A. I do not know what the line of the bounds of the pilot district is.

To Captain Smith :

Q. Do you think Brier Island would be a good place for a pilot station?—A. I should say Brier Island and Little River both.

Q. Don't you think it is necessary to have a pilot station where a captain could go to?—A. Yes, it would be more satisfactory.

Q. Most places you have been in, they have had a station to go to?—A. Yes, they have in the English waters, but not in the American waters.

February 28th, 1895.

Before Captain Bloomfield Douglass.

R. C. ELKIN examined :

To Captain Douglass :

I am a shipowner and a member of the pilot commission.

To Mr. Palmer :

Q. For how many years have you been a member of the pilot commission?—

A. About five years, either five or six years.

Q. In what particular class of vessels are you interested?—A. Particularly in the smaller class of coasters.

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Q. Are you interested in vessels in other trades?—A. Yes, I have them in different sizes, up to 1,300 tons, but most of them small.

Q. Are you at all acquainted with the Bay of Fundy?—A. Not much.

Q. Have you any, and if so what connection with marine underwriting?—A. Yes.

Q. In what capacity?—A. I am president of the Universal Insurance Company, that is a local corporation.

Q. And the only local marine insurance company doing business here?—A. Yes, that is doing business now.

Q. You might tell me the names of the other commissioners and the business they are engaged in?—A. Mr. Troop is chairman, he is in the shipping business. Mr. William Thomas, I do not know his position. He is in the insurance business.

Q. He is also a retired master mariner?—A. Yes. Then there is Mr. Charles McLaughlin, he is a member of Troop & McLaughlin, and then Mr. J. Willard Smith is in the shipping business and Mr. Lantelum is a dealer down here in old junk and such like, and Mr. James Knox is a ship chandler.

Q. From your experience of the working of the commission I ask you as to whether it would be an advantage or detriment to the commission if there were fewer commissioners?—A. I do not think it would make much difference either way. I dare say that it would be done just as well with three or four or five, generally speaking that is about all we have at a meeting. It is a rare thing that the full board is there.

Q. In your opinion is the compulsory employment of pilots in the Bay of Fundy necessary as far as your experience goes as a shipowner?—A. Speaking just for myself?

Q. Yes, and from your knowledge and experience of having your vessels navigate the Bay of Fundy, whether in your opinion compulsory employment of pilots is necessary for the safety of life and property engaged in navigating this bay?—A. You ask me is it an absolute necessity?

Q. Is it necessary?—A. For my own interests I think we could get along without it, I am not prepared to say for strangers.

Q. From an underwriter's standpoint would you think it would interfere with the accepting of risks or any way enhance the premium?—A. I think that would all regulate itself. You ask my opinion, I do not see right off hand how it could affect it, because we never stipulate in a policy anything about pilots or anything like that.

Q. I suppose the result would be, that if as a marine underwriter you found the vessels going without pilots had increased the risk it would increase the premium?—A. Yes, but in a yearly risk you cannot bind the vessel to take pilots.

Q. So far as your experience goes with reference to the voyage risk, did you ever hear of one where there was a stipulation where they were to take pilots?—A. No, I never heard of it.

Q. In your experience with your own vessels bound out from here down the bay, do your captains ordinarily take pilots beyond the compulsory districts at the island?—A. I never knew them to. I never paid the downward pilotage.

Q. The fund for widows and orphans, do you know when that was established?—A. That was commenced at the commencement of the commission or nearly so. It was originated when the commission was formed under the present commission, but I do not think it was commenced at the very commencement of the commission.

Q. Do you know whether or not it was commenced before the increase in the fees in 1885 or 1886?—A. Yes, it was commenced about 1875. The commission was formed in 1874 and it was 1875 or 1876 that it commenced. It might have been commenced at the very first start for all I know, but I know that the increase was made to cover that. The increase in the outward pilotage, that was before I was into it.

Q. That fund was taken from the 25 cents a foot outwards?—A. Yes.

Q. During the last 20 years the tonnage owned and registered at this port has decreased from 280,000 tons to about 111,000?—A. From 1876 to 1894.

Q. Can you tell me from your own experience about what were the relative rates of freight, taking the extreme of that period, 1876; what were the rates from this port to a port in the United Kingdom?—A. 1875?

Q. Yes, beginning at 1875?—A. It would be a little difficult to tell unless you had a memorandum. I know there was some good years and some bad ones, it runs in my mind that 1875 and 1876 were pretty good years. I do not think there would be up to five pounds in 1875, I do not think there was as high as five pounds since 1875. I think four pounds would probably cover it, I was in the big vessels then.

Q. In 1894, how about four or five pounds then?—A. You can divide it by two.

Q. Is it not a fact that the rates of pilotage have increased during that time from 50 to 60 per cent?—A. In what time?

Q. From 1876 to 1894?—A. I should not hardly think it.

Q. What percentage do you think the rates have decreased?—A. On all tonnage.

Q. In what ratio?—A. I am not prepared to say what the pilotage increased.

Q. It has been increased?—A. Yes; but I am not prepared to say what rate. In 1872 or 1873 I know we had to pay pilotage on our small schooners, but we used to get off very light, 50 cents or \$1.

Q. With reference to the rates of freight, coastwise, between here, Boston, New York and Philadelphia, as between 1876 and the present time, what about has been the decrease in the rate of freight?—A. I suppose the decrease has been up and down a good many times since that. We have had some two or three little spurts of pretty good freight, but it only lasted a month or two. I should judge it declined 25 to 30 per cent between 1875 and 1894.

Q. And the rates of pilotage have been increased during that time, but you cannot tell me the rates?—A. I cannot tell without taking the rates and going back on them to see.

To Mr. Gilbert :

Q. The present regulations were in force when you came in as commissioners?—A. Yes; you mean as to rates?

Q. I mean the whole regulations?—A. You might say that the general line has been just about the same as when I joined it; there may be some little changes in the by-laws, some little thing.

Q. You had nothing to do with the forming of them?—A. No; they were all in good order when I went there.

Q. You cannot tell what reasons induced the commissioners to make these regulations?—A. Not exactly.

To Mr. Skinner :

Q. About what number of vessels have you that you are interested in?—A. I think somewhere about 19 or 20.

Q. About what amount of investment would they represent?—A. Not much just now; they cost money at one time sure, but they are not worth a great deal now.

Q. I mean how much cash did you put into them?—A. To go right into the figures I would have to get my books, but right off hand I should think somewhere about thirty thousand dollars to forty thousand dollars.

Q. Are they all schooners?—A. No; the principal part of them are schooners, three-masters; I only have one two-masted schooner; the rest are brigantines and ships. Most of the schooners are engaged in the coasting trade; they come here once in a while.

Q. Whatever capital is in the vessels you have produced it yourself?—A. Oh, yes.

Q. It does not represent inherited capital, but what you have produced by your own exertions?—A. Yes.

Q. In speaking of the reduction in freight, has it not been produced more by the competition of vessels than by the decrease of trade?—A. I think the decrease in

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trade has had more to do with it. There is more or less competition, but the decrease in trade seems to have done it.

Q. Is not there as much lumber shipped from St. John now to the States as ever?—A. I am not prepared to say.

Q. Is there not as much coal brought into St. John as ever there was?—A. There may be, I cannot say. There was one year we had a good year with ice, that only happens once in a while. There were two or three years that there was a large quantity of potatoes shipped, which took a great many vessels, that business has virtually gone out and the piling business has been crippled this last two or three years. I think depression of trade has done it in the States.

Q. In the States?—A. Yes, that affects it all over, that is where our trade is in the States.

Q. What has made the change in the potato trade?—A. I am not prepared to say, it may be duty or some other cause, or may be in some other place they may get them cheaper.

Q. Speaking of your lumber trade with South America, excepting the temporary results of the financial collapse in Buenos Ayres, is not the trade about as good as ever it was?—A. I should not say so, I think it is the same complaint, broken down trade, depression and no demand for lumber, that is what we attribute it to anyway, the business is so depressed.

Q. Is not that the history of the business world, that it has an ebb and flow—I mean that trade rises and falls, as it were?—A. It seems to.

Q. And you have not come to the conclusion as pessimistically as Mr. Gilbert that it is never going to revive again?—A. No, I live on hopes.

Mr. GILBERT—I never said anything about that.

To Mr. Skinner :

Q. You say you are opposed to compulsory pilotage?—A. I am, from my own standpoint.

Q. Can you give me the full definition of what you mean by saying from your own standpoint?—A. Because vessels I have can get along very well without it, because we have to keep competent captains to do it.

Q. From the standpoint of those not so situated as you, you would not be opposed to compulsory pilotage?—A. There should be some provision made for men that want pilots. I think it could be easily arranged.

Q. Supposing a new code of rules were adopted whereby the pilot system could be kept up more in harmony with your ideas of it than it is now, would you be willing that the shipping in which you have an interest should contribute upon a reasonable basis towards the whole, even if you did not require the pilots by reason of the local knowledge and experience of your captains?—A. You speak in the way of a compromise.

Q. I want to see what your mind is?—A. I should certainly agree to that if you mean a compromise. I cannot expect to get all I want.

To Captain Douglass :

Q. What compromise?—A. I could name two or three. They could be superannuated, and that would be my chief idea.

Q. I would like to understand how that would apply?—A. I mean to superannuate the whole staff, the oldest ones of them. I do not know as it could be practically done; I only merely say that. Then another way would be to make half pilotage optional, that is if the vessel was spoken make it half if she did not take, and if she did take to pay the whole thing; then the captains that did not consider themselves capable of coming up would have a chance to take a pilot. Another way would be to make it compulsory coming in and going out free; then another way would be to make the larger commodity pay the larger proportion. I hold it is as wrongfully levied on the small tonnage.

Q. Would you say it should be by draught or tonnage?—A. By tonnage altogether.

Q. Would you approve of yearly exemption certificates to the captains?—A. That would come into consideration, a license to the captains, that could be done and put into a fund as a substitute for this other fund. There are a great many captains that would take out a license themselves, I should judge, annually.

Q. Would you base that upon the size of the vessels?—A. That would be a matter to be considered afterwards. I think if the pilotage was levied on all vessels, that all vessels should have the privilege of taking out a license.

To Mr. Skinner :

Q. Would you mean if a vessel took out a license that they should be relieved from pilotage fees?—A. Yes, if the captains took out a license.

Q. That would lead finally to the extermination of a corps of educated pilots?—A. Non-compulsory pilotage might lead to a certain extent to that any way. If there were too many to do the work it would certainly lead to that eventually.

Q. If the large class of masters took out certificates, the corps of pilots as such would be decreased in proportion as the captains took out licenses, and it would lead to an extermination of a corps of pilots?—A. I think it would lead to it to a certain extent if it was non-compulsory; but strangers who would come to the port and who would want pilots, I think there should be some way provided that they could get them.

Q. Would you leave it to chance to get them?—A. I am of the opinion that the business itself would always produce enough good pilots to take care of it.

Q. What guarantee under that system would the stranger have that the person he employed understood his business?—A. I should judge they would have to have a certificate of competency from somebody or other. It would necessitate keeping them under supervision of some form. I mean if a man just passed for his own ship, he is qualified for his own ship and no other.

Q. Where the pilots have to go such a long distance as they do, say 100 or 120 miles to the outer district, they would want some guarantee that they were going to be employed before they would undertake such a voyage as that?—A. There is no reasonable guarantee now. The pilot has to go out and take his chances whether he is going to get a ship or not.

Q. Yes; but the ships are compelled to take him now?—A. Yes; I said half pilotage, if spoken, and that would warrant him not going down there for nothing. If he did get a ship and was not taken he could keep on and get another one and he would get half. I think the business would regulate the pilotage as it does everything else. I should think it would take half as many as it does now anyway, if it was non-compulsory or payment of half, because there would be lots of small vessels would take pilots too. They would not just be depending on big ships and steamers, even if a pilot did come up; that is the way he has to do now. He must fetch up his ship and he is free to go away until she is loaded again, each man for his own ship.

Q. It would appear to me if it was entirely free so that any person could do the pilotage, it would inevitably lead to a class of persons going into it, who would not have the necessary education to carry it on?—A. How could they? just as you said a moment ago: they would have to pass an examination under some competent body. I would say that the master of the ship should pass an examination, and if he is qualified then let him pilot his own ship, and if he is not qualified let him take a pilot. There would be pilots just the same as now, only there would be exemption of pilotage, because the captains would be competent to do it. They do fetch them up now when they cannot get pilots, and very often when spoken they do not bring the pilots with them; they let them stay down the bay quite often and they fetch the vessels in in thick weather without pilots very often.

Q. If it became necessary for them to contribute something to the pilotage system of the port, would you be willing to do that?—A. To contribute this amount?

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Q. For the purpose of keeping up the pilotage system for the port?—A. The fee for the license taken out yearly by the captains; yes, I would be willing to pay towards that and let that go to the pilotage fund.

Q. So far as the commissioners are concerned, they have not added any expense?—A. They do not get any salary.

Q. In speaking of the pilotage fees bearing heavily upon trade in its depressed state, that remark would apply to all port charges?—A. Oh, well, they do; all charges are burdens, but those you do not seem to require always strike the harder and the oftener you have to pay them the harder they strike. If you were only paying them every four or five months like some ships, it would not be so heavy, but when you come to pay them every four or five weeks, that is what makes the burden heavy.

Q. What was the amount of tonnage that came into the port in 1876?—A. I cannot say how much.

Q. There is a very much larger amount of business done in the small schooners than there used to be?—A. You mean more schooners; there may be more under 125 tons, I have a doubt about that, I do not think the trade is as good as it was. I feel that way.

Q. Supposing there was a system by which a certain number of certified captains took out a license, it would be only captains of the coasting trade that would take out those licenses?—A. Yes, coasting captains, they would be all; they were what I meant.

Q. Then do you think if the compulsory system was done away with, there would be still sufficient pilots for the protection of life and property?—A. I said a few minutes ago that there would be; I would like to see the experiment tried, any way.

To Mr. Palmer :

Q. Mr. Skinner has asked you whether the number of vessels under 125 tons had not increased; I ask you as an experienced shipowner what, in your opinion, has been the effect of the 125-ton exemption, as to the seaworthiness of the vessels built and registered less than 125 tons?—A. You mean would they be as good as if they were 160 tons or 170 tons?

Q. Yes; and would not they be built of a better mould and with a tendency to make them better sea boats?—A. Yes, I feel satisfied it would, because it was a big object to get them under 125 tons. I think that exemption has acted this way, that they have made regular boxes out of them to keep them under the 125 tons. If there had been no pilotage law, they would have been larger and broader and some deeper and better shaped vessels, but at the present time it takes 25 to 30 per cent of the net earnings to pay the pilotage on these small vessels.

Q. You spoke of something you had done to make it tonnage instead of draught—that has never come in force?—A. No.

Q. Is it not a fact that of late years the piling trade has been conducted from the outports in the bay?—A. Principally all, from whatever cause the vessels go there, I do not know whether they can get cheaper pilotage or not.

Q. About the River Plate trade, is it not a fact that a portion of the cargoes for the River Plate trade are now loaded at outports?—A. Yes, there are a good many of them loaded up the bay around Yarmouth, they used to be from larger ports like St. John and Boston.

Q. Whatever is the cause, those cargoes are now shipped from outports?—A. Yes, I know that, probably a larger proportion are going from the outports than a few years ago.

Q. You were asked whether the export of lumber was not as great as formerly. To your knowledge, a considerable portion of the lumber and other goods, which are exported for the purpose of consumption in the United Kingdom—does not a considerable lot of it now go by rail?—A. I have reason to believe it does. We used

to ship a lot up river and used to carry a good deal from Fredericton, but it has gone out now altogether.

Q. Is it not true that a considerable portion of it goes across the country to Calais and St. Stephen and is shipped from there?—A. I have heard that. I have heard the West Indies' cargo went that way too.

To Mr. Skinner :

Q. Speaking of this, which never went in force, what was the reason?—A. I think the reason was that this agitation began about the same time.

Q. It was squelched in the Board of Trade?—A. I do not think the Board of Trade squelched it, or bothered with it at all; this agitation came up about that time; it just lay there then. I do not think there were many knew about it; the members knew it and gave me "Hail Columbia" about it too.

Q. How did it come before the Board of Trade—was it not sent from Ottawa?—A. I think probably it did; they stopped it then.

Q. I am instructed now that you have a schooner of 145 tons and that Mr. Willard Smith has one 125 tons, and his carried more cargo than yours?—A. I have not got any schooner of 145 tons. The "Nelly Parker" was 180 tons, but she was lost two years ago.

Mr. PALMER offers a form of Lloyd's policy, and also of the continental policy, for the purpose of showing that pilotage is not mentioned in them; also offers a certificate from the collector of customs, showing the number of ships registered at this port in the different years mentioned, and also the rules of pilotage at Boston and an extract from the Pilotage Act and Halifax regulations; also, the charter of the city of St. John and extracts of the commission at the creation of the province.

W. B. McLEAN examined :

To Captain Douglass :

I am a master mariner, and have a certificate of service.

To Mr. Palmer :

Q. How many years have you been engaged in seafaring?—A. About twenty-seven years.

Q. Steam or sail, or both?—A. I have been in both. I have been in a tug boat in the harbour here.

Q. For how many years were you engaged in a tug boat in the harbour or bay?—A. Four and a half or five years.

Q. About what was the draught of water of your tug?—A. Between ten and eleven feet.

Q. Since that what class of vessels have you been in?—A. Fore and aft schooners, small vessels under 125 tons.

Q. Engaged in coasting between here and the neighbouring ports in the United States?—A. Yes.

Q. I ask you whether in your opinion it is essential to engage pilots in vessels in the coastwise trade between here and the United States, and if you say yes or no, give me your reasons?—A. I do not want them. I tell you the reason I have been at it quite a while and seemed to get on very well. I think that would include

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any size of fore and aft vessels. I have never had a pilot on board my vessels and I do not think they are necessary for vessels of any size, any fore and aft vessels.

Q. You trade to Boston and New York?—A. Yes.

Q. Taking the seas that you traverse, how does the portion of it from the north head of Grand Manan to Partridge Island compare as to the dangers with the rest of the voyage?—A. The most trouble we have in coming up, there is no trouble any where in fine weather, the most trouble is at Machias, Seal Island, to get hold of something there, then we have the whistle and lights to run by. We run along that way until we come to St. John.

Q. Having come from New York down the Sound and over the shoals and on until you get the Machias, Seal Island and navigate up the North Channel to the north of Grand Manan, Liberty Point, how with reference to dangers from that on?—A. I never had any trouble from that up. In fine weather there is no trouble, but in thick weather it is difficult at any time, but you can always come in without trouble.

Q. If you were to have assistance at all, would you prefer it in the portion from Grand Manan to St. John, or from Mispick to Grand Manan?—A. There would be more need from Mispick to Grand Manan, but you could not find the pilots there in thick weather. You would have as much trouble to get hold of one there in thick weather as you would to come into the bay. After you get hold of a whistle at Machias, Seal Island, in thick weather I could come to St. John, I always run right along in thick weather. Sometimes we have to heave to outside, we always drift on after picking up a whistle or something. If we have a bearing we can run from whistle to whistle right along until we come to St. John.

Q. How do the dangers of coming into the Bay of Fundy compare with the dangers of crossing the Nantucket Shoals in thick weather?—A. I would rather come into the bay than cross the shoals in thick weather, because the tides are worse in the shoals.

Q. Then in your opinion the danger in crossing the shoals in thick weather is greater than the danger in coming into the bay?—A. We think so, the tides are more regular in the bay than in the shoals.

Q. What do you think of masters of vessels passing an examination and getting an exemption for the Bay of Fundy?—A. I think that would be a good idea for vessels over 125 tons, but vessels under 125 I should not think they ought to more than they do now.

To Captain Douglass :

Q. Now the exemption is given to the vessel under a certain tonnage?—A. Yes, I think it would be a good idea to exempt all masters and let them take out a license up to the very small vessels.

To Mr. Palmer :

Q. I was assuming that the present laws would be amended in some way?—A. Yes.

Q. A man with a proper certificate of competency, would you favour the granting to him the exemption certificate upon passing the qualifying examination?—A. Yes, I certainly would.

Q. Would you or not limit that at all by a question of tonnage?—A. No, I should not do that; a stranger coming in probably might want a pilot. A stranger, of course, would not get the exemption certificate.

Q. He would have to be in the bay a certain number of times to get sufficient local knowledge to enable him to pass the examination?—A. Yes.

Q. What would be your view with reference to a system of pilotage which was non-compulsory, but that if you were spoken inwards you had the option to take them or not; if you did not take them you paid half, and if you did take them you paid the full fee?—A. That would be better than it is now; it would be a fairer way, and once in a while you would find a man that would take them.

Q. You think the granting of exemption certificates would be preferable?—
A. Yes.

To Captain Douglass :

Q. In reference to this half pilotage, would it be necessary that when a master wanted a pilot he should fly a flag?—A. That would be a good idea: the pilot ought to be able to know which ship is exempt and which not.

To Mr. Gilbert :

Q. You had five years' experience as captain of a tug?—A. Yes.

Q. And, therefore, have towed in a good many vessels?—A. Yes.

Q. Taking a coal barge, if you had that in tow do you think it would be of any assistance to have a pilot on board the barge?—A. I do not think so; the barge would follow the boat anyway, and I do not see what good the pilot would be. If they had some body on board the barge that did not understand following the boat, it would be different; but if you had a proper captain on the barge he would know how to follow the boat and the pilot would be no good on the barge.

Q. Is there any difficulty in coming into a harbour and bringing a vessel in tow?—A. I never had any difficulty.

Q. You never wanted any pilot in doing that?—A. No.

Q. I suppose you have brought them in 100 times without a pilot?—A. I cannot say about that.

Q. Coming up westward here, didn't you very often in bad weather find a great difficulty in coming across a pilot outside of Grand Manan?—A. Sometimes we do, very often. In thick weather they might be alongside of us and we could not see them.

Q. They are scarce there?—A. I cannot say about that for we are not looking for them.

Q. Don't they wait until you get to the head of Grand Manan and then pop on to you there?—A. I have seen them around about everywhere, around the channel and in the bay.

Q. Would there be any difficulty in having a pilot station at the mouth of the bay where persons could get pilots?—A. Yes, I think there would, because in rough weather they could not stop there, it would be impossible.

Q. There are ports of refuge there, they could go to?—A. Yes.

Q. Is it not a fact that down at Grand Manan there is a good deal of fishing done there?—A. They take refuge when it is rough.

Q. There would be the same opportunity for a pilot boat to be on hand to meet a vessel when one was wanted?—A. If he was stationed there he would want to be out all the time.

Q. To have it fixed in this way, that there should be a certain number of pilots stationed there during a part of the time, so as to insure a certainty of finding a pilot?—A. I suppose it would be a good idea if they stopped there, but vessels come along very well in fine weather.

Q. If there was a station there?—A. I suppose they would look for a pilot if there was a station there.

Q. It is not compulsory now on the pilots to be there?—A. No, it is not, they go down to see what they can get.

To Captain Douglass :

Q. Does not the competitive system interfere with the establishment of a fixed pilot station?—A. I do not know, I think that would make them more anxious to be out. If there was one pilot station it would have to be arranged for one vessel to be there all the time. They would have to arrange that among themselves.

Q. You would require masters of tugs and masters of barges to take out a license for exemption?—A. Well, I suppose masters of tugs have been in the habit of running in and out all the time and I do not know how that would be.

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Q. Supposing a new class of men came in, they should pass an examination?—
A. I think so.

Q. The same way with masters of barges?—A. Yes, I would say they would have a right to have an examination. If they were not fit to be there, they would have no right to be there.

To Mr. Skinner :

Q. How long have you been in the coasting business?—A. About 27 years.

Q. You would have a very large experience of the coast?—A. Yes.

Q. When you say you do not want a pilot, it is because of your experience?—A. Well, I never had a pilot from the first start, but I suppose the experience has considerable to do with it.

Q. Do you say that the Bay of Fundy is one that can be safely navigated without experience?—A. No.

Q. Speaking of Nantucket Shoals, you can anchor in the shoals?—A. In fine weather you can, but if it is rough weather it is a terrible sea, and you cannot anchor. I have seen barges there sunk right there with the anchor; it is a terrible place.

Q. The unsafety of that place is principally caused by bad weather?—A. Bad weather, and the tide runs cross-ways. The tide is never still, it is going around and around all the time. It is generally understood the way it goes around. It is different from what it is outside, and bothers all sea-faring men to navigate. We run through the Nantucket Shoals in going to New York, it is a short cut. Steamers run through there a good deal, and sailing vessels.

Q. If you had no knowledge of the tides and never had been there before, you could get to your objective point by going around if you chose?—A. Yes.

Q. Do the schooner men understand about handling the deep-sea lead?—A. Yes, I think so. I handle it very often; I know the marks on it. In coming in we use the North Channel principally, as we have the whistle more straight to go up the shore, coasting vessels generally keep on all the time.

Q. The deep-sea vessels coming and going to and from the port use the other channel?—A. Yes, as a general thing, large vessels keep to the South Channel.

Q. Fine weather is the exception in the Bay of Fundy?—A. We have more fine than dirty weather, but the dirty weather is the most trouble.

Q. Is it not an exception to come from Boston to the Bay of Fundy and not meet fog?—A. Oh, we do go in and out often without meeting it some seasons, and some seasons it is different. The fog is a great element for consideration in navigating the Bay of Fundy. I have always been owner in vessels I have been commander of.

Q. Did not that fact lead you to a careful study of the dangers of the coast?—A. I do not know that it would lead me to any more than to be just master, for the simple reason that last year I was laid up and I went in one of Mr. Tapley's tug boats and I attended her more carefully than if I owned her, it would not make any difference with me.

Q. What class of tonnage have you owned?—A. All below 125 tons. I have got one now over 125 tons; I bought her three or four weeks ago, I am going in her. She is 145 tons.

Q. Do I understand you that you would be willing that your vessels should pay half pilotage?—A. I would not like the small ones to, in fact I do not want any, as far as I am concerned, but anything is better than the way it is now.

Q. If you had to pay half pilotage would you have to go on with the agitation?—A. Yes, I would as far as I am concerned. There are some men who want pilots but I have been out so much that I consider I am paying that much for nothing. I would sooner pay the half than the whole, if I had to.

Q. Supposing you were sitting down as an independent man, with the end in view of taking out these licenses, what would be your idea?—A. I never took that into consideration; I would not make it at all on small vessels. I would not want

to pay any more than I could help on small vessels; I feel I would not want to pay any more than we have to pay now.

To Captain Douglass :

Q. If captains took out licenses, what do you think should be the fee?—A. Say \$20 or \$25 a year.

Q. For what sized vessel?—A. Up to 300 or 400, tons.

To Mr. Skinner :

I do not mean that these small vessels under 125 tons would pay that much; they would not feel like paying very much. I know that pilotage has kept me building small vessels all the time to escape pilotage. The men that have got the vessels now do not make much money.

Q. Are they not as well situated as any other class in the community?—A. They are not very well situated financially; the small vessels are not.

Q. I am speaking of all people, as a class?—A. The vessel men are not very well off. The pilot system first trip does not amount to much, but those little vessels going in and out eight or nine times a year—it makes a difference.

Q. Supposing a barge was coming in in tow and something got out of order, she would depend on the tug?—A. Yes.

Q. Suppose the captain of the barge did not understand how to pilot her in, it would be great danger?—A. I should think so, in that case. I said masters of barges should take out a license.

Q. A master of a barge being required to pass an examination to qualify him to take a ves-el to Buenos Ayres, might he not be able to do that and know nothing at all of the pilotage requirements between here and Springhill?—A. Yes; he might have a knowledge of down the bay.

Q. Therefore, his examination of a skilful master would not have anything to do with the pilotage?—A. No; but, if the barge was exempt, I would say he ought to be examined for that purpose.

To Mr. Palmer :

Q. In your opinion, would it be necessary for a man to have local knowledge for the purpose of taking charge of one of these barges if it got adrift from the tug?—A. You would naturally suppose he would have.

WILLIAM HAMLYN examined :

To Captain Douglass :

Q. Are you a master?—A. Yes, and have certificate of service, and I have been about 34 years in the coasting trade.

To Mr. Palmer :

Q. In what sized vessels?—A. The last vessel I have sailed was 163 tons, New York, Boston and other ports of the United States.

Q. In your experience, coming in and out of the bay, how do you find the tides as to regularity in the bay?—A. The tides in the North Channel run pretty regular.

Q. And in coming in the bay from the westward, what portion of the bay do you find the greatest amount of difficulty, above or below the north head of Grand Manan?—A. We do not generally find any difficulty in the bay after we once know we are in the bay We get in between Machias Seal Island and the land, and we

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are sure to get either one whistle or the other, and after that we do not consider there is any danger running up the bay for one acquainted, we would run from whistle to whistle. We do not have any fog with the wind to the westward of south-west, between south-east and south-west we have the most fog we have.

Q. The principal difficulty is picking up the whistle either at Seal Island or on the main coast?—A. We generally run across from Cape Cod to Mount Desert, and we generally know what whistle we make, because the whistles have different sounds. There is a book that gives the directions concerning the fog whistles and lights published every year, so when we pick up a whistle we know where we are and run from whistle to whistle.

Q. Having worked your vessel up to the north end of Grand Manan would you or not consider you had got through the most dangerous part of navigation?—A. Oh, yes, by all means, if the wind is south or south-west we are sure of clear weather, we generally have a gale up at the northern head if it is thick, seven times out of ten.

Q. What is your opinion about allowing an exemption from pilotage upon the master passing an examination and obtaining an exemption certificate?—A. I never thought of that matter, but I think it would not be a bad idea.

Q. Is it not in your opinion or knowledge that vessels within the last eight or ten years have been constructed for the coastwise trade with the object in view of getting them classed under 125 tons?—A. That has been the object for a number of years. I have had four such vessels myself built which I would have had larger if it had not been for the pilotage.

Q. In your opinion I ask you whether those vessels are in every respect as good as if they had been built to carry the same cargo, but being of a larger tonnage?—A. I would not consider them as safe sea-going vessels as they would have been if built of a different model.

Q. With reference to the difficulties of navigation in the Bay of Fundy, as compared with the Nantucket Shoals, which in your opinion is the most difficult in thick weather?—A. We have more difficulty in finding an entrance to the channel in Nantucket Shoal than coming into the Bay of Fundy, because the entrance is so narrow that it is much more difficult getting an entrance there than at the mouth of the Bay of Fundy.

Q. Are the tides on Nantucket Shoals at all regular?—A. After they run across three hours the ebb begins and works around with the wind until it gets about two hours ahead and then it runs truer. The tide is never at rest; it works around and then begins to come in the other way.

Q. Are the tides as much to be depended on as on the North Channel of the Bay of Fundy?—A. The high run of tides, what we call spring tides, they run stronger than neap tides and require a little better judgment in thick weather. Of course the shoals are well buoyed and all that kind of thing; but a great deal of judgment has to be used in crossing the shoals in thick weather, the same as in the Bay of Fundy or along the coast anywhere. There is no navigation exempt from care.

To Mr. Skinner :

Q. Speaking with regard to these four vessels, supposing they had been built 150 tons, they would not have cost you any more to run them?—A. Probably it would; you would require another man.

Q. Twenty tons extra on a schooner would require another man?—A. Those 124-ton vessels are a large class of vessels for the crew carried. The 163 one, I carry one more man on her than on the 124 one and do not carry any more cargo.

To Captain Douglass :

Q. But you say you built those vessels under 124 tons so as to escape the payment of pilotage?—A. Yes. Fifty years ago vessels at that date carried larger crews according to the tonnage than at present, for they could afford it then. At the time I owned this 160-ton vessel this pilot law was not in force at that time. The vessels were subject to pilotage and could take a pilot and pay him, or if he spoke you pay

half pilotage and go clear; but when it commenced that they were forced to pay pilotage, then people began to try if they could not increase the carrying capacity of the vessels and not increase their tonnage, and they succeeded to a very great extent.

To Mr. Skinner :

Q. Then that was an advantage?—A. Yes, to the owner of the vessel; but only for the pilots these 124-ton vessels would probably have been 150 or 200 tons, so in order to save pilotage they built that way. The smaller vessel you have the less crew you carry. A large vessel requires more anchors and chains.

To Captain Douglass :

The larger vessel requires heavier gear and larger anchors and chains, and that all means more help. Many people who have not had any experience in vessels have an idea that you can increase the size and it will not cost any more to run her, but all they have to do is just try it. If it costs more to build it costs more to sail.

To Mr. Skinner :

Q. The Nantucket Shoals seem to be a frightful place?—A. No; there is nothing frightful about them. We are not afraid of them, for we have had a great deal of experience. I have lost an anchor in them. They are thoroughly buoyed and well protected, The channel is well laid out.

Q. How much does it save in going to New York to take the shoals?—A. I never took that into consideration. All coasting vessels cross the Nantucket Shoals when they can get on.

Q. You mean when they can keep off?—A. No, when they can get on. The tides depend on the way the wind travels. On the west it goes around to the right hand.

Q. Have you ever seen the wind coming that way?—A. The wind or the tide?

Q. The tide?—A. I have seen the tide change from slack water to running tide, and from that again to slack water.

Q. Have you seen it when it was taking its course under the influence of the wind on account of it being diverted?—A. I never took up my habitation in the sails to see when it was there or not.

To Captain Douglass :

Q. Nor in the wind either?—A. No.

To Mr. Skinner :

Q. If the tide is deflected by the wind in the daytime, that would be different?—A. I have not said anything about deflection of the wind. I said it travelled with the wind—as the wind goes around, the tide goes in the same direction.

Q. That shows that there is an attraction between the wind and the tide?—A. It does not prove it.

To Captain Douglass :

Q. How are the tides effected at night?—A. Probably the moon takes the place of the wind then.

To Mr. Skinner :

Q. That comes within your experience?—A. You say so.

Q. If this tide is such a fair weather affair as you have intimated?—A. I did not say it was a fair weather affair. We know which way they run, ebb and flood.

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Q. A stranger approaching the port would not have that knowledge?—A. It is not a port.

Q. Approaching the bay?—A. A stranger would not be expected to have the same knowledge that an experienced man would.

Q. I could say that much myself.—A. Well, why didn't you say it—why don't you answer the questions yourself?

Q. Would not these tides to which you have referred, and which you have described, having particular reference to the affinity that the tide has for the wind, would not a stranger without any local knowledge coming in be in a state of confusion as to what would be the best to be done under the facts?—A. You can probably have a book of sailing directions that will give you the knowledge with regard to the running of the tide. A stranger could have that book. If he was a total stranger he would not attempt to go across the shoals without having some direction.

Q. Haven't you been talking about the tides at mouth of the Bay of Fundy?—A. No, I was talking about the tides at Nantucket Shoals. If you come back to the Bay of Fundy, we will talk on that. I did not say that the tides turned around coming into the bay. I was referring to the Nantucket Shoals.

Q. What is the state of the tides with reference to the Bay of Fundy?—A. The flood tide runs up the bay and the ebb tide runs down.

Q. Anybody knows how the tides would go up and down in the harbour?—A. Yes.

Q. Is there any more irregularity in the bay than the mere ebb and flow at the mouth?—A. Not any more than there is a greater current in the flood tide than in neap tides.

Q. Taking month in and month out, they are just the same?—A. I do not think the name of the month has anything to do with it. When there is strong spring tides, they are high. Take a heavy south-east wind and spring tides and it causes the tide to flow higher.

Q. Does it produce any irregularity as to the direction of the current?—A. Not in the North Channel, I do not think it does in my experience.

Q. Were you ever in and out of the South Channel?—A. Yes, I cannot say how often.

Q. Are you still in the business?—A. No, it is about two years since I retired.

Q. As a rule your experience relates to the North Channel?—A. Mostly to the North Channel, coasting vessels from westward use it more than the south.

Q. Do they not use it nearly all together?—A. That would mean that they do not use the South Channel at all.

Q. No, it would mean this, that they would start with the intention of coming up the North Channel and would not go to the South Channel unless some circumstance led them to change their mind?—A. That would be about it, but there are many vessels from the westward, that take cargoes to Halifax and other ports and then they use the South Channel coming to St. John.

JAMES BECK examined :

To Captain Douglass :

Q. You have got a certificate?—A. Yes, of competency under the Imperial Government.

To Mr. Skinner :

Q. How long were you engaged in the business of master mariner?—A. Thirty-nine years, not as master mariner, but 39 years at sea.

Q. How much of that time were you master mariner?—A. Well, about 17 years.

Q. Where did you sail mostly?—A. All over the world except the coasting trade here, principally India and China.

Q. How long have you been retired?—A. About 12 years.

Q. Had you been in the habit of sailing in and out of the port of St. John?—A. No, not until recent years. I made some eight or ten voyages from St. John. I never sailed in the Bay of Fundy until I came here to load about 28 years ago. I made foreign voyages out and foreign voyages in.

Q. I want your opinion in connection with compulsory pilotage for the port of St. John and Bay of Fundy?—A. Well, my opinion is that the Bay of Fundy is sufficiently dangerous for any stranger to command the services of a pilot, and the way in which things stand now, that even with compulsory pilotage where the owners intend to break down pilotage, if it was non-compulsory, what would be the condition then?

To Captain Douglass:

Q. We want your personal opinion upon the question of compulsory pilotage?—A. I am simply repeating what I stated on the possibility that such an attempt had been made. Apart from that altogether, from what other people would do, taking it as I do, the interests of the port demand a pilot service, on account of those dangers, because the reputation from my personal knowledge of the Bay of Fundy is a bad one, far worse than it deserves I think, and if we had no pilotage service here, it is not likely that we could command the foreign trade which really must build the port up, because the schooner's have had their day and it is not built up and we must depend upon foreign shipping and commerce, and the most of the companies I have sailed for in the old country do not insure any of their vessels and I am perfectly satisfied that these men as a matter of prudence, these owners of these vessels would not send the vessels here to be taken charge of by fishermen, and I do not see if the pilotage is made non-compulsory how the service is to be kept up, because if it was made non compulsory who would remain in the service? Only the old men that could not go elsewhere and they would be succeeded by fishermen, because there would be no inducements to young men to serve their time, and I have heard a good deal and read a good deal too about men who really have a great faith in themselves and their ability, but I question it very much. They must be pilots to be pilots. He must have served his time and qualified himself and he must be a sailor, that is the point, and you cannot learn to be a sailor in the coasting trade.

Q. Why?—A. What experience have you, I mean an all round sailor. These men I do not wish to cast a stigma upon them, I know nothing about a schooner myself, but they do not go far enough to sea to have the experience and they rely upon running into a port to escape the dangers of the sea. I do not think you would have any service at all if it was non-compulsory.

Q. Do not the schooners in trading between here and the States carry huge deck loads?—A. Terrible, I should think. They do that for the benefit of their business.

Q. Does not that compel them to go hugging the shore?—A. Yes, as a matter of prudence, that is the way they go up and down the coast.

Q. Going that way you would say that men cannot get to be seamen?—A. No, they cannot. I do not mean by that, not being sailors, but I mean the handling of square rigged vessels, they have not got the experience. They could not handle a square rigged vessel at all.

Q. I want your opinion more fully upon the Bay of Fundy as a place requiring pilots?—A. Well, I have come up twice without a pilot, but it was not through design; I could not get one. I always felt safest when I had a pilot. I came up both channels. If I made the channel I had my lead and chart, and the lead and chart are of very little value further than knowing when you are in deep water and showing your course. As for the soundings, 13 and 20 pounds would be quite a difference, but the soundings in the chart would be unreliable unless you happen to be at the very time that sounding is taken, for instance, it is taken sometimes at the

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lowest water and other times at the highest, and there must be a difference in the depth of water, so it will simply lead you; here are 13 fathoms and there are 20, and you know where you are; the next sounding is deeper in proportion. If you get 22 instead of 20, it is a pretty fair guide. It is the only guide in thick weather or any kind of weather you possibly can have, but as to its being a certain guide you must know your position, and you can only get that by the bearing of some stationary object.

Q. With your experience as a captain of the Bay of Fundy, would you or not think it in the interest of the owners and the safety of property to take pilots?—A. Yes, I would, even though I might not need one. Being thoroughly competent to handle the lead and chart, still at the same time I would think, as a matter of prudence, it would be better to take a pilot, because if it came on thick I would have his fellowship if nothing else, and in the event of needing to compare, I would have a man that knew something to reason with, maybe my own hands would know nothing about the place. I think the non-compulsory system would lead to the disintegration of the system entirely.

To Mr. Palmer :

I have been in Cardiff, and was there in 1846.

Q. Have you been there any time within the last twenty years?—A. No, I have not.

Q. Have you been in any Bristol Channel port within the last twenty years?—A. Yes, in Swansea in 1869.

Q. You say in answer to Mr. Skinner, that you have come into the bay twice without a pilot?—A. Yes.

Q. Did you use the lead?—A. I did.

Q. Can you tell this commission any occasion or place where you found the soundings given in the Admiralty chart faulty?—A. To tell the truth I never tested them accurately, for the simple reason that to test their accuracy in the fog, you must have a fixed object to do it.

Q. Then you are not prepared to say that the soundings in the Admiralty chart are defective?—A. Not at all.

Q. Are you an owner of shipping at all?—A. No, I never owned a blamed thing in my life.

Q. Your interest in this question?—A. Is the interest of the property.

Q. Theoretical entirely?—A. Yes, theory.

Q. I understood you to say to Mr. Skinner that foreign ships would not come here without a pilot?—A. In my opinion I said so.

Q. You also said in your opinion that this port must look to foreign ships for the development of our trade?—A. Yes.

Q. Explain to this commission, if you are going to have all these foreign ships take pilots and going to have all the trade done by foreign ships, why you would not have a code of pilots, if the pilotage was abolished on our own vessels?—A. Do you suppose any young men are going in the hopes of the foreign trade, which you have none at present, to serve five or ten years and that that would be a sufficient inducement for them? I am relying upon it building the port up. You have tried the schooners and they have failed, and now you are trying the barges, but I say there will be foreign ships coming here.

Q. In increasing numbers?—A. Certainly.

Q. And those foreign ships will take pilots?—A. I believe so.

Q. Explain, then, why there would not be any work for the pilots?—A. I think it is the duty of the port to extend its trade, and in this age of competition, if you have better facilities here than up the bay, you will get the trade.

Q. Would it not seem to you fair to assess it on the property of the city and not on the shipping?—A. Not at all; but I would assess it on everything, whether they want them or not.

Q. Why?—A. Because I never wanted a policeman in my life time, and yet I have had to pay to support them. I will tell you what I would have, Mr. Palmer

I would have the pilotage to be under Government control direct, and then you would have a service. As for this exempting a certain class of vessels and half pilotage, that is only tinkering with it. Either have it right, or not at all. I think that is a very one-sided affair, because if a signal of distress was shown and they did not attend, there would be a penalty and, if they did attend, they would have a right to be paid, and the pilots could only charge for the rates fixed by themselves, instead of crying for salvage.

Q. You are of opinion that all classes of vessels, steam and sail, should be compelled to take and pay these pilots?—A. Yes, they should contribute to the fund. If it was decided amongst you that you wanted them, but, if you can do without them, then you can do as you like.

JAMES KNOX examined:

To Captain Douglass:

Q. What are you?—A. A ship chandler. I did own several ships, but they are all gone. I am one of the pilot commissioners.

To Mr. Skinner:

Q. How long have you been one?—A. Since last May.

Q. Who were you appointed by?—A. By the Common Council.

Q. I want you to give your opinion as to compulsory and non-compulsory pilotage?—A. I would certainly say that we cannot do away with the compulsory pilotage. How are there going to be pilots if you did?

Q. The answer is, that if there was business for pilots, there would be pilots to do it?—A. That may be right, but it is not my opinion.

Q. Speaking of pilots as a body, what kind of men are they?—A. They are good men. I have been here in St. John when there was a lot of older ones, and when there were young ones, and they are a fair class of pilots.

Q. You would continue the compulsory rate as it is?—A. I certainly would if I had my doings of it.

Q. Have you any opinion with regard to the exemption of vessels from pilotage?—A. I have no opinion unless it would be that if you are going to put it on to smaller vessels, put it on to all—let every one contribute.

To Captain Douglass:

Q. You would not extend the exemption to all vessels?—A. No; I would extend the pilotage to all vessels. I think all vessels should pay pilotage. I think it works very well as it is.

Q. That is they should pay the pilotage whether they want the pilots or not, so as to support a proper staff?—A. Yes; my opinion is you could not have a proper staff unless it was compulsory.

To Mr. Palmer:

Q. Would you make the engagement with the pilot compulsory or leave it as it is now?—A. My meaning is: making the payment of fees compulsory, and that and compulsory pilotage is one and the same thing.

Q. You would simply make the payment of the fee compulsory?—A. I would continue the present system.

Q. Is that because you think it is necessary to obtain so much revenue in order to keep up the present system, or because you think all vessels require pilots?—A. A large amount of them require a pilot, and a large amount of them would not take

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a pilot if it was not compulsory, and if you could get a man for \$5 to do a thing, and another man would do it for \$2, you would have the man the \$2-man. I have had 40 years' experience here in that, and I have never been away over 100 feet from the harbour during that time, and my experience has been if you make it non-compulsory you do not want any pilots.

Q. Is it not, within your knowledge, true that the bulk of the vessels engaged in the coasting trade run without insurance?—A. I do not know as the bulk of them do. A few of them do, just the same as I would myself when I had a large number of vessels I would let the one run against the other, or otherwise I would insure.

Q. In your opinion are not the captains and mates in the coasting business competent to navigate their vessels without the assistance of pilots?—A. Well, I should think they would; they pass an examination, and any man can do that if you think so.

Q. Then the reason you give for continuing the present system is that it is necessary in order to keep up a corps of pilots?—A. They could not be kept up any other way.

Q. Do you consider the maintenance of that corps of pilots necessary for the port of St. John?—A. I do so.

Q. Wouldn't it strike you as being more fair to compel the citizens of St. John to tax themselves to support these pilots?—A. Yes, or the Government might just as well give them that as a subsidy; it is one and the same thing.

To Mr. Gilbert :

Q. Making vessels pay that do not take pilots is not necessary for the preservation of life or property?—A. If it were not compulsory where would you have the pilots?

Q. Does it protect the life or property of that vessel?—A. If all did not contribute a little, those that would be in danger would not have the assistance when it was required.

Q. Would not it be better to let the people go who were willing to risk it?—A. Yes; but that is not the modern style of doing business, because the whole Dominion is made up of combines. My opinion is, that if a man came into the Bay of Fundy and was in trouble and did not know where he was, he would want the assistance of a pilot. We will risk a good deal to save a dollar these times.

Q. Would you go as far as to allow a man not to take a pilot and then compel him to pay?—A. I would go so far as to say that I can take any man's horse down to the river, but it would take twenty-five of us to make him drink. It is the same way with some of these people.

To Captain Douglass :

Q. Have you ever given any consideration to the question of granting exemptions to masters?—A. I never gave it any consideration. If it was applied you would have to reduce the staff of pilots.

JAMES U. THOMAS examined :

To Mr. Skinner :

Q. Look at this list and tell us which of the casualties for the last ten years had pilots on board?—A. Three vessels had pilots on board from 1886 to 1894, and there were about 300 casualties altogether in that time; 314 vessels had casualties and three vessels had pilots on board extending over ten years. I should say probably

twenty pilots would be sufficient to accommodate the foreign business. I had the outer limits in view.

Q. If schooners up to 300 tons were free, that would reduce the pilotage fee about how much?—A. About 33 $\frac{1}{3}$, about one-third.

Q. What was the whole pilotage last year?—A. In round numbers about \$20,000; that included everything.

To Mr. Palmer :

Q. In that list you gave of casualties with pilots on board, did you include the barque "Curler"?—A. I think I did, and the "Stillwater."

Q. Did you include the schooner "Florida"?—A. No, I did not. I might say that in this list of casualties the "Curler" and "Stillwater" do not appear. It is as late as they could give it from the Department. I included them in the list that I returned myself. I gave all that had occurred in the last ten years. I meant to say that I included the "Stillwater" and "Florida" in my own list, which extends over ten years.

Q. The list from which Mr. Skinner asked you is not made up by you?—A. No, and is not from any record kept by me. I am not prepared to say about the other 311 cases further than, if the pilots were on board it would be the duty of the pilot to report the accident to the office.

Q. What portion of these 300 vessels were bound to the port of St. John?—A. I have not gone over the list.

Q. Is there anything in that return which would show the exempted vessels?—A. Yes, the tonnage is there.

Q. Are the ports of departure and destination given?—A. I believe so.

Q. What proportion of the coastwise carrying is done by Canadian vessels?—A. I should say perhaps one-third and two-thirds by foreigners. The pilot receipts were \$21,415 for the last year.

DONALD CARMICHAEL examined :

To Captain Douglass :

Q. What are you?—A. A ship broker and shipowner.

To Mr. Skinner :

Q. You have resided in St. John for a long time?—A. Yes, I came here in 1856 and have resided here since, more or less. First when I came here I was in connection with a shipping office. For the last 23 years—I went with Luke Stewart as book-keeper and for the last 11 years I have been successor to Luke Stewart, both as regards chartering vessels and owning vessels.

Q. What is your opinion on the question of compulsory or non-compulsory pilotage?—A. I have had a great deal of interest in the matter and I firmly believe in compulsory pilotage, as we have it at present. I cannot say so much in regard to smaller vessels, I mean strictly coasting vessels. I express no opinion on them. I have had a great many talks with captains coming here and the consensus of opinion among them was that the lowest charge in the port of St. John was the pilotage.

To Captain Douglass :

Q. Were the rates then the same as now?—A. No, I think they are a little arger.

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To Mr. Palmer :

Q. At that time about what were the stevedore's charges?—A. \$1.75 I think and the scowage was \$1.50—\$3.25 a standard.

Q. What are the stevedore's charges now?—A. Ninety cents to a dollar and no scowage.

Q. Then the expenses of loading, as far as these charges go, have been reduced about two-thirds?—A. Yes.

Q. And the pilotage has been increased about one-third?—A. I do not know, but I know it has been increased.

Q. Is it not a fact that the earning power of shipping has decreased very largely in the last ten years?—A. Yes, it has.

Q. And with the single exception of the loading charges the port charges did not decrease?—A. That is so.

Q. And the pilotage charges have increased?—A. Yes; but if you want to know a little more about it, a great many captains if they had their own free will would have pilots to this day, and I know it for a fact.

Q. Do you include captains in the coasting trade?—A. No; I do not.

To Mr. Gilbert :

Q. What good is to be obtained by having compulsory pilotage?—A. That is a matter I consider as regards risk. I could not insure for the full amount. Captains all told me to say to have pilots all along.

Q. What do you mean by compulsory pilotage?—A. According to the present system, I believe they should be compelled to take a pilot.

Q. Then you do not think it is proper to have them refuse a pilot and then pay?—A. That is a matter I have never considered.

GEORGE ROBINSON examined :

To Mr. Skinner :

I am the mayor of St. John.

Q. Have you had any experience at all in ship property?—A. Very limited. I have been in business in St. John thirty or more years.

Q. I want your opinion upon this question of compulsory or non-compulsory pilotage?—A. A free opinion. You do not confine me to direct answers.

Q. That is what I mean?—A. I may say that my opinion of the whole question is somewhat limited. I have been cognizant of the pilotage question as it has come before the Board of Trade and read the pamphlet that was presented by the board, and I have listened with more or less attention to the reports of the members of the board and the citizens generally, but latterly, being very busy, I have not paid the usual attention to the common reports. I have a very strong opinion, and it may only be an opinion, because it is not backed up by personal knowledge of the necessity existing in the Bay of Fundy for pilots, but it is based upon the general information I have acquired during the years that I have been in business in the city of St. John. I say I have a very strong opinion that the very best pilotage service that it is possible for us to have in the Bay of Fundy, should be in the Bay of Fundy and at the port of St. John. I mean that vessels coming to the port of St. John and into the Bay of Fundy should never be in a position that service of a skilled and experienced pilot could not be obtained. I may say further, that the tendency to get free from all possible burdens is running too much, I think, in one direction, and that anything like compulsion make those who have to deal with it feel that they are compelled to have a thing at certain times that they could do without. I do not say that I am

in favour of the present system, but I feel that it is of such great importance to have a pilotage system here adequate in every respect for the interest of the port that I fear that anything that would materially interfere with compelling men to provide those who know how to bring them into a port safely, not on account of their vessels only, but on account of their crews, I say that I unhesitatingly feel, that pilotage, generally speaking, should be compulsory.

To Mr. Palmer :

Q. Have you ever studied the question as to allowing masters an exemption upon passing an examination and paying an annual fee for a pilot's license?—A. I have thought of that. In answering your question, Mr. Palmer, probably you would kindly give me a pretty wide scope as I do not wish to be misunderstood. I was asked the question with respect to compulsory pilotage and I gave my reason upon that point. I have not been asked whether I recognized any grievances in the present system, or whether the fees are too high, or whether they interfere with the shipping of the port. I must say from the evidence I have heard, through the newspapers and otherwise, that it seems to me that the question of a certain class of our coasting trade might be considered especially apart from the other tonnage altogether.

Q. Would you consider that apart from some system for examining the master^s to show that they were competent?—A. Oh, not at all. I think that would be very necessary.

Q. Would you not also compel coastwise steamers to take pilots?—A. I would compel a coastwise steamer to take a pilot if the pilotage system of the steamers themselves was not privileged.

To Captain Douglass :

Q. In the case of the International steamers, where they have their own pilots, what would you do?—A. Yes. Then it seems to me, if you will let me answer it offhand, that the whole question would be, whether the pilotage fund would be sufficient to keep up a competent class of pilots in the Bay of Fundy, if you would allow all these exceptions.

To Mr. Palmer :

Q. If with these exceptions it would not be sufficient, would it not be more equitable to assess the difference upon all the citizens of St. John, rather than to assess it upon a trade, which did not require them?—A. Oh, I would answer that and then you would get my full opinion. I would make pilotage in the port of St. John, if I had the power, absolutely free. I think the Dominion Government should take up and control the pilotage system in the Dominion of Canada.

Q. Do you mean that the pilots should be paid officials of the Dominion Government?—A. I do, and kept when they were too old to work.

Q. Then you would make the appointment of the pilots optional?—A. I would make them compulsory by every vessel and then I would have a system for qualified masters to go without pilots. They undertake less reasonable things than that in the government of this country.

HOWARD D. TROOP examined:

To Mr. Skinner :

Q. I want you to make any observation, as chairman of the pilotage commission, you see fit, as to the present system, or as to any change you would recommend?—A. I do not know that there are any. I think you have been pretty well informed by the secretary so far as the workings of the commission are concerned

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would not make any change. It is a matter that has given the commissioners for the last twenty years a good deal of consideration, and they have gone into it at great length, and the present system has given very general satisfaction.

Q. The leading point of that system is the competitive system?—A. Yes.

Q. On the question of exemptions, what have you to say?—A. With reference to coasting steamers?

Q. It is said here that the exemption of the coasting schooners up to 250 or 300 tons would be advisable. I want to ask your opinion on the subject; and secondly, if it was done, what effect it would have upon the general pilotage system of the port?—A. I do not know, I am sure. It is a matter that the commissioners have considered at very great length and have arrived at the conclusion that all vessels should pay, over 125 tons. I do not know what the result would be if it was changed.

Q. Since that was done, have you seen anything to make you doubt that that was carrying the exemption far enough?—A. No, I have not any doubts. I would not carry the exemption beyond the 125 tons.

Q. The point has been made that this exemption has compelled owners to build an inferior class of vessels unfit to go into deep water?—A. Yes, I have heard that idea put forward, and I do not believe it and never did.

Q. That it decreased their seaworthiness?—A. I do not think so.

Q. It is said that coasting captains have as much knowledge as pilots and, therefore, they should not be compelled to take pilots, and it is unjust to compel them to take them?—A. They might say the same as to masters of barques and ships. The largest ships out of the port, whose masters come from schooners, are just as capable of navigating the harbour as any schooner captain they could find, and more so.

Q. If the exemption to the coasting vessels is made upon the theory that the masters of the schooners have sufficient pilot knowledge themselves, that would apply with equal force to larger vessels?—A. To many of the larger vessels at all events, and many of the sea-going ships.

Q. If the same exemption was given to all vessels whose captains were competent, it would reduce the area of the work of the pilots very much?—A. I could not answer that question. It would do it very materially though.

Q. If the large vessels were called upon to pay all the pilotage fees, would it not increase the rates of pilotage away beyond what reasonably could be expected to be levied on any vessels coming to the port?—A. I should think it would. The majority of vessels would try to escape in fine weather at all events and would not take pilots.

Q. What would be your opinion as to the number of pilots necessary for the accommodation of the foreign trade, if all schooners up to 300 tons, both American and English were exempted?—A. I should think ten would be ample for the business of the port.

Q. Considering what the pilots have to go through, do you or not consider that they have quite a small remuneration?—A. Yes, I should call it small. If a man is forced to buy and keep up a pilot boat and only have \$400 or \$500 a year it is pretty small.

To Mr. Palmer :

Q. You said to Mr. Skinner, that in your opinion it would not be advisable to grant exemptions to the masters. You understood by that that the masters should pass an examination before a board and get a certificate of competency to navigate the bay?—A. You are talking about a pilot's certificate.

Q. Yes, get an exemption certificate, for which he should pay a fee?—A. Yes.

Q. I ask you whether that would not guard the safety of the lives and property in that vessel, as well as compelling him to pay a pilot, or sufficiently for ordinary purposes?—A. I do not think it would.

Q. Will you tell me if in your opinion the steamers plying in and coastwise from the bay should be exempt?—A. That has been my opinion all along that they

should be exempt, simply because they have qualified pilots on board. In one case you speak of the master alone and in the other you speak of a master and two qualified pilots.

Q. In one case you carry hundreds of passengers?—A. That makes no difference to my mind.

Q. You have spoken of shipmasters sailing in deep water vessels, who are in your opinion competent to bring their ship in or take her out of the bay without pilots. Do you know of such cases?—A. As compared with the schooner captains?

Q. Yes?—A. Yes, lots of them.

Q. All those vessels have been compelled to take pilots?—A. Yes.

Q. Is that opinion based upon the necessity of the ship to have a pilot?—A. Upon my belief that all vessels should take pilots.

Q. Would you then change the law so as to make the taking of a pilot compulsory?—A. The law is so now, it is the same thing, difference of opinion that is all. You are not compelled to take a man on board in any part of the world, as I understand it, but you are compelled to pay him.

Captain DOUGLASS :—Yes; in England you are compelled to take a pilot on board.

Q. I ask you whether you would make the employment of the pilot compulsory or the payment?—A. I would make the law just as it is at the present time.

Q. What protection is it compelling a man to pay a tax?—A. It serves to keep a suitable service of pilots.

Q. Is not the reason you would compel all ships to pay in order that there might be a suitable staff of pilots kept up?—A. Certainly.

Q. Then the views you hold with reference to it are based upon the necessity of maintaining the staff?—A. Yes, certainly.

Q. And you would be of the same opinion that each vessel should pay, irrespective of whether they required the services or not?—A. That has been my record; that is my opinion.

Q. Then tell me why you exempt the International steamers and other bay steamers?—A. Because the law says so.

Q. Irrespective of the law, would you exempt them or compel them to pay?—A. Exempt them.

Q. Why?—A. Because they have two pilots on board.

Q. Would you exempt a ship if she carried a retired pilot?—A. That is a case not likely to occur—I cannot say whether I would or not.

Q. You would compel vessels to pay irrespective of whether they required their services or not?—A. Yes; I would exempt the coasting steamers.

Q. Is there any law which compels the "Hiawatha" to carry a pilot?—A. I think not. She does not carry one, that I know of.

Q. What logical reason is there for exempting that steamer from paying pilotage in and out of the port of St. John, and compelling one of those coal barges to pay it?—A. You will have to apply to the department for an answer to that. We get our instructions from the department. I would make the barges pay. I think the "Hiawatha" is under tonnage. If the law says they should not pay, they are exempt. I do not see how we can give an opinion upon it after taking the action we have at the commission. I do not see how Commissioner Troop could come up here and go back on what they have done.

To Mr. Gilbert:

Q. Some years ago there used to be a great many vessels built up the bay and towed in by tugs—were they also charged compulsory pilotage?—A. Yes, I guess all of them. I am not sure, but I think they were all charged pilotage. I know we paid on all the ships we had up there, and I think the Morans paid, and all the large ships paid.

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COURT HOUSE, 1st March, 1895.

Captain SMITH—If the evidence is all in we will hear the remarks of counsel.

Mr. JARVIS—I suppose the commissioners can make inquiries regarding the meteorological matters?

Captain DOUGLASS—Yes, I am going to Toronto myself to get all the information I can in reference to that.

Mr. PALMER—I, acting on behalf of the Shipowners' Committee, was compelled to leave the city and left the matter in the hands of the other members of the committee. Therefore I do not propose to address the commissioners upon the evidence which has been adduced. This is not a legal question, but is really a business question to be dealt with by business men and from a business standpoint; therefore, the remarks will be submitted on behalf of the shipowners by a member of the Shipowners' Committee, and on behalf of the Board of Trade, by a member of the committee of the Board of Trade.

Mr. GILBERT—I understand that this commission is to inquire into the state of affairs existing here at present, and if there is anything wrong in it, to recommend that it be changed and alterations made. Therefore, the first objection I would make is to the constitution of the pilot commission itself. I do not think there should be anybody on that commission except nautical men, and one should be a person appointed by the Dominion Government to examine masters and mates. I think the commission is too large, also that no man interested in shipping should be on the commission. Then, again, I object to the mode in which the pilots are examined. I think in addition to their local knowledge they should also be required to have a knowledge of deviation; because where a captain might be sick, on a large steamer especially, such knowledge would be necessary. Then, I think, some provision should be made by which the pilots would be bound to be upon the cruising ground. No doubt there might be times when they could not be there, as in winter, but there are always harbours they could run into in case of storms. They should be compelled to be on hand when wanted.

Then I take the point that pilotage should not be compulsory. I think in this age trade regulates itself, and there should be plenty business for a sufficient number of pilots to do under an open system, as it is clear from the evidence that ships coming from abroad would, as a matter of course, take pilots. If these ships were taxed at two-thirds of the rate per ton, that they tax the small vessels now, it would produce a fund nearly as large as at present. Under the present system the tax is upon the men that are the least able to pay it. The big tax goes upon the small schooners. If it is a burden to be borne by the port, it should be borne by the whole community, probably by the Dominion Government. I think there would be a sufficient remuneration to pay 20 or 30 pilots if a proper rate was put upon these big tramps coming here. Then here are these other people who do not want the pilots and who are struggling for a living, and the tax goes upon them and not on the big shipowners. This is wrong, and I say if it is to be levied at all, it should be on the whole community.

Now as to the exemptions. The meaning of exemption is, no doubt, because it was thought that those vessels were unable to pay. It is really strange that an owner with a trained captain who does not want a pilot, should be compelled to pay for those who do. I do not see why pilots should stand in a different position from any other profession. Would it be right for a doctor to be in a position to meet you on the street and examine you and tell you you were sick and charge you for it, whether you wanted him or not? Why then should a man be compelled to pay a pilot that he does not want any more than a doctor or lawyer? Any man can try his own case in our courts, if he chooses. Any man can be his own doctor. But any

man is not allowed the privilege of being his own pilot. Take the case of the steamers coming across the bay, I see no reason why they should be exempt any more than the barges, because they carry a large amount of freight and a great many valuable lives, and if there is any case where it ought to be compulsory it should be upon them. But I fully agree that they should be exempt, and for this reason, that the "Monticello" is in charge of a man who has been there 30 years and is thoroughly capable to do the work, and if compulsory pilotage was put on them, running as they do, three trips a week, the expense would be so large that the trade could not stand it.

Now I come down to the barges, which are towed in by tugs, and say, if all the pilots in the harbour were put on one of those barges they could not bring it in without the assistance of the tug boat, at least not once in ten years. Pilots are utterly useless to these barges and I do not see why they should have to pay them. There would be more value in one year from a tramp steamer coming in here, than in what all the barges would carry in a whole year. It is absurd, if the exemption is allowed, that they should not have the same advantage as a steamer crossing the bay. There is a tug capable of tugging two barges of coal from Parrsboro' to Boston without a pilot, and it is simply ridiculous to say that a tug cannot take a barge into the harbour of St. John without a pilot.

Mr. SCHOFIELD reads statement on behalf of Shipowners' Committee:—

ST. JOHN, N.B., 1st March, 1895.

The Shipowners' Committee beg to submit the following concluding remarks for consideration by Captains Smith and Douglas, in connection with their inquiry into the pilotage system at present existing at this port.

In order to facilitate the inquiry and to inform the commissioners concerning their objections to the present system, the Shipowners' Committee submitted at the very first meeting a full printed statement respecting same, the correctness of which has since been thoroughly tested by the evidence given by the different witnesses who have been examined before the commissioners, and we claim that while there have been some very different ideas and opinions expressed upon the various points involved, nevertheless, the case as presented by our committee has been fully established, even in many respects by the testimony of hostile witnesses.

As the evidence of the different witnesses has all been written down, and the commissioners will be able to carefully consider and weigh the different statements, it is therefore unnecessary for us now to enter into any extended discussion of same, but there are a few points of special importance to which we desire to direct attention.

In the first place it may be remarked that while the owners and captains of vessels have chiefly testified that they do not consider the employment of pilots necessary in the Bay of Fundy, excepting in the case of vessels whose captains are unacquainted with the bay, and then only in thick weather when it has been proved that pilots are generally unobtainable, the principal evidence to the contrary was given by the pilots themselves who are of course directly interested in obtaining the employment and fees, and they discredited their own evidence by afterwards testifying that if the compulsory payment system should be abolished there would be little or no employment for them, as both sailing vessels and steamers in the past had been very largely in the habit of avoiding the pilots whenever possible, which clearly demonstrated the fact that the captains considered they could get along very well without them. In striking contrast to these contradictory statements of the pilots is the consistent evidence of such large shipowners as Wm. Thomson & Co. who testified that although they never insure a dollar on any of their large fleet of vessels, nevertheless, they do not consider the employment of pilots necessary, and that they always give their captains positive instructions never to employ pilots in the Bay of Fundy when they can possibly avoid doing so.

In addition to the foregoing testimony against the absolute necessity of pilots, it has also been proved that a large fleet of vessels has actually been built just under the largest exempted size (125 tons) notwithstanding the fact that such vessels are

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admitted to be very undesirable in many respects both as regards size, strength, and general suitability for the coasting trade, which however is not profitable enough to pay pilotage fees. It is therefore quite evident that owners of such vessels are perfectly sincere in their opposition to the present compulsory system.

As regards the question of right to charge pilotage fees at all in the Bay of Fundy, it being an arm of the sea about 150 miles in length, varying from 30 to 50 miles in width, our committee would suggest that the question be referred to the Honourable the Minister of Justice for decision, it being a question of international law. It should also be remembered that the eastern boundary of the province of New Brunswick is a line drawn up through the centre of the Bay of Fundy, which would exclude about one-half of the present pilotage district.

As regards the existing system of compulsory payment of pilotage fees, we claim that unless accompanied by compulsory employment it is a farce as regards the protection of life and property, and becomes simply a means of enabling the pilots to enforce a living for themselves without necessarily accomplishing any benefit whatever for the interests supposed to be protected by them. In England the system is entirely different and Parliament has just recently increased the penalties upon both the owners and captains of vessels who either neglect or refuse to employ qualified pilots in compulsory pilotage districts. It has been shown however that at eighty-five different seaports in the United Kingdom there is no compulsory pilotage law whatever, and still they all have large numbers of pilots, in several instances numbering from 100 to 200 at a single port, in view of which actual experience we contend that under a similar system there would always be a sufficient number of pilots at this port for the shipping requirements, which opinion has been endorsed by numerous witnesses, among whom may be specially mentioned Messrs. Wm. Thomson & Co., which firm does the largest ship brokerage and agency business at this port, and is therefore deeply interested in its being completely and efficiently equipped in every way. In his evidence on this point, Mr. Thomson stated that after carefully considering the whole matter from every standpoint, if the settlement of the question were left to him he would decide in favour of the non-compulsory system, which he thought would prove sufficient and satisfactory for the trade of this port.

It has been stated by several witnesses that the abolition of compulsory payment would reduce the total pilotage receipts to so small an amount that the present number of pilots could not possibly be maintained, which would probably be the result, but the conclusion therefrom is that it is thereby evident the shipping trade is now burdened with the support of a number of pilots whose services are not actually required, and our committee contend that it would be unfair to permit such a state of things to exist any longer, more particularly in view of the serious depression in the shipping trade as testified to by several important witnesses, and verified by the official tonnage statements in evidence, which show that the shipping registered at the port of St. John has declined from 280,073 tons in the year 1876 to 111,888 tons at the close of last year. It has also been proved that during the same period, in order to raise the required amount of money for the pilots at this port, the pilotage fees have actually been increased upon sailing vessels about 50 per cent, and upon steamers about 100 per cent.

As regards making provision for the support of those pilots whose incomes might be reduced or cut off by the proposed change in the present system, our committee does not consider that the shipping trade is fairly responsible for same, however, no objection would probably be made to a tonnage tax upon all vessels over 250 tons register, sufficient with the income from the present invested pilotage funds to provide for a continuance of all existing pensions to retired pilots and widows and orphans of pilots, adding also similar pensions for any of the oldest of the present pilots who might elect to retire from the service when the compulsory protection is abolished. This would leave only the younger men on the present list to depend upon the future pilotage business, or seek other employment, as former captains of sailing vessels have to do nowadays, and also all other classes of people whose employment fails. It is also believed that some increased income might be

obtained, for down the bay pilotage outwards, if the pilots were left free to accept what captains might be willing to pay them for such services when required, instead of always demanding the present excessive rates, which nearly always prevent captains from taking pilots when outward bound.

With reference to the differential rates of pilotage at present charged here against steamers, it has been proved that the very opposite system is in vogue at most other ports, and that in many ports steamers and vessels in tow are charged from 25 to 50 per cent less than sailing vessels. It has also been asserted and not disproved that there is no port in the world except St. John where steamers are charged more pilotage than sailing vessels, notwithstanding all which testimony, several pilots actually stated that in their opinion steamers should be charged even more than they now are, without however being able to give any sensible reason therefor.

It has also been shown that the present pilotage rates charged here are very excessive as compared with other ports, more especially the neighbouring port of Halifax with which St. John is in close competition for business. Abundant evidence has also been given that even the pilots themselves really consider the St. John fees excessive, and that were it not for the penalties of fine and suspension threatened by the commissioners, the pilots would have continued making private rebates to the owners, agents and captains of vessels, which system was clearly proved to have existed to a large extent for several years until stopped by the commissioners.

As regards the Boston and coastal steamers, nearly every witness, excepting those directly interested in them, has expressed the opinion that if any compulsory system should be continued here it would be only right that all such steamers should contribute a fair proportion towards the pilotage expenses of the port, which was shown to be the practice at Halifax. The fact was also developed that two of the present pilot commissioners are agents of these exempted steamers, and are therefore interested in having the present system continued, as regards their exemption.

The system of charging pilotage on coal barges in tow has also been shown to be a disadvantage to the citizens by increasing the cost of coal without the slightest necessity, as it was clearly proved that pilots are of no practical use whatever to the barges in question.

Evidence has also been submitted in reference to the question of insurance rates, and every witness upon this point has admitted that insurance policies never contain any stipulation whatever regarding the employment of pilots, also that under yearly policies, vessels are as free to use non-compulsory pilotage ports as those where the reverse is the law. It has also been shown by the same witnesses that neither the Bay of Fundy or the port of St. John are included among the waters prohibited in any insurance policies, and in view of all the testimony given upon this point it is a fair conclusion that in the event of compulsory pilotage being abolished at St. John, no extra premium of insurance would be charged against vessels using the port, unless future experience under the altered system should demonstrate that the number of accidents were thereby increased, which we claim would not be the result.

Considerable evidence has also been submitted in reference to the pilotage regulations at this port, which have been proved to be very imperfect and clearly need revision.

The Shipowners' Committee have thus done all that lay in their power to inform the commissioners regarding the existing state of affairs here, and is desirous that when making their report to the government, the commissioners should state fully whatever facts connected with the same they find to have been proved, in order that same may be available for consideration by the government and Parliament whenever the question comes up for discussion hereafter.

The committee also made the accompanying recommendations regarding the future management of the pilotage business of this port, to which they still adhere after having heard and considered all the evidence offered on both sides of the

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question, and the committee respectfully requests the commissioners to give same their careful consideration, expressing at the same time a hope that the plan they proposed will meet with approval and endorsement.

The most important and objectionable feature in connection with the present system, is of course the compulsory payment of pilotage fees, which we trust will be abolished, but if after carefully considering all the evidence and circumstances connected with the business the commissioners should feel any hesitation about recommending immediate total abolition, then our committee would respectfully suggest the plan of providing that during the next three years all vessels which do not require the services of pilots, and decline same when tendered, either in the bay or harbour, should only be compelled to pay one-half the regular fees, leaving all those who actually avail themselves of the services of pilots to pay the full rates, but of course continuing the present exemption privilege to all vessels under 125 tons register. This plan would afford some relief to the present overburdened shipping interest, and at the same time provide a certain income for the pilots, and a fair compensation in all cases for their expenses and attention to the business. It would also enable the pilotage office to obtain an exact record of how many vessels of each size and description actually employed pilots, and how many declined their services, which information would be most valuable hereafter, in deciding upon the plan to be adopted at the end of the proposed three years' term, when total abolition might be adopted if the record then justified such action.

The committee regret that unfortunately their legal advisers were both unavoidably absent from the inquiry during the greater part of the time, however, this was largely compensated for by the great interest which the commissioners themselves manifested in obtaining all necessary information from the different witnesses.

In conclusion, the committee beg to thank the commissioners for the patient attention which they have given to the entire proceedings, and also for their remarkable fairness throughout to both sides, which, combined with the knowledge of their great experience in nautical affairs, gives us entire confidence that their final decision will be in accordance with the best interests of the port of St. John, which is the object we have in view.

MR. JARVIS reads statement on behalf of Committee of Board of Trade:—

I have now, on behalf of the committee of the St. John Board of Trade, at the close of the official inquiry into the pilotage system of the port, to express their feeling of obligation to the Minister of Marine and Fisheries for so promptly ordering the investigation to be held, and their sense of the fair and thorough manner in which it has been conducted.

They ventured in December last to ask for the inquiry in order that no one who might be in any way interested in the subject should be without an opportunity of being heard. That opportunity has now been given, and it remains only to sum up the result and to ask that the evidence taken may be supplemented by reference to the official reports and other public information available as to the navigation of the Bay of Fundy and the harbour of St. John, the prevalence of fogs and mists, and other matters bearing upon the subject.

In applying for the inquiry it was the desire of the board that all personal reference to individuals should be avoided, and the investigation confined as far as possible to the merits or demerits of the existing system, and the proper remedies for such evils as might be found to exist. Throughout the inquiry the committee have endeavoured to adhere to this course. They have felt it their duty to submit reports and documents, some of which contained arguments or inferences drawn from circumstances which were believed to exist, but this was done merely to indicate the course which it was thought the inquiry might properly take. And they ask for those reports and the statements they contain no greater weight than may be given to them by the sworn evidence which has been taken, and the public or official information which may be available.

The committee have felt also that the course of the inquiry must to a certain extent be influenced by the circumstance of its being held before gentlemen who were

themselves experts in the matter, and already conversant with the general principles governing pilotage throughout the world. They had hoped that this would have led to the shortening of the investigation, and they believe that this has been the case. Much of the evidence given, however, has necessarily taken the form of expressions of the personal opinions of witnesses, contradictory sometimes, and apparently not always based on a full and unbiased consideration of the facts. With regard to such evidence they do not doubt that the commissioners will bring their own experience to bear, and that the views of one or two witnesses, given in a manner or under such circumstances as to show that they have been fairly and independently formed, may carry more weight than the allegations of a greater number even where self interest in one shape or another may have seemed to guide the conclusion reached.

I desire now to draw the attention of the commissioners to the following points, and the evidence given in their support.

The boundaries of the province of New Brunswick never extended beyond a line drawn in the centre of the Bay of Fundy from the River St. Croix to the Musquat or Missiguash River, thus placing the southern entrance to the bay between Gannet Rock and the Old Proprietor on the one side and the north-west ledge and the Nova Scotia coast on the other, and also the larger portion of the bay itself outside the jurisdiction of the provincial authorities from the first.

Under the provincial letters patent confirmed by Act of Assembly, 26 Geo. III., cap. 46, commonly known as the City Charter of Saint John, the limits of jurisdiction for the common council extended southerly only to a line running east from the south point of Partridge Island.

The committee ask particular attention to these limits, because they serve to illustrate the distinction between harbour pilotage, or the pilotage claimed to be needed for vessels within the harbour itself, and bay pilotage, or the preferring or rendering of pilotage services to vessels navigating the Bay of Fundy outside the harbour limits. The committee think it important that this distinction should be carefully drawn. It has been shown that there is good anchorage for vessels outside of Partridge Island, and in point of fact vessels do frequently anchor in safety in the outer harbour or inner bay between Negro Head to the west and Mispec Point to the east. The circumstances attending on the navigation of the Bay of Fundy and on the entering of the harbour of St. John are different in many respects to which the committee desire to draw more particular attention hereafter.

The first authority for the appointment of pilots within New Brunswick which the committee have been able to find is contained in the Act of Assembly, 26 Geo. III., cap. 52, passed at the first session of the provincial legislature in 1786. Under this Act pilots appointed by the common council of St. John were to be entitled to the same fees, perquisites and privileges as pilots appointed by the magistrates for other ports in the province.

It is to be noticed, however, that under the first section of this Act, if the pilots' services were proffered and refused, he could collect his fees only from vessels not belonging to the port, and that coasters and vessels not drawing six feet of water were entirely exempted. Thus at this early period the principle was recognized, that where, owing to connection with the port or to experience otherwise obtained, the master of a vessel might be presumed to be conversant with the difficulties of the harbour, it should be perfectly optional with him or with the owners of the vessel to engage the services of a pilot or not.

Thus the law seems to have stood for more than fifty years. Outside of Partridge Island all was free. Within it was free also so far as all vessels belonging to the port, coasters, and vessels not drawing six feet of water were concerned. There were then no ocean steamers. It might be difficult to procure evidence as to the exact amount of tonnage trading to the port belonging to St. John or owned abroad. But there can be little doubt that the number of vessels subject to compulsory payment of pilotage dues, even within the harbour itself, was very limited indeed.

In 1821 the first Provincial Pilotage Act was repealed, and another (2 Geo. IV., cap. 6) substituted. This Act provided that if the pilots services were proffered and

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refused he could collect half fees only; but it was expressly provided that this Act should not interfere with the regulation of pilots in the city of St. John.

In 1840 an Act (3 Vic., cap. 70) was passed to extend the jurisdiction of the corporation of the city of St. John, for the regulation of the rates of pilotage, beyond the limits prescribed by charter. The operation of this Act was apparently considered as experimental, as it was at first limited to three years only, but it was subsequently continued until the time when the Parliament of the Dominion intervened.

Under this Act the common council was authorized to make laws and ordinances for the regulation of the branch pilots of the port in respect to rates of pilotage extending to such parts of the Bay of Fundy in connection with harbour of St. John as they should deem expedient.

The common council of St. John seem, from the time of the passing of the Act, in 1786, recognizing their right to appoint pilots or giving them that right, to have made by-laws or ordinances from time to time for their regulation. The committee have been unable to obtain access to any such by-laws of an earlier date than 1850. The right to make such by-laws was probably assumed under the general clauses in the city charter authorizing them to make ordinances for the public good, and making the mayor, aldermen and commonalty the conservators of the harbour. The controlling power could certainly not extend beyond the limits of the city or the south point of Partridge Island until it was further expanded by the legislature, in 1840; and, even then, the provincial legislature itself could not have legally extended that control beyond the limits of its own jurisdiction, or, in other words, beyond the line drawn through the centre of the Bay of Fundy from the River Ste. Croix to the Missiguash River, or outside of the Old Proprietor and Gannet Rock.

It was the custom then, however, a custom which even yet has not altogether disappeared, to claim all rights that could possibly be exercised under the city charter, and even something more; and in 1850 we find the city council of St. John passing a by-law to regulate the rates of pilotage even into the Atlantic Ocean. The sixth section of the city by-laws provides for five distances for pilotage fees, the fourth extending "from the north head of Grand Manan or North Channel to Machias Seal Islands or Brier Island," and the fifth "anywhere outside the aforesaid distance." It would seem, therefore, that it was claimed then that the pilot could pick up the vessel at any outside point he saw fit outside the limits of the city of St. John (which, indeed, was authorized by the Act of 1840), outside the limits of the province itself, and even, perhaps, in the waters of the United States.

This by-law seems in other respects to have been prepared without much thought of any possible limitations on the right of the city council to enact the provisions it contained. Thus, although the General Pilotage Act expressly exempted all vessels belonging to the port from compulsory pilotage, the city ordinance, in cases where the pilots' services were proffered and refused, exempted the vessel belonging to the port from half the rate only. "Steamboats or vessels propelled by steam" were, however, entirely exempted, the pilots were made strictly amenable to the common council, and penalties were provided for improper conduct of any kind.

Thus the regulations seem to have stood until the Parliament of Canada passed, in 1893, the first Canadian Pilotage Act, providing for the administration of the system by commissioners, the provisions of which Act are now embodied in chapter 80 of the Revised Statutes of Canada, under which the compulsory payment of pilotage dues, whether the pilots may be employed or not, has become the general rule for vessels within its scope.

It has been claimed that the circumstances attendant on pilotage within the harbour limits of St. John and those connected with pilotage outside those limits—in the Bay of Fundy or the Atlantic Ocean—or between "harbour pilotage" and "bay pilotage," should be separately considered. Before this is attempted it is desired to draw the attention of the commissioners to an important phase of the question, possibly involving international rights.

It appeared in the course of the inquiry that the outside pilotage limit first fixed in connection with the entrance to the bay by the North or West Channel, between the Island of Grand Manan and the mainland, was subsequently limited, owing to the circumstance that United States vessels claimed that they were not subject to Canadian pilotage when outside Canadian waters. It is quite possible that some similar question may arise hereafter as to foreign vessels hailed outside the strict limits of Canadian jurisdiction. Doubts as to this point have already been expressed on high legal authority. It is purely a question of law, but it is one to which the committee think that attention should now be drawn in the view of its possible bearing on the right to exact pilotage dues from foreign vessels to the full extent of the district limits for which the present regulations provide.

Before proceeding to deal with the questions of bay and harbour pilotage in their several aspects, it is desired to draw attention to the four systems of pilotage which seem to exist at various ports throughout the world. And in this connection I wish to state most distinctly that there has not and never has been the least thought of attempting to abolish pilotage itself, or to deprive competent pilots, for whose services there may be a real need, of the opportunity to earn a sufficient living. The object in asking for the present inquiry has been to probe to the very bottom a rankling sore which has agitated the minds of the shipping community for years. If it appears as the result of the inquiry that the present system is as perfect as some of its advocates would seem to claim, it will, no doubt, come off triumphantly from the test. If, on the other hand, there are anomalies or mischiefs which can be removed, this should be done. And this is asked on behalf of the port, and in the interests of the citizens at large, should and must in that case prevail, even against the personal and selfish interests of men who may think, correctly or otherwise, that they secure privileges from the present regulations which another and more open system might not provide. But it does not at all follow that a system of pilotage would not continue. The contention of the committee, indeed, has always been that pilotage would continue within proper limits even were the present law repealed, and that there would still be pilots, linked in a common interest with the shipowners they served, not, indeed, perhaps claiming rights or privileges which other citizens did not enjoy, but competent for their work and able to earn, when their services deserved it, an ample living, for the very reason that those services were really valued in the cases in which they were actually employed. It was shown by the evidence of Captain Forbes, of the "Taymouth Castle," that pilotage was optional at Barbados, but no vessel went without a pilot if she wanted one; and that Antigua had recently done away with compulsory pilotage, and still there were pilots enough to take in all the ships that came along. The committee cannot believe that it would be otherwise were the compulsory payment of pilotage dues abolished in connection with St. John.

So far, indeed, as the evidence has gone, there seem to be pilots—that is, men not necessarily belonging to any vessel, but so far conversant with local dangers or peculiarities that their services may from time to time be required to assist in navigation, in connection with almost every port. But the systems under which they are employed are very different.

1. At some points there is perfect freedom as to the engagement. There are men conversant with the risks to be incurred. They may have other occupations more or less connected with the sea—fishermen, perhaps, or boatmen. They are not bound to give their services, nor is it possible under any system to compel unwilling men to do so, but such services, when called for with any prospect of fair compensation, are not likely to be refused. It is only necessary to look at the Dominion law and the official blue-books to see that this is the rule in a vast number of the smaller Canadian ports, and even at ports within the Bay of Fundy itself, such as Dorchester or Grindstone Island, where vessels even of considerable size go for lumber cargoes, and have no apparent difficulty, nor are the disasters greater or more frequent than at other points where a regular corps of pilots may be engaged.

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2. Again, in connection with the approach to many ports in England pilotage is absolutely compulsory. The vessel must take a pilot under a heavy penalty, and the captain is then relieved from responsibility to a very great extent. It has been shown conclusively at the inquiry that no such system prevails in Canadian waters. But it is very difficult to remove the impression that it does. At least one of the marine insurance agents called to show the effect upon insurance rates of the abolition of the present system here seemed to be under the impression that pilotage was compulsory now. And here it may be said that the evidence of every one of these agents proved that every one connected with the business knows that marine insurance policies issued here do not ordinarily contain provisions as to pilots; and that while there may be what are called prohibited ports the prohibition depends on a number of circumstances among which pilotage may not even necessarily have a place.

3. There is yet again the fare or tariff system, similar to that provided for the regulation of cartage or hackney carriages, where the question of employment is open, but if the pilot is employed his charges are regulated by a scale of fees proportioned to the services given. This appears to prevail in many British ports where the pilotage is non-compulsory, and yet large numbers of the pilots are employed.

4. And lastly there is the Canadian system prevailing also in many parts of the United States, under which the pilotage is not compulsory, but the pilots' services if tendered must be paid for, whether he is engaged or not. This is as if each passenger reaching St. John by train, whether resident or a stranger, was subject to be hailed by the first cabman who secured him, and was bound to pay the cab fare whether he chose to take the cab, to use his own private carriage, or to walk. The cabman might not be to his fancy. He might have had unpleasant experiences of him before. In that case he was allowed certainly the privilege of walking to his home or his hotel, but he must pay the cab fare all the same.

It might be pleaded on behalf of some such system that cabs were needed for the stranger or the infirm, that the change of the railway station from the western floats to Mill Street had tended to lessen the work to be done, that the city owed the men a living, and it was necessary to keep the system up. But whatever force there might be in such arguments one thing at least is apparent: That the ordinary citizen would under such a system be constantly paying for the stranger and the infirm, even though the latter were perfectly able to pay for themselves. Those who might really require the assistance might claim it at a lower price. Those who did not, and through them the community at large, would be charged to make the difference up.

A modification of this latter system prevails at some points, such as St. Andrews and West Bay, where captains and mates can, by passing an examination and paying certain fees, obtain certificates which exempt them from liability to pilotage. This modification does not, however, prevail in connection with St. John, and elsewhere even the fees may be made so large as to be practically a penalty in themselves.

The attention of the commissioners is now asked to the evidence which has been given as to bay pilotage, or the system for regulating the employment of pilots in the Bay of Fundy from its entrance to the roadstead off Partridge Island, and beyond to Petitcodiac River and that part of the basin of Minas beyond Ile Haute and Advocate Harbour, known as West Bay.

Over this entire sheet of water pilotage is perfectly free except as regards certain vessels coming to the port of St. John.

The vessel may be of any size or rig. She may be propelled either by sails or by steam. Her captain may be a foreigner who has never entered the bay before. Yet if she shapes her course for the head of the Bay of Fundy—40 or 50 miles beyond St. John—where the rise and fall of the tide is much more keenly felt, or for any one or other of the smaller ports—some mere cliffs in the rocks—along the coast, he can trust to his nautical skill, his good fortune and his common sense. But if he makes for the safe anchorage of Partridge Island, he—unless his vessel comes within one of the few favoured exemptions—must either take the pilot on board or pay for him if the services proffered are refused.

Evidence has been given to show the large amount of tonnage which thus passes free, and that each year owing in part at least to the pressure of such a system, the trade is being more and more diverted from St. John. How indeed can it be otherwise? We have a bay nearly a hundred miles in length by 40 in breadth; a pilotage district stated by one of the St. John Pilot Commissioners to be more extensive than any other of which he knew. It has two approaches, the southern giving some eighteen miles of clear navigation between the outermost point of danger on either side, and the northern four or five. Tides there are, and currents, and fogs and mists to deal with too, as there are in every quarter of the world. Still, with all these difficulties to face, the ship, of whatever size, can enter the bay, and so long as she shapes her course to any point but one, no pilot whatever need be employed. The pilot may proffer his services, and the captain can decline them if he will; and the evidence shows that such is the course which vessels bound elsewhere than to St. John usually pursue. In that case there is no charge whatever. The pilotage is free. But let it be known that the vessel is making for St. John, be it from the entrance of the bay to the south or west, or from Parrsboro' to the east, let the wind be favourable and the weather clear, let her have the most experienced commander, let her be in tow of a steam tugboat whose captain is acquainted with every point of danger as thoroughly as the pilots can be themselves, and the pilot has only to hail the vessel and his prize is secure. The captain may feel that the taking of the pilot may make him no safer. He may have heard of the fate of the "Stillwater" with one pilot on board last March, or of the "Curler" with another in June. Still his only alternative is either to accept the services of the pilot whom his sister ship, bound fifty miles further up the bay can with impunity refuse, or to expose his owners to a penalty equal to the full amount of the pilotage charge, and himself, should some untoward circumstances occur, to the possibility of blame for refusing the services proffered, even though it may not be deserved.

But again, the captain may be a stranger, and feel that he needs assistance, whether it really be so or not, yet under the present system what guarantee has he that it will be at hand? There are no pilot stations at the entrance of the bay. There are no cruising regulations compelling the pilots to keep out at all seasons of the year. It was stated in the evidence of Captain Fullerton that in foggy or stormy weather pilots are not always to be found off any port. It was stated by Pilot Trainor that in the winter time the pilot boats come up the bay, and cruise about Musquash Point, Lepreaux and Partridge Island, just outside the harbour itself. There is a competitive system, it is true; and there would probably be competition still were the whole system free. But the competitive system gives no perfect guarantee, for it seems to lose its efficacy in the winter months, and even beyond that it was admitted that of the vessels subject to compulsory pilotage coming to St. John about 10 per cent escaped now. It must be conceded, then, even by those who favour the present system, that it is very far from guaranteeing to the stranger even the assistance it should provide.

Then there are the actual exemptions under the present system. All vessels registered in Canada under 125 tons, the steamships of the International Line and all others trading with United States ports north of New York, and the "Monticello" and others on the route between Canadian ports, and last of all, all outward bound vessels whatever.

In view of all these exemptions, does it seem fair or right that the residue of the vessels bound to the port of St. John should be compelled to pay the heavy charges required of them? If the dangers of the Bay of Fundy are one-half as great as some would fain suppose, surely every vessel that enters or leaves its waters should carry a pilot without any exception whatever. And some of the witnesses favouring the present system were forced to admit practically that, logically, such should be the case. But if on one ground or another the major part are excused, bay pilotage cannot be absolutely necessary, and if not so necessary then those very exemptions increase the hardships on those that continue bound. Not only have they to pay but they have to pay the more. It was stated by Pilot Trainor that if

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the present system was abolished only 8 or 10 per cent of the vessels from 125 to 300 tons would take pilots at all. Of the larger vessels it seems probable that no greater proportion would take them for St. John than do so now when bound to other Bay of Fundy ports. It seems then that so far as the vessels are concerned, the present system of bay pilotage is maintained to meet the fancied requirements of a very few, that those few are chiefly strangers, and the vessels belonging to the port are burthened for their supposed protection.

And it is perhaps a question whether those few vessels even require the pilots' help now to the extent which has been assumed. It was shown by witness after witness that the bay was well lighted and buoyed, that the soundings were well defined, and that fog-whistles and lighthouses were established where they were required. It was stated by more than one witness that the Nantucket Shoals were more dangerous, and that no pilots were available there at all. On this point the evidence of Harbour Master Taylor, who as an old pilot could not be expected to advocate the abolition of the present system, is especially valuable. He said that the Bay of Fundy was as easy to navigate as any place he knew of, that the lights, buoys, and fog-signals made the bay easier of navigation than it used to be, that vapours were never as bad as fogs, and that the same winds which carried fogs into the bay would bring them up all along the coast of Nova Scotia. From the evidence of other witnesses there seemed to be no extraordinary difficulties with regard to the tides and currents which the exercise of care and skill could not overcome. With regard to such points, however, I wish to speak with the greatest diffidence. Among the conflicting opinions expressed it might be difficult to decide. And here it is asked particularly that the commissioners holding the inquiry will bring their own experience to bear, sifting the evidence in the light of their own practical knowledge of the sea, and deciding, from that experience as well as from the evidence available, whether the difficulties of the navigation of the Bay of Fundy have not been exaggerated, and whether they are really so great that the port of St. John should continue to be burthened in order to provide a complicated system of pilotage from which it appears so many are exempt, and which it appears also a large proportion of the vessels remaining liable would vainly escape if they could.

And even indeed if in some cases the services of the pilots were still wished for, the abolition of the present system need not interfere with men fully efficient and capable being procured. The evidence showed clearly that numbers of the masters of vessels employed in the coasting trade were perfectly conversant with the bay. Such men there always would be whose character and qualifications could easily be ascertained. It was stated by Harbour Master Taylor that the large American ships which used to come to St. John invariably sent for pilots to bring them from Portland, Boston and New York, and the Anchor Line steamers took pilots to bring here from Portland. It was shown that a similar system prevails now with the Furness Line, which send a pilot to Halifax, whence he comes with the steamer to St. John. The smaller vessels do not appear to need pilots now. There seems nothing to prevent large sailing vessels or steamships making special arrangements under which in most cases at least, and probably with as much or more of certainty than now, qualified men could meet them at some outside point if it was felt that such assistance was required.

The decadence of shipping has its tendency to throw the masters and mates of vessels out of employment. They have served a practical apprenticeship, and have surely some claim to be considered. Under a non-compulsory system, such men when qualified could give their services just as the pilots of the International Steamship Line do now. But it actually appeared in the evidence, and even more fully in that given before the Deputy Minister, in 1891, that one tendency of the present system was to lessen the chances of employment of those connected with vessels owned in St. John. To escape pilotage these vessels are constructed of a size and build which unfits them for foreign trade. Hence in the winter they are laid up and the masters and men are idle instead of being employed in the West India or other trade. If then the present system maintains the pilots, it seems to have the reverse effect as to others, and is injurious even to the commerce of the port.

In this connection I desire to draw attention to the Admiralty sailing directions and other official statements as to the Bay of Fundy, which have been put forth. No doubt in such statements generally, and perhaps with good reason, possible difficulties are put at their worst; but it seems as if some at least of the cautions given must have been based on information procured at a time when many of the aids to the navigation of the Bay of Fundy now available were wanting. The statements as to the prevalence of fogs seem to be as much or even more applicable to the Atlantic Coast north at least of Cape Cod; and it is respectfully suggested that reference be made to the meteorological observations recorded at Toronto as to its density and continuance at various points along the Nova Scotia coast as well as in the bay; and further, that the Minister of Marine be asked to appoint a competent officer to thoroughly examine and report upon the Bay of Fundy itself, and to place one of the government steamers at his disposal in order that the survey may be thoroughly carried out.

And I would respectfully point out also that this subject is of very much more than mere local importance. Situated as St. John is, the Canadian winter port nearest to the great centres, Montreal and Toronto, and the point where the rails of the Canadian Pacific Railway reach a harbour available for ocean traffic, it is of the first importance, in the interests of Canada itself, that no misconceptions as to the facilities the port and harbour afford should be suffered to prevail. Naught should be extenuated but also should naught be set down in malice or through mistake. Portland, in the state of Maine, the great rival of St. John for the winter trade, has no compulsory pilotage whatever. At the sister port of Halifax the pilotage limit extends but a few miles from the harbour's mouth. Surely, not at least without the pressure of an almost absolute necessity, should any further burdens be imposed at St. John. It is not so much the direct as the indirect effect of such burdens that is to be dreaded. The payment may not be great, but if it be felt to be unnecessary or unjust it may exert a widespread influence against the port and against the Canadian trade of which it should be an important outlet, the extent of which indeed it may not be easy to conceive.

In view of all these circumstances I venture to ask that the commissioners will recommend that pilotage be made non-compulsory so far as the Bay of Fundy is concerned in respect of all vessels whatever; thus extending to all vessels bound to St. John whether from the mouth of the bay or from other points the exemption which is already enjoyed by vessels bound to any other port within the bay, by the International and several other steamship lines, by vessels bound inwards under 125 tons burthen, and by all outward bound vessels whatever, and it may be added, by the percentage of the vessels now liable which manage to escape, generally as was shown in foggy or stormy weather when it would naturally be supposed that the pilots' services if really required would be most eagerly sought.

Passing now from the subject of outside pilotage to that within the port itself, from the pilotage of the bay to that of the harbour, I desire to draw attention to the facts stated in the evidence of Captain Fleming of the "Monticello." Though opposed to the abolition of the present system, Captain Fleming stated that the dangers were shown on the chart, and there was a good light and a fog-whistle on Partridge Island, and that there were buoys showing where the channel lay, and he had never experienced any difficulty in entering the harbour. He stated that he did not require a pilot owing to the experience he had gained, and on the same principle, it seems but reasonable and fair that others having a similar experience should be equally free. It was shown by the evidence of different witnesses that this experience of the harbour was not only possessed by the pilots, but shared by the captains of tugboats, and of very many of the vessels sailing from St. John. It seemed very evident that under no circumstances was assistance likely to be needed either at entering or within the port which could not readily be obtained. On the other hand, however, it was stated and it is freely admitted that, especially during freshets there are currents within the harbour itself requiring to be dealt with with the utmost care. Here then the pilot is likely always to find employment, but even in that case I venture to think that the present system of compulsory payment should

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be abolished, and that, if, as it appears, there are other men, masters or mates of tugboats or other vessels, who are equally competent with the pilots themselves, there seems no reason why they should be forced to take the help they do not need. And with regard to cases where masters or mates are not so competent, it seems rather that it is the pilotage itself that should be compulsory if a compulsory system is to prevail at all. Surely then here also the non-compulsory system might be safely tried, but, to avoid disputes I may suggest that tariffs might be established by the city council for the services of pilots specially licensed within the harbour, to apply in all cases at least where no special agreement existed to any other effect.

But in the preparation of any such tariff the interests of the city and the port should be first considered. It appeared in evidence that while elsewhere pilotage dues were no greater or even less in the case of steamers than of sailing vessels, at St. John it was the reverse, and an idea seemed to prevail that the rates should be fixed with a view to protecting particular classes of the shipping trade. It would seem rather that they should be settled in the general interest, and in such a manner as to encourage rather than to retard the development of the general traffic of the port.

Under such a system for the harbour—non-compulsory pilotage, with a fixed fare or tariff, a system which prevails in large numbers of British ports—the pilotage commission would no longer be required and its expense would be saved. Just as it is in the case of hackney coaches and cartage now, the business would regulate itself. Disputes might arise—no possible system could prevent them—and if they did they would be settled before the police magistrate in the ordinary course of law. The captains and officers of vessels would realize more thoroughly their own responsibility. Where a pilot was taken it would be less as a dependence than as a help. Where that help was not required the vessel would no longer be bound either to take the pilot or to pay.

And I believe also that the substitution of an open trial, in such cases of difference, should they arise, for the present system, would be much fairer and better for the pilots themselves. Throughout this inquiry attention has been directed rather to pilotage itself than to the system by which it has been managed or controlled. But it seems that that system is open at least to grave abuse. The investigations which have been held, taking the place of open trials elsewhere, have been private. It was stated by the chairman that he had, upon his own responsibility, refused a reporter permission to attend. The investigation into the loss of the "Stillwater" last March was conducted so quietly that, outside the commissioners and the parties directly interested, it was scarcely heard of at all. Such a system cannot but be surrounded by many dangers. It is contrary to the spirit of the age. It gives room for the perpetration of grave injustices against shipowners or even against the pilots themselves, injustices from which practically there is no appeal. But, further, it leaves it open for some busy, restless spirit who may be able to gain the ear of the commissioners or of their chairman to influence them to carry out his own designs. The case may appear clear because the other side has not been heard. A decision is reached and it is then too late, for the matter has been prejudged, and the commission is committed to some position from which it may be difficult to recede.

The effect of the abolition of the present system of compulsory payment upon the pilots themselves remains to be considered.

It has been said that the city owes the pilots a living. And it does so, but it owes a living also to every man or woman working honestly with hands or brain within its bounds. It owes a living to the teachers in the public schools, but it does not owe a living to more of those teachers than are reasonably required to impart instruction to the children committed to their care. It owes a living to the labourer, the carpenter and the mason, to the tradesman and the citizen of every kind who can fairly find employment conducive to the public good. But it does not owe a living to any particular class of men. Of himself the pilot has no greater claim than the school teacher, the master mariner or the artisan of any kind.

But it is said that he has served an apprenticeship. And in one form or another who is there that does not? The formal indenture amounts to little. It is

the patient study and the hard earned experience that fits each man or woman for his or her position in life.

It is important that this should be realized. Claims are often put forth and allowed to pass unchallenged which will not bear the test of debate. And in the case of the pilots their claim to support, whether there may be sufficient employment for them or not, has been insensibly strengthened by the existence of the pilotage fund really intended for their relief. It seems to be supposed that, because the Pilotage Act provided for such a fund, it assumed that the pilots were to be provided for under all circumstances whatever—that they had a claim on the community which others did not possess. That fund has actually been collected from the shipowners through the advances in pilotage charges made from time to time. Nevertheless it was so collected for the benefit of infirm pilots or of the widows and children of pilots, and to no other purpose can it be applied.

It may be freely admitted, however, that in the case of widows and children now dependent on the fund, and even of the older men who have grown old with the idea that the fund would always be available for them, there is some moral if not a legal claim to support. And the same feeling would exist towards any others whose health was shown to be breaking down so that they would soon be unable to continue work. Beyond this, too, if it could be shown that any of the present pilots had contributed to the formation of the fund they should have an interest in it proportioned to the payments they have made.

The fund now amounts to nearly \$9,000. Granting that all the present pilots had an interest in it, the present value of that interest could probably be readily ascertained by an actuary from information which the pilotage records would afford. It must not be forgotten that the present pensioners would have their interest too. It is possible, however, that after such interests had been determined, and any amounts going to the active men, still able to provide for themselves, had been paid, there would not remain enough to meet the present pensions and the needs of such of the older or infirm men as should fairly be provided for as well. And I venture to suggest, as a way of meeting this difficulty, that, to ensure the payment of such pensions and a provision for the aged or infirm, a small charge should, in the event of the abolition of the present system of compulsory payment, be levied upon all tonnage entering the port, by which the present fund could be supplemented. The fund itself might either be placed in the hands of the city council or left under government control. A very small charge would suffice. So small that it would hardly be worth collecting from the smaller vessels. It might therefore be paid only by those of 250 tons and upwards. From those stately entering and leaving the port its payment once in every month or every three months might suffice. A light charge of this kind would be little felt. It could be collected through the shipping authorities with other dues, and paid over periodically to the city or government officers having the fund in charge. As the number of those who wore a charge on the fund decreased it would be lessened, and when all had passed away it would cease.

The committee have endeavoured to view the question of pilotage fairly and impartially and without overlooking the interests of any of those concerned. They believe generally that the changes which are suggested would be in the general interest, and this they consider should be of paramount importance. At the same time they do not think that the pilots themselves would be treated unfairly. Where there was employment for them they would obtain it, and they should not ask for more. The shipowners would be relieved of a heavy burden, which now presses severely upon them. The port of St. John would be free of charges which from their unfairness, and inequality must discriminate against it in the struggle for the Canadian winter trade. And in the interests of Canada itself St. John, the winter port nearest the great centres, would be better able to take her place as the outlet for the produce of the interior, and to share in building up a traffic extending through or from the Dominion to other parts of the world.

The committee now leave the case in the hands of the commissioners, and in doing so they believe that this inquiry cannot but be productive of important results.

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Whatever his political sympathies there can be no true Canadian who does not hail with pleasure all that may tend to the development of his native or his adopted country; and to whatever extent business competition may now force Canadian seaport trade towards United States ports, there can be none who would not rejoice if that traffic could be legitimately diverted to the seaports of our own Canadian home to Montreal and Quebec, to Halifax and St. John. In the past there has been much to throw discredit on the last named port. The official soundings in the harbour itself had at one time to be corrected, and there are unfortunately those who from one cause or another have felt it their duty to paint the difficulties of Bay of Fundy navigation in the darkest hues. Such difficulties are everywhere to be met with, in some places even in greater degree, but this seems to have been almost or altogether overlooked. Through this investigation the commissioners and the public have been brought face to face with all such difficulties as exist, they have not been understated, at least in the evidence of those whose opinions leaned towards the pilotage system now in force. And to boldly grasp and face a difficulty is the true way to overcome it. If such difficulties there are let them be fully known. But it has been shown that the Bay of Fundy is well furnished with lights, fog-whistles, and all such aids to navigation as may reasonably be required, it has been shown that the soundings are accurate and the sailing directions are sufficient. It has appeared before the commissioners that the pilots, as a body, are competent men fitted for the duties they have to perform, and it has been shown that the actual casualties are comparatively few. And it has been shown also that there are numbers of other men competent to navigate the bay as well, masters of tugboats and coasters, whether propelled by steam or sail. Some of these men who gave their testimony had sailed in the bay for many years without thought of disaster. None seemed to have any real fear for the safety of himself or of his ship. In the interests of St. John, and in the interests of Canada, it is all important that this should be known, and whatever may be the decision of the commissioners, or the course of the legislation which may ensue, the committee will at least feel that they have done their duty in fearlessly drawing to the surface a sore which has been rankling in the breast of the community for many years, and that the time and thought given to this important subject, so far from being wasted, must conduce to the good of this Canadian Dominion, of this city of St. John, of the great shipping interests, and so far as there is fair room for the rendering of legitimate services, even of the pilots themselves.

Captain SMITH—The question of jurisdiction will be left, I think to the Minister of Justice.

Mr. SKINNER—It would be impossible for me to go on and take up this matter in the form Mr. Jarvis has done, for want of time. It is worthy of remark here, however, that whilst Mr. Jarvis has prepared this elaborate statement, which he has read, that he did not think it necessary to go upon the stand and put his views before the commission on oath, so that he could be cross-examined by counsel, who were looking after the interests of others. It is also worthy of remark, that Mr. Jarvis and the members of the Board of Trade, substantially who brought about this inquiry, were not interested in shipping, and so to speak knew nothing about what they were speaking, except what they got second-hand. Whilst they might have gotten it correctly, they did not represent any portion of the community who were suffering or wanted an alteration made in the existing state of things. Mr. Jarvis has tragically referred to this "rankling sore" which has been festering in the community with reference to this pilotage question, and right here, I think I am in a position to state from the evidence, that there is no such thing as a rankling sore with reference to this matter at all, and the community has had no real feeling about it, and it has all been brought about by a little feeling that arose because some gentlemen did not have their own way; and whilst it may be the schooner men, so to speak, I do not mean to use the term offensively and had better say the owners of schooners, who are the only persons raising any objections at all. I may say I have been concerned in the matter on behalf of the pilots, to a certain extent, and whilst

I was a member of parliament I never found any question of pilotage coming up at all, or any dissatisfaction shown. Therefore, when it is said to be a rankling sore, I submit that is an overdrawn metaphor thrown into this case without any practical effect whatever. The paper read by Mr. Jarvis, although drawn up with great care, really as a practical thing does not throw any light on the question at all. (Reads.)

These are the first five objections put in reference to the matter. Mr. Jarvis states that he goes further than the owners of ships, and his point is, that the pilots are an enemy to the shipping, that they have been put there as a mere mode of taxation, and should not be continued. Mr. Schofield says pilots are necessary, but they will be supplied by the ordinary doctrine of supply and demand, and therefore the whole system should be thrown open. Now, pilots were not constituted as an enemy to shipping, or a charge upon shipping, or anything of that kind. They were instituted for the benefit of commerce, so as to enable persons coming to the port to know that ships could have a safe entrance and departure from this port under the guidance of skilled persons. Therefore it is, that they are a necessity. Then, if that is so, it is a question how they shall be dealt with, whether the system shall be compulsory or non-compulsory, which is just the question in dispute here.

I think no shipowner of the larger class of vessels has said a word against the present system, except what Mr. Schofield said, and so I take it that the whole consensus of opinion, so far as the community interested in large ships is concerned, is that the present system is as good a system as you can have, and therefore it comes down to what the owners of small vessels or schooners have to say.

It may be admitted, that there are masters of schooners coming in and out of the port, who by reason of great experience are able to bring their own vessels in and out and still would not be able to navigate a large ship over the same course. They know nothing as sailors, as far as the deep sea or use of the compass or sailing by the stars is concerned. That being so, a class of pilots has to be provided for the port with reference to vessels outside of schooners. These men have to serve an apprenticeship of six years. Mr. Jarvis says, do away with the apprenticeship. Then I ask how are they going to learn, by the mere rule of thumb? How are they going to get the local knowledge unless they are in some position where they are compelled to learn? How are they going to pass the examination, how are they going to go to all this trouble with the risk of not being employed afterwards? Well, they say, the shipmasters do it. Yes, but they have no six years' service. A pilot has to take a subordinate position all his life time, while a shipmaster very often becomes interested in his own ship. Then the shipmaster has all the world before him, while the pilot is confined to the narrow limits of the district for which he was appointed, with no high fees, or extra chances, but just enough to keep the wolf from his door. Therefore, there is no similarity between the two positions. If it were not compulsory, pilots could not take the risks they now take as they would have to depend on the good nature of the captains for their employment. Your Honours will remember the paper before you, showing that out of 314 casualties only 3 were of cases where the pilots were on board the vessels, which I cite to show that such a percentage demonstrates the safety of property in the hands of the pilots. Consequently, if I had time to follow out Mr. Jarvis's argument, I could show, that while it was honestly made, no doubt, with the idea of doing some good, still it is after all merely the production of a literary man criticising what exists without understanding what he is doing. I cite this as an illustration. We keep a fire department here, and I have lived in this city all my life and have never lost a single thing by fire, and yet I have to pay taxes to support it, because I have the safeguard in case there was fire. It is just the same with reference to pilots in the Bay of Fundy. Then it is said that their fees have had to do with throwing business away from the port of St. John. But it must be remembered that the introduction of railways and other modern improvements have really been the cause of that by connecting the ports together. With reference to the coal barges coming from Parrsboro', that was not done at all until after the coal mines were developed there. The same holds good with reference to the lumber shipments. Therefore, it is not that the trade has been thrown away from St. John by

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any vicious act of the people or government, but it does not come here now, for the reasons which I have enumerated. If there were no pilotage charges here it would not affect it in the slightest, because it is simply owing to the changes of business and modern methods taking the place of the ancient. It is said there are too many commissioners, but they do not get any pay, and, consequently, the number cannot make any difference. Then it is said that their investigations are secret. All I can say to that is, where a man is being tried not criminally, or a matter is being inquired into, it may be very proper that such investigation should be private, as it may turn out that there really may be no fault attached to any one, and it, therefore, would not be a matter for the public. I think also that the commissioners should have some remuneration, as it does not seem to me fair that the public should expect the services of anybody for nothing. But that question is only supplementary, as the commissioners are no expense now whatever. As to the question of their experience, I say they have always had one or more nautical men upon the board. Within the last three years the Board of Trade itself has appointed two pilot commissioners, who are open to their own objection, as they are ship-owners.

Mr. JARVIS—That is not in evidence.

Mr. SKINNER—Yes, Mr. Smith and Mr. Elkins are both shipowners and come within the class you object to. (Reading.) Now as to the competitive system. The pilots did not invent that, but the commissioners with their long experience did. There never has been any objection to this system. I dare say the pilots would be glad to have a regular station if it was thought necessary. It has been stated by Mr. Schofield that the pilots returned some of their fees. It is admitted they did, but the father of all that was Mr. Schofield himself. I do not think the pilots are to blame for doing the best they could. He would say to a pilot "Your rates are \$100, now I will employ you for the \$100 and employ you all the time, if you give me back \$25." I do not say he wanted it for his own use, but he wanted to save a few dollars for his owners to show perhaps, that he could manage their business cheaply. But that would be no argument against the pilots. Our present state of affairs does not exist in Great Britain, where the greater portion of the business is done by large iron ships. Then it is said that the staff of pilots is too large, but it has been reduced from 43 down to 28, and I think the manner in which the commissioners have conducted this should call upon them encomiums rather than blame. I say pilots are absolutely necessary for the safety of the port, as foreign steamers and vessels coming here cannot do without them, and because the men interested in schooners argue the contrary, is no reason why they are not necessary, because it must be remembered that they are not by any means the whole commerce of the port.

Now as to insurance. All the independent insurance brokers of the city came forward and said, that an open system would affect insurance. Mr. Schofield said it would not, but his mind would be warped to a certain extent by being in the case. Therefore, when it is said that pilots are not mentioned in policies and have nothing to do with insurance, it must be remembered that the pilotage system is established here, and known to insurance companies to exist.

Mr. JARVIS—What about Mr. Elkins?

Mr. SKINNER—He is simply a shipowner and no person would think of either him or Mr. Schofield as insurance men.

With reference to the knowledge of deviation, it seems to me that that is not so easy a question to settle as Mr. Gilbert supposes. Your Honours would know more about that than I would. Mr. Gilbert says small schooners pay too much. I think the exemption on the schooners was given as a favour to them. To ask that it be extended to 300 tons I think would be too much. It is no answer for them to say, "We do not require their services," because people very often have to pay for services they do not use. The schooner owners are looking at it through an inverted eyeglass, and do not care a fig so long as their own interests are served.

There are no more respectable men in this community than these schooner owners, who have made money out of their vessels, notwithstanding the payment of fees about which they are now complaining. Mr. Schofield says there has been a great deal of dissatisfaction with reference to the pilots. I declare in your presence and in the presence of this community, that there has been no dissatisfaction further than what I have referred to, with reference to the owners of small vessels (Reading).

With reference to the decline of shipping, I say it has not declined on account of pilotage, but on account of general depreciation of trade, and the decline in the building of wooden ships. These pilots whom I represent in this court, and who have been subject to the sneers and insults of Mr. Schofield, do not come here as mendicants and beggars seeking for alms or asking abjectly for favours, but they come here as citizens of this country asking for their rights before a tribunal disseminating British law and British justice to all. They come here because the authorities of this land have said, "We must have well-trained and well-educated men to perform these duties," and because in the performance of that command they bent their lives to the work for years, until they became unfitted for any other business. They come here to ask for their rights, for protection against the unreasonable insults of the owners of these smaller vessels, who like the Philistines, in the night come down upon their path in a most unreasonable manner to tear the bread from their mouths and take away their very means of existence. They have been established by law and have agreed to devote their lives to this business, and they stand here to-day in the assertion of their rights, in the sense that I am endeavouring to show before this honourable tribunal. They have not increased their fees, or made any change in them, as they have no control over that at all. With regard to the reference that the pilot commissioners are agents for steamers, no doubt the reference was to Mr. Troop, and the implication was that he consequently would not do justice, but the best answer to a charge of that kind is, "Who is there that complains of a single act of these commissioners?" I understand Mr. Troop has been there for nearly 20 years, and, I ask, is there a single man in this community who says aught against him?

When the Board of Trade first began to look into this matter, how did they treat these commissioners? They made remarks about them in their absence.

Mr. PALMER—They invited them to attend.

Mr. SKINNER—Yes, after abusing them and throwing out insinuations against them, they wanted them to come up to the Board of Trade just as if they were servants. They did not do it. They are as independent as the Board of Trade itself. It does not follow that because a man pays his fees and gets into the Board of Trade that he is any higher than these pilot commissioners. Therefore, I stand up and throw back in the teeth of anyone who says to the contrary, that no complaint has been made to these pilot commissioners with reference to these matters, or any petition praying for any change or alteration in any way.

Compulsory pilotage, Mr. Schofield says, is most objectionable. Certainly it is, if it is not necessary. All forms of taxation are compulsory, but they are not unpleasant because of that. I pay my taxes and can move about day or night without any person doing me any harm. Is it offensive to me because I have to pay for the privilege? Mr. Schofield says pilotage is not called for. I say his premises in that respect are absurd and his conclusions also. Mr. Jarvis's story of the catman is equally absurd. Then they say that under compulsion you may get an inferior pilot. We say there are no inferior pilots. Some, no doubt, have larger mental powers than others, as in all other professions, but they are all equally trained, and it does not follow that the man who has not so much brain is inferior—"a man's a man for a' that." This preference is altogether a matter of feeling with shipowners, who may like some men better than others. It sometimes happens that where a man gets a pilot at first he wants that same man again, and in time begins to think that he is the best man he can get; whereas, if he had come in contact at first with another man, he might have thought the same in reference to him. I say these

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twenty-eight men are all good and capable and thoroughly competent to do their work. With reference to the "Curler" investigation, which has been referred to, the pilot in that case claimed he was not in charge of the vessel at the time of the accident, and, consequently, not responsible. I have nothing to say about that, as it has all been inquired into. I do not claim anybody owes a living to the pilots. If they are not required, then nobody owes them anything. Consequently, they are not open to the sneering remarks to which they have been subjected. To say that a man is kept by the country means that he is a pauper. Could anything more insinuating be said? I say it is just like spitting on a man, like covering him with contumely, when he has a right to stand forth as an independent citizen of the community to which he belongs, for any man to insinuate that he is kept as a pauper. The shipowners do not make that attack, but the schooner owners do. I make that distinction continually. The shipowners are satisfied with the present state of affairs. It is worthy of remark, that Mr. Baird, a leading schooner owner who took part in these proceedings when the other lawyer was away, discharging the duty, as he does every duty he undertakes, thoroughly and well, and we all know that he was the author of his own fortune and made the shipping business a success—it is worthy of remark, I say, that Mr. Baird has not gone upon the stand and made a single statement with reference to this pilotage business. Mr. Jarvis says that the casualties have been numerous with regard to the pilots. I say the pilots here have one of the cleanest records which could possibly be shown—out of 314 casualties, only three in which the pilots were on board the vessels. Can that be surpassed? You might tramp over the whole business of this Dominion and you could not find such a record. And yet these men have had to contend with tempests, fogs and storms and all manner of exposure in guarding the property and lives intrusted to their care, and, instead of being subject to sneers, these very men who sneer and insinuate should be the very first to come forward with plaudits of good will.

Captain SMITH—You might give us your views as to the district, outside the three-mile limit.

Mr. SKINNER—As far as the Bay of Fundy is concerned several questions would arise in reference to it. It has been held by some that the bay is a sea and that the limit runs across the bay. Before the tribunal at Washington when the fishery case was settled, I think they came to the conclusion that for the purpose of fishing the three mile limit ran around the outside of the bay. But to understand the three-mile limit one wants to go back to the origin of it.

Captain DOUGLASS—It was the gunshot.

Mr. SKINNER—Yes, but we have guns that will carry nine miles, and if a gun could have existed at that time that would carry that far, then it would be a nine mile instead of a three-mile limit. Outside the limit of course the ocean belongs to the world. I could go through a great many authorities to show that the three mile limit has scarcely anything to do with it. If a British ship is 100 miles or 1,000 miles at sea, she is in British territory just as much as if she was lying in port. You may use pilots for a vessel that will go across the ocean. Pilots do not stop at a three mile limit, so it cannot be said that beyond the three-mile limit it is no man's sea, because for the purposes of war only, it is no man's sea, but for peace it is all men's sea. If you have to go 40 miles or 100 miles to sea for the purpose of making it safe to bring vessels in, then that law would be adopted by all the nations. The point taken is, that you cannot make a vessel pay pilots beyond the three-mile limit if she is a foreign ship, but I say, that the three-mile limit has nothing to do with it and that it is only applicable to questions in connection with war.

Mr. JARVIS—I am sorry, Mr. Skinner put it as if a committee of the Board of Trade had been discourteous to the pilot commissioners, and that he inferred that they were not consulted in the matter. I wish to say that everything was done to consult them. The chairman would not attend before the Board of Trade. He did not attend before the Deputy Minister in 1891, although he knew the importance

of it, and the commissioners know that he was not quite willing to appear before them this time.

Captain DOUGLASS—I saw Mr. Troop before he was examined and he expressed himself happy to attend.

Mr. JARVIS—I am very glad to hear that, because the impression of the community has been different. Mr. Elkin, who was at first averse to our committee finally attended and argued the matter with us, and the commissioners heard yesterday as to the result. As to the accidents referred to by Mr. Skinner, they were nearly all outside the Bay of Fundy and were consequently unfairly cited.

Captain DOUGLASS—That will be corrected. The return can easily be amended.

Mr. SCHOFIELD—Reference has been made to the fact that Mr. Baird did not go upon the stand. Mr. Baird told me he was willing to go on the stand, but that he was a member of parliament, and did not want to be advocating a cause in which he was a witness himself. He wanted to be free, so that he could not be confronted with his own statement, but he is with us.

Mr. JARVIS—We wish to express our sense of the very great care, fairness and attention exercised by your honours, as commissioners, towards both sides in this matter, and I would now move to read a resolution tendering a vote of thanks and expressing our sentiments in that regard.

Captain SMITH—Both myself and Captain Douglass, while we thank the gentlemen present for their kind intentions towards us, would sooner that the resolution would not be read, as we are here as public officials to discharge our duty on behalf of the public, as best we can, and it is our duty to be fair and impartial to all. We desire, however, to express our thanks for the offer, and also to state that we are highly pleased with the manner in which the counsel on both sides have conducted their part of the hearing, and now that the evidence is all in, we will have to go further with the matter and make our report to the Minister of Marine. I would also state that I am glad that I had such an able man as Captain Douglass to assist me.

The resolution alluded to was as follows:—

“The committee of the St. John Board of Trade desire, at the close of the official inquiry into the pilotage system of the port, to express their feeling of obligation to the Minister of Marine and Fisheries for so promptly ordering the investigation to be held, and their sense of its great importance, and of the fair and thorough manner in which it has been conducted.

“They ventured in December last, to ask for the inquiry, in order that no one who might be in any way interested in the subject should be without an opportunity of being heard. That opportunity has now been fully given, and it remains only to sum up the result, and to furnish the following brief statement, which they now ask leave to submit.

“1. They wish it distinctly understood that they speak only in the general interests of the city and port of St. John, and not in the special interest of ship-owners or any other class in the community.

“2. They do not desire in any way to do away with the employment of pilots except so far as such employment may not be needed in the general interests of the port; and they wish to point out, as has been shown in evidence, that under non-compulsory systems, as at Antigua, Barbados, and many British ports, pilots continue, where required, to be actively employed.

“3. They respectfully submit, as the result of the evidence given, that, since it appears that the compulsory payment of pilotage dues in respect of vessels navigating the Bay of Fundy was not obligatory for more than fifty years from the founding of the city, and is now enforced only in the case of a limited portion of the shipping coming to St. John alone; and that the bay is open and is well protected

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by lighthouses, fog-whistles and otherwise; the payment of such dues should be no longer obligatory in any case; but that all vessels navigating the bay whether to or from St. John or any other point should be put upon the same footing, as far as bay pilotage is concerned, by its being made non-compulsory in all cases whatever.

"4. They respectfully submit that within the harbour itself pilotage should be non-compulsory also, but suggest the establishment by the city council, in connection with the port wardens, of a scale or tariff of fees for harbour pilotage to be obligatory in all cases where pilots are employed, and no special contract may have been made.

"5. They respectfully submit that in that case the present commission could be done away with, and its expenses saved.

"6. They respectfully submit that the apprenticeship system should be abolished, and pilots licenses given to any competent men who could show that they possessed the requisite experience, and could pass a proper examination.

"7. They respectfully submit that such examination should be conducted by government officers experienced in nautical affairs, who should also satisfy themselves as to the acquaintance of the candidates with the peculiarities of the port, and issue licenses, which alone should entitle the holders to perform pilotage services, where such services were called for, within the harbour itself.

"8. And with regard to the pilotage fund and the present corns of pilots they respectfully submit that the interest of each person in the fund could be estimated by an actuary, furnished from the pilotage records with the necessary information. That the younger and active men among the pilots could then withdraw their proportion of such fund; that the remainder of the fund could either continue in the hands of the Government or be handed over to the city council; as a provision for the present annuitants, and such other special cases of pilots now in infirm health or over sixty years of age as may require to be dealt with; and, to provide for such fund being insufficient for the latter purpose, they suggest that it be supplemented by a small charge in proportion to tonnage upon all vessels of 250 tons and upwards entering the port, such charge, in the case of passenger steamers and other vessels engaged in coasting or other stated traffic, to be levied not more frequently than four times in any one year, and to continue only until such time as all claim upon the fund was at an end.

"And lastly they respectfully ask that, in the interests of the port of St. John, and generally of the Dominion of Canada of which it is an important winter outlet, the present investigation may be supplemented:—

"(1). By an inquiry at the central meteorological office at Toronto as to the relative prevalence of fogs in the Bay of Fundy and along the Atlantic Coast of Nova Scotia.

"(2). By a re-examination of the various points of danger in the bay and a test of the present sailing directions by some competent officer, with a government steamer at his disposal, in order that any erroneous statements now current may be corrected."

St. John, N.B., 1st March, 1895.

Commission adjourned.

REPORT

OF

THE SPECIAL COMMITTEE

(ST. JOHN BOARD OF TRADE.)

ON THE

BAY OF FUNDY, AND HARBOUR OF ST. JOHN N.B.

Presented at a Meeting held on February 27th, 1887.

INTRODUCTORY.

ST. JOHN BOARD OF TRADE ROOMS, March, 1887.

The Committee of the St. John Board of Trade have prepared this paper on the Bay of Fundy based on and containing statements of facts gathered from the experience of navigators, from government records, official and public documents—all largely dispelling many of the errors, opinions, and statements current, and published in past descriptions of the bay, its fogs, tides, etc.

And the board, being strongly impressed with the opinion that this information should be printed, and have a widespread distribution in the interest of our trade, asked the city council to assist in the expense of its publication, which they have kindly and generously consented to, and for which the Board of Trade tender them their thanks.

At the close of the last century the bay was but little frequented by vessels from abroad, and had but a limited coasting trade. Its summer fogs, its low temperature in winter, its want of lighthouses, fog horns, whistles, and automatic whistling and bell buoys unknown, its tides flowing to uncertain heights and setting in uncertain directions, its rugged shores and steep cliffs, its charts, more general than special, no doubt caused the then current ideas of its dangers. Still, the navigators of that day, with their greater watchfulness, caution, and judgment, kept safely on their voyages, with not as pleasant a duty to perform as if sailing the Caribbean Seas, yet meeting with as few accidents and losses as on other and better known waters in proportion to its trade.

To-day most of the risks of danger are averted. All the modern guards necessary for safe navigation are introduced and applied. Better charts, shores studded with lighthouses, fog-horns and whistles almost within calling distances, automatic and bell buoys placed at all points of danger, its tides and their courses well known, the formation of its bottom so well described that the lead tells its locality, all these advantages dispel the fears of the olden time, and render its navigation as safe as the approaches to any other coast.

Steam is largely superseding sails in the greater trade of the ocean and coast, when drifting in calms and with tides, losing reckoning and its attendants, will be of the past, and steamers and sailing ships can enter and navigate the Bay of Fundy guided with all the confidence and equal safety as if entering the British Channel or the neighbouring waters of Passamaquoddy Bay.

JAMES A. HARDING,
President of St. John Board of Trade.

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REPORT OF THE SPECIAL COMMITTEE OF THE ST. JOHN BOARD OF TRADE ON THE BAY OF FUNDY AND PORT OF ST. JOHN, N.B.

Presented at a Meeting held on 27th January, 1887.

ST. JOHN, N.B., 27th January, 1887.

A special meeting of the St. John Board of Trade was held this day, for the purpose of receiving the report of the committee appointed some time ago to obtain information concerning the Bay of Fundy and Harbour of St. John, in connection with the proposal to make St. John the future winter port of the Canadian mail steamers.

SIMEON JONES, Esq., presided, and explained the object of the meeting, there being a large number of members present.

ROBERT CRUIKSHANK, Esq., chairman of the committee, then read the following report and letters:—

REPORT.

To the President and Members of the Board of Trade of St. John, N.B.

GENTLEMEN,—By a resolution of the Board of Trade, passed at a general meeting held on the 26th October last, the undersigned were appointed a committee for the purpose of getting information and statistics in reference to the navigation of the Bay of Fundy and the harbour of St. John, and the number of disasters occurring as compared with the approaches to other ports, and we beg now to submit the following report as the result of our enquiries with regard to the matters referred to us. We deem it necessary, at the outset, to say, that considerable delay in carrying out the object sought to be attained has been occasioned by difficulty in procuring authentic and reliable data, caused by the destruction of so many books and papers of reference in the fire of 1877. In prosecuting our enquiries with regard to the safety of the navigation and accessibility of the Bay of Fundy and harbour of St. John, we must confess that the ignorance and prejudice which has been found prevailing with regard to them outside of this province is inexcusable. That a stretch of water such as the Bay of Fundy, and a harbour such as that of St. John, which have been frequented for the last hundred years by such a vast number of both sailing vessels and steamers, of the largest class, should be so little understood, is very unaccountable, and your committee take it that the object of the present movement is to endeavour to disabuse the public mind of so many wrong ideas as to their safety and capability for being visited by steamers of the largest and finest construction, as well as to show the eligibility of the port of St. John for being made a terminal port for the Dominion of Canada, both in summer and winter. One of the reasons for so many erroneous ideas prevailing, is attributable to the very incorrect and biased information given in recently published charts, which magnify and misrepresent the difficulties attending the navigation of the Bay of Fundy. We would instance one of these charts which has come under our notice, entitled “A Chart of the Coast of North America from the Strait of Belle-Isle to Boston,” published by one Charles Wilson, in London, in the year 1877. In a memorandum on that chart, opposite to the entrance to the Bay of Fundy, occurs the following remark, and to which your committee would call particular attention:—

“Ships navigating the Bay of Fundy have to encounter an atmosphere almost constantly enveloped in dense fogs; the tides setting with great rapidity over the rocks and shoals, with which it abounds, and a difficulty of obtaining anchorage on account of the depth, so that under these circumstances the most unremitting attention is requisite to prevent disastrous consequences, which must necessarily attend a want of knowledge and caution.”

From the tenor of the above statement, and many others of a similarly unfair and untruthful kind which have been met with, it is no wonder that strangers should feel inclined to give a wide berth to a place represented as being so dangerous. In giving rebutting evidence against such statements as the above, your committee have applied only to sources known to be of the most reliable kind, and on whose truth and accuracy the utmost dependence can be placed.

First, then: As to the statement that "the atmosphere of the Bay of Fundy is constantly enveloped in dense fogs," your committee would ask reference to a statement made up from the account regularly kept by the keeper of the fog-whistle situated at

PARTRIDGE ISLAND,

at the entrance to the harbour of St. John, for the winter months for 17 years from 1870 to 1886, both inclusive. (See No. 1 of Appendix.) The fog average was:

Months.	H.	M.
November.....	11	55
December.....	8	9
January.....	21	21
February.....	16	46
March.....	17	56
April.....	40	4
—————		
A total of.....	116	11

or an average per month of 19 hours and 22 minutes, or 38 minutes per day.

And from a comprehensive return by the same party (No. 2 of Appendix), made up for the *whole year* during a period of 21 years from 1865 to 1885, your committee gather the information that the whistle was sounded from all causes on an average each month during the months of:

January, 3½ days; February, 3 days; March, 3 days; April, 2½ days; May, 3½ days; June, 6 days; July, 7½ days; August, 7½ days; September, 4 days; October, 2½ days; November, 1½ days; December, 3 days; or an average of 3 hours and 22 minutes per day during the 21 years.

Your committee would remark that much of the time put down in this return as requiring the whistle to be sounded in the summer months, is not from fog alone, but from smoke from the burning of the forests in proximity to the shores of the Bay of Fundy, and in winter from vapour arising from the water of the bay caused by the extreme cold prevalent in the months of January and February.

There is also to be found in No. 3 of the Appendix a statement made up from the returns by the keepers of the fog-whistles situated at Machias Seal Island, Head Harbour, Point Lepreaux, and Partridge Island, showing the state of the atmosphere in the Bay of Fundy during the winter months of 1883-84 and 1884-85, from which it will be seen that during the six winter months of those two years, at the four stations named, there was, on an average, only 35 minutes of fog per day.

Also, in No. 4 of Appendix, a synopsis of the general return made to the Department of Marine and Fisheries, at St. John, of the state of the atmosphere at *all* the fog-whistle stations in the Bay of Fundy for the winter months of 1880 to 1885, both inclusive, from which it will appear that during the six winter months of those six years, at all the stations together, there was, on an average, only 34 minutes of fog per day.

From these returns it is apparent how very few days fog prevailed enough to require the whistles to be sounded, and how little foundation there is for the statement that the atmosphere of the Bay of Fundy is "*almost constantly enveloped in dense fogs.*"

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Then with reference to the

SAFETY OF THE NAVIGATION

of the Bay of Fundy and accessibility of the harbour of St. John, your committee ask reference to the following documents from shipmasters and pilots of the highest respectability, and who have had the experience of a lifetime in the business of which they speak, viz:

Letter from Capt. W. A. Robinson. (See No. 5 of Appendix.)

Letter from Capt. David Boddie. (See No. 6 of Appendix.)

Letter from Capt. B. B. Bustin. (See No. 7 of Appendix.)

Letter from Capt. Jos. Pritchard. (See No. 8 of Appendix.)

Letter from Capt. D. Smalley. (See No. 9 of Appendix.)

Letter from Capt. J. J. Brown. (See No. 10 of Appendix.)

Letter from Capt. Hill of the "Ulunda" of the Furness Line. (See No. 11 of Appendix.)

Letter from Capt. Pike, late of the I. S. S. Line. (See No. 12 of Appendix.)

Letter from Capt. Edward Smith, of the S. S. "Damara." (See No. 12-B of Appendix.)

Statement of Capt. Chas. S. Taylor, harbour master of St. John. (See No. 13 of Appendix.)

Statement from Richard Cline, one of the St. John harbour branch pilots. (See No. 14 of Appendix.)

Statement of Pilot Rutherford. (See No. 14-B of Appendix.)

Statement from Messrs. Scammell Bros., agents for Anchor Line steamers. (See No. 15 of Appendix.)

Copy of letter from Jas. B. Hegan, acting engineer in charge for Board of Works at St. John to the department at Ottawa. (See No. 15-B of Appendix.)

Your committee would also submit to the board a synopsis of the record, kept at the St. John custom-house, of vessels departing seaward from St. John for the seven years from 1869 to 1875, aggregating 8,943 vessels of 3,159,118 tons. (See No. 16 of Appendix.)

Also a statement of the number of sea-going steamers and sailing vessels, and coastwise steamers, and their tonnage, which arrived at the port of St. John during the ten years from 1877 to 1886, inclusive, aggregating 16,719 vessels of 5,261,658 tons. (See No. 17 of Appendix.)

Also a statement of the number of sea-going steamers and sailing vessels, and coastwise steamers, which departed from the port of St. John during the same period of ten years from 1877 to 1886, aggregating 16,794 vessels, of 5,532,188 tons, making of arrivals and departures during the ten years: 33,513 vessels, of 10,793,846 tons. Of these the number of sea-going sailing vessels arriving and departing from St. John aggregated 25,988 vessels, of 5,622,448 tons; and sea-going and coastwise steamers, 7,525 vessels of 5,171,398 tons—a total of 33,513 vessels, of 10,793,846 tons. (See No. 18 of Appendix.)

The total number of coastwise steamers which is included in the above, arriving and departing from the port of St. John for the ten years from 1877 to 1886, inclusive, was 3,898 vessels, of 1,742,765 tons. (See No. 19 of Appendix.)

There is also submitted a statement (see No. 20 of Appendix) showing the value of

IMPORTS AND EXPORTS

at the port of St. John during the ten years from 1877 to 1886, both inclusive, from which we gather that the

Imports were of the value of.....	\$ 47,832,570
And the exports.....	36,346,794

Together, shewing a total value of.....	\$ 84,179,364
---	---------------

(In this return is not included the value of new ships.)

There is also submitted a statement of the disasters and casualties which have occurred to vessels and their cargoes in the Bay of Fundy coming to and going from the port of St. John, during the period from 1869 to 1886, with the estimated value of the loss as far as could be ascertained. (See No. 21 of Appendix.)

From the above documents, drawn from the St. John custom-house records, and compiled by Mr. Keith Barber of the entry and clearing department, the calculation is made by him that the following percentages of losses have been made for the ten years from 1877 to 1886 (see statement No. 22 of Appendix) viz. :—

The percentage of loss of tonnage of *steamers*, as compared with *total* tonnage of steam vessels entered and cleared is .08 of 1 per cent.

The percentage of loss of cargoes of *steam* vessels, as compared with the total amount of imports and exports, is .002 of 1 per cent.

The percentage of loss of tonnage of *sailing* vessels, as compared with total amount of tonnage of sailing vessels entered and cleared, is .41 of 1 per cent.

The percentage of loss suffered by cargoes of sailing vessels, as compared with the total amount of imports and exports is .05 of 1 per cent.

The percentage of loss of tonnage of both steam and sailing vessels as compared with the total tonnage entered and cleared is .26 of 1 per cent.

To this latter statement your committee would direct particular attention, as showing the very small percentage of losses.

As an evidence of the opinion entertained by the underwriters of the safety of the navigation of the Bay of Fundy, we are authorized in saying that the agents in St. John for marine insurance companies are taking risks from St. John *direct* to Europe at the same rate of premium as from Halifax, Nova Scotia, and from Boston and Portland, thus minimizing the dangers of the bay, which have been made such a handle of by parties who are interested in disparaging the character of our port.

Your committee would now call attention to the

ADAPTABILITY OF THE PORT

of St. John for handling a large portion of the traffic which, it is expected, will come over the C. P. R. on the completion of the so-called Megantic or Short Line Railway, and which will seek a place of shipment at an Atlantic port in the Dominion of Canada, from the shortness of the distance to be navigated between the last port of departure in Ireland and St. John. The sailing distance

From Merville to Halifax is	2,338 miles.
From Merville to St. John ..	2,538 “
From Merville to Portland, Me.	2,617 “

Taking into account the distance of railway travel between St. John and Halifax (276 miles) to reach St. John as a common centre of departure for the west by way of the Short Line Railway, and the difference in distance between St. John and Portland, Me., (about 80 miles), we think we are justified in claiming that St. John has the advantage. The harbour of St. John can even now accommodate steamers of the largest class, on both sides of the harbour, and the depth of water can be largely increased by dredging, which can be done at comparatively small expense. Steamers drawing and paying pilotage on 27 feet draught of water are loaded in the harbour of St. John, and man-of-war vessels drawing 27½ feet, have entered and left the harbour with ease.

The coast all along from the entrance of the Bay of Fundy to the harbour of St. John is so thoroughly protected by fog-whistles, automatic whistling buoys and lighthouses, that it must proceed from the greatest carelessness and unseaworthiness (unless in very exceptional cases) that a vessel should go ashore or even touch bottom. From the entrance to the Bay of Fundy at Machias Seal Island by way of the North or West Channel, and at Brier Island on the South Channel, to the harbour of St. John, vessels do not lose the sound of one fog-whistle or automatic buoy until they catch the sound of another, and the soundings by the lead are so regular and the anchorage so good, especially at the entrance of St. John harbour, that danger

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is reduced to a minimum even in the thickest weather. Pilots state that they dread more to enter Boston or Portland or Halifax harbours during a fog than they do St. John, and vessels bound to New York, Boston and Portland have sometimes to lie longer outside those harbours for tide than at St. John, and when foggy weather prevails, it is generally as dense, if not more so, at Portland and along the coast of the State of Maine as it is in the Bay of Fundy. In winter, fogs are very rare. They are more frequent in the months of June, July and August, but seldom continue so thick for days in succession as to preclude seeing land in the bay, and neither fog nor snow prove a bar or delay to steam vessels, the navigation of the bay being so simple, there being no treacherous shoals or rocks in the way from the mouth of the bay to the port of St. John. We may instance the steamers of the International Steamship Company, which have plied between St. John and the port of Boston for a period extending over a quarter of a century, making three and four trips per week each way for part of the year, and two trips each way, per week, in winter, carrying an immense number of passengers and very large quantities of freight, and never lost a single life in all that time on that route. During the past thirty years passenger steamers have been running between St. John and the western part of Nova Scotia, and during all that time not one was lost, thus proving that neither fog nor snow interfere with steam vessels in their passage to and from the harbour of St. John, where proper care is taken.

IN THE MATTER OF ICE

in winter, your committee may confidently assert that there is not a port north of Cape Hattaras so entirely free from ice as St. John is. The ice which forms on St. John River and its tributaries terminates at the Narrows, some three miles above the falls, which are situated about a mile above St. John harbour, and is completely debarred from escaping into the harbour by these narrows, so that there is no shell or anchor ice in the harbour in fall or winter, and in spring the thick heavy ice of the river is thoroughly rotted before breaking up and coming through the falls, and any remnants of any considerable size are thoroughly pulverized in coming over the falls; and as to the formation of ice *within* the harbour, it is impossible, owing to the great rise and fall of tide. Again, there is never any field ice in the bay below this port. This can hardly be said of any other port on the coast north of Baltimore; in fact, there is *no port* north of Baltimore, including Philadelphia, New York, Boston, Portland and Halifax, that have not been frozen over, and had vessels cut out of the ice in them, *except St. John*. Shipmasters and owners of vessels, therefore, may be fully assured that no damage can be sustained from river, harbour or bay ice, in navigating the Bay of Fundy, or in the harbour of St. John. Under the accumulation of evidence which your committee have been enabled to place before the board, they feel that they

MAY SAFELY ASSUME:

1st. That the navigation of the Bay of Fundy, from its mouth to St. John, is remarkably simple and free, whether by the south or west channels; so much so, that pilots prefer making the port of St. John in bad weather to any other port on the coast.

2nd. That the fog or cold vapour never occasions delay of steam vessels in *summer or winter*, and that there is *never the slightest obstruction from ice*.

3rd. That Atlantic steamships need make but one straight course from their regular track to Portland and Boston up to the Bay of Fundy to St. John.

4th. That the South Channel, opening into the bay, is 18 miles in width at the narrowest part, expanding rapidly to 35 or 40 miles of unobstructed deep water navigation, which holds good all the way up the bay to the mouth of St. John harbour, where superior holding ground can be found, or giving clear sea room, of say, 35 by 50 miles, to a stranger who might not feel confidence to enter our port in a storm.

5th. That both the largest war and merchant ships have visited our harbour, excepting the "Great Eastern," and that she could easily be accommodated.

6th. That the port of St. John, in so far as navigation is concerned, is not only "*one of the safest*," but actually *the safest port*, summer and winter, all the year round, north of Cape Hatteras.

And your committee cannot see that any valid reason can be given for St. John being deprived of being made a terminal port for the transmission of mails, passengers and freight, both to and from the western part of the Dominion of Canada, as well as to and from the Province of Quebec, for, on the completion of the gap in railroad communication now existing between Edmundston, in this province, and the Intercolonial Railroad, at River du Loup or River Ouelle, the traffic in winter time from Quebec will naturally seek an outlet at St. John, it being the nearest and most accessible open port in Canada.

And these facts should, in the opinion of your committee, weigh very forcibly with the Dominion Government in deciding to award that the British mail steamers shall be contracted with to run, after the completion of the Magantic or Short Line Railway, *at least alternately, if not altogether direct, between Great Britain and the port of St. John.*

Respectfully submitted,

R. CRUIKSHANK,
ANDRE CUSHING,
W. E. VROOM.

ST. JOHN, Jan. 26th, 1887.

St. John, N.B., Pilotage Investigation.

APPENDIX No. 1.

SHOWING Quantity of Sea Fog at entrance to St. John Harbour, from November, 1870, to April, 1886, inclusive.

Year.	November.	December.	January.	February.	March.	April.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
1870.....	*2 30	1 45				
1871.....		1 00	30 40	19 25	47 15	16 10
1872.....	5 35	2 30	6 10	3 15	2 30	62 20
1873.....	7 45	43 35	42 20	23 25	12 45	33 40
1874.....	4 30	4 00	69 40	4 05	61 45	26 15
1875.....	4 10	13 05		37 10	1 00	44 10
1876.....	21 00	1 40	38 20		17 15	40 10
1877.....	24 45	7 15	20 20	8 45	38 45	41 40
1878.....	1 50	6 00	23 05	9 50	22 35	74 40
1879.....	30 55	11 40		12 20	39 00	36 00
1880.....	11 55	7 30	51 45	38 35		80 15
1881.....	16 35	7 30	7 45	25 20	7 35	8 20
1882.....	13 15		4 15	11 05	16 30	39 15
1883.....	26 00		14 35	12 25	2 50	49 30
1884.....	2 40	22 00	36 20	65 35	16 30	22 40
1885.....	20 50	9 00	8 15		1 15	6 10
1886.....	8 15		9 30	13 55	17 20	99 50

Or an average of 38 minutes per day.

* The 2 hours and 30 minutes in November, 1870, is for land fog, or thickness of the land, or from the land. No fog up to the 8th of December ; or in this present month, 1886, no fog up to the 8th.

APPENDIX No. 2.

Showing the number of Hours and Minutes in each month the Steam Whistle at entrance to St. John Harbour was sounded from January, 1865, to December, 1885, from all causes.

Years.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1865	h. m. 39 15	h. m. 26 40	h. m. 63 50	h. m. 43 30	h. m. 137 05	h. m. 197 15	h. m. 96 25	h. m. 69 15	h. m. 74 05	h. m. 47 30	h. m. 33 00	h. m. 47 45
1866	48 15	52 15	74 45	65 15	31 25	88 20	118 45	64 30	89 45	35 00	56 00	46 00
1867	77 50	44 05	46 00	60 05	45 45	97 00	86 56	262 00	55 15	28 50	48 45	34 40
1868	35 00	33 45	112 45	97 55	129 25	182 30	281 45	297 50	104 20	28 00	5 05	39 15
1869	36 45	61 45	36 10	30 55	31 40	121 30	192 45	94 15	84 35	63 40	12 25	50 45
1870	75 10	34 40	23 00	27 00	62 19	160 00	200 10	208 50	56 15	23 55	15 25	47 45
1871	55 30	34 40	73 55	20 10	38 10	123 25	164 40	147 45	56 30	30 45	23 45	46 15
1872	31 55	42 45	52 00	77 40	81 10	131 10	131 30	218 20	77 05	27 35	45 40	115 50
1873	79 55	54 10	51 05	36 45	100 40	77 35	256 15	148 30	175 90	67 25	45 40	68 40
1874	165 50	86 25	76 45	74 20	114 15	83 10	179 35	129 10	126 35	58 30	29 40	63 35
1875	88 40	33 25	33 25	67 00	79 00	167 40	187 00	298 45	97 50	48 45	27 05	78 25
1876	76 45	48 50	40 10	61 25	101 30	323 10	175 45	164 10	26 50	27 10	47 05	25 30
1877	49 20	49 20	102 40	43 55	19 50	126 45	248 20	216 35	131 15	10 55	31 10	24 35
1878	66 40	26 45	51 00	79 15	92 20	247 55	160 35	249 15	170 30	111 40	1 45	212 45
1879	93 30	81 30	92 00	84 10	288 15	183 50	142 45	151 10	43 00	66 15	76 35	69 00
1880	122 55	140 00	87 00	110 25	174 00	104 00	295 00	292 30	130 10	42 30	55 05	29 35
1881	80 45	120 30	41 35	36 45	95 50	191 20	144 00	325 40	169 30	68 35	52 10	29 35
1882	148 00	119 10	115 55	124 00	63 15	84 40	183 20	183 20	165 45	136 13	41 35	46 05
1883	126 25	79 40	97 45	80 30	131 40	225 50	230 10	162 20	162 20	105 45	45 55	108 30
1884	133 50	151 55	120 35	60 30	50 45	81 52	221 25	306 05	111 05	34 40	40 30	199 10
1885	133 10	79 40	165 20	58 40	152 50	127 35	221 10	218 55	80 20	76 20	74 15	96 05
Total	1,928 00	1,483 05	1,498 20	1,388 40	1,960 21	3,130 05	3,918 13	3,992 45	2,258 00	1,134 00	762 55	1,543 00
Average	3½ days.	3 days.	3 days.	2½ days.	3½ days.	6 days.	7½ days.	7½ days.	4 days.	2½ days.	1½ days.	3 days.

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St. John, N.B., Pilotage Investigation.

APPENDIX No. 3.

COMPILED STATEMENT showing the number of hours and the causes for which the Machias Seal Island Fog-Whistle sounded during the months of November, December, January, February, March and April, for 1883 and 1884.

Date.	November.		December.		January.		February.		March.		April.	
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	
26.	
27.	
28.	
29.	
30.	
31.	
	55.45		181.05		160.25		213.40		185.15		149.20	

APPENDIX No. 3.—Continued. Return of Machias Seal Island Fog-Whistle, 1884 and 1885.

Date.	November.		December.		January.		February.		March.		April.	
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.
1.					7.40	Snow.	8.55	Fog.	5.00	Sleet.	4.20	Fog.
2.					7.25	Snow.			10.35	Fog.	17.25	Fog.
3.					13.00	Vapour.					14.15	Fog.
4.					1.35	Snow.	10.30	Vapour.	6.45	Snow.	5.10	Fog.
5.	8.40	Fog and rain.	5.00	Fog.	15.20	Snow.					0.30	Snow.
6.			0.25	Rain.			11.05	Fog.				
7.			11.50	Rain.	2.40	Hail.	19.35	Fog.				
8.												
9.					8.55	Fog.	2.00	Fog.	22.05	Snow.	8.00	Fog.
10.					0.40	Fog.	2.15	Fog.	5.50	Snow.	2.15	Fog.
11.					3.05	Snow.	14.35	Fog.	5.35	Snow.		
12.									0.15	Snow.		
13.									2.25	Snow.	8.25	Snow.
14.					9.20	Snow.	13.45	Snow.	2.15	Rain.	1.00	Fog.
15.							12.35	Sleet.	9.00	Fog.		
16.					13.50	Snow.	15.00	Sleet.	1.20	Snow.		
17.					6.15	Snow.			1.35	Snow.		
18.	1.00	Snow.			18.10	Vapour.			16.15	Snow.		
19.					24.00	Vapour.			1.45	Snow.		
20.	11.30	Rain and fog.			19.30	Vapour & snow.						
21.					19.35	Fog.	15.20	Vapour.				
22.					5.30	Fog.	10.45	Vapour.				
23.	0.45	Fog.			10.30	Snow.	9.00	Snow.	5.00	Snow.		
24.	7.50	Fog and rain.			8.10	Snow.	6.40	Sleet.			2.55	Snow.
25.	0.20	Snow.			16.40	Vapour.	7.25	Snow.			8.20	Rain.
26.	1.40	Fog and rain.			4.05	Vapour.						
27.							21.15	Snow.			11.15	Fog.
28.	3.50	Fog.					11.15	Vapour.			4.00	Fog.
29.	7.55	Fog.										
30.					3.55	Fog.						
31.					9.30	Fog.						
	43.30		182.05		74.40		193.55		102.55		87.50	

St. John, N.B. Pilotage Investigation.

APPENDIX No. 3.—Continued. Return of Head Harbour Fog Whistle, 1883 and 1884.

Date.	November.		December.		January.		February.		March.		April.	
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.
1												
2			5.30	Snow.	1.20	Snow.	16.00	Snow.	1.25	Snow.		
3			2.50	Vapour.	15.10	Snow.	1.05	Vapour.			2.00	Rain.
4					1.00	Vapour.	0.15	Snow.				
5			4.50	Snow.			11.00	Snow.				
6					5.35	Vapour.	3.30	Fog.	2.10	Snow.		
7					5.25	Vapour.			10.45	Snow.		
8							5.50	Snow.	15.55	Snow.	1.55	Fog.
9					12.40	Rain.	16.50	Snow.	9.12	Snow.	6.45	Snow.
10		3.00	Fog.				2.15	Snow.	8.25	Snow.	12.23	Snow.
11					3.15	Snow.					1.50	Snow.
12					2.00	Vapour.	11.00	Snow.	6.45	Snow.		
13					2.25	Snow.	9.35	Snow.				
14		3.30	Sleet.		3.45	Vapour.	19.20	Vapour.				
15									11.50	Snow.		
16		2.45	Snow.		4.30	Vapour.						
17					13.30	Snow.			7.00	Snow.	13.25	Rain.
18					2.15	Snow.	4.15	Snow.	0.45	Vapour.	14.18	Fog.
19					4.25	Snow.	3.00	Snow.			2.45	Rain.
20		17.35	Fog.		3.00	Snow.	10.25	Snow.	6.35	Snow.	7.05	Rain.
21					13.10	Snow.					7.50	Fog.
22		0.20	Fog.		2.30	Snow.	3.15	Snow.			17.35	Fog.
23		7.30	Fog.		24.00	Vapour.	5.55	Rain.				
24		1.50	Fog.		24.00	Vapour.	2.15	Vapour.				
25					7.00	Snow.			4.10	Rain.		
26												
27		5.15	Rain.		0.15	Snow.					9.40	Fog.
28					7.45	Snow.					0.50	Fog.
29							4.05	Vapour.				
30		6.03	Snow.		4.20	Snow.	13.40	Snow.				
31					3.30	Snow.						
		47.50			130.00		96.30		158.05		110.07	
												98.21

APPENDIX No. 3.—Continued. Return of Head Harbour Fog-Whistle, 1884 and 1885.

DATE.	November.		December.		January.		February.		March.		April.	
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.
1.					1. 17	Snow.	4. 38	Snow.	4. 25	Snow.		
2.	2. 23	Snow.			2. 30	Vapour.	4. 00	Vapour.	11. 20	Rain.		
3.					10. 15	Vapour.	12. 00	Vapour.			10. 40	Fog.
4.									8. 40	Snow.		
5.									0. 12	Snow.		
6.	10. 45	Fog.			11. 40	Rain.	19. 25	Snow.	11. 25	Snow.		
7.			14. 22	Rain.	19. 20	Snow.			4. 18	Snow.		
8.			1. 25	Snow.	1. 05	Snow.			9. 22	Snow.		
9.											10. 05	Rain.
10.			4. 30	Snow.			9. 00	Rain.	0. 50	Snow.	3. 00	Fog.
11.					8. 35	Rain.						
12.												
13.												
14.											5. 15	Fog.
15.			10. 25	Rain.	12. 10	Snow.	3. 45	Snow.	5. 00	Snow.		
16.					2. 00	Snow.						
17.			11. 40	Snow.	16. 06	Snow.	4. 10	Snow.	7. 30	Snow.		
18.			6. 30	Snow.			1. 48	Snow.	0. 20	Snow.		
19.			16. 50	Vapour.								
20.			24. 00	Vapour.					17. 50	Snow.		
21.	12. 20	Snow.	24. 00	Vapour.					2. 00	Snow.		
22.			19. 00	Vapour.								
23.			2. 00	Fog.	15. 35	Vapour.						
24.			10. 45	Snow.	11. 27	Vapour.	1. 10	Snow.				
25.	5. 18	Snow.	9. 20	Snow.	8. 10	Snow.	1. 45	Snow.				
26.					3. 40	Snow.			1. 50	Snow.		
27.			4. 25	Vapour.	0. 35	Snow.						
28.	4. 00	Rain.	4. 08	Rain.	19. 17	Snow.					2. 15	Fog.
29.	14. 10	Rain.	3. 00	Rain.	11. 00	Vapour.			6. 30	Snow.		
30.			2. 05	Rain.								
31.			13. 40	Fog.					1. 15	Snow.		
	49. 56		182. 05		154. 42		61. 41		92. 57		48. 40	

St. John, N.B., Pilotage Investigation.

APPENDIX No. 3.—Continued. Return of Point Lepreaux Fog-Whistle, 1883 and 1884.

Date.	November.		December.		January.		February.		March.		April.	
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.
1.....					1 05	Snow.	9 15	Snow.				
2.....			8 20	Snow.	6 30	Snow.	8 20	Snow.				
3.....												
4.....			1 30	Snow.								
5.....									4 15	Snow.		
6.....					1 45	Vapour.	14 45	Snow.	1 00	Snow.		
7.....							7 55	Snow.	13 20	Snow.		
8.....									1 10	Snow.	5 45	Snow.
9.....												
10.....												
11.....									1 30	Snow.		
12.....					5 00	Snow.	5 45	Snow.	1 25	Fog.		
13.....							24 00	Fog.				
14.....									7 25	Snow.		
15.....	2 00	Snow.							6 40	Snow.		
16.....	4 30	Snow.	3 30	Vapour.								
17.....			14 00	Snow.								
18.....			4 00	Snow.	8 25	Snow.	7 30	Snow.				
19.....	5 00	Smoke.							2 30	Snow.	13 00	Fog.
20.....			12 30	Snow.								
21.....	8 15	Fog.	12 00	Vapour.								
22.....			13 30	Vapour.								
23.....					1 15	Snow.			13 00	Fog.		
24.....												
25.....												
26.....												
27.....			1 00	Snow.								
28.....			15 40	Snow.								
29.....									1 45	Fog.	1 00	Fog.
30.....	4 10	Snow.										
31.....					24 00		95 15		54 00		35 30	
	23 56		86 00		24 00		95 15		54 00		35 30	

APPENDIX No. 3.—Continued. Return of Point Lepreaux Fog-Whistle, 1884 and 1885.

Date.	November.		December.		January.		February.		March.		April.	
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.
1.....					12.20	Fog.	5.00	Snow.				
2.....							3.30	Vapour.			8.00	Fog.
3.....												
4.....							10.30	Snow.				
5.....	6.05	Fog.			24.00	Fog.						
6.....												
7.....												
8.....												
9.....												
10.....												
11.....			2.35	Snow.								
12.....												
13.....												
14.....												
15.....					11.10	Snow.						
16.....												
17.....			9.25	Snow.	10.00	Snow.	3.00	Snow.				
18.....			2.15	Snow.								
19.....			3.00	Vapour.								
20.....	5.10	Fog.	12.00	Vapour.					12.15	Snow.		
21.....			12.35	Vapour.					4.15	Snow.		
22.....			5.00	Fog.								
23.....					6.00	Vapour.						
24.....	1.20	Fog.	5.20	Vapour.	5.20	Vapour.						
25.....			9.20	Snow.	9.20	Snow.						
26.....			18.05	Fog.								
27.....												
28.....												
29.....	2.15	Rain.	10.10	Fog.					2.00	Snow.		
30.....					15.15	Snow.						
31.....												
	14.50				93.25		22.00		36.15		12.30	

St. John, N.B., Pilotage Investigation.

APPENDIX No. 3.—Continued. Return of Partridge Island Fog-Whistle, 1883 and 1884.

Date.	November.		December.		January.		February.		March.		April.	
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.
1.....												
2.....	2 30	Haze.	5 40	Rain.			13 55	Fog.				
3.....	0 45	Smoke.	9 40	Snow.			1 00	Snow.	0 25	Snow.		
4.....					5 45	Snow.						
5.....			3 40	Smoke.			4 20	Snow.				
6.....			3 00	Smoke.	8 15	Vapour.	13 20	Fog.	2 50	Snow.		
7.....					6 30	Vapour.			13 30	Snow.		
8.....			4 15	Rain.			6 00	Smoke.	16 30	Snow.		
9.....	0 45	Smoke.			3 20	Snow.	16 55	Snow.	1 00	Snow.		
10.....	1 00	Fog.					10 30	Snow.	9 10	Snow.	10 10	Snow.
11.....					4 45	Snow.					3 10	Land fog.
12.....					1 00	Snow.						
13.....					5 15	Vapour.	14 05	Snow.	1 45	Fog.		
14.....			0 25	Rain.	5 30	Snow.	20 40	Fog.				
15.....	5 00	Snow.			1 45	Vapour.			10 15	Snow.		
16.....	4 30	Snow.	10 30	Vapour.	6 50	Vapour.					1 30	Smoke.
17.....			15 00	Snow.								
18.....			3 10	Smoke.	3 15	Snow.	8 30	Fog.	8 10	Snow.	3 30	Fog.
19.....			5 00	Snow.	9 10	Snow.	1 40	Snow.	1 00	Snow.	4 30	Rain.
20.....					6 35	Snow.	2 00	Rain.	2 00	Smoke.	4 00	Rain.
21.....			2 20	Vapour.	7 00	Vapour.			5 15	Snow.	4 00	Land fog.
22.....					5 50	Land fog.	4 45	Snow.			17 10	Smoke.
23.....			9 00	Vapour.			5 15	Rain.			11 50	Fog.
24.....			21 15	Vapour.	4 00	Rain.	4 00	Snow.	17 00	Fog and rain.		
25.....			2 00	Snow.	7 15	Snow.			1 00	Fog.	0 30	Rain.
26.....					6 35	Vapour.						
27.....	1 40	Rain.	6 20	Snow.	5 45	Vapour.						
28.....			4 30	Snow.	11 30	Vapour.	9 30	Snow.	10 15	Mist.	5 20	Fog.
29.....			2 45	Snow.	0 20	Snow.	5 30	Snow.	0 45	Snow.	4 50	Fog.
30.....	2 20	Snow.			12 30	Fog.						
31.....	45 55		108 30		128 40		141 55		120 35		70 30	

APPENDIX No. 3.—Continued. Return of Partridge Island Fog-Whistle, 1884 and 1885.

Date.	November.		December.		January.		February.		March.		April.		
	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	H. & M.	Cause.	
1.....			1.30	Smoke.			14.25	Land fog.	7.25	Land fog.	4.40	Rain and fog.	
2.....			7.45	Smoke.			7.15	Snow.	2.05	Rain.	10.10	Sleet	
3.....							1.30	Vapour.			1.15	Rain.	
4.....									7.20	Smoke.	4.30	Rain.	
5.....	3.20	Rain and fog.	4.45	Smoke.	8.45	Snow.	10.15	Snow.			12.20	Snow.	
6.....					20.30	Fog.	3.45	Snow.					
7.....			5.55	Rain.	1.20	Snow.	8.00	Snow.					
8.....			2.00	Snow.	1.00	Fog.			2.30	Snow.	4.30	Rain.	
9.....			3.00	Snow.	2.55	Fog.			5.00	Snow.	2.00	Fog.	
10.....	3.00	Smoke.					3.00	Rain.	5.45	Snow.			
11.....			8.30	Snow.		6.00	Rain.			1.37	Snow.	0.45	Smoke.
12.....								6.45	Snow.		6.55	Land fog.	
13.....	2.10	Haze.					2.30	Vapour.	6.30	Snow.			
14.....			11.00	Snow.		8.15	Snow.	3.35	Snow.	7.15	Land fog.		
15.....			0.30	Snow.									
16.....			11.45	Snow.		14.45	Snow.		16.00	Snow.			
17.....			8.30	Snow.									
18.....			6.00	Vapour.				0.45	Land fog.				
19.....			19.40	Vapour.				2.30	Snow.	7.45	Snow.		
20.....	14.30	Snow.	17.55	Vapour.				0.30	Snow.				
21.....			5.30	Rain.		6.55	Snow.						
22.....			5.00	Fog.		16.30	Vapour.						
23.....			6.15	Snow.		10.00	Vapour.						
24.....	5.10	Rain.	10.00	Snow.		7.30	Snow.						
25.....			9.30	Vapour.		4.30	Snow.			6.45	Snow.	1.00	Smoke.
26.....	2.00	Rain.	22.45	Vapour.		23.00	Vapour.	0.50	Land fog.	1.15	Fog.	5.15	Snow.
27.....			7.50	Haze.		10.00	Vapour.	3.35	Land fog.			2.20	Rain.
28.....			4.00	Haze.								4.00	Rain.
29.....	10.20	Rain.	2.00	Fog.									
30.....			16.00	Fog.		1.30	Land fog.						
31.....	40.30		199.35			153.10							
								79.40			86.20		59.40

St. John, N.B., Pilotage Investigation.

APPENDIX No. 4.

COMPILED STATEMENTS of Fog, Snow, Vapour, Rain and Smoke in the Bay of Fundy,
for the months of November, December, January, February, March, and April,
from 1880 to 1886.

NOVEMBER.

	Fog.	Snow.	Vapour.	Rain.	Smoke.
	h. m.	h. m.	h. m.	h. m.	h. m.
1880.....	11.55	18.55	.....	5.55	18.20
1881.....	16.35	2.40	.....	32.55	.....
1882.....	13.15	21.30	.....	.....	6.50
1883.....	26.00	11.50	.....	2.05	6.00
1884.....	2.40	14.30	.....	18.10	5.10
1885.....	20.50	2.00	.....	43.15	8.10
1886.....	.....	.....	.....	.....	.....
Total.....	91.15	71.15	.....	102.20	44.30

DECEMBER.

1880.....	.....	53.30	7.50	7.40	.....
1881.....	7.30	11.55	.....	.40	9.30
1882.....	.....	35.50	2.40	2.30	5.05
1883.....	.....	66.30	21.50	10.40	9.50
1884.....	22.00	42.30	78.50	22.25	33.40
1885.....	9.00	58.15	12.15	12.45	3.10
1886.....	.....	.....	.....	.....	.....
Total.....	38.30	268.30	124.05	56.40	61.15

JANUARY.

1880.....	.....	.....	.....	.....	.....
1881.....	7.45	49.15	21.00	2.45	.....
1882.....	4.15	90.10	44.20	2.00	7.15
1883.....	14.35	53.55	57.05	.....	1.00
1884.....	36.20	52.05	45.25	.....	.....
1885.....	.....	.....	.....	.....	.....
1886.....	9.30	57.35	67.20	43.30	8.00
Total.....	72.25	303.00	235.10	48.15	16.15

FEBRUARY.

1880.....	.....	.....	.....	.....	.....
1881.....	25.20	77.45	.....	13.35	4.10
1882.....	11.05	95.25	6.20	3.20	3.00
1883.....	12.25	43.15	.....	24.00	.....
1884.....	65.35	75.40	.....	7.15	3.25
1885.....	.....	.....	.....	.....	.....
1886.....	13.55	57.05	98.25	42.40	3.30
Total.....	128.20	348.10	104.45	90.50	19.05

APPENDIX No. 4.—Compiled statement of fog, snow, smoke, vapour, &c.—Continued.

MARCH.

1880.....					
1881.....	7.35	25.15		9.45	
1882.....	16.30	76.00	2.00	17.35	2.30
1883.....	2.50	68.35		26.20	
1884.....	16.30	83.40		10.15	10.10
1885.....					
1886.....	17.20	119.05	4.00	17.50	
Total.....	60.45	373.05	6.00	81.45	12.40

APRIL.

1880.....					
1881.....	8.20	20.55		7.30	
1882.....	39.15	71.15		13.30	
1883.....	49.30	21.55		7.25	
1884.....	22.40	10.10		9.00	18.40
1885.....					
1886.....	99.50	9.30	.50	5.15	2.30
Total.....	219.35	133.45	.50	42.40	21.10

AVERAGES.

	Fog.	Snow.	Vapour.	Rain.	Smoke.
	h. m.	h. m.	h. m.	h. m.	h. m.
November.....	15 12	11 52		17 03	7 15
December.....	6 25	44 45	20 40	9 27	10 13
January.....	12 04	50 30	39 10	8 02	2 43
February.....	21 23	58 02	17 28	15 08	3 11
March.....	10 08	62 11	1 00	13 38	2 07
April.....	36 36	22 18	0 10	7 07	3 31
Sums.....	101 48	249 38	78 28	70 25	29 00
Means.....	16 58	41 36	13 04	11 48	4 50
Or per day.....	0 34	1 23	0 26	0 23	0 10

APPENDIX No. 5.

(Letter from Capt. W. A. Robinson.)

ST. JOHN, 4th December, 1886.

The St. John Board of Trade.

GENTLEMEN,—Having read various reports in the papers concerning the Bay of Fundy, I, as a seaman and mate employed in the coasting and foreign trade of the Bay of Fundy, from 1819 to 1824, and from that time until 1862 as master of St. John and other ships in foreign trade, beg leave to make some statements concerning the navigation of the Bay of Fundy.

St. John, N.B., Pilotage Investigation.

In my many years' experience I have not met with any trouble from fogs, tides, shoals or shores. On one occasion (while mate) I returned to St. John in an English vessel, the master of which had never been in the Bay of Fundy. He consulted me on the dangers of navigating the bay. I recommended him to make Cape Sable bank, and from that point, with attention to the soundings, he could avoid all the impediments that lay in his way, and with my assistance brought his vessel to anchorage near Musquash. On nearing the bay we obtained a St. John pilot.

My many years' experience warrants me in affirming that the Bay of Fundy can be navigated with as much ease and safety in summer fogs and winter snows as any other port in North America, notwithstanding all the unfavourable reports of ignorant or prejudiced persons.

In respect of the great rise and fall of tides, they are a great convenience and no obstruction to navigation. I have never met those various and uncertain currents so much spoken of, and, consequently, dreaded by strangers. As to charts, I prefer to use the British Admiralty publication.

The rocks and shoals in the Bay of Fundy are all within the line of soundings, and with proper attention with the lead may be avoided, there being a clear channel of 182 miles on a direct course from Cape Sable bank to St. John harbour. I ask my brother shipmasters to pardon me recommending to them to be more attentive in the use of the lead, and they would avoid many of the rocks and shoals on which they have been wrecked.

I am, yours truly,

W. A. ROBINSON.

APPENDIX No. 6.

(Letter from Capt. David Boddie.)

St. JOHN, N. B., 4th December, 1886.

The St. John Board of Trade.

GENTLEMEN,—In reply to your note of yesterday, asking me to give my opinion as to safety of the Bay of Fundy for navigation, both in summer and winter, as to the regularity of the tides, and the inconvenience experienced from fog in the summer time, I beg to say with respect to the fogs, by paying strict attention to the ship's course and the state of the tide at the same time, I never lost an hour's time in making a passage on account of fog in the Bay of Fundy. With respect to the tides, I have always found them very regular, only in the spring of the year, when the freshet from the river is running, I have found the ebb tide much stronger on the western side of the bay than the flood, which in thick weather must be guarded against.

With respect to rocks and dangers in the bay, I know of none but what are clearly laid down in the Admiralty charts, and can be easily avoided by using proper precaution and care, which is necessary for the safe navigation of shipping, approaching, entering or leaving any coast, bay or harbour. With respect to my experience in navigating the Bay of Fundy, as a master, I commenced 15th June, 1840, in command of the bark "Abeona," belonging to the firm of Milby & Thomas; the said vessel drew twenty feet of water when loaded, and was run between St. John and London for four years. I never met with an accident in the Bay of Fundy, except onesight collision in the summer of 1846, while in command of the brigantine "Mary," bound down the bay in the fog. From 1847 to 1854 I had charge of a brigantine called the "P. i. Nevius," during seven years in the coasting trade between St. John

and Alexandria, Va. During the seven years I navigated the Bay of Fundy, both summer and winter, I never felt any more inconvenience in navigating the bay than upon any other coast. In the winter of 1851 the River Potomac was frozen over in the month of February, and I had a good deal of difficulty and loss of time in getting out, and had to get the assistance of an ice-breaking tug-boat. When I arrived at St. John, N. B., I was glad to find a splendid harbour all clear of ice or any other impediment to enter it, and with the assistance of a pilot any vessel could beat or sail into the harbour and up to the wharf, as the wind suited, and during the seven years the said vessel run between this port and Alexandria, Va., I never required the assistance of a tug-boat in the harbour. Since that date I have commanded several vessels, running out of this port, and have never had an accident in the Bay of Fundy or felt any inconvenience in navigating it. In 1877 I retired from the business.

Trusting that these explanations and my simple experience may be of use to you.

I am, yours truly,

DAVID BODDIE, M. M.

APPENDIX No. 7.

(Letter from Capt. B. B. Bustin.)

ST. JOHN, 9th December, 1886.

The St. John Board of Trade.

GENTLEMEN,—Having followed the sea for over half a century, and during that time having sailed out of St. John regularly from four to five times a year for ten years, and often afterwards, I can give an opinion of the Bay of Fundy from long experience. During the period from 1835 to 1845 I sailed between here and the West Indies as master of a vessel, and never met with the slightest accident in the Bay of Fundy. At that time we had longer spells of and thicker fog than now, and there were only five or six lights in the bay; yet, by keeping a man on the look-out and lead going, I found no trouble in coming up the bay. I have time and again entered the Bay of Fundy in a dense fog, and never seen land till I made the port of St. John. Several times I have come up the harbour on a cold winter night in a heavy gale, when it was impossible to get a pilot, and that too without any great difficulty, although there were no buoys in the harbour. With our numerous light-houses, fog-horns and buoys now in use, it is an easy matter to make our port. I would far rather take my chances in the Bay of Fundy, making for St. John in fog, snow or storm, than to enter the ports of Boston or Portland under the same conditions. The Bay of Fundy is a safe bay, for one can always have plenty of drift and can readily tell where he is by the soundings. I consider St. John to be easier of access than any other port on the Atlantic coast.

B. B. BUSTIN.

St. John, N.B., Pilotage Investigation.

APPENDIX No. 8.

(*Letter from Capt. Joseph Pritchard.*)

St. JOHN, N.B., 13th December, 1886.

The St. John Board of Trade.

GENTLEMEN,—I have frequently come to the Bay of Fundy for twenty-eight years, and sometimes about five days before arriving in port, could not get a meridian altitude, and, consequently, had to trust entirely to the lead and distance. I have always found soundings on Sable Island bank transparent sand, and the deep water soundings between the banks and the coast of Nova Scotia always mud bottom.

La Have bank the lead strikes hard on a very fine sand at from forty to fifty fathoms, and on the east of Cape Sable the bottom is rocky, and, when on the bank, coarse sand, and as we approached the west side of Cape Sable bank the sounding is black gravel and shells; then the bay is open to the north, but it is best to keep on to the westward until the water deepens to seventy, eighty or ninety fathoms, and after that to get on the edge of the bank and sail parallel to the edge in about fifty fathoms until abreast of the Lurcher, when the water will shoal to about thirty-five fathoms, and by keeping on the same course the water will get deeper, and not to get into less than fifty fathoms till you get abreast of Brier Island. The shoal water at the Lurcher will indicate the distance up the bay, and, consequently, the distance to run till abreast of Brier Island, and in about eighty to ninety fathoms, when we can shape our course north-east by north for Partridge Island. By keeping a good look-out we often see the land from the masthead, over the fog, when you cannot see much more than the length of the ship from the deck, and in very cold weather, in the winter, the vapours seldom rise higher than the ships lower masthead. In the sailing directions the method of taking the passage is up west of Grand Manan, but I always preferred the east of Grand Manan, as it is much the shorter, and I have never had an accident. In beating along the south coast of Nova Scotia, in a fog or vapour with the wind south-west, I would not stand in shore nearer than forty fathoms of water.

As far as the vapour or fog is concerned, going to Boston or Portland you have the same to contend with.

J. PRICHARD.

APPENDIX No. 9.

(*Letter from Capt. D. Smalley.*)

St. JOHN, N.B., 4th December, 1886.

The St. John Board of Trade.

GENTLEMEN,—During the past forty-six years I have been engaged as master of vessels trading between the western part of Nova Scotia and the port of St. John (ten years of which we carried the mails between those places during the winter months), and have had ample opportunity to judge of the safety of the navigation of the Bay of Fundy. I have had no difficulty during all that time, even in foggy weather, and long before there were any fog-whistles, in making our trips regularly, sometimes five in a month, never once having touched bottom.

I consider the harbour of St. John exceptionally easy of access, and safe to enter at any time of tide.

Yours truly,

DANIEL SMALLEY.

APPENDIX No. 10.

(Letter from Capt. J. J. Brown.)

CHATHAM, N. B., 16th January, 1887.

The St. John Board of Trade.

GENTLEMEN,—A good deal is written and said just now about St. John, N. B., as being a good winter port for steamers. I can vouch for the navigation of the Bay of Fundy, if proper caution is used, that is to say, in thick weather, get soundings on Cape Sable bank, on shore soundings in about 30 fathoms, and with a steamship there is no trouble in running along the edge, and as soon as you get off the bank you will be in the rips of Brier Island; then shape your course for the harbour of St. John, N. B. by N., and as soon as the shore soundings are reached you will get from twenty-five to thirty fathoms. If at daylight, the water has a reddish cast.

As an old shipmaster who sailed between St. John and the British ports for ten years in the "Lisbon" and "John Owens," and in the days when the St. John fleet in the London and Liverpool trade embraced such fine ships as the "Peter Maxwell," "Imperial," "John Barbour," "John Duncan," "Lampedo," "Harmonides," (which latter I commanded for a time) and others, I am at a loss to understand how it has come about that the Bay of Fundy is looked upon as presenting any especial difficulties to competent navigators. The tides are simple, up and down, the soundings even, and safe to get hold of, and the approach to St. John harbour free, open and unobstructed. I may say that I always felt as safe and sure of my position, making for and sailing up the Bay of Fundy, as I did in either the English or St. George's Channel, while St. John harbour, being more contiguous to the open bay than most of the principal ports of either side of the Atlantic are to their deep water approaches, it seems to me, from a sailing-master's standpoint, it is one of the most desirable and safe known. In all my navigation of the Bay of Fundy I never found any difficulties and never had any mishap. Of course, strict attention to the lead is required in thick weather. In winter there is no more fog in the Bay of Fundy than elsewhere.

J. J. BROWN,
Shipmaster.

APPENDIX No. 11.

(Letter from Capt. Hill, of the "Ulunda" of the Furness Line.)

HALIFAX, 29th December, 1886.

The St. John Board of Trade.

GENTLEMEN,—Having been asked by you to express my views for the benefit of the Board of Trade, respecting the waters we navigate between this port and St. John, I beg to report as follows: Since the 1st of May last (1886) I have made five round trips to St. John. Twice out of the five I encountered fog from the time of leaving Halifax until I was in the Bay of Fundy so far as Brier Island. From that place to St. John I had clear weather.

Three times I had clear weather the entire passage. On my return I experienced clear weather the whole five trips from time of leaving St. John until I arrived at Halifax.

St. John, N.B., Pilotage Investigation.

The coast from here (Halifax) to Cape Sable is well lit, also the approach to Bay of Fundy; and good fog signals are provided for thick weather. Soundings I consider reliable; currents rapid, causing the navigator great anxiety in thick weather, but through sound judgment and careful study on the part of the navigator, Partridge Island should be reached with safety through the thickest weather.

Referring to my personal experience during the five trips I have made to St. John and return, I cannot but report most favorable so far as the navigation part is concerned.

Yours faithfully,

R. S. HILL,
Master SS. "Ulunda."

APPENDIX No. 12.

(Letter from Capt. S. H. Pike, late of the I. SS. Line.)

The St. John Board of Trade.

GENTLEMEN,—I have been engaged with the International Steamship Company, as pilot and as master, running their steamers between Boston and St. John, touching at Portland and Eastport, for the last thirty years, prior to which time I was engaged in the coasting and West India trade. I consider the Bay of Fundy as easy of approach and as safe for navigation as any portion of the North Atlantic coast at any season of the year and in all weathers. The snow storms, in my opinion, are not more severe in the Bay of Fundy than they are in the vicinity of Portland and Boston, while these cities also have a pretty large share of fog; still, it always seemed to me that fog had a great love for St. John, and made its visits too long. But, notwithstanding this, *I know of no place I would rather approach on the coast, in fog or bad weather.* The courses of the West Channel (I am not so familiar with the South) are few and simple, and can be run without any great risk by a good pilot. I know of no bay on the North Atlantic coast so clear of obstructions to navigation as the Bay of Fundy from Moos-a-Peck or Moss Peck, so called, on the coast of Maine, to Partridge Island (mouth of St. John harbour).

During the whole thirty years of my experience, making one or two trips per week in all seasons of the year, and in all kinds of weather, I met with but one accident in the Bay of Fundy, viz., while master of the "State of Maine," at Point Lepreaux. This accident I regard as exceptional, and I attribute it to the Point Lepreaux whistle not being in its proper place. It has since been placed in the right position. The fog-whistle is a grand invention, if well attended.

The shores of the bay are generally high, and even in foggy weather we can frequently get sight of land, either from deck or from masthead, but we are never delayed by this, having run our course on usual time and speed, we make our points carefully, and take our departure. Our passages have been made with remarkable regularity, as all know who are acquainted with the line.

In my opinion, steamers or vessels of any kind can approach or leave St. John any time of the year, and in all weathers, with as much safety as any port on the North Atlantic coast.

The harbour of St. John is never frozen, and field ice in the bay is much less frequent than on the coast.

S. H. PIKE.

APPENDIX No. 12 B.

(Letter from Capt. Edward Smith.)

STEAMER "DAMARA," HALIFAX, 31st January, 1887.

The Board of Trade, St. John.

GENTLEMEN,—I have much pleasure in sending you a brief report of my experience in the Bay of Fundy and harbour of St. John.

I have just recently made two voyages to St. John, and experienced thick weather on both occasions, notwithstanding which I found my way safely into the bay and up to St. John.

I call St. John a good port, and the soundings are splendid for navigating a vessel up the bay and right into the harbour. They are so reliable that any competent person can easily find the way into the bay and up to St. John in the thickest and darkest night there can be.

I remain, yours truly,

EDWARD SMITH,
Master.

APPENDIX No. 13.

(Statement from Capt. Chas. S. Taylor, Harbour Master of St. John.)

The St. John Board of Trade.

GENTLEMEN,—I was about twenty years a pilot in the Bay of Fundy. I have brought many steamships up the Bay of Fundy in the summer time; not many in the winter, as during the time I was pilot steamships did not come regularly from seaward in the winter, with the exception of the Allan Line. I would have no hesitation, as a pilot, in bringing any of the largest mail steamers to the port of St. John all through the year, summer or winter, but would prefer the winter, the atmosphere, as a rule, being more clear then. With a steamer drawing twenty-seven feet of water, the harbour of St. John can be entered about half flood. I consider a large ship safe at the railway wharf in any weather. I consider the corporation pier, however a safer wharf; the depth of water at that wharf is thirty feet at the south end and twenty-five feet at the north end, twelve feet from the pier. I consider the anchorage at Partridge Island, at the mouth of the harbour, excellent. The channel could be dredged to a sufficient depth for ships of any draught of water at low tide. I consider the John Robertson wharfs well suited for permanent wharfs for steamers of large size, and a very suitable wharf could be built at Sand Point, Carleton, by adding to the present, there being twenty-seven feet at low water springs. I consider the holding ground in the harbour to be very good. The steamer "Kansas" loaded at the railway pier, about three years ago, and she drew twenty-seven feet. At this time there were nine steamers in the harbour at one time, two of them respectively of 5,276 tons and 5,146 tons, and the other seven from 1,500 to 3,000 tons each. I consider the navigation of the Bay of Fundy as easy and safe as any place I know of; the running courses are few and simple, and the very few obstructions are hardly worth mentioning.

CHARLES S. TAYLOR,
Harbour Master.

St. John, N. B., Pilotage Investigation.

APPENDIX No. 14.

(Statement of Richard Cline, one of the St. John Branch Pilots.)

St. JOHN, 7th January, 1887.

The St. John Board of Trade.

GENTLEMEN,—I have been about thirty-nine years a St. John pilot, and have been in the habit of taking charge of steam and sailing vessels outside of Brier Island, at the mouth of the Bay of Fundy. I have brought many steamers of the Anchor Line and others from Halifax, and some from New York, and I have brought many ships of war, both British and United States, into the harbour of St. John. I was pilot on board H. M. S. "Northampton," drawing twenty-six feet, from Halifax here in August, 1878. We harboured at Liverpool, N. S., Flagg's Cove, Grand Manan, Bliss Harbour, and Digby, and from thence to St. John, and then back to Halifax. The weather was thick most of the time. I had no difficulty. At the time of the Trent affair I brought several troop ships in here, boarding them in Halifax. I had the "Jura," the "Calcutta," the "Australasian," the "Adriatic" 5,555 tons, and many others were here that winter, brought in by other pilots. Thirty years ago last summer I piloted the United States steamer "Mississippi" from Eastport here; she drew twenty-two feet; the weather was thick; there was no fog alarms in the bay then, and we got along well enough, although the weather was thick. I also piloted the American ship "Great Republic," the largest merchant sailing ship ever built. We sailed up the bay and into this port, and came to anchor in the harbour without a tug. About three hours flood would be the time to enter the harbour with a ship drawing twenty-seven feet, and the same applies to Boston and Portland, Me. The navigation of the Bay of Fundy compares most favourably with other ports and places where I have been. If a ship of deep draught of water arrives off the harbour and has to wait for the tide, she can either anchor outside Partridge Island with safety (the anchorage being excellent) or she can lay off and on, there being plenty of sea room. I would rather approach St. John in bad weather than any other port along the coast. During the time I have been pilot, I have myself brought in two hundred steamships and have never had an accident with one of them. The aid of a tug is not necessary either in entering or leaving the port with steamships. The land of the bay shore is high, and one can always see it over the vapour occasioned by extreme cold weather. It can generally be seen also in foggy weather by going aloft. The soundings are good from Cape Sable into St. John, and one could come in during the densest fog by using the lead. The whistles are good and numerous, but when they cannot be heard, a pilot or captain can come up by soundings, which are very regular. From the usual track of Atlantic steamers bound to Portland and Boston, the navigation of the bay by the South Channel is plain and simple. It is a straight course from Brier Island to Partridge Island, say sixty miles. In fact, those steamers, by keeping on their regular course towards Portland and Boston a few extra miles west of Cape Sable more than is necessary to enter the bay, can then turn and make one straight course to Partridge Island, at the mouth of St. John harbour, and this without any obstructions within twenty miles of the line sailed after entering the bay. The South Channel is broad, being eighteen miles wide at its narrowest part, which is at the entrance of the bay, between Brier Island and the "Old Proprietor," so called. From this point inward it immediately widens to thirty-five or forty miles, which width it holds good all the way to St. John without obstruction of any kind. When piloting sailing ships out of the harbour I never anchored at the island to await a chance on account of the fog. I always went on, thick or clear, and would work my ship out South Channel, even beating out all the way if wind was ahead. I do not consider the tides dangerous by any means, but

one must, of course, have some knowledge of them when entering the bay. From Brier Island up the tides are very regular. There is never any ice in the harbour to interfere with or injure ships. There is never any field ice to contend with in the bay, even in the severest weather. There is about eighteen feet of water in the main channel eastward of Partridge Island at low water spring tides. This could be easily dredged if desired. It would be cut clear by the tide if the breakwater was extended to the island; that would make one of the most comfortable harbours this side of Europe.

RICHARD CLINE.

APPENDIX No. 14 B.

(Letter from Samuel Rutherford, Pilot for the Bay of Fundy and Harbour of St. John.)

The Committee of the Board of Trade.

GENTLEMEN,—I have been thirty-four years a pilot in the Bay of Fundy. I have been to sea altogether forty-two years, and have brought large steamers of heavy draught of water into the harbour of St. John. Vessels of this class can enter about half flood. I consider the navigation of the Bay of Fundy quite safe in the winter time—the weather being then clear, as a rule. I do not consider that vapour renders navigation unsafe, as it is very seldom so high as to obstruct the view of the land—it only prevails during northerly winds, and is of short duration. When coming here from Halifax I have often taken charge from that port. I have often brought ships through the channel between the north-west ledge and the “Old Proprietor,” by the lead, and have not seen the land. I consider the holding ground off Partridge Island to be as good as any known. The bottom in the main channel on entering this port is gravel and mud, and could be dredged for large ships. The average depth of water off the custom-house, at low water springs, is ten fathoms. I consider the harbour of St. John easy of access in any weather, as the courses from Cape Sable to St. John are few and very simple, and can be run with ease, ordinary care being observed in thick weather to keep the lead going. The soundings being very regular and pronounced, and the Bay of Fundy being admirably provided with light-houses, fog-whistles and automatic buoys, makes the chance of loss or damage very small indeed. I consider that the harbour of St. John and its approaches compare very favourably with any other harbour on this coast, as they never freeze over in winter, which cannot be said of any other harbour north of Hatteras.

SAMUEL RUTHERFORD.

APPENDIX No. 15.

(Statement from Messrs. Scammell Bros., agents for Anchor Line Steamers.)

The St. John Board of Trade.

GENTLEMEN,—In reply to your inquiry, we beg to advise that the Anchor Line of steamships commenced the service to this port in April, 1864, and continued to land their cargoes here until 1879, and during that period they did not meet with any disaster or experience any difficulty in navigating the Bay of Fundy, or in entering or leaving our harbour, at all seasons of the year; and, in support of this

St. John, N.B., Pilotage Investigation.

statement, the owners (Messrs. Henderson Bros.) of this line, in February, 1869, memorialized the Government, Legislative Council and Assembly of the Dominion of Canada that they were prepared to conduct the postal service between Great Britain and New Brunswick, placing a large and powerful fleet of steamers, sufficient to ensure a regular fortnightly communication throughout the year between Liverpool and St. John.

The number of Anchor Line steamers that visited this port during the above mentioned period was:—1864, 2; 1865, 2; 1866, 3; 1867, 3; 1868, 7; 1869, 6; 1870, 6; 1871, 8; 1872, 6; 1873, 9; 1874, 13; 1875, 9; 1876, 9; 1877, 7; 1878, 3; 1879, 1.

Since the last mentioned date we have had several of this line, besides numerous "tramp boats" that have come here in ballast to obtain outward cargoes, and consider the protection afforded mariners much greater now by the numerous lights, buoys and fog alarms, at present in operation in and at the entrance of the Bay of Fundy, than when this line were willing to maintain yearly service to this port.

It may be necessary to mention the reason for the withdrawal of the Anchor Line steamers from this port, and which is accounted for in the fact of the building of the Intercolonial Railway from Halifax to St. John, which taps the service, steamers calling at Halifax and landing their cargoes, which are carried to this port and also the interior towns by the said I. C. R.

In view, however, of the fact of this port of St. John being made the winter port for the mail service of the Dominion Government, and the close connection by mail with Montreal, we may anticipate in the near future a large growing trade between this port and the old country, and a revival of the calling at our port again of the favourite Anchor Line steamers, which line did so much in the past to develop the trade of our port.

We are, yours truly,
SCAMMELL BROS.

St. JOHN, N.B., 26th January, 1887.

APPENDIX No. 15 B.

(Copy of Letter from Jas. B. Hegan, C. E., Acting Engineer in charge for Board of Public Works at St. John, to the Department at Ottawa.)

DEPARTMENT OF PUBLIC WORKS,
ENGINEER'S OFFICE,
St. JOHN, N. B., 26th November, 1886.

SIR,—In reply to the enquiries made in your telegram of 24th instant in reference to whether steamers drawing twenty-six feet six inches can be accommodated at any of the St. John wharves without grounding, and if so, what number at a time, I have the honour to report that even in their present condition and at the lowest spring tide, vessels of the draught of water that you name can lie at the Railway Wharf at Carleton, or at what is called the Corporation New Pier on the St. John side of the harbour; in addition to which the Deep Water Railway Terminus (I.C.R.) would, excepting at the most extreme low water springs, also offer the accommodation desired. I know of one steamer, the "Missouri," loading down to twenty-seven feet at it the season before last.

There is also the Custom-house Wharf, Robertson's Wharf and the Adams Wharf, Carleton, having at them eighteen to twenty-one feet at present (owing to filling up that has taken place) that can at both little expense and time expended in dredging be made to afford the depth or a greater one than that which you mention.

That you may have the fullest information on the subject, I have to add that the Railway Wharf at Sand Point, Carleton, is only some two hundred feet long, and should, to give perfect accommodation, and the best facilities for a steamer of large size loading or discharging properly, be added to, and for which there is the

most favourable chance from its situation. The Corporation New Pier, Deep Water Terminus (I. C. R.) and Robertson's Wharf have each a loading face of about 500 feet, and most convenient and suitable as constructed, while the Custom-house Wharf and Adams' would properly require some additions.

Several other wharf properties can also easily be made available by dredging and slight additions.

The range of tide in the harbour of St. John being that of neaps eighteen feet, to spring twenty-seven feet, you can understand that ordinarily at most of the wharfs named there would at an ordinary low tide be nearly or about depths required.

Yours, etc.,

JAS. B. HEGAN,
Acting Engineer in Charge.

A. GOBEIL, Esq.,
Ottawa.

APPENDIX No. 16.

STATEMENT of Vessels Departing Seaward from the Port of Saint John, N.B., for the years 1869 to 1875, inclusive.

1869.			No.	Tons.	1873.		
British vessels.....			684	205,059	British vessels.....	1,170	251,242
Foreign			274	188,930	Foreign ".....	357	205,725
Total			958	393,989	Total.....	1,527	456,967
1870.			No.	Tons.	1874.		
British vessels.....	869	271,686	British vessels.....	1,107	269,238		
Foreign ".....	332	210,737	Foreign ".....	309	189,160		
Total	1,201	482,423	Total.....	1,416	458,398		
1871.			No.	Tons.	1875.		
British vessels.....	842	221,348	British vessels.....	872	276,705		
Foreign ".....	299	196,040	Foreign ".....	344	221,723		
Total	1,141	417,388	Total.....	1,216	498,433		
1872.			No.	Tons.			
British vessels.....	1,134	236,769					
Foreign ".....	350	214,751					
Total.....	1,484	451,520					

RECAPITULATION.

	No.	Tons.
1869.....	958	393,989
1870.....	1,201	482,423
1871.....	1,141	417,388
1872.....	1,484	451,520
1873.....	1,527	456,967
1874.....	1,416	458,398
1875.....	1,216	498,433
Total	8,943	3,159,118

St. John, N B., Pilotage Investigation.

APPENDIX No. 17.

STATEMENT of sea-going Steam and Sailing Vessels and coastwise Steamers arriving at the Port of St. John, N.B., from 1877 to 1886, inclusive.

Year.	Sea-going.	Number.	Tons.	Coastwise.	Number.	Tons.
1877.	Steam vessels	149	127,435	Steamers	219	74,976
	Sailing vessels.....	966	293,625			
	Total	1,115	421,060			
1878.	Steam vessels.....	128	125,598	Steamers	232	98,169
	Sailing vessels.....	1,078	270,732			
	Total	1,206	396,330			
1879.	Steam vessels.....	155	131,035	Steamers	135	69,072
	Sailing vessels.....	900	245,884			
	Total	1,055	376,919			
1880.	Steam vessels.....	166	147,825	Steamers	154	75,458
	Sailing vessels.....	1,258	315,955			
	Total	1,424	462,880			
1881.	Steam vessels.....	193	180,636	Steamers	145	78,259
	Sailing vessels.....	1,251	263,910			
	Total	1,444	444,546			
1882.	Steam vessels.....	236	239,862	Steamers	146	76,282
	Sailing vessels.....	1,300	253,921			
	Total	1,536	493,783			
1883.	Steam vessels.....	180	183,151	Steamers	216	97,024
	Sailing vessels.....	1,452	283,592			
	Total	1,632	466,743			
1884.	Steam vessels.....	224	221,493	Steamers	192	91,433
	Sailing vessels.....	1,680	262,978			
	Total	1,904	484,471			
1885.	Steam vessels.....	213	163,615	Steamers	187	99,245
	Sailing vessels.....	1,527	237,930			
	Total	1,740	401,545			
1886.	Steam vessels.....	238	213,333	Steamers	197	80,562
	Sailing vessels.....	1,602	258,668			
	Total	1,840	472,001			
Vessels.					Number.	Tons.
ARRIVING.—Total steam vessels.....					1,882	1,733,983
Total sailing vessels.....					13,014	2,687,195
Total coastwise steamers.....					1,823	840,480
Grand total.....					16,719	5,261,658

APPENDIX No. 18.

STATEMENT of sea-going Steam and Sailing Vessels and coastwise Steamers departing from the Port of St. John, N.B., from 1877 to 1886, inclusive.

Year.	Sea-going.	Number.	Tons.	Coastwise.	Number.	Tons.
1877.	Steam vessels	149	127,435	Steamers	219	74,976
	Sailing vessels	966	293,625			
	Total	1,115	421,060			
1878.	Steam vessels	129	125,192	Steamers	258	90,078
	Sailing vessels	844	282,069			
	Total	973	407,261			
1879.	Steam vessels	116	116,501	Steamers	182	87,996
	Sailing vessels	915	305,443			
	Total	1,031	421,944			
1880.	Steam vessels	166	147,825	Steamers	196	91,991
	Sailing vessels	1,198	311,055			
	Total	1,364	458,880			
1881.	Steam vessels	150	160,787	Steamers	187	93,830
	Sailing vessels	1,240	291,662			
	Total	1,390	452,449			
1882.	Steam vessels	190	221,900	Steamers	194	96,308
	Sailing vessels	1,348	310,563			
	Total	1,547	532,463			
1883.	Steam vessels	173	198,247	Steamers	239	96,186
	Sailing vessels	1,526	317,112			
	Total	1,699	515,359			
1884.	Steam vessels	225	221,281	Steamers	202	90,096
	Sailing vessels	1,736	296,134			
	Total	1,961	517,415			
1885.	Steam vessels	213	163,615	Steamers	189	98,035
	Sailing vessels	1,527	237,930			
	Total	1,740	401,545			
1886.	Steam vessels	225	211,867	Steamers	209	82,789
	Sailing vessels	1,674	289,660			
	Total	1,899	501,527			
Vessels.					Number.	Tons.
DEPARTED.—Total steam vessels					1,745	1,694,650
Total sailing vessels					12,974	2,935,253
Total coastwise steamers					2,075	902,285
Grand total					16,794	5,532,188
Total arriving					16,719	5,261,658
Total departing					16,794	5,532,188
Grand total					33,513	10,793,846

St. John, N.B., Pilotage Investigation.

APPENDIX No. 19.

Total tonnage of coastwise Steamers arriving and departing from the Port of St. John, N.B., from 1877 to 1886, inclusive.

3,898 vessels.....1,742,765 tons.

APPENDIX No. 20.

IMPORTS and exports of the Port of St. John, N.B., from 1877 to 1886.

Year.	Imports.	Exports.
1877.....	\$ 5,615,807	\$ 3,432,110
1878.....	7,366,728	2,937,714
1879.....	4,347,883	2,930,559
1880.....	3,143,331	3,249,718
1881.....	4,305,248	3,301,411
1882.....	4,997,734	4,221,830
1883.....	5,299,793	4,247,648
1884.....	4,621,691	4,311,193
1885.....	4,059,009	3,813,116
1886.....	4,075,346	3,901,495
Totals.....	\$47,832,570	\$36,346,794
Total imports.....	.....	47,832,570
Grand total.....	.....	\$84,179,364

APPENDIX

A STATEMENT of the Disasters and Casualties which have occurred to Vessels and their the period from 1869 to 1886, with the estimated

Date.	Name of Vessel.	Age.	Port of Registry.	From.	To.	Rig.	Tons.
1869.							
Dec. 13.	Paragon	4	St. John	St. John	Cardenas	Brig.	.....
April 21.	Imperial	10	London	New Orleans	St. John	Ship.	.....
July 22.	Debonaire		Granville	St. John	Boston	Schr.	.....
Dec. 4.	Julia		St. John	Boston	St. John .....	"	.....
1870.							
July 14.	Labrador		London	St. John	Boston	Str.	266
April 14.	M. E. Bliss		St. John	"	"	Schr.	96
June 14.	Scio		Barbados	"	Havana	Bgt.	181
1871.							
	Currier		British	London	St. John	Ship.	.....
Feb. 9.	Rosilla B.		St. John	Portland	"	Schr.	167
1872.							
May 5.	Alumina		Liverpool	St. John	Liverpool	Bark.	699
Aug. 19.	Glendon		St. John	Portland, Me.	St. John	Schr.	175
Nov. 23.	Harold		"	St. John	Cuba	Bgt.	260
Jan. 8.	Phoebe Ellen		Windsor, N.S.	"	Havana	"	181
Mar. 12.	Sarah Sloan		St. John	"	"	Bark.	388
Nov. 28.	Summer		"	"	Cardenas	Bgt.	308
1873.							
Mar. 29.	Annie Martha	3	"	Sydney	St. John	Schr.	126
Oct.	Annandale	24	"	St. John	Hull	Bark.	592
Feb. 21.	G. W. Hunter	2	Yarmouth, N.S.	"	Dublin	Ship.	793
Jan. 29.	Humber	12	London	Machias	St. John	"	1,400
Dec. 5.	Jesse Hoyt	New.	Pictou, N.S.	Sydney	"	Schr.	276
Dec. 13.	Zingu	"	St. John	St. John	Bermuda	Bgt.	200
June 20.	Merriam		Boston, Me.	Boston	St. John	Schr.	250
June 18.	Memento	20	St. John, Nfld.	St. John	Rose Blanche	"	93
Oct. 30.	Moselle	3	St. John	Liverpool, N.S.	St. John	"	108
Nov. 25.	Magaguadavic	7	"	Shelburne	"	Bgt.	311
Jan. 14.	Mary Jane		Liverpool	St. John	Liverpool	Ship.	787
Sept. 29.	Nelson	3	St. John	New York	St. John	Schr.	149
1874.							
Nov. 12.	Juliet	12	"	Halifax	"	"	145
Jan. 25.	Levi Hart	New.	United States	St. John	Cuba	"	407
Dec. 15.	Margaret Ann	14	St. John	"	Boston	"	104
Aug. 22.	Ecuador	1	"	Sydney	St. John	Bark.	1,059
July 15.	General Wolseley	1	"	Liverpool	"	"	720
Jan. 29.	Hyack	10	"	St. John	Queenstown	"	430
1876.							
May 13.	Apollo	18	Belfast	"	Belfast	"	425
1877.							
April 19.	Otago	3	Yarmouth, N.S.	"	Liverpool	Ship.	1,095
1878.							
June 23.	Antwerp	4	St. John	Galway	St. John	Bark.	573
Sept. 6.	Adria	8	Parrsboro	St. John	Queenstown	Schr.	118
Jan. 25.	Free Trade	11	St. John	"	Barbados	"	133
July 27.	Harmonides	21	"	Havre	St. John	Ship.	1,564

St. John, N.B., Pilotage Investigation.

No. 21.

Cargoes in the Bay of Fundy, coming to and going from the Port of St. John, during value of the loss, as far as could be ascertained.

Place Where Casualty Happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Loss on Vessel.	Loss on Cargo.
					\$	\$
Brier Island.....	Loss of spars.....	Stress of weather.....	4			
Morra Ledges.....	Stranded.....	".....	23			
Grand Manan.....	Wrecked.....	Fog.....				
Irishtown.....	Stranded.....					
Grand Manan.....	".....	Stress of weather.....		Partial..	3,000	
".....	".....	".....		Total...	3,000	
Long Island.....	".....	Error of judgment.....			5,400	
St. Mary's Bay.....	".....			Partial.		
Grand Manan.....	".....	Stress of weather.....		"		
Near St. John.....	".....	Accidental.....		"	10,000	
Musquash.....	".....	Fog.....		"	7,200	
West Quoddy.....	".....	Accidental.....		Total...	10,000	
Young's Cove.....	".....	Stress of weather.....	5			
Grand Manan.....	".....		10			
West Quoddy.....	".....	Stress of weather.....				
Dipper Harbour.....	Foundered.....	Leak.....		"	5,000	
Bay of Fundy.....	Sprung a leak.....	Stress of weather.....		Partial..	3,000	
Grand Manan.....	Stranded.....	Drunken crew.....		Total.	28,000	
".....	".....	Thick weather.....		"	40,000	
Little River.....	".....	Stress of weather.....		Partial.	7,200	
Campobello.....	".....	Snow storm.....				
Grand Manan.....	".....	Fog.....		Total.		
Bay of Fundy.....	".....	Struck a rock.....	7			
Musquash.....	".....	Stress of weather.....		"	4,000	
Grand Manan.....	".....	Snow storm.....		"	11,000	
Manawagonish.....	".....	Stress of weather.....				
Mace's Bay.....	".....	Compass.....		"	9,000	
Digby Neck.....	".....	Tideway.....		"	5,000	
Bass Island.....	".....	Snow storm.....		Partial.		
Digby Neck.....	".....	Stress of weather.....		Total...	4,000	
Brior Island.....	".....	Fog, and error of judgment.....		Partial..	12,000	
".....	".....	Fog and heavy sea.....		Total..	32,000	
Bay of Fundy.....	".....	Snow storm.....		"	12,000	
St. John Harbour.....	".....	Hawser broke.....		"	5,300	
Manawagonish.....	Dragged ashore.....	Stress of weather.....		Partial..	10,000	
Off Brier Island.....	Collision.....	Fog.....		"	1,200	
Gannet Rock Ledge.....	Stranded.....	".....		Total..	2,500	
Dipper Harbour.....	".....	Stress of weather.....		"	2,500	
Gulliver's Hole.....	".....	".....		"	20,000	

APPENDIX

A STATEMENT of the Disasters and Casualties which have occurred to vessels and their
during the period from 1869 to 1886, with the estimated

Date.	Name of Vessel.	Age.	Port of Registry.	From.	To.	Rig.	Tons.
1878.							
Aug. 27..	Hebe	22	Norway	Antwerp	St. John	Bark.	748
Mar. 25..	Liffey	New.	St. John	Havana	"	"	845
Dec. 3..	Oswego	21	New York	St. John	Liverpool	Ship..	974
Sept. 14..	Walton	23	Liverpool	Carnarvon	St. John	Bark.	577
Dec. 23..	Venice	4	St. John	Queenstown	"	Bktn.	624
1879.							
Mar. 7..	Turkish Empire..	23	London	St. John	Dublin	Ship..	1,500
1880.							
May 10..	Bellona	33	Norway	Boston	St. John	Bark.	295
Mar. 8..	Eblana	11	St. John	Newport	"	"	651
" 12..	Miramichi	51	Norway	St. John	London	"	689
Dec. 26..	Keepsake	34	Great Britain	"	Mumbles	Brig..	270
" 10..	Sea Lark	8	St. John	"	Boston	Schr..	69
1881.							
Dec. 3..	Cyclone	2	"	"	"	"	90
Jan. 3..	Happy Home	6	Windsor, N.S.	Hamburg	St. John	Bark.	884
Aug. 27..	H. J. Olive	8	St. John	Darien	"	Bgt.	315
May 27..	John Murphy	5	Yarmouth, N.S.	Liverpool	"	Ship.	1,472
Sept. 21..	Two Sisters	9	Digby, N.S.	St. John	Ireland	Schr..	130
1882.							
Jan. 1..	Teal	9	St. John	New York	St. John	"	147
Nov. 11..	Althea	19	Youghal	St. John	Youghal	Brig..	375
Dec. 4..	Sarah	8	Yarmouth, N.S.	"	Norfolk	Bark.	1,175
" 14..	Scotia	26	Liverpool	Bahia	St. John	"	921
1883.							
Feb. 8..	Grace E. Cann	15	Yarmouth N.S.	Ireland	"	"	683
" 20..	Teal	10	St. John	St. John	New York	Schr..	147
May 20..	Wm. Yeo	21	Barrow	Barrow	St. John	Bark.	756
Aug. 21..	Rapid	7	St. John	St. John	Port Rush	Bgt.	325
Jan. 20..	John Murphy	7	Yarmouth, N.S.	Havre	St. John	Ship.	1,471
1884.							
Jan. 22..	Ashlow	3	St. John	Kingston	"	Bark.	639
" 20..	Anna Currier	16	"	Nantucket	"	Schr..	105
Aug. 24..	Almida	12	New York	Boston	"	"	153
" 31..	J. F. Whittaker	12	St. John	New York	"	"	210
Oct. 22..	Plevna	2	Liverpool	St. John	Carnarvon	Bark.	653
July 12..	State of Maine	1	Eastport	Eastport	St. John	Str.	1,145
Aug. ..	Amateur	19	Sydney	St. John	Boston	Schr..	.....
1885.							
April 25..	Albuera	10	Annapolis	"	Dublin	Bark.	655
Nov. 14..	Antwerp	11	St. John	"	Queenstown	"	573
June 6..	Daphne	5	"	New York	St. John	Schr.	137
July 23..	Dominion	21	Yarmouth, N.S.	Yarmouth	"	Str.	410
Aug. 5..	Humacao	2	Spanish	Baltimore	"	"	1,714
" 22..	Merlin	20	St. John	St. John	Boston	Schr.	98
Feb.	St. Olaves	11	"	"	Liverpool	Bark.	572
Aug. 15..	Sarah Hunter	3	"	New York	St. John	Schr.	122
Sept. 5..	York City	4	Hartlepool	St. John	Halifax	Str.	1,530

St. John, N.B., Pilotage Investigation.

No. 21—Continued.

Cargoes in the Bay of Fundy, coming to and going from the Port of St. John, the value of the loss, as far as could be ascertained.

Place where Casualty Happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Loss on Vessel.	Loss on Cargo.
					\$	\$
S. W. Wolf.....	Stranded.....	Fog and error in judgment..		Total...	13,000	
Musquash.....	".....	".....		Partial..	12,000	
West Quoddy.....	".....	Stress of weather.....		Total...	18,000	7,000
Murr Ledges.....	".....	Fog.....		".....	10,000	
Maxwell's Point.....	".....	Parted chains.....		Partial..	10,000	
Grand Manan.....	".....	Vessel on beam ends.....	7	Total...	30,000	10,221
Split Rock Cove.....	".....	Fog.....		".....	7,000	
Negro Head.....	".....	Error of judgment.....	7	".....	18,000	
Little River, Me.....	".....	Carried away anchor.....		".....	7,000	5,362
Cutler River.....	".....	Unknown.....		".....	3,240	2,016
Head Harbour.....	".....	Snow storm.....		".....	600	800
Brier Island.....	".....	".....		".....	1,000	
Trinity Ledge.....	".....	".....	3	".....	25,000	
Brier Island.....	".....	Error in ship's position.....		".....	10,000	
Cape Spencer.....	".....	Fog.....		Partial..	20,000	840
Bay of Fundy.....	".....	Dragged anchors.....		Total...	3,000	
Musquash.....	".....	Stress of weather.....		Partial..	2,500	
".....	".....	Missed stays.....		".....	2,500	
N. E. Bliss Island.....	".....	Cloudy and vaporous.....		".....	18,000	
West Quoddy.....	".....	Stress of weather.....		Total...	15,000	
Basin of Minas.....	Driven up bay and caught in ice.....			Partial..	3,000	
Bay of Fundy.....	Capsized.....		6	Total...	4,000	
".....	Stranded.....	Fog.....		Partial..	2,500	50
Seal Island.....	".....	".....		".....	2,500	700
Tusket Island.....	".....	".....		Total...	40,000	
Entrance to St. John.....	".....	Gale.....		Partial..	6,000	
Quaco.....	".....	".....		Total...	1,000	1,000
Grand Manan.....	".....	".....		".....	5,000	
Goose Island.....	".....	Fog.....		".....	9,000	15,000
Bliss Island.....	".....	Error.....		".....	13,000	5,000
Point Lepreaux.....	".....	Fog.....		Partial..	60,000	1,000
Lubec Narrows.....	".....	Tide.....		Total...	1,000	
Bay of Fundy.....	Leaking.....	Stress of weather.....		Partial..	650	
Grand Manan.....	Stranded.....	Fog.....		".....	8,000	450
West Quoddy Head.....	".....	Error of judgment.....		".....	850	
Bay of Fundy.....	Shaft broken.....	Unknown.....		".....	1,000	
Grand Manan.....	Stranded.....	Fog.....		Total...	200,000	
Off Petit Manan.....	Collision.....	Error of judgment.....		Partial..	1,500	635
Bay of Fundy.....	Damaged.....	Ice.....		".....	2,000	
".....	Stranded.....	Fog.....		".....	1,750	350
".....	Damaged.....	Tides.....		".....	3,800	700

APPENDIX No. 22.

PERCENTAGE OF LOSSES made during the ten years from 1877 to 1886, on Vessels arriving and departing from the Port of St. John, N.B.

1st. The percentage of loss of tonnage of steamers, as compared with total tonnage of steam vessels entered and cleared, is	·08 of 1 per cent
2nd. The percentage of loss of tonnage of sailing vessels, as compared with total amount of tonnage of sailing vessels entered and cleared, is.....	·41 do
3rd. The percentage of loss of cargoes of steam vessels as compared with the total amount of imports and exports, is	·002 do
4th. The percentage of loss of cargoes of sailing vessels, as compared with the total amount of imports and exports, is.....	·05 do
5th. The percentage of loss of tonnage of both steam and sailing vessels, as compared with total tonnage entered and cleared, is.....	·26 do

Remarks on the Pilotage System at St. John, N.B., prepared by the Ship-owners' Committee, to be submitted to Captain W. H. Smith, R.N.R., and Captain Bloomfield Douglass, R.N.R., Commissioners appointed by the Dominion Government to hold an inquiry into Pilotage Matters at St. John.

THE PILOTAGE SYSTEM AT THE PORT OF ST. JOHN, N.B.

Protection of Life and Property.

Pilotage systems all over the world are established and maintained in various forms for the protection of life and property, and not simply for the purpose of providing employment for pilots, who, nevertheless, should have reasonable protection in connection with their business in return for the requirements and restrictions of pilotage regulations.

Pilotage regulations at different ports vary very considerably, but the best guide is doubtless Great Britain, whose experience in connection with all shipping matters is unquestionably older and more extensive than that of any other country in the world.

In the United Kingdom there are a large number of ports where pilotage is more or less compulsory, and a still larger number where no compulsion whatever exists, but, under the Merchant Shipping Act, wherever pilotage is compulsory the actual employment of pilots is ensured by the enforcement of heavy penalties against both the owners and captains of vessels whose captains refuse to employ any duly qualified pilot who offers them his services unless the captain himself holds a pilotage certificate. Thus every possible effort is made by the law to ensure what the particular port authorities may consider necessary for the protection of life and property, viz., the actual employment of duly qualified pilots.

St. John, N.B., Pilotage Investigation.

In St. John the main absurdity of the present system is that, while the regulations make the payment of pilotage fees compulsory in all important cases, they contain no provision whatever for enforcing the actual employment of pilots, which is left entirely optional in every case, thus neglecting entirely the true foundation of all pilotage systems, viz.: the protection of life and property.

Compulsory Employment of Pilots.

The only possible ground upon which any attempt to justify the compulsory employment of pilots can be based is the necessity for such a system in order to accomplish the following objects, viz.: 1st, to provide and maintain a sufficient number of competent pilots for the vessels which visit a port; and, 2nd, to ensure the actual employment of such pilots for the protection of life and property.

As regards the first stated object, we claim that there is absolutely no necessity whatever for the compulsory employment of pilots either in the Bay of Fundy or at the port of St. John, as there is no possible doubt that a sufficient number of pilots will always be available to meet whatever requirements may exist for their services, just as supply invariably meets demand, and in fact generally exceeds it, in nearly every line of business the world over. This argument appears so unquestionable that no proof should be required of its soundness; however, in order to prevent the possibility of doubt in connection therewith, the accompanying statement (marked A) is submitted, giving a list of eighty-five seaports in the United Kingdom at which no compulsion whatever exists regarding the employment of pilots; nevertheless it will be seen that they nearly all have large bodies of pilots, in several instances numbering from 100 to 200 at a single port. If such large numbers of pilots continue to exist at all the ports named in this list without the protection of a compulsory employment law, there surely cannot be any doubt whatever that a sufficient number will always be available at St. John for the shipping trade of the port.

As regards the second stated object, it is equally clear that compulsory legislation is not considered necessary at the ports named to ensure the employment of pilots whenever their services are actually required in the interest of life and property; neither is it necessary at St. John. And, as previously stated, the St. John commissioners themselves evidently consider that the question of employing pilots may safely be left to the discretion of ship captains, for, although the St. John regulations compel vessels to pay pilots who tender their services, there is no stipulation whatever in same regarding their actual employment.

Compulsory Payment of Pilotage Fees.

The following objections are made against the present St. John system of compulsory payment of pilotage fees:—

1. It is unfair to compel vessels to pay for pilotage services which may neither be required by the captains nor considered necessary by the law.

2. The system of compelling vessels to pay pilots whether or not their services are either required or made use of, tends to make pilots independent of their employers and thereby lax in the performance of their duties. This trouble is also aggravated by the fact that the present excessive St. John scale of pilotage fees also provides a surplus fund which is preserved by the commissioners to provide pensions for retired pilots, and assistance for the families of deceased pilots, thereby making them somewhat careless and indifferent regarding the future.

3. The fact that vessels are compelled to pay the very first pilot who offers his services, regardless of his ability or character, deprives the best and most capable pilots of the employment, preference to which they are fairly entitled as a reward for their good conduct and long experience, and consequently the chief incentive to good conduct and careful navigation is thereby destroyed among the pilots.

4. The compulsory payment of pilotage fees not only tends to discourage the best pilots, as already explained, but also protects and thereby continues in the service

the poorer class of pilots, without accomplishing anything whatever as regards the protection of life and property in the absence of compulsory employment.

5. The compulsory enforcement of pilotage fees at St. John will certainly operate injuriously against this becoming the "Winter Port" of Canada in view of the fact that at Portland, Maine, which is our greatest competitor, there is no compulsion whatever as regards pilotage, which of course lessens the expenses of steamers there.

St. John Board of Pilot Commissioners.

The following objections are made against the present St. John Board of Pilot Commissioners:—

1. The present number of commissioners (7) is considered very excessive, especially in view of the fact that they are now all claiming compensation for their services. In New York, with its immense trade, the number is said to be only five, while the Act relating to pilotage at Boston provides for only two.

2. The Dominion Pilotage Act is considered defective in not providing that the commissioners appointed thereunder shall be experienced in nautical affairs, with which, of course, they had to deal. Partly in consequence of this defect, the present St. John board only includes within its number one or two commissioners who have had any such practical experience. The Boston Act provides that the pilot commissioners appointed there shall "have experience in maritime and nautical affairs."

3. The present system of life appointment, without practical control by the appointing powers or responsibility to the persons whose property is affected by the actions of the commissioners, is considered very objectionable for obvious reasons.

4. It is considered a defect in the present system that ship chandlers and others connected with the business of vessels may be appointed commissioners, which, in the event of misconduct or accident, would involve their sitting in judgment upon pilots, whose friendship is very material to the success of their business.

5. It is considered objectionable that the meetings of the commissioners should be held privately, which has always been the practice, although perhaps there has been no stated regulation to that effect. It might probably be advisable for the meetings of committees of the board to be private, but it is considered to be right and proper that all meetings of the full board should be open to the press and public, as the business transacted is not that of private individuals, but practically affects the entire community through one of the most important interests, viz., shipping.

6. In view of the terms of the Dominion Pilotage Act, and the absence therein of any authority, either expressed or implied, for the payment of anything whatever to the commissioners for their services in that capacity, their recent attempt to enforce such charges is considered illegal, as well as highly improper, on the ground that no public servant should be permitted to remunerate himself from funds under his own charge. The opinion also generally prevails that numbers of competent gentlemen can be found in St. John who would be willing to attend to the duties of pilot commissioners without thought of fee or reward of any kind, as is the case with the public hospital commissioners and board of school trustees.

The St. John Pilots.

As regards the St. John pilots themselves, the frequent occurrence of accidents to vessels in their charge, and the numerous pilot suspensions which have been ordered by the commissioners themselves, for various reasons, have created serious doubts regarding the efficiency of the force, which are aggravated by the fact that the entire body of pilots, numbering 43 in the year 1874, were at that time taken over and licensed by the commissioners, under the Dominion Act, without any examination whatever regarding their qualifications. In view of the important interests entrusted to their care and the entire control of the business which they enjoy, it is certainly most surprising that the pilots should have been thus carelessly

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accepted and licensed, more especially so when it is remembered that they were practically expected to take control of the navigation of vessels in the Bay of Fundy out of the hands of captains who had themselves been compelled to pass rigid examinations by experienced navigators before obtaining their certificates. It would not have been so objectionable to license the 43 pilots in this manner if vessels had been left free as regards employing them, but it should also be remembered that under the same Act vessels were compelled to pay large fees to these pilots whether their services were accepted or not. Under these circumstances the proper course clearly was for the commissioners to refuse licenses to every pilot who failed to pass a satisfactory examination before a competent tribunal, and the Dominion Act should have been framed accordingly. As matters stand now, while many of the pilots are men of excellent character and are believed to be very capable, there is no definite knowledge whatever regarding the qualifications of any of them for the highly important business which is entrusted to their exclusive control and care, which is considered a very serious defect in connection with the system.

St. John Pilotage Regulations.

The pilotage regulations at St. John are considered very faulty and imperfect, particularly when compared with the regulations at other ports, in proof of which the following sample points are referred to:—

1. The compulsory regulations are at present one-sided, compelling vessels to employ or pay for the services of any pilot who may offer his services at any point within the pilotage district, but there is no regulation compelling the pilots to go any distance whatever down the bay in search of vessels, and, as a matter of fact, during the entire winter season, and no doubt often during stormy and foggy weather at other times of the year, there is no pilot boat to be found by captains at the main entrance to the bay, or until they have found their way nearly up to Partridge Island. If it is considered necessary or desirable, in the interests of either life or property, to continue the compulsory system, it is certainly an absurdity to have regulations which afford no real protection whatever to those very interests, but, on the other hand, leave the pilots free to do entirely as they please in the matter. The pilotage rules at Boston and Quebec make it incumbent upon the pilots there to cruise in their boats, thereby ensuring to vessels the services of pilots if they are required by captains. In Halifax the system is compulsory, but the difficulty mentioned is met by their regulation which draws a line extending along the sea coast from Chebucto Head light to Devil's Island light, and provides that unless vessels are spoken by pilots outside that line, no pilotage can be charged. This practically compels the pilots to cruise about in their boats outside that extreme boundary line, and in very rough weather they land and keep a look-out for vessels on Chebucto Head, from where they put off in their large boats whenever a vessel or steamer heaves in sight. If a dispute arises between a pilot or captain as to whether a vessel was inside or outside the boundary line when spoken, the commissioners hold an investigation, and after hearing the evidence of both parties they decide who is right. Some such regulations as this should be made for the St. John pilotage service, and a fixed pilotage station or stations should be appointed at the entrance to the bay, where captains could always rely upon getting pilots at any time. These fixed pilotage stations should also be well advertised, and thus get marked on the admiralty and other charts, as they are in connection with most other large ports all over the world.

2. The pilotage regulations contain no provision for the payment by the pilot of any damages that may happen to the vessel while under his charge, in case he is found in fault by the commissioners. In Halifax this contingency is provided for by their regulations as follows: "Every licensed pilot, at the time of receiving his license, shall give a bond to the commissioners for his compliance with the harbour and pilot regulations, and for the faithful performance of his duty as a pilot during the ensuing year, himself in the sum of \$80, and two securities to the satisfaction of the commissioners in \$40 each; such bond to be renewed every year during the

pilot's continuance in office." This regulation guarantees the payment of at least \$160 to the vessel which may be injured, and it also acts as a check upon pilots in regard to the performance of their work. If also a pilot's character was not good enough to enable him to obtain the two necessary bondsmen, he would be unable to get a license, which would be no disadvantage to the service. At present there is no protection whatever of this kind afforded by the St. John regulations to owners of vessels, who are compelled to employ pilots appointed by other parties, without any guarantee of indemnity in case of loss by fault of the pilot in charge. If a regulation of this kind is adopted, the bonds should be for a larger amount even than is required in Halifax, as \$160 appears a very insufficient amount in view of the possible loss to the owners of vessels. Of course, in case of mismanagement by a pilot, the commissioners would probably suspend his license for a time, which would be a punishment to the pilot, but would be no advantage whatever to the shipowner.

3. Under the present St. John regulations, whenever an owner or agent wants to send a pilot to bring a vessel from a neighbouring port to St. John, he is compelled to accept the pilot whose "turn" it is to go abroad, entirely regardless of his qualifications, which system is considered very objectionable, and often compels owners and agents to send pilots about whom they know little or nothing, excepting that they hold licenses obtained in the loose manner previously referred to.

4. The St. John pilotage fees are based upon the absurd idea that about \$25,000 altogether should be annually collected for the benefit of the pilots from the shipping which frequents the port, and in order to accomplish this object the scale of fees has been increased on three separate occasions since the establishment of the commission in the year 1874, viz.: on 9th April, 1883; 3rd June, 1885, and 7th April, 1886, regarding which changes the shipping community was neither consulted or even informed until the increased rates had actually become law.

5. The present St. John tariff of pilotage fees is from 33 to 43 per cent, according to district, greater on steamers than sailing vessels, which system is not known to prevail at any other port in the world, the general custom being for steamers either to pay the same rates or less (not more) than sailing vessels, owing to the shorter time and lesser risk involved in connection with their pilotage. At Halifax, Portland, Boston and New York, with which ports St. John has to compete for business, steamers only pay the same rates of pilotage as sailing vessels, and the St. John system therefore operates forcibly against the increase of steamer business at this port which the citizens generally wish to be encouraged as much as possible.

6. The St. John commissioners exact full pilotage fees from vessels, and even barges, when in tow of tug-boats, whereas at most ports all over the world vessels in tow are charged less on that account.

7. The St. John system of charging pilotage on vessels' draught of water, regardless of tonnage, operates very unfairly and injuriously against brigantines and schooners, resulting in the former having to pay about six cents and the latter about fourteen cents more per register ton than ships and barques. This burden is also felt very seriously by schooners, because, owing to the shortness of their coasting voyages, they have to pay pilotage much more frequently than larger vessels. The system of charging pilotage on the register tonnage of vessels, which prevails at most other ports, would be much more equitable and less injurious to the business of this port.

8. It is an absurdity of the existing St. John system that vessels when outward bound are charged much higher rates of pilotage than when inward bound. By reference to the sheet marked B, annexed hereto, it will be seen that an inward bound ship of 1,200 tons register, spoken by a pilot off Brier Island, would have to pay \$29.25 inwards and \$55 outwards, the very same distance, whereas the outward passage is nearly always made in considerably less time than the inward, as vessels seldom leave port for sea without a favourable chance. At Halifax the very reverse system prevails, the outward pilotage rates being about 40 per cent less than the inward, which seems much more reasonable in view of the comparative time and risk involved on both passages. It is also remarkable that so far as the

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First District at St. John is concerned, the outward pilotage rates are somewhat less than the inward, which makes it all the more impossible to understand upon what basis the commissioners rest their anomalous charges for pilotage in the bay.

St. John Pilotage Fees.

Besides the faults of being based upon an absurd foundation, and being levied very unequally upon different classes and sizes of vessels as previously explained, the St. John pilotage fees are also very excessive, both in comparison with the rates charged at other ports, and taking into consideration the time and services rendered by the pilots, in proof of which the following evidence is submitted.

1. The annexed statements marked B, C, and D, show fully the rates charged for pilotage at St. John and Halifax on all kinds and sizes of vessels, and by reference thereto it will be seen that the St. John rates are from three to four times as great (according to the size of the vessels), as the rates charged for similar services at the Port of Halifax, which is St. John's keenest competitor for shipping business. Similar comparisons might also be shown in connection with the pilotage charges at numerous other ports.

2. The accompanying statement, marked E, exhibits the amounts paid by the London Line of steamers for pilotage services at the ports of St. John and Halifax during the year 1894, by which it will be seen that the 20 steamers paid altogether \$2,373.80 at St. John, and only \$744.50 at Halifax.

3. The accompanying statement, marked F, exhibits the amounts paid by the West India Line of steamers for pilotage services at the ports of St. John and Halifax during the year 1894, by which it will be seen that the 13 steamers paid altogether \$1,136.26 at St. John, and only \$475.70 at Halifax.

4. The accompanying statement, marked G, clearly demonstrates that in the opinion of the pilots themselves, the St. John charges are very excessive, as in the years 1885 and 1886 (since when the tariff rates have also been greatly increased), in consideration of their being given the preference of the work, the pilots who attended to the London Line of steamers made a private return to the line of \$582.70 out of \$2,076.70 charged by the commissioners for pilotage services during a period of 19 months, thereby practically admitting that the tariff charges were at any rate that much too high. It should also be noted that the pilots who joined in this return were among the best and most capable men in the service. This system of refunding excessive charges would no doubt have been privately continued ever since if the commissioners had not found out of its existence, and threatened to fine and suspend all pilots who were found guilty of thus violating the regulations.

5. During the year 1893, by arrangement between the commissioners and the London Line of steamers, one of the pilots was specially detailed to attend to the steamers of that line visiting this port, and the tariff charges for his services (which were paid by the line), amounted to so large a sum, that \$1,030.15 was kept back by the commissioners and divided up *pro rata* among the other pilots, thus demonstrating that the tariff charges against this one line amounted to that much more than the commissioners themselves consider the pilot was entitled to retain for his services.

6. Under the St. John tariff of fees, pilots frequently earn from \$20 to \$30 for a few hours work, whereas the captains of the vessels piloted seldom receive over \$80 to \$100 per month for their services.

7. It is an extraordinary fact that, while the total amount of tonnage entered at the port of St. John has increased from 377,614 tons during the year ending 30th June, 1875 (when the pilot commission commenced operations), to 562,032 tons during the year ending 30th June, 1893, and although the number of pilots in the service has decreased from 43 to 28 men, the pilotage fees during the same period have been increased from 50 to 100 per cent. upon the different classes of vessels visiting the port. Under proper regulations the fees could clearly have been reduced, and, as the reverse has been the case, it is evident that there must have been either some mismanagement or unfair exemptions of particular classes of vessels.

Pilotage in the Bay of Fundy.

As regards compulsory pilotage in the Bay of Fundy, outside the port of St. John, the following objections are made:

1. The Bay of Fundy being an arm of the sea, about 150 miles in length, varying from 30 to 50 miles in width, it is claimed that the enforcement of pilotage regulations, excepting within three miles of the shore, is illegal, and that so far as St. John is concerned, the pilot commissioners have no power whatever to make regulations binding upon vessels (more especially foreign vessels) beyond the three mile limit outside of Partridge Island.

2. In view of the great extent of the Bay of Fundy, and the easy and safe navigation of same, as certified by ship masters and pilots of long experience therein (see Board of Trade Pamphlet), it is contended that the employment of pilots there is quite unnecessary to ship masters, whose competency in all cases is now fairly guaranteed by the universal requirement of official certificates, which can only be obtained after a reasonable term of service and satisfactorily passing a critical examination before competent navigators, whereas the St. John pilots have never passed any such examination at all.

3. No other sheet of water in the world of the same extent is made subject to compulsory pilotage, not even the Bristol Channel, which is much smaller, more frequented, and where the rise and fall of tide is quite as great. Compulsory pilotage might with equal, if not greater, argument be enforced throughout the entire Gulf of St. Lawrence or in St. George's Channel and the Irish Sea.

3. The compulsory enforcement of pilotage fees against vessels coming through the Bay of Fundy to St. John is very detrimental to the trade of this port, which is in close competition with other ports on both sides of the bay whose vessels are entirely free from the expense of pilotage in the bay. During the year ending 30th June, 1893, the total tonnage entered at the port of St. John (exclusive of the Boston and Bay of Fundy steamers) was 485,168 tons, all of which (less the small vessels exempted) was liable to compulsory pilotage in the bay, whereas the total tonnage entered during the same period at the other ports round the bay between St. John and Digby was 544,446 tons, all of which, without exception, was entirely free from the expense in question. It will thus be easily seen how seriously the trade of St. John is handicapped in this matter; and it should also be remembered that our merchants have to compete with those at Calais, Bangor and Portland, Maine, where no compulsory pilotage whatever exists.

5. The pilot commissioners themselves evidently do not consider the employment of pilots in the bay a necessity, as according to their regulations it is only compulsory, as regards vessels trading with St. John, to pay pilots when coming in the bay, the very same vessels when going out of the bay being entirely free from compulsion in the matter.

Vessels Exempted from Pilotage.

United States Steamers.—It is considered very unfair to St. John, that by the Dominion Pilotage Act, steamers trading between St. John and New York or ports in the United States north of New York, were absolutely exempted from the payment of pilotage fees at this port, whereas by the same Act the question of exempting such steamers at the ports of Halifax, Sydney, Miramichi, and Pictou was left to the decision of their pilot commissioners. At Halifax all such steamers are charged full pilotage rates if they accept the services of pilots, and one-half rate when they decline them. There does not appear to be any good reason why such steamers should be altogether exempted at St. John, while others, who require the services of pilots as little or less, are compelled to pay. It is also considered a serious defect in the Dominion Pilotage Act that the steamers in question should have been thus absolutely exempted, without any requirement whatever as regards their carrying a coast pilot, although they often carry hundreds of passengers, while a casual freight steamer or sailing vessel coming from one of the same ports to St. John, with only her own crew on board, is liable to pay full pilotage fees, both inwards and outwards.

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It would therefore appear quite reasonable to claim that so long as any system of pilotage is continued in force at St. John which the shipping trade is compelled by law to maintain, all steamers trading with United States ports (which, it may be remarked, are nearly always owned there) should bear their fair share of the pilotage expenses at this port as they always have done at Halifax, and it is recommended that at any rate the Dominion Pilotage Act should be so amended as to enable the St. John pilot commissioners to have the same control of this question as is allowed by the Act to the pilot commissioners at Halifax.

Bay of Fundy Steamers.—The foregoing remarks apply with equal force to the steamers trading between St. John and Digby, Yarmouth, and the Basin of Minas, which also are absolutely exempted by the Dominion Act from pilotage at St. John, although similar steamers trading with the ports of Halifax, Sydney, Miramichi, and Pictou are subject to the decision and control of the commissioners there from time to time as regards the payment of pilotage fees. The Dominion Act should therefore be amended accordingly, giving the St. John commissioners the same control in this matter as is allowed at Halifax, Sydney, Miramichi, and Pictou. At Halifax all steamers like the "Monticello," "Alpha," and "Hiawatha" are compelled to pay full pilotage fees if they accept the services of pilots and one-half rates if they decline them, whereas here the boats named pay nothing whatever towards the support of the pilotage system, which does not appear fair to other classes of vessels.

Licensing of Masters and Mates.

Whatever system of pilotage is hereafter continued at the port of St. John, it is recommended that section 65 of the Dominion Pilotage Act should be so amended, that masters and mates of all vessels trading to and from the port of St. John, may be enabled, after satisfactorily passing the required examination, to obtain such pilotage certificates as are authorized by the Act for use at other ports in the Dominion.

RECOMMENDATIONS REGARDING THE FUTURE PILOTAGE SYSTEM AT THE PORT OF ST. JOHN.

A commission of three competent and disinterested persons to control the pilotage business, to be appointed as follows, viz.: the chairman by the Governor General in Council, and one commissioner each by the Common Council and Board of Trade of the city of St. John. All the commissioners to have had experience in maritime and nautical affairs, and to be appointed for terms of three years. No charge whatever to be made by any of the commissioners for their own services.

Pilotage licenses to be obtainable by all competent men, who are residents of St. John, over 25 years of age, and of good character, who have also had sufficient nautical experience and acquaintance with the Bay of Fundy and port of St. John, and can pass a thorough examination upon all essential matters connected with the pilotage business before a duly qualified and competent examiner. The continuance of such licenses to be conditional upon usual and proper requirements to be made by the pilot commissioners.

A new code of pilotage regulations, to be carefully prepared by the commissioners, after a full examination of the regulations in force at other ports, the best features of which are to be embodied in the new St. John code, which should also remedy all existing defects in the present regulations.

A new scale of maximum pilotage fees, to be arranged by the commissioners, based upon the principle of fair compensation for services rendered by the pilots, and bearing fairly and evenly upon all classes and sizes of vessels, regardless of cargoes carried or the living requirements of any particular number of pilots. The pilots to be at liberty to accept less than the maximum fees whenever they see fit to do so, but in the absence of any arrangement to the contrary, the regulation fees always to be paid by vessels.

Protection for the licensed pilots to be provided by necessary enactments compelling vessels to employ only licensed pilots whenever such services are required by captains, and preventing all other persons from acting in the capacity of pilots within the district.

Vessels not to be compelled to employ pilots unless the captains require their services, and then to be free to employ whichever duly licensed pilot they may prefer.

Concluding Remarks.

The Shipowners' Committee believe that under the foregoing system, a sufficient number of competent pilots would always be available for the shipping requirements of the port, and that with reduced pilotage charges and improved regulations, St. John would be much better able than at present to compete for business with other Atlantic seaports. The proposed system would also prevent the pilotage business from being any longer controlled by a limited number of men, who appear to consider that they have an exclusive right to monopolize the business, and also to compel vessels to pay them enormous fees whether or not their services are required by the owners and captains. The new system would practically put pilots in the same position as captains and mates are at present, viz., that they must first become thoroughly qualified for their positions, and then seek employment from those who may wish to avail themselves of their services. The protection from unlicensed competitors would be the same in both cases, and the committee consider that what is thought sufficient protection for captains and mates should also be sufficient for pilots. The new system would also allow owners of vessels to control their own property and affairs, which they cannot do at present under the existing pilotage regulations.

A.

UNITED KINGDOM.

NON-COMPULSORY PILOTAGE PORTS.

Ports.	Countries.	Pilots.	Ports.	Countries.	Pilots.
Aberdeen	Scotland	24	Folkestone	England	
Aberystwith	Wales		Fowey	"	
Alloa	Scotland		Galway	Ireland	22
Arbroath	"	17	Gloucester	England	21
Ardrossan	"		Grangemouth	Scotland	
Ayr	"		Granton	"	
Banff	"		Greenock	"	
Barnstaple	England		Hartlepool	England	115
Berwick-on-Tweed	"	11	Harwich	"	
Blyth	"	22	Holy Island	"	32
Boness	Scotland		Inverness	Scotland	
Campbellton	"		Ipswich	England	
Cardiff	Wales	81	Irvine	Scotland	
Cardigan	"		John-haven	"	
Colchester	England		Kirkcaldy	"	
Cork	Ireland	90	Kirkwall	Orkney Islands	
Cowes	Isle of Wight		Leith	Scotland	93
Dartmouth	England		Leith Trinity House	"	131
Douglas	Isle of Man	12	Lerwick	Shetland Islands	
Drogheda	Ireland	58	Limerick	Ireland	73
Exeter	England		Lowestoft	England	
Faversham	"		Maryport	"	
Fleetwood	"		Montrose	Scotland	

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A.—NON COMPULSORY PILOTAGE PORTS—*Concluded.*

Ports.	Countries.	Pilots.	Ports.	Countries.	Pilots.
Neath	Wales		Stornoway	Scotland	
Newcastle-on-Tyne	England		Sunderland	England	164
Newhaven	"		Swansea (out)	Wales	49
Newport	Wales	28	Tees Ports		
New Ross	Ireland		Stockton	} England	42
Newry	"	27	Middlesboro'		
North Sunderland	England		Teignmouth	"	
Padstow	"		Torquay	"	
Penarth Roads	Wales		Troon	Scotland	
Perth	Scotland		Tyne River and Sea	England	245
Peterhead	"	35	Warkworth	"	
Plymouth	England		Waterford	Ireland	33
Poole	"		Westport	"	
Queenstown	Ireland		Wexford	"	18
Ramsgate	England		Weymouth	England	
Rochester	"		Whitby	"	10
Rosehearty	Scotland		Whitehaven	"	
Scarboro'	England		Wick and Pultney	Scotland	10
Seaham Harbour	"	46	Wigtown	"	
Sharpness	"		Workington	England	

TOTAL, 85 PORTS.

The number of pilots is given in all cases where ascertained.

B.

ST. JOHN PILOTAGE RATES.

INWARDS.

	Sailors.	Steamers.	
1st District	\$1 50	\$2 00	per foot draught, compulsory.
2nd "	1 75	2 50	" " "
3rd "	2 25	3 00	" " "

OUTWARDS.

	Sailors.	Steamers.	
1st District	\$1 25	\$1 75	per foot draught, compulsory.
Down the bay	2 00	2 75	" " optional.

EXEMPTIONS.

Schooners under 125 tons, both inward and outward.

Steamers trading with other Canadian ports and U. S. ports as far south as New York.

VESSELS USUAL DRAUGHT OF WATER.

Vessels.	Usual Draught Inwards.	Usual Draught Outwards.
Schooner	125 Tons. 10½ Feet	Loaded. 10½ Feet..... Loaded.
"	200 " 12 "	" " " " " "
Brigantine	350 " 15 "	" " " " " "
Barque	700 " 12 "	Ballast. 18 " " " "
Ship	1,200 " 13 "	" " " " " "
Steamer	1,500 " 13 "	" " " " " "

C.

HALIFAX PILOTAGE RATES.

Tonnage of Vessels.	INWARDS.		OUTWARDS.	
	Summer.	Winter.	Summer.	Winter.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vessels 200 tons and under.....	8 00	9 60	5 00	6 00
Vessels over 200 tons and up to 300 tons.....	11 00	13 20	7 00	8 40
" 300 " 400 " 	14 00	16 80	9 00	10 80
" 400 " 500 " 	16 00	19 20	10 00	12 00
" 500 " 600 " 	18 00	21 60	11 00	13 20
" 600 " 700 " 	18 50	22 20	11 25	13 50
" 700 " 800 " 	19 00	22 80	11 50	13 80
" 800 " 900 " 	19 50	23 40	11 75	14 10
" 900 " 1,000 " 	20 00	24 00	12 00	14 40
" 1,000 " 1,100 " 	20 50	24 60	12 25	14 70
" 1,100 " 1,200 " 	21 00	25 20	12 50	15 00
" 1,200 " 1,300 " 	21 50	25 80	12 75	15 30
" 1,300 " 1,400 " 	22 00	26 40	13 00	15 60
" 1,400 " 1,500 " 	22 50	27 00	13 25	15 90
" 1,500 " 1,600 " 	23 00	27 60	13 50	16 20
" 1,600 " 1,700 " 	23 50	28 20	13 75	16 50
" 1,700 " 1,800 " 	24 00	28 80	14 00	16 80
" 1,800 " 1,900 " 	24 50	29 40	14 25	17 10
" 1,900 " 2,000 " 	25 00	30 00	14 50	17 40

Memoranda.

Summer rates apply from 1st April to 1st November.

Winter do do 1st November to 1st April.

Steamers and sailing vessels all pay the same rates.

Pilotage is compulsory on all vessels, both inwards and outwards, excepting only vessels under 200 tons register, outwards.

D.

COMPARATIVE PILOTAGE—ST. JOHN AND HALIFAX.

Vessels.	ST. JOHN—IN AND OUT.			HALIFAX—IN AND OUT.	
	Compulsory.	Down the Bay. Optional.	Total.	Summer.	Winter.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Schooner..... 125 tons.	36 75	21 00	57 75	13 00	15 60
" 200 "	42 00	24 00	66 00	18 00	21 60
Brigantine..... 350 "	52 50	30 00	82 50	23 00	27 60
Barque..... 700 "	49 50	36 00	85 50	29 75	35 70
Ship..... 1,200 "	54 25	40 00	94 25	33 50	40 20
Steamer..... 1,500 "	75 75	57 75	133 50	35 75	42 90

Memorandum.

The above statement shows that the charges for pilotage at St. John are from about three to four times as great as at Halifax, according to the description and size of vessel.

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REPORT

OF COMMITTEE OF THE

ST. JOHN BOARD OF TRADE

ON

PILOTAGE AT ST. JOHN, N.B.,

WITH

APPENDICES, INCLUDING EXTRACTS FROM REPORT ON

THE BAY OF FUNDY AND THE HABBOUR OF ST. JOHN, N.B.

REPORT OF A SPECIAL COMMITTEE OF THE ST. JOHN BOARD OF
TRADE ON THE LOSS OF THE BARQUE "CURLER," AND
PILOTAGE AT ST. JOHN, N. B.

PRESENTED AT A MEETING HELD 12TH SEPTEMBER, 1894.

To the Council of the St. John Board of Trade.

The committee appointed to attend the investigation as to the loss of the barque "Curler" and to report upon matters connected with pilotage at St. John, beg to submit the following report.

1. The public investigation held by Capt. W. H. Smith, R. N. R., under instructions from the Department of Marine and Fisheries, at the request of the Board of Trade, was attended throughout by members of the committee. Copies of Capt. Smith's decision (A) and of his remarks at the termination of the investigation, (B), are submitted herewith.

2. It will be seen that stress was laid by Captain Smith upon the duties and responsibilities of the captain and ship's officers; and he states very clearly that, although the captain might engage the services of a pilot, he could not surrender his command, and was not relieved from all responsibility on that account.

3. The word "pilot" has been defined to mean "any person not belonging to a ship who has the conduct thereof." The general rule of law with regard to the engagement of a pilot seems to be that when a captain is bound, by act of parliament, under a penalty, to place his ship in the charge of a pilot and does so accordingly, the ship is not to be considered as under the management of the owners or their servants; but when it is in the option of the captain to take a pilot or not, as he may think fit, and he does take a pilot, the pilot so taken is to be considered as the servant of the owners, and, as such, they are responsible for his misconduct. And, even though there be a pilot on board, the captain is bound, in a case of obvious danger, to interfere in the management of the vessel.

4. In the case of the "Curler," the pilotage was not compulsory. There is indeed no compulsory pilotage in the strict sense at St. John. It is open to any vessel to refuse the services of a pilot, although those services, if proffered within certain limits, must be paid for by all vessels not specially exempt, whether accepted or not. And, therefore, although it appeared that the captain and the mate of the "Curler" had retained their presence of mind and acted for the best, both when the disaster became imminent and after it occurred, they were held responsible for their previous submission to the pilot's control. The captain, for going below without leaving orders with the officer on deck to acquaint him with any circumstances of importance that might occur; and the mate for not communicating with the master when the pilot persisted in sailing towards a narrow channel instead of following the wider thoroughfare; which, had it been taken, though some inconvenience to the pilot himself might have ensued, would, so far as appeared, and as was the case with the two other vessels which sailed the same afternoon with fine weather and a fair north-easterly wind, (and without pilots), have carried the barque in safety towards the open sea.

5. Under the city charter of St. John, the mayor, aldermen and commonalty were made the conservators of the water of the river, harbour and bay of the city, and in 1840 they were authorized by the legislature of New Brunswick to make laws and ordinances for the regulation of the branch pilots of the port, in respect to rates of pilotage to be taken by them as distance money; extending to such parts of the Bay of Fundy in connection with the harbour as they might deem expedient. In 1861 an act was passed to provide that pilots carried to sea, and beyond the limits of their engagement, should receive \$2 per day, in addition to the pilotage, for every day of their enforced absence from home. In 1873 the Pilotage Act, passed by the Dominion parliament, made provision for fixing the limits of pilotage districts and for the appointment of seven pilot commissioners to be the Pilotage Authority of the district of St. John. Two of these commissioners are to be chosen by the city council, two by the council of the Board of Trade, and three by the Governor General in Council. This Act was amended at subsequent sessions of the legislature, and finally in 1886 the provisions respecting pilotage were revised and embodied in chapter 80 of the Revised Statutes of Canada which is now in force.

6. Under this Act the pilotage authority has power by by-law,

- (1.) To determine the qualification of persons applying to be licensed as pilots.
- (2.) To make regulations as to pilot boats and respecting the distribution of the earnings of pilots and pilot boats.
- (3.) To provide for aiding in the establishment of companies for the support of pilot boats.
- (4.) To license pilots and apprentices.
- (5.) To fix the terms and conditions of granting licenses.
- (6.) To make regulations for the government of licensed pilots.
- (7.) To make rules for punishing any breach of regulations, either by the withdrawal or suspension of the license, or by the infliction of a penalty not exceeding \$40.
- (8.) To fix and alter the mode of remunerating licensed pilots.
- (9.) To provide for the compulsory retirement of licensed pilots having attained the age of 65 years, unless thereafter licensed from year to year.
- (10.) To provide for the compulsory retirement of licensed pilots proved to be incapacitated before attaining such age.
- (11.) To provide for the adjustment and decision of disputes respecting pilotage; and
- (12.) To establish funds for the relief of superannuated or infirm licensed pilots, or of their wives, widows and children.

All such by-laws must, however, be confirmed by the Governor in Council before they can take effect.

7. The pilotage authority is required by the Act to make yearly returns of the names and ages of licensed pilots, the pilotage dues in force, the amount of dues

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received, and the receipt and expenditure of moneys received in respect of pilots or pilotage.

The act also contains provisions for the licensing of pilots and for their guidance and protection, and for the recovery of pilotage dues.

8. Under section 57 of the Act no owner or master of any ship can be compelled to employ a pilot, but under other sections the payment of pilotage dues is, subject to certain exemptions, made compulsory within limits or pilotage districts established by order in council, even though the pilot offering his services may not be employed. When, therefore, the term "compulsory pilotage" is used, it must be understood to mean, not that the vessel is compelled to take a pilot, but that such services, when proffered, must be paid for, whether the pilot may be taken or not.

9. In the pilotage district of St. John ships of war or in the public service, steamships coasting or trading with New York or United States ports to its north, vessels registered in Canada of not more than 120 tons (see 56 Vic., cap. 20, A.D. 1892), vessels of which the master or mate has a certificate authorizing him to pilot his ship within the pilotage limits, and such vessels, not exceeding 250 tons, as the pilotage authority, with the approval of the Governor in Council, may determine, are exempt from compulsory pilotage. At present all vessels registered in Canada of 125 tons and under are entirely exempted by the pilotage authority, and also all vessels outward bound of whatever tonnage from outside of Partridge Island.

10. All sums received for pilotage dues by the pilotage authority are to be applied:

(1.) In paying all expenses incurred in obtaining payment of the same.

(2.) In payment for the pilots' services such amounts as is required by by-law; and

(3.) The residue is to be carried to the pilot fund of the district.

11. The pilot fund is to be applied:

(1.) In payment of such necessary expenses as are duly incurred in the administration of such fund, and

(2.) In the payment of superannuation allowances or other relief for the benefit of licensed pilots incapacitated by age, infirmity or accident, and of the widows and children of licensed or incapacitated pilots.

12. All sums of money belonging to the pilot fund not employed in such payments are to be invested in Government securities. The committee notice in the last report of the St. John Pilotage Authority that the reserve so invested—now deposited in the Dominion savings bank—amounts to \$8,111.86, while there was also on the 31st December last a credit balance of \$2,075.65 at the Bank of New Brunswick on current account.

13. It will be seen from what has been stated, that, while in other avocations of life, the relations of the employer and the employed are left generally to be determined by the ordinary laws of supply and demand, except so far as such relations may be affected by organizations on the one side or the other, either for the lessening of charges thought to be exorbitant, or for the securing a higher rate of pay, in the case of pilotage an amount larger than the customary rate of wages is collected from the vessel. And this amount may be collected irrespective of services rendered and whether such services are really needed or are not. From the fund thus formed the pilots are paid at the rate fixed for their services by the commissioners, and the residue forms a superannuation and benefit fund to meet cases calling for relief.

14. The pilots thus form a protected class in the community. Each pilot may receive as wages for services rendered or proffered more or less, according to his activity or good fortune in securing some incoming vessel, but he can always feel assured that there is a fund in reserve from which he or his family will be assisted should need arise.

15. Such a system calls for the most careful supervision in its administration or very great evils may result. Men who feel that their employment, or at least their wages, whether they are employed or not, are so far assured, and that a reserve fund is being accumulated for future support, are not only rendered to a very great

extent independent of any desire to satisfy those they serve, but are also deprived in a degree of the incentive to labour and thrift which the feeling of entire responsibility for the well being of the family tends to create.

16. The object of the system is to secure, as far as possible, protection to life and property, by providing a class of men better qualified than ordinary mariners to take charge of ships in places where, from local causes, navigation is attended with more than common difficulty.

17. Failing some such object the perpetuation of a system which assures wages and pension to a certain class of men, necessarily in some degree at the cost of the rest of the community, could not, in the opinion of the committee, be justified. And they regret to have to add that there seems to be a very general opinion that this object is not attained by the present pilotage system, and that system is fraught with many evils, and that it has been handed down from a past generation almost unaltered, without regard for the changed circumstances which now exist.

18. In former days, no doubt, when the assistance of lighthouses, fog-whistles, buoys, charts, printed sailing directions and of steam tug-boats was not available, and when masters and mates of vessels were not required to submit to a strict examination before they were allowed to serve, the office of the pilot was one of very general importance to shipping; his services were eagerly sought after, and he was usually employed; but, while the standard among ships' officers has advanced and important aids to navigation have been provided, the compulsory system of pilotage, as applied at St. John, appears to a great extent to ignore such advantages and helps, and repeated cases have been furnished to the committee in which vessels are compelled to pay for pilots' services, where their employment is a farce, or worse, since the officers of the ship are as well acquainted with local surroundings and as fully qualified to navigate the vessel as the most efficient pilot on the list; while it is broadly stated that all pilots on the list at St. John are not so efficient, and that men have been retained among the number to whose employment shipowners seriously object.

19. Further the question of discriminating for or against some particular class of vessels seems to have been brought in. Thus the committee have been informed that the coal barges towed from Parrsboro' by powerful tug-boats in connection with the recently developed traffic from that place to St. John, have been called on to pay pilotage dues; and this has been defended on the ground that this method of carriage has interfered with the owners of the small vessels which formerly carried on the trade. The committee are strongly of opinion that the matter of pilotage should be dealt with on its merits, and that the system should not without the gravest necessity be strained to protect any class in the community, whether it be the pilots themselves or those interested in any particular branch of shipping or trade.

20. There are at present 27 licensed pilots resident at St. John, of whom one has been suspended in connection with the "Curler" disaster; and one pilot in addition is specially licensed for Musquash only.

21. According to the return made to Ottawa by the St. John Pilotage Authority to the 31st December last, the ages of the licensed pilots vary from 36 to 68, but the committee regret to have to report that it has been stated to them by more than one person, whom they believe to be reliable, that the ages given in the official return are not in all cases correct, and that several of the men are from three to five years older than is there stated. This is a matter of some importance when it is remembered that under section 32 of the Pilotage Act every pilot upon reaching the age of 65 years, must deliver up his license, and can thereafter be granted a new license only from year to year. It is a matter of even more importance in its bearing upon the pilot commissioners themselves. The committee feel loth to suppose that the commissioners would knowingly permit the sending forward of false returns; but on the other hand, if the statements made to the committee are correct, the actual ages of the men are very generally known, and such a want of accuracy in the returns would seem to show a lack of care on securing the information which under

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the Act the commissioners are bound to furnish to the Marine Department at Ottawa from year to year.

22. It appears from the returns that the amount received for pilotage dues during 1893 was \$25,893.83. From this sum, in the case of one pilot whose services are regularly engaged by the Furness Line of steamships, an amount of \$1,030.15 is taken, of which \$825.75 is divided share and share alike among the pilots on the list, regardless of their doing any work or not. The difference of \$204.40 with a further sum of \$1,995.96 or in all \$2,200 is carried to the pilot fund, leaving \$23,693.47 for the wages of the men. It is stated, however, that the individual earnings vary greatly in different cases, some pilots earning as much as \$1,600 in a year and others a bare living. This depends of course on the energy and activity of the men in seeking for vessels to which their services can be proffered from time to time.

23. The residue of \$2,200.36 carried last year to the pilot fund was further increased by \$200 charged for licenses to thirty pilots at \$5 and five pilot boats at \$10 each, and by \$274.25 for interest on the savings bank deposit, making a total of \$2,674.61. The payments were for pensions \$1,710, funeral expenses of two pilots, \$40; auditor, \$25; stationery, \$19.70; office rent, \$100, and salary of secretary treasurer, \$800, in all \$2,694.70. The payments therefore exceeded the receipts by about \$20.

24. Five districts are established for pilotage inwards, ranging from Partridge Island to the extreme limits of the Bay of Fundy. Outwards no vessel is required to take or pay for the services of the pilot, beyond outside of Partridge Island. Inwards all vessels not exempt are required to pay for a pilot's services if proffered anywhere within the district limits, whether accepted or not.

25. At present the pilotage dues inwards and outwards on vessels not exempt are regulated by the draught of water, and the dues for transporting vessels within the harbour according to the tonnage in each particular case.

26. A different system prevails at Halifax, N.S., where the pilotage dues are regulated altogether by tonnage; and the committee are informed that the charges are very much less there than at St. John.

27. The committee understand that representations have been made to the Marine Department that an undue portion of the pilotage dues now collected at the port of St. John is levied upon vessels of from 125 to 300 tons, engaged in the coasting or the West India trade, which on account of their relatively larger draught of water in proportion to tonnage, and their more frequently coming to and leaving St. John, are forced to pay largely in excess of the dues charged to larger vessels. It is claimed also that the class of vessels referred to has no need whatever of the services of pilots, as the masters are, from their frequent visits, thoroughly conversant with the Bay of Fundy and the harbour of St. John.

28. They understand also that it has been further represented that the shipment of lumber (including piling) from the port of St. John is seriously prejudiced by the pilotage charges, as this business is carried on in competition with vessels from Calais, Bangor, and Portland, Me., and also from other ports in the Bay of Fundy, where no regulations for the compulsory payment of pilotage dues are in force.

29. The committee are informed that in May last a scheme was submitted by the commissioners to the Department of Marine for reducing the charges to smaller vessels, and increasing them in the case of vessels of upwards of 400 tons by a sliding scale, more than doubling the dues in the case of the larger ships. This scheme has not yet, however, been approved. The present scale (C) and that so proposed (D) are submitted herewith. The committee fear that the additional burthens thus proposed on the larger vessels will prove seriously detrimental to the traffic of the port. It was stated in the evidence of Pilot Rogers, before the deputy minister in 1891 that this would be the case. No doubt some relief to the smaller vessels and some increase of revenue would result, but the committee cannot see that this increase is required, and they are strongly of opinion that, so far from the smaller vessels being relieved only at a cost of additional burthens placed on the

larger sailing vessels or steamships coming to St. John, everything should be done to lessen or remove all such restrictions not absolutely necessary as may already exist, and that every property owner and resident in the city has a vital interest in the lessening or removal of all such needless charges, and the development of the traffic of the port.

30. The committee think that no increase in the present charges should be allowed, unless the most serious necessity for such increase is shown to exist. They are of opinion that there is no such necessity for the changes proposed; and they recommend that the Board of Trade address a petition to the Governor-in-Council asking that the proposed advance in the charges for pilotage be not approved.

31. It cannot be supposed that the increase of pilotage dues in the case of the larger vessels thus proposed was intended so much to add to the earnings of the men, who have so far as the committee are aware, made no claim for higher pay, as to swell the pilot fund, which, under the Act, is intended for pilots incapacitated by age, infirmity or accident, or the widows and children of pilots. The reserve held in connection with this fund is already of considerable amount. It is held not for the purpose of making permanent grant, but for providing terminable annuities, which will cease from time to time as the beneficiaries may be removed by death, or, in the case of children, when they become of sufficient age to care for themselves. The fund is likely to increase rather than diminish under the present system, as the number of pilots lessens or the claimants upon the fund are removed by death or otherwise. The committee were at a loss to understand what ground existed for the proposed advance, until circumstances came to their knowledge, which they feel it their duty to bring at once to the attention of the council and the board.

32. There can be no doubt, looking at the terms of the Pilotage Act, that it was contemplated that the commissioners should receive no pay or remuneration for their services. Provision is expressly made for the salary or remuneration of the secretary and treasurer, but beyond this the funds are carefully guarded. Under the 62nd section of the Act, "All sums received" for pilotage dues shall be applied, first in paying all expenses incurred "in obtaining payment," next in payment of the pilot engaged, and lastly any residue must be carried to the pilot fund. Under the 91st section, the pilot fund must be applied first in payment of "such necessary expenses as are duly incurred in the administration of such fund" and then in the payment of superannuation allowances or other relief to pilots incapacitated, or to the widows and children of pilots. The 14th section of the Act directs that the pilotage authority may, with the sanction of the Governor in Council, appoint a secretary and treasurer, and pay him such salary or remuneration, out of pilotage dues or fees for licenses received by them, as they may see fit, and may with such sanction, and out of such funds, pay any other "necessary expenses" of conducting the pilotage business of the district. No provision whatever for the payment of the commissioners is contained in the Act. Were the matter at all uncertain, the provision authorizing a salary for the secretary forbids by implication any other and unauthorized payment of the kind.

33. There are not wanting in the community instances, as in the case of the hospital commissioners, and the school trustees, of laborious public duties performed without thought of fee or reward; and it is evident that the framers of the Pilotage Act supposed that commissioners would be found possessed of sufficient public spirit to supervise the system without charge, the more laborious duties being performed by the paid secretary-treasurer appointed for the purpose.

34. The committee are informed, however, that it was recently proposed that each commissioner should have an allowance from the funds received, and the chairman double the amount paid to any other commissioner, that one of the commissioners protested, and the matter was referred to the then deputy minister of justice at St. John, who expressed an opinion that such allowances were unauthorized by the Act; but that nevertheless the taking of such allowances by the commissioners has been pressed.

35. The committee might have hoped that this charge was exaggerated or groundless, were it not that the statements made to them are confirmed by the official correspondence, copies of which (E) are submitted herewith.

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36. It would appear that after the commissioners had been told that their taking an allowance for their services from the pilot fund was illegal, a by-law was passed by them on the 1st March last, as follows:—

“By-law to provide for the payment of St. John pilot commissioners.

“Each commissioner shall be entitled to be repaid any expenses necessarily incurred by him in the discharge of his duty, as such commissioner; provided however that no commissioner shall receive more than one hundred dollars, or the chairman more than two hundred dollars, for their expenses, in any one year.”

37. This so-called by-law was then submitted to Mr. Newcombe, the deputy minister of justice, who was reminded of some similar action at Halifax in October, 1891, and who gravely reported that there was no legal objection to its being approved. Under such circumstances no doubt the by-law seemed harmless enough to the minister of marine and fisheries, and on March 28th an order in council issued, sanctioning repayment to the commissioners, of expenses necessarily incurred in the discharge of their duties.

38. In connection with the reference to Halifax, the committee notice in the printed accounts of the Halifax authority, published at page 209 of the supplement of the annual report of the Department of Marine for the year ending 30th June, 1892, that while the amount carried out for “necessary expenses attending meetings and investigations two years” is but \$11.25, the sum of \$1,125 is really required, instead of \$11.25 to balance their account; and this larger amount appears to have been taken from the fund. It is perhaps fortunate for the St. John commissioners that the matter has come to light before there had been time sufficient for any such allowances to be taken here.

39. It has been stated that it was in contemplation that this “repayment” should take the form of an allowance of \$4 to each commissioner for every meeting attended throughout the year.

40. The committee do not enter upon the question whether services of the kind supposed to be rendered by the commissioners should be paid for or should not. But they certainly think that no such services should be paid for unless the payment is distinctly provided for by law, and that no public servant, who considers himself insufficiently paid, should be permitted to remunerate himself from the funds under his charge.

41. It will be noticed that the power to pass by-laws to be confirmed by the Governor in Council is limited by the 15th section of the Pilotage Act to certain specified cases among which the payment or repayment of expenses is not included. Under the 14th section the pilotage authority may, with the sanction of the Governor in Council, and from the pilotage dues or fees for licenses, pay the “necessary expenses” of conducting the pilotage business of the district. This does not, however, contemplate a by-law, nor is one required. Without a by-law the pilotage authority can pay “necessary expenses” with the proper sanction. No by-law could possibly justify them, under the guise of the “payment” or “repayment” of necessary expenses, in appropriating the funds, in part or in whole, to themselves. In the latter section it is not a by-law that is to be sanctioned, but an Act. It is surely indeed a perversion of language to claim that where a statute provides that expenditures may be made with a certain sanction, the sanctioning power can part with its control by a sweeping confirmation or concession in advance.

42. The saddest feature of the case is that these payments were proposed to be made at the cost of the superannuated pilots, the widow and the orphan, unless indeed they could be met by increasing the pilotage dues, as was immediately afterwards proposed, and thus further burthening the traffic of the port.

43. From the statements made to the committee it is plain that there is a strong feeling of dissatisfaction with the present commission, and that the St. John pilotage authority has not been able to retain the confidence of the business community generally.

44. As far back as January, 1883, an editorial appeared in a leading St. John newspaper calling for attention to the pilotage regulations of the port in the interests of trade and justice, and mentioning a gross case of injustice which was said to have

occurred. This drew out a reply from the chairman of the commission characterizing the complaint as "bosh"; and letters from the late Mr. Thomas S. Adams and others, protesting vigorously against the injustice of the pilotage regulations in force.

45. Again in January, 1887, the question of pilotage was very fully discussed before the Board of Trade, and it was openly claimed that the present compulsory system was unnecessary so far as the protection of life and property was concerned, and that it is unfair to shipowners to compel them to pay for services which they may not require. It was stated also that, as it was not compulsory on the pilots to cruise in search of vessels, as is the case at Boston and Quebec, their services were not available when most required, and that during the winter season, and no doubt often during stormy and foggy weather at other times of the year, there were no pilot boats to be found at the main entrance of the bay, or until the vessel had found her way nearly up to Partridge Island. It was urged that as no bond was taken from the St. John pilots, as was the case at Halifax and elsewhere, there was practically no pecuniary responsibility, and it was charged that the commissioners ignored the reasonable wishes of the shipowners, and refused to give reasons for the course they pursued.

46. And in January, 1891, an official enquiry into the pilotage question was held by the Deputy Minister of Marine, Mr. William Smith, at the rooms of the St. John Board of Trade. The enquiry was conducted with much ability, and the information given was very full and important.

47. It was stated by several of the witnesses that the present system of compulsory payment for pilotage tendered to the building of badly shaped and inferior vessels, so constructed in order to come within the exemption of the rules.

48. It was alleged that vessels endeavoured to get clear of pilots by hauling out in the bay so as to make it appear that they were going up the bay, instead of making for St. John. Instances were given of bargains made with the pilots to escape pilotage in whole or in part; and it even appeared that in one case, in order that a steamer might be cleared at the Custom-house, the secretary to the St. John Pilotage Authority had certified that the vessel had paid her pilotage dues, when in point of fact she was allowed to go free.

49. Evidence was given that the captains of coasting vessels generally were capable of navigating vessels without the employment of pilots at all, that a year's experience would suffice to enable a master to pilot a vessel up the Bay of Fundy, and into the harbour of St. John, that the pilot boats were not out in heavy storms or thick weather, and that if the system of compulsory payment was abolished the men would be on the ground when wanted, and the active and capable pilots would still be employed.

50. It was asserted also that the pilotage business was not skilfully or even fairly managed by the commissioners and that the representations of the leading shipowners of the port were ignored.

51. It has already been pointed out that the commissioners do not appear to have exercised sufficient care in reporting the ages of the pilots to the Marine Department. Further, in connection with the loss of the "Curler," the chairman of the pilot commissioners stated publicly, before the official investigation was held, that the pilot concerned was a competent man, and in his sixty years this was the first time anything had happened while he was in charge of a vessel. Yet it was proved at the investigation, by the evidence of the secretary to the commissioners, that the same pilot had been censured by the commissioners in connection with the loss of the "Apollo," and had afterwards been suspended for three months in the case of the stranding of the schooner "Lahaina." This statement of the chairman, though made publicly, was allowed by the other commissioners to remain uncontradicted; and in preference to supposing that there has been any wilful misstatement or suppression of facts, the committee are forced to the conclusion either that the members of the commission have not kept themselves fully informed as to what has occurred in the past, or that they do not feel sufficient interest in their duties to bear in mind circumstances of such vital importance in forming a right conclusion as to the efficiency of any particular pilot on the list.

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52. The evidence given before the deputy minister tended strongly to the conclusion that the compulsory payment of pilotage dues should be abolished, and that, were those dues abolished, no more serious danger to life or property than now exists would ensue. It cannot be supposed that the twenty-seven licensed pilots at St. John include within themselves all the knowledge and information as to navigation towards or within the harbour that exists. A system of free pilotage would send the better men to the front, more responsibility would be felt by the ship officers, and the public would probably be spared a repetition of such disasters as that of the barque "Curler," which has led to this report.

53. This would probably involve the abolition of the present pilotage commission, but the committee think that it could well be spared. Some legislation would be required for the disposition of the present pilotage fund. The younger men among the pilots, not now among the most active, might meet with success in some other avocation of life. And with regard to the more helpless, where worthy of the care, it would be far better that they should be assisted to a reasonable extent from the public funds, than that the port should be unnecessarily burthened for their support, coupled with that of others less deserving of the aid.

54. In this connection it may be mentioned that there is no compulsory pilotage at Portland, Me., the chief competitor with St. John for the Canadian winter export trade; and that the compulsory payment of pilotage dues at Summerside, P.E.I., has recently been abolished.

55. But should it be found impossible to carry the abolition of compulsory pilotage into immediate effect the committee are of opinion that the whole pilotage system should be reconsidered, the St. John Rules compared with those of other ports where pilotage is still retained, and several important changes made both in the commission and in the regulations under which the pilots serve.

56. The committee are informed that at New York there are but five commissioners of pilots; while the Act relating to pilotage at Boston, Mass., provides for only two, and it is further required that the persons appointed shall "have experience in maritime and nautical affairs." This qualification the committee look on as a very valuable one. In the case of the St. John commission neither the chairman nor the majority of the commissioners have had such experience. The committee are informed in fact that but one of the present commissioners is a practical seaman, and therefore within the qualification called for by the Boston Act.

57. The committee are of opinion that if the system is to be tolerated a while longer the number of the commissioners should be reduced to three, one to be appointed by the Governor in Council, one by the City and one by the Board of Trade, and that the Boston provisions as to experience and a limited term of office should be adopted. Although at the expiration of the three years the same commissioner might be reappointed, he would always carry with him a sense of his responsibility to the public, and the three-year term seems a fair mean between the present system of permanent appointment and the possible difficulties which might attach to a single-year term.

58. The committee find also that there is a conflict of interest between shipowners interested in the larger vessels and those more directly connected with the smaller craft. And they believe that it is advisable generally that shipowners should not be members of the commission, but that it should consist as far as possible of men who could not be subject to any suspicion, however undeserved, of having personal interests to serve. In fact they believe that the appointment of laymen who would really interest themselves in pilotage questions would be preferable to having those concerned in the shipping in connection with which the pilots are engaged. An exception might possibly be made in the case of some practical seaman, whose services it was important to secure; but, apart from this, the ownership of shipping, while it does not necessarily give any practical experience of seamanship, or of the pilots' work and duties, must render it very difficult for the commissioner to form an unbiassed opinion in cases where the interests of his own vessels may come in conflict with those of some other size or class.

59. A still stronger objection applies to the appointment as commissioners of those in any way engaged in the business of ship supplies. On the course towards

St. John the pilot must have many opportunities, should he see fit to use them, of directing foreign captains to some particular dealer for their supplies. If the dealer thus favoured should happen to be one of the pilot commissioners, how could he be expected, however conscientiously he might desire to act, to give an unbiassed judgment in a case where the conduct or qualification of the friendly pilot might be the question before the board.

60. With regard to the pilots themselves, the extent to which they form a privileged class in the community is very remarkable. It was broadly claimed before the deputy minister in 1891 that in return for their six years' apprenticeship the city council had promised the pilots their charges on vessels from six feet of water upwards to make a living. Such a claim, if it had any foundation in fact, would seem to imply a charge upon the citizens generally, for it cannot be supposed that the city council could mortgage any particular class of private property for the support of certain individuals; and therefore the pledge, if given with any show of legal right, would entitle the pilots to maintenance through an assessment at the public charge. But it may be sufficient to say, with the most kindly feeling towards the pilots themselves, that the committee believe that, neither in the case of the pilots nor in that of any other class of men who may have served an apprenticeship within the city limits, does any such promise, expressed or implied, exist. While, through the decadence of wooden shipping, many masters of vessels have been thrown out of employment, it has never been proposed that shipping generally should be taxed for their support, or the relief of their wives or children. Thirty years ago the shipyards round St. John were crowded with the best class of mechanics. With the cessation of ship-building their employment is gone. Patiently, uncomplainingly, they submitted, and took up other avocations in life. It was never suggested that the city should enter upon ship-building or tax itself in any way to give them employment or relief. But the pilots, numbering 43 in 1873, and now as has been stated 28, have been provided for with the utmost care, and are now maintained at a yearly cost of nearly \$26,000 to the community, while it is evident to the committee from the statements made to them that the actual work of pilotage is done chiefly by a portion only of the men, and that even of the present number several could be spared without their being in any degree missed.

61. It must be remembered that though pilotage dues are primarily a charge upon shipping, yet, if collected without due cause, they become a tax upon the city very nearly to the same extent as if levied upon the citizens by direct assessment. Even where the owners of shipping are not resident they act as a restriction upon the commerce of the port and indeed if unjustly levied may operate in this direction to an extent far exceeding even the \$25,000 or \$26,000 collected in each year.

62. In reply to enquiries made by the committee on this head it has been asserted generally that pilots and pilot boats are necessary for the port, and that but for the maintenance of some system like the present they could not be kept up.

63. But even it be granted that pilots in some cases are necessary, though the fact that pilotage is not compulsory, beyond that the vessel, if spoken, though pay for the pilot's services, whether engaged or not, would seem to show that the legislature is willing in some degree to leave this to the owner or officers of the vessel to determine, it need not, therefore, be assumed that it is necessary that there should be the full number now maintained. In fact the presumption is rather to the contrary, since the number has fallen from 43 to 28, and it is understood that very few appointments are being made. It is provided at Halifax that the number of pilots for the port shall not exceed twenty-five. But, were the compulsory payment of pilotage dues abolished, it does not at all follow that a limited but sufficient number of the better men would not continue to find remunerative employment; and be able either to maintain pilot boats quite as serviceable as at present, or to reach vessels requiring their help at some outside point, even if, in some very special case, the services of a steam-tug boat had to be engaged.

64. In this connection the committee desire to draw attention to the pilotage rules in force at Boston and Quebec which make it incumbent on the pilot boats to cruise for vessels, thus to a certain extent at least securing that pilots shall always

St. John, N.B., Pilotage Investigation.

be available if required. Under the present system at St. John they fear that all the pilots at least do not realize the duty incumbent on them of being always to the front, and engaged rather in assisting vessels, which may really require such aid, to port, than in seeking for prizes upon which they may levy their charges whether for services performed or not.

65. The committee wish to point out also that at Halifax and at Pictou the pilot is required to give a bond with two sureties to the commissioners for the faithful performance of his duty, such bond to be renewed every second year. They think that a similar regulation should have always been enforced at St. John. Reliable men would have no difficulty in providing suitable sureties. If there were any whose credit had fallen so low that they could not do this, it would have the effect of removing them, and very properly, from the list.

66. Under the present system a pilot may be taken by some foreign captain inwards bound, who thinks that he may as well have the services he has to pay for. The pilot may not be thoroughly efficient, or he may have his own reasons for taking some other than the more open course. He may get caught in the fog when a different route would have kept him in clear weather. He may mistake signals and run the vessel straight on shore, and yet, if proceedings were taken against him, it is quite possible that nothing could be recovered. Loss of life or valuable property may ensue. The pilot is suspended for three months or six, and then left free to seek another vessel, possibly with the same result. It would be different if there were responsible sureties for the performance of the pilot's duties, who were liable in some fixed amount for his defaults.

67. As has been already stated, there are now in existence helps to navigation which once were entirely wanting. Captains and mates must pass strict examinations before they are allowed to serve. Printed sailing directions are issued by the admiralty, charts giving the fullest information as to harbours, and their approaches are everywhere to be had. Lighthouses, buoys and fog-whistles so situated that only the most careless or obtuse can be misled, have been provided by the care of the Government at the most important points. Numerous steam tug-boats are maintained in the harbour, officered by men possessing the fullest local knowledge and experience; and, in most cases of the larger sailing vessels, are employed to bring them in or take them out of port.

68. Navigation has its difficulties in all cases, but it may be a serious question whether it is not wiser to cast on the ship's officers the full responsibility for those difficulties rather than to put them in a position where they are but too apt to think that they can rely entirely upon the pilot, and that their own responsibility is at an end.

69. The statements of Pilot Richard Cline and the late Pilot Samuel Rutherford, two of the most reliable men ever connected with the port, made to the Board of Trade in 1887, and printed in the appendix to the report of the special committee on the Bay of Fundy and the harbour of St. John, show clearly that there are no difficulties in connection with the navigation of these waters that cannot readily be overcome; and that, with reasonable care and prudence, they are perfectly safe. From Brier Island up, Pilot Cline says, the tides are very regular. In the winter, especially, the weather is said by Pilot Rutherford to be clear as a rule. Of course, if compasses are neglected, if distances are not taken, if in thick weather the lead is not used, if the captain is below, if the mate leaves all to the pilot and the vessel is pointed to the shore, there can be but one result; but it is submitted that for that result the port of St. John is not responsible; and that ships' officers in the mercantile marine, if men of ordinary prudence and skill, can in most cases guide their vessels to and from St. John with perfect safety; while, should circumstances arise calling for special local help, it would still be available, even though the system of compulsory payment of pilotage dues was abolished, as is now the case at Portland, Me., and other points, where no such system exists.

70. The approach to St. John from the entrance of the Bay of Fundy by the Southern Channel is wide and open. That channel is nearly 30 miles wide from shore to shore, and offers eighteen miles of clear navigation between the Old

Proprietor Shoals and Gannet Rock on the one side and the north-west ledges on the other. Even the narrower channel forming the approach to the north of the Island of Grand Manan is some four or five miles in width. There are currents and tides undoubtedly to be dealt with, and in the summer season fogs as well, but these are by no means peculiar to the Bay of Fundy. The mariner must indeed be prepared to deal with fogs along the whole North America coast from Newfoundland and southerly beyond New York.

71. The summer climate of St. John itself is tempered by these mists and made cooler perhaps than that of Halifax, or Portland, Maine, because the city is so situated that a fog at the entrance of the harbour in most cases drifts in over the city itself, while Halifax particularly, situated some miles inland, escapes to a considerable extent, as does Rothesay, about the same distance inland from St. John. But in approaching a harbour, fogs have to be dealt with all along the North American coast, north of Cape Hatteras; and it is somewhat curious that of late the most marked cases have occurred off the sister city Halifax rather than St. John. Last April fogs, accompanied by field ice, from which St. John is entirely free, delayed steamships for hours and even days off Halifax harbour. In June H. M. S. "Blake" narrowly escaped collision with another steamer in a fog off the Nova Scotia coast. For nearly two weeks at the end of that month fogs extended along the coast as far south as Boston and beyond. And in August the "Blake" with the Governor General and the Vice Regal party on board left Halifax at midnight on Wednesday the 8th, for Charlottetown, P. E. I., was compelled on account of fog to remain off the Atlantic coast of Nova Scotia until well into Thursday, and did not pass Cape Canso until Thursday evening about half past five. Further than this, Admiral Sir John Hopkins is said to have referred recently at Montreal to the fact that on two occasions the "Blake" had entered Halifax harbour without seeing land on either side. Nothing worse could have occurred in the approaches to St. John, and moreover, in the winter months fogs in the Bay of Fundy are rare, not more common perhaps indeed from November to April than in any other quarter of the world.

72. The harbour of St. John has undoubtedly both its advantages and its difficulties, as have all others, and these difficulties are intensified at the freshest season of the year, when the St. John river, extending some 500 miles into the interior, with its many tributaries, pours its volume of water through the main channel of the harbour into the open sea. Still, within the harbour, numerous steam tug-boats are available, and whatever need for pilots may exist, beyond, it cannot surely be doubted that the very need itself would create the supply, and that capable men, finding the employment before them, would always be on hand and available to do the work.

73. But it appears to the committee that the legislature has definitely pronounced upon the question of the absolute necessity of the pilot for the preservation of life and property by enacting that pilotage shall not be compulsory in any case, except as to the liability to pay pilotage dues. If the services of pilots are absolutely necessary for the safety of human life and the preservation of property, then surely every shipowner and master should be bound, under heavy penalties, not merely to pay for but to engage them. If they are not required by law to engage such services why should they be compelled to pay for what they may not need.

74. It must be remembered, too, that, although the payment of pilotage dues is compulsory in the case of vessels approaching or leaving St. John, the same rule does not apply to all Bay of Fundy ports. At St. Andrews there are pilots. But there the masters or mates of vessels receive certificates which under the 59th section of the Pilotage Act, render them exempt from compulsory charge, thus furnishing another proof that others besides licensed pilots are fully qualified to take vessels into and out of port. And vessels making for Grindstone Island at the mouth of the Petitcodiac and other points are entirely free. If it be safe for vessels so bound to discard the pilot's services with impunity, on what possible principle should it be compulsory to engage or pay for them in approaching or leaving St. John. The system seems almost an insult to the port. It cannot be necessary for the preservation of life or property, or pilotage would be made absolutely compulsory on every vessel entering or leaving the bay.

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75. After the fullest consideration the committee are forced to the opinion that not merely has compulsory pilotage been rightfully done away with, as is now the case, but that the compulsory payment of pilotage dues should also be abolished, and the business of pilotage, like any other, left to care for itself. The very considerable fund which now exists would probably be sufficient to provide for the aged and infirm among the present pilots, and the widows and children of those deceased. The active men could either pursue their present avocation unaided, or if they preferred other work could take it up. It is very evident to the committee that of the \$25,000 or \$26,000 yearly paid in pilotage dues but a limited portion is really earned by the giving of necessary services in return. And it would, they believe, be wiser to leave the matter to regulate itself rather than to permit the continuance of a system under which the many are forced to pay for the possible requirements of the few; under which in the name of pilotage a favoured class in the community is protected at the expense of all other citizens; under which the commissioners having the matter in charge, seeing the pilots thus protected, are seeking by by-law to "pay or repay" themselves; and under which, if the matter is not dealt with thoroughly and at once, still greater mischiefs may ensue, checking the development of the traffic of the port, and injuring all classes in the community alike.

All of which is respectfully submitted.

On behalf of the committee.

W. M. JARVIS, Chairman.

St. John, N. B., Sept. 12, 1894.

APPENDIX A.

(COPY.)
(CANADA.)

BARQUE "CURLER."

THE WRECKS AND SALVAGE ACT.

In the matter of a formal investigation, held at St. John, N.B., at the office of the chairman of the Board of Examiners of Masters and Mates, on the 20th, 21st, and 28th July, 1894, before Captain W. H. Smith, R.N.R., commissioner, into the circumstances attending the stranding of the barque "Curler," of St. John, N.B., at Herring Bay, Campobello Island, on the 29th June last.

REPORT AND DECISION.

The court, having carefully enquired into all the circumstances in connection with the above mentioned shipping casualty, is of opinion that the stranding of the vessel was caused by the careless navigation of the pilot, who was undoubtedly navigating the said vessel at the time she went on shore.

Although he states that his responsibility ceased when he passed Partridge Island, and hauled his flag down, and that thereafter he took no interest in the ship, there is strong evidence to show that he gave several orders on board, proving thereby that he did undertake to navigate the vessel down the bay.

The court has also come to the conclusion that the negligence and indifference of the master contributed to the cause of the stranding.

That the mate is also to blame for not communicating with the master, when the pilot persisted in sailing towards a narrow channel after a dense fog had set in, and when no distance could be seen, and when the vessel was in proximity to the land.

The master, Angus McDonald, is therefore adjudged to be in default, and his certificate is hereby suspended for three calendar months from the date of the stranding of the vessel.

The master certificate of the mate, Timothy Brooks, is also suspended for three months from the date of his surrendering the same to the Minister of Marine and Fisheries; the court, however, recommends the issuing of a mate's certificate to him during the suspension.

The commissioner also recommends that the pilot's license be suspended for six months from the date of the stranding of the vessel.

W. H. SMITH,
Commissioner.

APPENDIX B.

REMARKS

At the termination of the investigation into the cause of the stranding of the barque "Curler," furnished by Captain W. H. Smith, R. N. R.

An erroneous impression seems to prevail with regard to a master's duty when he has a pilot on board.

It has, however, been held by the courts, that the captain is never really divested of the control of his vessel, and although in this case he was forced by the law of compulsory pilotage of the port of St. John, to take and employ a pilot as far as the limit outside of Partridge Island, it was a matter entirely of arrangement and agreement between the master and the pilot if the said master wished him to proceed any further beyond that limit, for the purpose of assisting in the navigation of the vessel down the Bay of Fundy.

The evidence goes to prove that the master did so arrange with the pilot, but notwithstanding he engaged the services of the pilot, he could not surrender his command on that account, and was not relieved from all responsibility.

No doubt the local knowledge of a pilot is a very good and sufficient reason why his presence on board a ship is valuable.

Although when a pilot is engaged to navigate a ship it is considered the master is not properly liable for the want of skill or any default or careless navigation on the part of that pilot, is not always possible, or even creditable for the master, whose vessel has been stranded, when a pilot was on board, to shelter himself under such a plea. It is necessary for him to have impressed on his mind that no vigilance or care which he could bestow on the navigation of the vessel, should be wanting either on his part or that of his officers.

He must also be able to show that he did take every known and needful precaution to avoid the disaster, and did exercise all that watchfulness which is required by a master of a vessel having a valuable cargo on board.

Therefore, in order to avoid risk as much as possible to the vessel, if he goes below at any time for the purpose of taking a rest, he should leave proper orders with his officers on deck to call and acquaint him with any change which might take place in the wind or weather, during his absence.

It is his duty to be on deck when fog comes on and the vessel is in proximity to the land, so that he can see that soundings are taken by the deep sea lead, with sufficient frequency and care for the protection of the vessel; and he should use any other known precautions for the safe navigation of the vessel, which may be found necessary.

It is also the duty of the mate or any certificated officer in charge of the deck, to know as well as the captain or pilot, where the ship is, where she is making for, and why she is being steered upon a certain course, and he should at all times be able to consult the chart and if in any doubt, immediately communicate with the captain.

St. John, N.B., Pilotage Investigation.

APPENDIX C.

OFFICE OF PILOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st Dec., 1893.

Rates of pilotage in force 31st December, 1893, for the pilotage district of St. John, N.B.:—

ON ALL SAILING VESSELS,

Inward,

- 1st District, \$1.50 per foot draught of water.
- 2nd District, \$1.75 per foot draught of water.
- 3rd District, \$2.25 per foot draught of water.

Outward,

- To Partridge Island, \$1.25 per foot draught of water.
- Down the Bay of Fundy, (not compulsory), \$2.00 per foot draught of water.

TRANSPORTING.

100 tons and under.....	\$ 1 50
Over 100 tons and under 200 tons.....	2 00
“ 200 “ “ 300 “	3 00
“ 300 “ “ 400 “	4 00

And 25 cents additional for every fifty tons such vessel shall measure over 400 tons.

ON ALL STEAMERS.

Inward,

- 1st District, \$2.00 per foot draught of water.
- 2nd District, \$2.50 per foot draught of water.
- 3rd District, \$3.00 per foot draught of water.

Outward,

- To Partridge Island, \$1.75 per foot draught of water.
- Down the Bay of Fundy, (not compulsory), \$2.75 per foot draught of water.

TRANSPORTING.

100 tons and under	\$ 2 00
Over 100 tons and under 200 tons.....	2 50
“ 200 “ “ 300 “	3 75
“ 300 “ “ 400 “	5 00

And 30 cents additional for every fifty tons such steamer shall measure over 400 tons.

J. U. THOMAS,
Secretary.

APPENDIX D.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., 22nd May, 1894.

Rates of Pilotage for all vessels (not otherwise exempt) entering and leaving the port of St. John, N.B. :—

On all Sailing Vessels (not otherwise exempt) of	PER FOOT DRAUGHT OF WATER.				
	Inward.			Outward.	
	First District.	Second District.	Third District.	First District.	Down the Bay.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
80 tons and under 200 tons.....	1 00	1 25	1 50	1 00	2 00
200 " " 300 "	1 25	1 50	1 75	1 00	2 00
300 " " 400 "	1 50	1 75	2 00	1 25	2 00
400 " " 600 "	1 75	2 00	2 25	1 25	2 00
600 " " 800 "	2 00	2 25	2 50	1 25	2 00
800 " " 1000 "	2 25	2 50	2 75	1 50	2 00
1000 " " 1200 "	2 50	2 75	3 00	1 50	2 00
1200 " " 1400 "	2 75	3 00	3 25	1 75	2 00
1400 " " 1600 "	3 00	3 25	3 50	2 00	2 00
1600 " " 1800 "	3 25	3 50	3 75	2 25	2 00
1800 " " 2000 "	3 50	3 75	4 00	2 50	2 00

And 25 cents per foot, per district, for each 100 tons such ships shall measure over 2,000 tons.

All steamers (not otherwise exempt) of	PER FOOT DRAUGHT OF WATER.				
	Inward.			Outward.	
	First District.	Second District.	Third District.	First District.	Down the Bay.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
80 tons and under 200 tons.....	1 25	1 50	2 00	1 25	2 00
200 " " 300 "	1 50	1 75	2 25	1 25	2 00
300 " " 400 "	1 75	2 00	2 50	1 50	2 00
400 " " 600 "	2 25	2 50	2 75	1 50	2 00
600 " " 800 "	2 50	2 75	3 00	1 75	2 00
800 " " 1000 "	2 75	3 00	3 50	2 00	2 00
1000 " " 1200 "	3 00	3 25	3 75	2 25	2 00
1200 " " 1400 "	3 25	3 50	4 00	2 50	2 00
1400 " " 1600 "	3 50	3 75	4 50	2 50	2 00
1600 " " 1800 "	3 75	4 00	4 75	2 75	2 00
1800 " " 2000 "	4 00	4 50	5 00	3 00	2 00

And 25 cents per foot, per district, for each 100 tons such steamers shall measure over 2,000 tons.

NOTE.—The above rate on steamers not to apply to steamers trading regularly to St. John; they to pay the same rate as sailing vessels,

J. U. THOMAS,
Secretary.

St. John, N.B., Pilotage Investigation.

APPENDIX E.

No. 1.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 21st August, 1894.

SIR,—I have to acknowledge receipt of your letter of the 16th instant in reference to the matter of payment to the Pilotage Commissioners of St. John for attendance on meetings and requesting copies of correspondence and also of any order or authority given for any such payment, and in reply I inclose herewith for the information of the Board of Trade copy of Order in Council of the 20th March last, providing for the payment to the commissioners of expenses incurred by the commissioners in the discharge of their duty, and also of correspondence in the matter.

I am sir, your obedient servant,

WM. SMITH,
Deputy Minister of Marine and Fisheries.

IRA CORNWALL, Esq.,
Secretary Board of Trade, St. John, N.B.

No. 2.

OFFICE OF PILOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 1st March, 1894.

SIR,—I have been instructed to forward to you the inclosed by-law, passed by a meeting of the Board held this day, for the approval of His Excellency the Governor General in Council.

Trusting the matter will receive your early attention.

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

J. U. THOMAS,
Secretary St. John Pilot Commissioners.

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

No. 3.

(Copy.)

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 6th March, 1894.

SIR,—I have the honour to inclose herewith a by-law passed by the Pilotage Authority of the District of St. John, N.B., providing for payment of expenses of commissioners, and I have to request that you will be good enough to inform me whether there is any legal objection to the by-law. I beg in this connection to refer you to your letter of the 26th October, 1891, No. 504 of 1891, relating to the Halifax authority.

I am, etc.,

WM. SMITH,
Deputy Minister of Marine and Fisheries.

E. L. NEWCOMBE, Esq.,
Deputy Minister of Justice.

No. 4.

(Copy.)

DEPARTMENT OF JUSTICE,
OTTAWA, 12th March, 1894.

SIR,—In reply to your letter of the 6th instant No. 5566, inclosing copy of a by-law passed by the Pilotage Authority of the District of St. John, N.B., I have the honour to state that, in my opinion, there is no legal objection to the proposed by-law being approved.

I have to thank you for your reference to my predecessor's letter of October, 1891, relating to a by-law passed by the Halifax Pilotage Authority.

Papers returned herewith,

I am, &c.,

E. L. NEWCOMBE,
Deputy Minister of Justice.

The Deputy Minister of Marine and Fisheries,
Ottawa.

No. 5.

(Copy)

Certified copy of a report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 28th March, 1894.

The Minister of Marine and Fisheries submits herewith for approval a by-law passed by the Pilotage Authority of the District of St. John, N.B., on the 1st March, 1894, providing for repayment to the commissioners of expenses necessarily incurred in the discharge of their duties:

The Minister states that the by-law has been submitted to the Department of Justice, and the Deputy Minister has reported that in his opinion there is no legal objection to it.

The committee submit the same for Your Excellency's approval.

JOSEPH POPE,
Assistant Clerk of the Privy Council.

To the Honourable
The Minister of Marine and Fisheries.

No. 6.

(Copy)

OFFICE OF PILOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 1st March, 1894.

Bg-law to provide for the payment of the St. John Pilot Commissioners.

Each commissioner shall be entitled to be repaid any expenses necessarily incurred by him in the discharge of his duty as such commissioner, provided however that no commissioner shall receive more than one hundred dollars, or the chairman more than two hundred dollars, for their expenses in any one year.

J. U. THOMAS,
Secretary.

St. John, N.B., Pilotage Investigation.

No. 7.

(Copy)

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 13th April, 1894.

SIR,—Referring to my letter of the 16th ultimo with reference to by-law passed by the Pilotage Authority of the district of St. John, N.B., I beg to inform you that an Order in Council issued on the 28th ultimo sanctioning the repayment to the commissioners of expenses necessarily incurred in the discharge of their duties.

I will forward you a copy of the *Canada Gazette* containing the Order in Council when issued.

I am, &c.,

WM. SMITH,
Deputy Minister of Marine and Fisheries.

J. U. THOMAS, Esq.,
Secretary Pilotage Commissioners,
St. John, N.B.

APPENDIX F.

PILOTAGE AT PORTLAND, ME.

PORTLAND, ME., August 9th, 1894.

MESSRS. SCAMMELL BROS.,
St. John, N.B.

DEAR SIRS,—Your favour of the 8th inst. at hand and contents noted. The pilotage here is not compulsory, and there are no branch pilots. Most of the piloting is done by fishermen, who pick the vessels up while engaged at their business. In the absence of any specified trade made with the captain they can collect \$2.00 per foot on sailing vessels. Frequently captains make a trade at much less rate.

During the winter season, while the regular lines of steamers are running here, each line has their pilots, and they then have regular pilot boats, and go out cruising for the steamers. They get \$3.00 per foot for piloting them inwards, and \$1.25 per foot outwards.

We have no pilotage law.

Any further information we can give you on the subject we will gladly furnish.

Yours very truly,

CHAS. LEAVITT & CO.

Appendices 1 to 14, inclusive, not reprinted.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., 3rd May, 1894.

At a meeting of the commissioners held this day, present: Messrs. R. C. Elkin, James Knox, E. Lantalum and William Thomas, the committee appointed to revise the pilotage rates, reported that they had attended to their duties, and had found that while the gross amount of pilotage received was not more than sufficient to maintain the service, yet in their opinion the small vessels paid more in proportion to their tonnage than the larger class of ships and steamers, and recommended that in the amended section 12 of the by-laws assented to 9th June, 1886, the rates of pilotage be changed to the following schedule:—

RATES of pilotage on all vessels (not otherwise exempt) entering and leaving the port of St. John, N.B.

On all Sailing Vessels (not otherwise exempt) of	RATE PER FOOT DRAUGHT OF WATER.				
	Inward.			Outward.	
	First District.	Second District.	Third District.	First District.	Down the Bay.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
80 tons and under 200 tons.....	1 00	1 25	1 50	1 00	2 00
200 " 300 "	1 25	1 50	1 75	1 00	2 00
300 " 400 "	1 50	1 75	2 00	1 25	2 00
400 " 600 "	1 75	2 00	2 25	1 25	2 00
600 " 800 "	2 00	2 25	2 50	1 25	2 00
800 " 1,000 "	2 25	2 50	2 75	1 50	2 00
1,000 " 1,200 "	2 50	2 75	3 00	1 50	2 00
1,200 " 1,400 "	2 75	3 00	3 25	1 75	2 00
1,400 " 1,600 "	3 00	3 25	3 50	2 00	2 00
1,600 " 1,800 "	3 25	3 50	3 75	2 25	2 00
1,800 " 2,000 "	3 50	3 75	4 00	2 50	2 00

And twenty-five cents (25c.) per foot per district, additional, for each 100 tons such ships shall measure over 2,000 tons.

On all Steamers (not otherwise exempt) of	RATE PER FOOT DRAUGHT OF WATER.				
	Inward.			Outward.	
	First District.	Second District.	Third District.	First District.	Down the Bay.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
80 tons and under 200 tons.....	1 25	1 50	1 75	1 25	2 00
200 " 300 "	1 50	1 75	2 25	1 25	2 00
300 " 400 "	1 75	2 00	2 50	1 50	2 00
400 " 600 "	2 25	2 50	2 75	1 50	2 00
600 " 800 "	2 50	2 75	3 00	1 75	2 00
800 " 1,000 "	2 75	3 00	3 50	2 00	2 00
1,000 " 1,200 "	3 00	3 25	3 75	2 25	2 00
1,200 " 1,400 "	3 25	3 50	4 00	2 50	2 00
1,400 " 1,600 "	3 50	3 75	4 50	2 50	2 00
1,600 " 1,800 "	3 75	4 00	4 75	2 75	2 00
1,800 " 2,000 "	4 00	4 50	5 00	3 00	2 00

And twenty-five cents (25c.) per foot per district, additional for each 100 tons such steamers shall measure over 2,000 tons.

NOTE.—The above rates on steamers shall not apply to lines of steamers trading regularly to St. John N.B. They to pay the same rate as sailing vessels.

Whereupon, on motion, *Resolved*:—That the recommendation of the committee be adopted and a copy of the resolution and rates be forwarded to the Governor in Council, asking his sanction to the same.

J. U. THOMAS,
Secretary.

EXTRACT

From Letters Patent dated 18th May, 1785, under the Great Seal of the Province of New Brunswick, incorporating the City of St. John.

"And we do further, for us, our heirs and successors, will, ordain and grant, that the mayor of the said city, for the time being, shall for ever hereafter be clerk

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of the market of us, our heirs and successors, within the city aforesaid, and the limits, liberties and precincts thereof; and that the mayor of the said city, for the time being, by himself or his deputy, may and shall have full power and authority to do and execute, and shall, and may do and execute, for ever, within the limits, liberties and precincts of the said city, all and whatsoever to the office of clerk of the market there doth, shall or may belong, without any hinderance or impediment of us, our heirs or successors, or any of the officers of us, our heirs or successors; and that no other clerk of the market shall intermeddle there; and also that the mayor of the said city, for the time being, and his successors, during the time of his or their mayoralities, and no other, be and shall be the bailiff and conservator of the water of the bay, harbour and river St. John, and the coves, inlets and creeks thereof, and shall and may do, exercise and execute the said office of bailiff and conservator of the waters aforesaid, or water bailiff, by him or themselves, or by his or their sufficient deputy or deputies, in, upon or about the same waters aforesaid, in and through all the limits, bounds and jurisdiction of the said city of St. John, upon all and every the banks, shores and wharves of the same waters aforesaid, within the limits and bounds aforesaid, and to have, receive, collect and enjoy all and singular wages, rewards, fees and profits to the same offices of clerk of the market and water bailiff, or any of them due or to be due, or belonging to his or their own use, without any account thereof to us, our heirs or successors to be made. And also that the mayor of the said city, for the time being, shall have full power and authority to license and appoint, by warrant under his hand and seal, two or any greater number of marshals of the said city, and bell-ringers, criers of courts of sessions and common pleas, porters of the great beam, balance and weights, common porters, carriers, cartmen, carmen, wagoners, teamsters, draymen, lightermen, ballastmen and wherrymen, packers, cullers, common criers, scavengers and beadies; and to displace all or any of them, and to put others in their rooms, and to add to or diminish the number of them or any of them (except the marshals, which shall not be less than two) when and as often as the mayor for the time being shall think fit. And also that the mayor of the said city, for the time being, shall have a common seal, which shall be called the Seal of the Mayoralty of St. John, and shall serve and be used as well for the deputing, licensing or appointing of all such officers and ministers of the said city as are or shall be in the nomination or appointment of the mayor of the said city for the time being, as for the certifying any act, matter or things, transacting or to be transacted or done within the said city, and which may be thought useful or necessary to be certified under the seal of the said mayor, as chief magistrate of the said city; and that he, the said mayor for the time being, shall and may have, receive and take for the said seal, such fees and perquisites as shall be established by the common council of the said city, or the major part of them, without any account thereof to be rendered to us, our heirs and successors."

XXVI. GEORGE III., CAP. XLVI.

An Act for Confirming unto the City of St. John its Rights and Privileges.

I. Be it enacted by the Governor, Council and Assembly, that the mayor aldermen and commonalty of the City of St. John shall, and may forever hereafter remain, continue and be a body corporate and politic, *in re, facto et nomine*, by the name of the mayor, aldermen and commonalty of the city of St. John, and by that name sue and be sued, plead and be impleaded, answer and be answered unto, without any seizure or forejudger for or upon any pretence of any forfeiture or misdemeanour at any time heretofore done, suffered or committed.

And that all and singular letters patent, grants, charters and gifts, sealed under the Great Seal of this province, heretofore made and granted unto the mayor, aldermen and commonalty of the city of St. John, be and are hereby declared to be and shall be good, valid, perfect, authentic and effectual in the law, and shall stand and be taken, reputed, deemed and adjudged good, perfect, sure, available,

authentic and effectual in the law, against the King's Majesty, his heirs and successors, and all and every person or persons whomsoever, according to the tenor and effect of the said letters patent, grants, charters and gifts, and that the same be and are to all intents and purposes hereby ratified and confirmed.

II. And be it further enacted, that the mayor, aldermen and commonalty of the city of St. John, and their successors, shall, and may forever hereafter peaceably have, hold, use and enjoy, all and every the rights, gifts, charters, grants, powers, liberties, privileges, franchises, customs, usages, constitutions, immunities, markets, duties, tolls, lands, tenements, estates, and hereditaments which have heretofore been given or granted unto the mayor, aldermen and commonalty of the city of Saint John, by any letters patent, grant, charter or gift, sealed under the seal of this province.

III. And be it further enacted, that this present Act shall be accepted, taken and reputed to be a public Act, of which all and every the judges and justices of this province in all courts and all other persons shall take notice on all occasions whatsoever, as if it were a public Act of Assembly relating to the whole province, anything herein contained to the contrary thereof in anywise notwithstanding.

XXVI. GEORGE III., CAP. LII.

An Act for Regulating Pilots.

Whereas the appointment of wardens and branch pilots for the different ports in this province, will tend to the safety of the navigation and proper regulation thereof; as many accidents have happened and much damage been sustained through the ignorance or neglect of pilots from other ports, and not living in this province.

I. Be it therefore enacted, by the Governor, Council and Assembly, that the justices of the common pleas in each of the counties, where the same shall be found necessary, shall appoint three or more wardens of the port, which wardens shall examine and recommend such branch pilots and as many of them as may be found necessary. Which pilots so recommended, are to be approved and appointed by the said magistrates for the port or ports respectively in each county within this province, and that the pilots so appointed and confirmed as aforesaid, shall be entitled to demand and receive from the master of each ship or vessel that shall come into any port in this province, for which port said pilot shall have a branch, his established fees of pilotage, which shall be fixed by the said magistrates and wardens of such port, according to the draft of water such ship or vessel may draw, that is to say, if said pilot shall be found by the said wardens to have done his duty by offering his service of piloting such ship or vessel in proper place and time. And if the master of such ship or vessel do not employ such pilot, yet if he can prove that he offered his services at a proper time and place, he shall be entitled to receive from the master of such ship or vessel his full rate of pilotage, unless said ship or vessel belong to said port.

II. Provided always, that this Act shall not be construed to extend to vessels commonly called coasters, going from one port in this province to another, or from one port to another in the Bay of Fundy, unless the master of such vessel respectively shall choose to employ such pilot. Provided also, that this Act shall not be construed to extend to vessels which do not draw six feet of water.

III. And be it further enacted, that the said magistrates and wardens are hereby authorized and empowered to make such regulations and establish such rates of pilotage, as well as to subject the said pilots in the several counties respectively, to such penalties and forfeitures for offences as they shall judge expedient, during the continuance of this Act, all of which fees, penalties and forfeitures shall be prosecuted for, and recovered before such court as may be competent to take cognizance of the same.

IV. Provided always, that nothing in this Act shall extend or be construed to extend to abridge, diminish or interfere with the powers given to the common council of the city of St. John, in and by the charter of the said city.

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V. And be it further enacted, that the pilots which shall be appointed by the said common council, shall be entitled to the same fees, perquisites and privileges that any pilots appointed by virtue of this Act are entitled to.

III. VICTORIA, CAP. LXX.

An Act to extend the jurisdiction of the Corporation of the City of St. John, for the regulation of the rates of Pilotage beyond the limits now prescribed by charter.

[Passed 31st March, 1840.]

I. Be it enacted by the Lieutenant-Governor, Legislative Council and Assembly, that the mayor, aldermen and commonalty of the city of St. John, in common council convened, be and they are hereby authorized and empowered to make laws and ordinances for the regulation of the branch pilots of the port of St. John in respect to rates of pilotage to be taken by them as distance money, extending to such parts of the Bay of Fundy in connection with the harbour of St. John as they shall deem expedient, and under such penalties, restrictions and forfeitures as the said common council may see fit.

II. And be it enacted, that this Act shall remain and be in force until the first day of April, one thousand eight hundred and forty-three.

(This Act was continued to 1860 by subsequent Acts.)

Extract from By-laws of the City of St. John, N.B.

A LAW

for regulating pilots, and establishing the rates of pilotage of vessels into and out of the harbour of St. John.

[Passed, 29th January, 1850.]

[Confirmed, 5th February, 1850.]

Be it ordained by the mayor, aldermen, and commonalty of the city of St. John in common council convened, that two or more of the port wardens, the port master, and two branch pilots of the port and harbour of St. John, of not less than eight years' standing as full branch pilots, shall be nominated by the common council, who, with three members of the common council from time to time also nominated, shall be a committee to examine every candidate for a branch or license from the mayor, aldermen, and commonalty of the said city, to act as a pilot for the port or harbour of St. John; and no person shall be entitled to receive a branch without a recommendation from the aforesaid committee, or a majority of them, stating him to be a fit and proper person, and every way qualified to become a branch pilot; and no person whatever shall be appointed a branch pilot unless such person, in addition to such recommendation, shall, between the ages of 14 and 30 years, have served an apprenticeship of at least five years in succession, under lawful indentures, with one or more of the regular branch pilots of the port of St. John aforesaid, and after the expiration of his apprenticeship shall have made two foreign voyages to Europe in a square-rigged vessel, and be 21 years of age; and that no person whatever residing out of the city of St. John, shall be appointed to the situation of branch pilot of the said port, or having been appointed while residing in the said city, and afterwards moving out of the said city shall be permitted to exercise the office, but the license or warrant of appointment of such person shall thenceforth become vacated, null, and void; and from and after the passing of this law that so soon as the articles of apprenticeship are executed by and between the contracting parties the master shall file the same in the office of the common clerk of the city, and shall at the time of such filing, cause the name of the apprentice to be enrolled with said clerk in a book to be kept for that purpose, by putting down the name of the said apprentice and to whom bound; and the commencement of such apprenticeship shall

be computed from the time or date of such enrollment, and not from the date of the indenture; and in case of the failure of the master to file such indenture as aforesaid, he shall forfeit and pay a sum of not less than £10 per month for each and every month he shall neglect to file such indentures, but this shall not interfere with the apprentices now or heretofore regularly indentured, as the said apprentice, on application for a branch, will be required to produce from his master a certificate that he has fully performed his apprenticeship, and that he is of good moral character, and of sober and temperate habits.

II. And be it ordained that the member of this board first named on the said committee shall be chairman of the committee of examiners, and that it shall be the duty of the said chairman to notify each member of the said board or committee of examiners of the time and place of the meeting for examination, and that before any examination shall be proceeded with at least two-thirds of the said board of examiners shall be present, and remain during the time of examination.

III. And be it ordained, that each and every person who now is, or hereafter shall be, appointed a branch pilot of the port or harbour of St. John shall be the owner of a good and sufficient boat, and shall keep the same in good repair, for the purpose of boarding any ships or vessels which shall appear off the said port or harbour of St. John requiring a pilot, under the penalty of five pounds; and every such pilot who shall go on board and take charge of any ship or vessel inward bound shall bring such ship or vessel into the said port or harbour, and shall there remain on board thereof twenty-four hours, or until such ship or vessel is well and sufficiently moored in a safe place or berth or secured alongside of one of the wharves within the said harbour, under the penalty of ten pounds.

IV. And be it ordained, that if any such pilot shall offer his services to any ship or vessel appearing off and intending to come into the said port or harbour and be refused (no other branch pilot being then on board, or having previously offered his service to such ship or vessel), such pilot so refused shall be entitled to demand and receive the same rate of pilotage as if he had been actually employed to pilot such ship or vessel into the said port or harbour; provided such services are offered before such ship or vessel comes abreast of the Island Rocks (so called) at the east of Partridge Island, bearing west from the said ship or vessel, unless such ship or vessel shall belong to or be owned in the said port or harbour of St. John, in which case such pilot shall be entitled to only half the said rate.

V. And be it ordained, that if any such pilot shall offer his services to any ship or vessel outward bound, after such ship or vessel shall be cleared at the customhouse and before being under weigh, (no other pilot being on board or engaged to take out such ship or vessel) such pilot so offering shall be entitled to demand and receive his pilotage as above mentioned in like manner as if actually employed, and if any pilot shall have been previously engaged such pilot so engaged shall be entitled to demand and receive his rate of pilotage, whether afterwards employed to take out such vessel or not, provided such pilot shall be in readiness and offer to take charge of such vessel when taking her departure.

VI. And be it ordained, that it shall and may be lawful for any branch pilot to ask, demand and receive of and from the master of any ship or vessel, or of and from any other person or persons who shall employ him for piloting such ship or vessel out of or into the port or harbour of St. John, the rates or sums following, that is to say: The sum of five shillings per foot for removing and taking such ship or vessel out of the harbour; and for bringing such ship or vessel into the harbour and mooring her into a safe berth or place, or securing her alongside one of the wharves of the said harbour, the following rates, according to the following distances, that is to say:—

	Bearings.	Rate per foot.
<i>First distance.—</i>		
From Partridge Island to Musquash Head.....	North-west	5s. 0d.
<i>Second distance.—</i>		
From Musquash Head to Point Lepreaux.....	North-west	6s. 3d.

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	Bearings.	Rate per foot.
<i>Third distance.</i> —		
From Point Lepreaux to north head of Grand Manan, North-west or North Channel.....	} South-east	} 7s. 6d.
<i>Fourth distance.</i> —		
From the north head of Grand Manan, or North Channel as aforesaid, to Machias Seal Islands, South or Brier Island.....	} South-east	} 8s. 9d.
<i>Fifth distance.</i> —		
Anywhere outside the aforesaid distances.....		10s. 0d.

And that in thick or foggy weather, the several distances shall be ascertained by soundings, or by the distance run after the pilot gets on board, or in such other manner as the same can be best ascertained, or the pilot and master of the vessel can agree upon; and if any pilot shall be detained on board any such ship or vessel under and by virtue of the quarantine laws of the province, he shall be entitled to demand and receive of and from the said master, or other person or persons aforesaid, the sum of ten shillings per diem for every day of such detention, in addition to the allowance aforesaid.

VII. And be it ordained, that if any such pilot shall presume to ask, demand, or receive any greater or higher reward for the pilotage of any ship or vessel than is hereinbefore provided and allowed, he shall forfeit and pay the sum of five pounds, and if it shall appear at any time to the satisfaction of the common council that such pilot has been guilty of any neglect of duty, or has conducted himself in a disorderly or improper manner while in the exercise of his office, and has at any time been found intoxicated, then, and in any such case, he, the said pilot, shall be suspended from the exercise of his office, during the will and pleasure of the common council.

VIII. And be it ordained, that this law shall not extend, or be construed to extend, to vessels commonly called coasting vessels unless square rigged, going from one part of the Bay of Fundy to another, or to steamboats propelled by steam, or vessels drawing under six feet of water, but that such coasters, steamboats, or vessels propelled by steam, and vessels drawing under six feet of water, shall be exempt from the payment of pilotage, unless a pilot shall be actually employed on board thereof, in which case the pilot so employed shall be entitled to demand and receive of and from the master of such vessel or boat, or person or persons as aforesaid, at and after the rate of pilotage herein before provided and allowed.

IX. And be it ordained, that no branch pilot, during the first year of his employment as a regular branch pilot, shall be permitted to pilot any vessel drawing over twelve feet of water, under the penalty of five pounds for each and every offence.

X. And be it ordained, that if any pilot shall be employed in the removal of any ship or vessel within the said port or harbour, from any mooring ground to any wharf, or from any wharf to any mooring ground, or from one wharf to another wharf, and such pilot shall see the same vessel properly secured and moored, he shall be entitled to demand and receive for every such service, as follows, viz; the sum of seven shillings and sixpence for vessels not exceeding one hundred tons; the sum of ten shillings for vessels over one hundred and not exceeding two hundred tons; the sum of fifteen shillings for vessels over two hundred and not exceeding three hundred tons; and the sum of twenty shillings for all vessels over three hundred tons.

XI. And be it ordained, that for the encouragement of pilots, such branch pilots as have boats, or are part or share owners of boats or burthen of not less than fifteen tons, shall be allowed to employ two apprentices, and not more, for whom he or they shall be entitled to demand and recover the pilotage of any inward bound ship or vessel of the depth and in the manner following that is to say, viz; for such apprentice as shall have served three years of his apprenticeship, and be of the full

age of nineteen years, he shall be entitled to the pilotage of inward bound vessels of the depth of eight feet, and not more; and for each apprentice as shall have served four years of his apprenticeship, and be of the age of twenty years, he shall be entitled to the pilotage of inward bound vessels of the depth of ten feet, and no more; and no other branch pilot shall be permitted to take from such apprentice the charge of such inward bound ship or vessel of which such apprentice shall be in charge; provided always, that the said apprentice shall have been examined and recommended by the examining committee, and shall behave himself in the execution of the duties to be performed by him, and shall faithfully comply with and obey all such regulations as shall be made for the regulation of pilots for the port and harbour of St. John.

XII. And be it ordained, that if any person shall exercise the duties of a branch pilot for the port and harbour of St. John, without being duly qualified, he shall forfeit and pay the sum of ten pounds.

XIII. And be it ordained, that all fines, penalties and forfeitures imposed in and by this law, shall and may be prosecuted and recovered by and in the name of the chamberlain of the said city for the time being, upon conviction of the offender, before the mayor or recorder, or any one of the aldermen of the said city, upon the oath of one or more credible witness or witnesses, the confession of the party offending, or the view of the said mayor, recorder or aldermen before whom such conviction shall be had, or by action of debt in any court of competent jurisdiction to be prosecuted, or in any other lawful method to be obtained, in the manner and for the uses directed in and by the charter of the said city, and shall and may be levied by distress and sale of the offender's goods and chattels, by warrant under the hand and seal of the said mayor, or recorder, or aldermen as aforesaid, and in case sufficient goods and chattels cannot be found whereon to levy, the said offender shall be committed to the common gaol of the city and county of St. John, there to be imprisoned for twenty days, when the fine or sum to be paid shall be five pounds; or thirty days, when the fine or sum shall be ten pounds.

1. LIMITS OF-NEW BRUNSWICK.

(See Houston's "Constitutional Documents of Canada," page 22, and Governor Carleton's commission in full, in Dominion Sessional Papers, vol. 16, No. 70.)

Commission to Governor Carleton, 1784.

George the Third, by the Grace of God, of Great Britain, France and Ireland, King, Defender of the Faith, &c. To our trusty and well beloved Thomas Carleton, Esquire, greeting. We, reposing especial trust and confidence in the prudence, courage and loyalty of you, the said Thomas Carleton, of our especial grace, certain knowledge and mere motion have thought fit to constitute and appoint you, the said Thomas Carleton, to be our captain general and governor in chief of our province of New Brunswick; bounded on the westward by the mouth of the River St. Croix, by the said river to its source, and by a line drawn due north from thence to the southern boundary of our province of Quebec; to the northward by the said boundary as far as the western extremity of the Bay des Chaleurs; to the eastward by the said bay and the gulf of St. Lawrence to the bay called Bay Verte; to the south by a line in the centre of the Bay of Fundy from the River St. Croix aforesaid to the mouth of the Musquat River; by the said river to its source; and from thence by a due east line across the isthmus into the Bay Verte to join the eastern line above described; including all islands within six leagues of the coast, with all the rights, members and appurtenances whatsoever thereunto belonging. And we do hereby require and command you to do and execute all things in due manner that shall belong to your said command.

In witness whereof, we have caused these our letters to be made patent. Witness ourself, at Westminster, the sixteenth day of August, in the twenty-fourth year of our reign.

(By writ of privy seal)

YORKE.

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2. LIMITS OF CITY OF ST. JOHN.

1. *As given in Consolidated Statutes of New Brunswick, 1877, page 63.*

By a line to commence and beginning near Fort Howe at Portland Point, at low water mark, and thence running a direct line to a small point or ledge of land at the causey by the old saw-mill; thence east north-east until a direct line shall strike the creek running through Hazen's Marsh, on the east side of the eastern district; thence along the course of the said creek to its mouth; thence by a line running south nineteen degrees west into the bay until it meets a line running east from the south point of Partridge Island, and along the said line to the said point; thence by a direct line to a point on the shore which is at the south-east extremity of a line running south forty-two degrees east from the River St. John to the Bay of Fundy, and terminating the town lots of the western district; thence along the said line north forty-two degrees west to the River St. John aforesaid, and continuing the said course across the said river until it meets the opposite shore, and thence along the north shore of the said river at low water mark to Portland Point aforesaid.

2. *As given in Governor Carleton's Letters Patent, A.D. 1786.*

Bounded by a line to commence and beginning near Fort Howe at Portland Point, at low water mark, and thence running a direct line to a small point or ledge of land at the causey by the old saw-mill; thence east north-east until a direct line shall strike the creek running through Hazen's Marsh on the east side of the eastern district aforesaid; thence along the course of the said creek to its mouth; thence by a line running south nineteen degrees west into the bay, until it meets a line running east from the south point of Partridge Island, and along the said line to the said point; thence by a direct line to a point on the shore, which is at the south-east extremity of a line running south forty-two degrees east from the River St. John to the Bay of Fundy, and terminating the town lots of the western district aforesaid; thence along the said line north forty-two degrees west to the River St. John aforesaid, and continuing the said course across the said river until it meets the opposite shore, and from thence along the north shore of the said river at low water mark to Portland Point aforesaid.

3. *Powers of Common Council of St. John under City Charter.*

And further we do, of our special grace, certain knowledge, and mere motion, for us, our heirs and successors, give and grant unto the said mayor, aldermen and commonalty of the city of St. John, and their successors for ever, that the mayor or recorder, with three or more aldermen, and three or more assistants of the said city, for the time being, be, or shall be, for ever hereafter called the common council of the city of St. John, and that the said common council of the said city for the time being, or the major part of them, have and may, and shall have full power, authority and licence, to frame, constitute, ordain, make and establish from time to time, all such laws, statutes, rights, ordinances and constitutions which to them, or the greater part of them, shall seem to be good, useful or necessary for the good rule and government of the body corporate aforesaid; and of all officers, ministers, artificers, citizens, inhabitants and residents of the said city within the limits thereof, and for declaring how and after what manner and order the mayor, recorder, aldermen and assistants of the said city, for the time being, and all and every one of their officers and ministers, and all artificers, inhabitants and residents of the same city, and their factors, servants and apprentices, in their offices, functions and business, within the said city and liberties thereof, for the time being, and from time to time shall use, carry and behave themselves; and for the further public good,

NOTE.—The "eastern district" mentioned refers to the part of the city east of the river or harbour, which before 1786 was known as the town or district of Parr.

common profit, trade and better government of the said city, and for the better preserving, governing, disposing, letting and setting of the lands, tenements, possessions and hereditaments, goods and chattels to the aforesaid mayor, aldermen and commonalty of the said city of St. John belonging, or to them and their successors hereafter to belong; and all other things and causes whatsoever touching or concerning the said city, or the state, right and interest of the same; provided that such laws be not contradictory or repugnant to the laws or statutes of that part of our kingdom of Great Britain, called England, or of our said Province.

And we do further, of our especial grace, certain knowledge, and mere motion, give and grant unto the said mayor, aldermen and commonalty, and to their successors, that they and their successors be the conservators of the water of the river, harbour and bay of the said city, and shall have the sole power of amending and improving the said river, bay and harbour, for the more convenient, safe and easy navigating, anchoring, riding and fastening the shipping resorting to the said city, and for the better regulating and ordering the same; and that they the said mayor, aldermen and commonalty, and their successors, shall and may, as they shall see proper, erect and build such and so many piers and wharves into the said river, as well for the better securing the said harbour, and for the lading and unloading of goods, as for the making docks and slips for the purpose aforesaid; and that they shall and may have, receive and take reasonable anchorage, wharfage and dockage for the same, without any account thereof to be rendered to us, our heirs and successors.

(Copies.)

II. GEORGE IV., CAP. VI.

An Act to make more effectual regulations relating to Pilots within this Province.

[Passed the 20th March, 1821.]

“Whereas on account of the increased trade of the province, the laws now in force for regulating pilots have been found inadequate to the purposes intended; for the remedy thereof.”

I. Be it therefore enacted by the Lieutenant-Governor, Council and Assembly, that an Act made and passed in the twenty-sixth year of the reign of his late Majesty King George the Third, intituled “An Act for regulating Pilots,” also an Act made and passed in the fiftieth year of the reign of His late Majesty King George the Third, intituled An Act to continue and amend an Act, intituled “An Act for regulating Pilots,” and an Act made and passed in the fifty-seventh year of the reign of His late Majesty King George the Third, intituled “An Act in addition to and amendment of an Act, intituled “An Act for regulating Pilots,” be, and the same are hereby repealed.

II. And be it further enacted, that the justices of the inferior courts of common pleas in each of the counties in this province wherein the same shall be found necessary, shall appoint three or more fit persons to be wardens of the port in such counties respectively, which wardens shall examine such persons as shall make application to be appointed branch pilots, and shall recommend as many of them as shall be found necessary, to the said justices, which persons so recommended shall be appointed by the said justices, branch pilots for the port or ports in such counties respectively; and the said justices, with two or more of the said wardens, are hereby authorized and empowered from time to time, to establish such rates of pilotage of ships and vessels, according to their draught of water, as they shall judge just and equitable, and also to make such regulation for the better government of the said pilots, and under such reasonable penalties and forfeitures for the breach thereof, as they shall judge requisite and expedient; provided always, that such penalties or forfeitures, shall not in any case exceed the sum of ten pounds.

III. And be it further enacted, that the said branch pilots so recommended, and appointed as aforesaid, and each of them respectively, shall be entitled to demand, sue for, and recover from the master of each ship or vessel that shall be

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piloted and brought by any such pilot, agreeably to the regulations so to be made as aforesaid, into any port for which such pilot shall have a branch, such rates and fees of pilotage as shall so be established as aforesaid.

IV. And be it further enacted, that if any such branch pilot shall in any case make it appear that he has discharged his duty by offering his service to pilot any ship or vessel that shall come into any port for which he shall have a branch, in proper time and place, agreeably to the regulations so to be made as aforesaid, and the master of such ship or vessel not having any other pilot on board authorized to act as such, under and by virtue of this Act, shall not employ such pilot so offering his service as aforesaid, then and in such case, such pilot, upon due proof, by the oath of one or more credible witness or witnesses, that he did so offer his service, shall be entitled to demand, sue for, and recover from the master of such ship or vessel, one moiety of such rates and fees as shall be so established as aforesaid, for the pilotage of such ship or vessel.

V. And be it further enacted, that such persons as are so recommended to be appointed branch pilots, shall previous to their receiving such branch, in such county, enter into recognizance to His Majesty, before one or more of the said justices, in the sum of one hundred pounds, with two sufficient sureties in the sum of fifty pounds each, well and faithfully to discharge the duties of his office as branch pilot, in such county, and to obey all such regulations as shall be made as aforesaid, under and by virtue of this Act; which recognizance shall be returned to, and filed in the office of the clerk of the inferior court of common pleas in such counties respectively, by the said justice or justices taking such recognizance.

VI. And, for the encouragement of pilots, be it further enacted, that such pilot or pilots, having boats of the burthen of not less than eight tons, shall for each boat be allowed to employ three apprentices, for whom he or they shall be entitled to demand and receive the full pilotage of any inward-bound ship or vessel, which any such apprentice shall have piloted into any port or place to which he shall belong, and no other branch pilot shall be permitted to take from such apprentice, the charge of any inward-bound ship or vessel of which such apprentice shall have charge. Provided always, that every such apprentice shall have been articulated to serve his master, in his occupation as a branch pilot, the full and complete term of five years, and that he shall have served three years of his said apprenticeship, and is not under eighteen years of age. Provided also, that every such apprentice shall have been examined and recommended by the port wardens respectively as aforesaid, and recognizances shall have been entered into by the master of every such apprentice, to His Majesty, in the sum of one hundred pounds, with two sufficient sureties in the sum of fifty pounds each, in manner aforesaid, that such apprentice shall behave himself well in the execution of the duties to be performed by him, under and by virtue of this Act, and shall faithfully comply with and obey all such regulations as shall be made as aforesaid in that behalf, under and by virtue of this Act, which recognizance shall be returned and filed as aforesaid, agreeably to the direction in that behalf made in the preceding fifth section of this Act.

VII. And, be it further enacted, that it shall and may be lawful for the said justices of the inferior court of common pleas in term time or for any two justices of such court, in vacation, in such counties respectively, where such pilots shall be appointed, in manner hereinbefore directed, on complaint and proof made before them, on the oath of one or more credible witness or witnesses, that any such pilot has neglected or refused to comply with any of the regulations made or to be made as aforesaid, for the government of pilots within the same, to displace such pilot so convicted of refusal, neglect or other improper conduct, and to declare him, from that period, not entitled to recover pilotage for any ship or vessel he may presume to pilot, after such conviction.

VIII. And, be it further enacted, that no person who resides without the limits of this province, shall be permitted to act as a branch pilot for any port or place within the same.

IX. And be it further enacted, that this Act shall not be construed to extend to any vessel that does not draw six feet of water, nor to vessels commonly called

coasters, going from one port in this province to another, or from any one port to another in the Bay of Fundy.

X. And be it further enacted, that the several and respective penalties and forfeitures which shall be incurred for or by reason of any breach of any of the regulations so to be established as aforesaid, under and by virtue of this Act, shall and may be sued for and recovered before any two of His Majesty's justices of the peace in such counties respectively as aforesaid, upon complaint and proof by the oath of one or more credible witness or witnesses, and shall upon conviction, be levied by warrant of distress and sale of the offender's goods and chattels, and shall be paid into the hands of the county treasurer in which such conviction shall take place, to be appropriated towards the payment of the contingent expenses of such county or counties, rendering the overplus, if any to such offender.

XI. Provided always, that nothing herein contained shall interfere with the regulations of pilots in the city of St. John.

VI. WILLIAM IV., CAP. XX.

An Act to explain, amend and in addition to an Act, intituled: "An Act to make more effectual regulations relating to Pilots within this province."

[Passed 8th March, 1836.]

Whereas by the seventh section of an Act made and passed in the second year of the reign of His late Majesty King George the Fourth, intituled: "An Act to make more effectual regulations relating to pilots within this province," it is enacted: that it shall and may be lawful for the justices of the inferior courts of common pleas in term time, or for any two justices of such court in vacation, in such counties respectively where such pilots shall be appointed in manner hereinbefore directed, on complaint and proof made before them on the oath of one or more credible witness or witnesses, that any such pilot has neglected or refused to comply with any of the regulations made or to be made as aforesaid for the government of pilots within the same, to displace such pilot so convicted of refusal, neglect or other improper conduct, and to declare him from that period not entitled to recover pilotage for any ship or vessel he may presume to pilot after such conviction. And whereas doubts have arisen whether any authority is given by the said section to suspend or temporarily to remove or displace such pilot or pilots; for remedy whereof:

I. Be it enacted and declared, by the Lieutenant-Governor, Legislative Council and Assembly, that from and after the passing of this Act, it shall and may be lawful for the justices of the inferior courts of common pleas in term time, or for any two justices of the said court in vacation, on complaint and proof made before them on the oath of one or more credible witness or witnesses, that any pilot appointed for any port, harbour or place within their respective counties, has neglected or refused to comply with any of the regulations made or to be made for the government of pilots within the same, to suspend or temporarily remove or displace such pilot so convicted of refusal, neglect or other improper conduct.

II. And be it enacted, that if any pilot or pilots of any port, harbour or place in this province having been lawfully displaced, suspended or temporarily removed from his or their office as pilot, shall, before being restored thereto, presume directly or indirectly to act as a pilot for the said port, harbour or place, it shall and may be lawful for any two justices of the peace of the county where such offence shall be committed, upon complaint to them made on the oath of one or more credible witness or witnesses, to issue their summons or warrant to bring the said offender or offenders before them, and if it shall appear to such justices upon investigation that such offence has been committed, it shall and may be lawful for the said justices to order and adjudge that the offender or offenders shall pay a fine not exceeding ten pounds, to be levied on the goods and chattels of the said offender or offenders, and for want of goods and chattels whereon to levy, it shall and may be lawful for such justices, by warrant under their hands, to commit the said offender or offenders to

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gaol, there to remain without bail or mainprize for a space of time not exceeding twenty days unless the said fine and costs shall be sooner paid, which fine when paid shall be appropriated to the use of the poor of the parish where such offence had been committed; provided always, that nothing in this Act shall be construed to prevent any such pilot so displaced, suspended or temporarily removed, from rendering assistance to ships or vessels in actual distress or danger.

7 VICTORIA, CAP. XXXIX.

An Act to amend an Act intituled: An Act to make more effectual regulations relating to Pilots within this Province.

[Passed, 13th April, 1844.]

Whereas by the Act made and passed in the second year of the reign of King George the Fourth, intituled: An Act to make more effectual regulations relating to pilots within this province, no power is given to the justices of the inferior courts of common pleas to remove any person who may have been once appointed to the office of warden of any of the ports in the several counties in this province, although such person from age or infirmity, or other cause, may not be able or willing to perform the duties of such office; and whereas by the construction put upon the said recited Act, it requires the joint recommendation of all the wardens who may be appointed for the several counties for the time being, before the said justices can appoint any branch pilot for the port or ports in such counties respectively; and whereas great inconvenience frequently arises in consequence thereof;

I. Be it enacted by the Lieutenant-Governor, Legislative Council and Assembly, that it shall and may be lawful for the said justices of the inferior courts of common pleas in term time in the several counties in this province to remove from time to time any port warden or port wardens who may have been or shall be hereafter appointed, and to appoint other fit persons in their room.

II. And be it enacted, that it shall be lawful for two or more of the wardens now or hereafter to be appointed in each of the several counties in this province, to examine, and in their discretion recommend such persons as shall make application to be appointed branch pilots, which persons so recommended, the said justices may in their discretion in term time appoint branch pilots for the port or ports in such counties respectively.

III. And be it enacted, that any provisions in the said recited Act inconsistent with the provisions of this Act, be and the same are hereby repealed.

24 VICTORIA, CAP. XVI.

AN ACT RELATING TO PILOTS.

Protection and pay of Pilots Carried to Sea without Consent.

[Passed 12th April, 1861.]

Be it enacted by the Lieutenant-Governor, Legislative Council and Assembly, that no pilot, except under circumstances of unavoidable necessity, shall, without his consent, be taken or carried to sea or to any place out of this province, and beyond the point or place to which his engagement or his duty shall require him to go; and every pilot who shall be so taken or carried under circumstances of unavoidable necessity or without his consent, shall be entitled to demand and receive, sue for and recover, from the owner, master, agent or person in charge of the ship or vessel in which he shall be so taken or carried without his consent, the sum of two dollars a day in addition to his pilotage, for every day he shall be necessarily absent from home on such occasion, inclusive of the day on which such ship or vessel passes the limits to which his engagement or duty required such pilot to pilot such vessel, besides reasonable costs and expenses incurred by him during his absence, for living and his passage home.

STATEMENT of Canadian sailing vessels of from 80 to 250 tons register entered at the port of St. John, N.B., from ports in the United States for the year ending 30th June, 1890, giving name of vessel, tons register, tons weight and tons measurement of cargo, as compared with the total of Canadian sailing vessels entered at the port of St. John, N.B., for the year ending 30th June, 1890.

SUMMARY.

	Number of Vessels.	Tons Register.	Tons Weight of Cargo.	Tons Measurement of Cargo.
Vessels from 80 to 100 tons	434	41,023	8,759	600
" 100 to 125 "	344	39,191	32,921	410
" 125 to 150 "	18	2,649	2,614	.....
" 150 to 250 "	20	3,797	1,595	1,300
Grand total	816	86,660	45,889	2,310
Total Canadian sailing vessels cleared from the port of St. John, N.B., for the United States for the year ending 30th June, 1890.	1,080	112,963	52,444	3,285
Balance of vessels other than those from 80 to 250 tons	264	26,303	6,555	975

VESSELS FROM 150 TO 250 TONS.

Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.	Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.
Otter	198	.....	.....	Modena	174	272	.....
Adelene	193	.....	295	Sant. John	248	320	.....
Hattie C.	181	.....	320	Isaac Burpee	169	313	.....
Modena	174	.....	297	Modena	174	266	.....
Ethel Emmerson	176	.....	338	Jennie Parker	211	.....	.....
Bessie Parker	227	.....	50	Adelene	192	.....	.....
Ella Maud	160	.....	.....	Nellie Parker	182	.....	.....
Clara J. Wilbur	204	.....	.....	Maggie Willett	147	.....	.....
Sarah Wallace	216	.....	.....	Sarah Wallace	215	.....	.....
Hattie C.	182	153	.....	Total 20 vessels..	3,797	1,595	1,300
Modena	174	271	.....			

VESSELS FROM 125 TO 150 TONS.

Sower	143	249	.....	Sower	143	231	.....
Parlee	149	.....	.....	Maggie Willett	147	297	.....
Parlee	149	288	.....	Sarah Wallace	216	180	.....
Modena	174	167	.....	Daphne	136	.....	.....
Daphne	136	268	.....	E. Walsh	143	230	.....
Sower	143	248	.....	Daphne	136	.....	.....
Daphne	136	100	.....	E. Walsh	143	20	.....
Daphne	136	Daphne	136
Maggie Willett	147	336	Total 18 vessels..	2,649	2,614
Daphne	136				

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VESSELS FROM 100 TO 125 TONS.

Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.	Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.
Avis.....	125			Rondo.....	123	67	
Druid.....	101	195		Valetta.....	107	256	
Salvina.....	123			Reporter.....	121	79	
Robert Ross.....	123			Valetta.....	107		
Prudent.....	123	277		Cricket.....	124		
Clifford C.....	107	196		Playfair.....	114		
Champion.....	114	4		Druid.....	101		
Reporter.....	122	236		Galatea.....	122		
Tay.....	125	85		Olio.....	104		
Mary C.....	104	180		Ethel Granville.....	110		
Centennial.....	124	253		Sarah.....	117		
Cerdic.....	119	213		D. W. B.....	121	224	
Glen.....	124	240		Clifford C.....	107	204	
Sarah.....	118	208		Avis.....	124	250	
Reaper.....	123	171		Inglewoode.....	124	284	
R. Carson.....	108			Champion.....	114		
Sarah Hunter.....	121	123		Reaper.....	124	219	
Ayr.....	124	248		Olivia.....	117		
Karslie.....	124	235		Prudent.....	123	254	
Cricket.....	124	228		Ayr.....	124	267	
Nellie Bruce.....	117	150		Rondo.....	123	225	
Olio.....	104			Annie W. Alrers.....	124		
Laurissa.....	122		263	Harvester.....	113	213	
A. C. Watson.....	111			Nellie Bruce.....	117	117	
Valetta.....	107			Lynx.....	123	46	2
Nell.....	119			Robert Ross.....	123		
Playfair.....	114			Crestline.....	111		
Salvina.....	123			E. H. Foster.....	124		
Annie W. Alrers.....	124			Centennial.....	124	267	
Ethel Granville.....	110	124		Salvina.....	123		
Crestline.....	117			Valetta.....	107		
Greta.....	123	230		Holmes.....	121	251	
Anita.....	122	236		Gleaner.....	116	209	
Olivia.....	117			A. C. Watson.....	111	86	10
Cora May.....	124	295		Annie W. Alrers.....	124		
Genesta.....	110	151		Harvester.....	113	213	
Cricket.....	124		1	Nellie Bruce.....	117	117	
Holmes.....	121	212		Lynx.....	123	46	
Inglewoode.....	124	269		Chantaquan.....	97	215	
Olio.....	104			Crestline.....	111		
Avalon.....	121			E. H. Foster.....	124		
Gleaner.....	115	160		Centennial.....	124	267	
Hazlewoode.....	120			Salvina.....	123		
Cerdic.....	119			Valetta.....	107		
D. W. B.....	120	193		Holmes.....	121	251	
Tay.....	124	241		Gleaner.....	116	209	
Clifford C.....	107			A. C. Watson.....	111	86	
Champion.....	114			Cerdic.....	119		
Druid.....	101	24	2	Hazlewoode.....	120	258	
R. Carson.....	108	113		Valdare.....	99	208	
Ettie.....	124	62	1	Nell.....	119	235	
Prudent.....	123	148		Sarah Hunter.....	121	133	
Crestline.....	117			Glen.....	124	260	
Centennial.....	124	250		Playfair.....	114	101	
Galatea.....	122	25	4	Olio.....	104	124	
Glen.....	124	213		Reporter.....	121	238	
Nell.....	119			Greta.....	123	273	
Lynx.....	123			Druid.....	101	40	
F. E. Givan.....	109	183		Cora May.....	124	281	
Karslie.....	124	230		Crestline.....	117		
Alaska.....	118	80		Champion.....	114		
Reporter.....	121	108		Clifford C.....	107	202	
Salvina.....	123	153		Letty E.....	118		
Robert Ross.....	123			Sarah.....	117	209	
Reaper.....	124	204		Laurissa.....	122		5
Ayr.....	124	62		Ethel Granville.....	110		
Nellie Bruce.....	117	144		Olivia.....	117	219	
Sarah Hunter.....	121	68		Annie W. Alrers.....	124		

VESSELS FROM 100 TO 125 TONS.—Continued.

Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.	Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.
Anita.	122	246		Nell.	119		
D. W. B.	120	208		Valetta.	109		
Inglewoode	124	279		Harvester.	113	147	
A. C. Watson	111			D. W. B.	120	216	
Avis.	125	257		Hazelwoode	121	257	
Valetta.	107			Holmes.	121	243	
Ayr	124	260		Thrasher.	123	111	
Cerdic	119			Olio.	104	53	6
Salvina	123	160		Annie W. Alrers.	124		
Reaper	124	230		Mary C.	104	60	
Galatea	122	230		Anita.	122	140	
Mary C.	103			Avalon	121	196	
Prudent.	123	271		Hazelwoode	120	187	
Nellie Bruce.	117	142	1	Genesta	110	201	
Cricket.	124			Druid.	101		
Olio.	105			Inglewoode	124	117	
Nell.	119			Ethel Granville	110	117	
Playfair	114	30		Gleaner.	115	120	
Hazelwoode	120	269		Holmes.	121	85	2
Robert Ross.	123	185		Nell.	119	54	1
Holmes.	121	224		Eltie	124	257	
Lynx.	123	259		Galatea	122	228	
Eltie	124	268		Cricket.	124	30	6
Genesta	110	150		Annie W. Alrers.	124		
Centennial	124	274		Rondo.	123	207	
Salvina	123			Osceola.	123	325	364
Crestline.	117			Avalon	121	283	
R. Carson	108			Tay	124	228	
Clifford C.	107			Valetta	107	130	
Cricket	124			Oriole	124	242	
Cora May	124	270		Genesta	110		
Valetta	107			Olio	104		
Druid	101			Cora May.	124	260	
D. W. B.	120			Ayr	124	251	
A. C. Watson	111			Druid	101		
Olivia	117			Inglewood.	124	266	
J. W. McKay	112	109	67	D. W. B.	120	83	
Champion	114			Champion	114		
Sarah	118	200		R. Carson	108		
Olio	104	65		Clifford C.	107		
Rondo.	123			Karstie	124	12	3
Reporter	122	231		Holmes.	121	190	
Ethel Granville	110			Cerdic	119	165	
Nell	119	200		Hazelwoode	120	265	
Sarah Hunter	121	242		Avalon	121		
Annie W. Alrers.	124	214		Nellie Bruce.	117	51	
Cerdic	119	210		Genesta.	110		
Reaper	124	145		Prudent.	123		
Prudent.	123	271		Galatea.	122	8	
Eltie	124			Greta.	123		
Cricket	124			Gleaner.	115	133	
Sabina	123	161		Nell.	119		
M. L. St. Pierre	98	100		Ethel Granville	110		
Nellie Bruce	117	150		Cricket	124		
Valetta	107			R. Carson.	108		
Anna Currier	100			Sarah.	117		
Olio.	104			Mary C.	103	162	
A. C. Watson	111			Centennial	124		
Cricket	124			Rondo.	123		
Rondo.	123			Valetta	107		
Playfair	114	46	34	Sabina	123		
Watcano.	115	230		Osceola.	123	2	
Olivia	117	193		Thrasher	123	185	
Olio.	104			Reporter	121	226	
Gleaner.	116	214		Avis	124		
Annie W. Alrers.	124			Anita.	122	68	
Cora May.	124	271		Tay	124		
Ethel Granville	110	212		Druid	101		

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VESSELS FROM 100 TO 125 TONS—*Concluded.*

Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.	Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.
Olio.....	104			Oriole.....	124	238	
Cora May.....	124			Frank L. P.....	124	5	
Edmund.....	107			Nellie Bruce.....	117	100	
Gleaner.....	115			A. C. Watson.....	111		
Annie W. Alrers.....	124			Avalon.....	121		
Ayr.....	124			Druid.....	101		
Sarah Hunter.....	121	241		D. W. B.....	120	213	
D. W. B.....	120			Olivia.....	117		
Cresline.....	117			Anita.....	122	218	
Lynx.....	123			Centennial.....	124	246	
Inglewoode.....	124			Cricket.....	124		
Cerdic.....	119			Gleaner.....	115		
Cricket.....	124			Sarah Hunter.....	121		
A. C. Watson.....	112	16		Mary C.....	103	164	
Olivia.....	117			Cresline.....	117		
Oriole.....	124			Playfair.....	114	129	
Avalon.....	121	297		R. Carson.....	108		
Ethel Granville.....	110	178		Lynx.....	123		
Nell.....	119	57		Cerdic.....	119	204	
Holmes.....	121	83		Annie W. Alrers.....	124		
Champion.....	114			Ayr.....	124	260	
Olio.....	104			Valetta.....	107		
Thrasher.....	123			Sarah.....	117		
Reporter.....	121			Reporter.....	122		
Valetta.....	107			Nell.....	119		
Karslie.....	124			Karslie.....	124	228	
Sabina.....	123			Olio.....	104		
Sarah.....	117	201		Ethel Granville.....	110		
Hazelwoode.....	120	245		Champion.....	114		
Galatea.....	122	227		Rondo.....	123		
Clifford C.....	107	25	1				
Cora May.....	124						
				Total : 334 vessels	39191	32921	410

VESSELS FROM 80 TO 100 TONS.

Lillie Bell.....	89			Rob and Harry.....	99		
Advance.....	99	192		Flash.....	96		
Nellie.....	96			Ben Bolt.....	99		
Union.....	97			S. K. F. James.....	99	79	
Bess and Stella.....	99	179		Cygnets.....	86	19	5
Acacia.....	98			Janet S.....	88		
Susie Presc t.....	99			C. Y. Gregory.....	88		
Speedwell.....	83			Spring Bird.....	91		
Mary Pichard.....	89			Rettie.....	96		
Osseo.....	95			Valdare.....	99		
Roy.....	89			Mabel Purdy.....	93	152	4
Frank and Willie.....	92	162		Aurora Borealis.....	89		
Progress.....	93			Vado.....	99	186	
Forest Belle.....	98			L. P.....	98	170	
Chautauguan.....	97	210		Lottie B.....	88	78	
Maggie Miller.....	92	84	6	Laura Brown.....	94		
T. B. Harris.....	81	37	41	Ella May.....	95		
Josie F.....	99			Carrie B.....	93	118	
Westfield.....	80			Lizzie B.....	81		
Byrtle.....	92			E. Raymond.....	99		
Vesta Pearl.....	84			Progress.....	93		
M. L. St. Pierre.....	98			Irene.....	90	90	
Beulah.....	80			Howard Holder.....	93		
Nellie King.....	94			Lillie Bell.....	89		
Sea Bird.....	80			Advance.....	99		
Nellie Watters.....	96			Osseo.....	99		
Myra B.....	90			Emma G.....	82		
James Barber.....	80			Roy.....	89		
C. Z. Colwell.....	82			Acacia.....	98		
Riverdale.....	83			Josie F.....	99		

VESSELS FROM 80 TO 100 TONS—Continued.

Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.	Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.
Wawbule.....	99			Advance.....	99	179	
Frank and Willie	92			Byrtle.....	92		
Bess and Stella..	99	191		Annie Harper..	93	76	3
C. J. Colwell.....	82			Nellie Watters..	96		
Benlah.....	80			Laura Brown....	94		
James Barber.....	80			Mabel Purdy....	93		
Vetta Pearl.....	85		10	Lottie B.....	88		
Nellie Watters..	96			Riverdale.....	83		
Byrtle.....	92			Nellie King....	93		
Sea Bird.....	80			Howard Holder..	93		
Mary Prichard..	89			Anna Currier..	99		
Howard Holder..	93			Laura Brown....	94		
Wendall Burpee..	99			Glenora.....	98		
Myra B.....	90			M. L. St. Pierre..	98		
Riverdale.....	83			C. N. Chandler..	99		
Ella May.....	95			Advance.....	99	180	
Vinton.....	93		127	C. Y. Gregory...	83		
Maggie Miller..	92			Roy.....	89		
Westfield.....	80			Lottie B.....	87		
Speedwell.....	83			Frank and Willie	92		
Vado.....	99			Nellie King....	93		
Union.....	97			Howard Holder..	93		
Rob. and Harry	99	60	44	Flash.....	96		
Rettie.....	96			Welcome Home..	94		
Mabel Purdy....	93			Beulah.....	80		
Mabel.....	80	2		Union.....	99		
Temperance Bell	90			Ella May.....	95		
Janet S.....	88			Irene.....	90		
Lottie B.....	88			Sea Bird.....	80		
Flash.....	96			James Barber....	80		
M. L. St. Pierre.	98	100		Riverdale.....	83		
Carrie B.....	93			C. Y. Colwell....	82		
Aurora Borealis.	89			Vesta Pearl....	84		
Lyra.....	99			Osseo.....	95		
S. K. F. James..	99	68	6	Ben Bolt.....	99		
James Barber....	80			Nellie Watters..	96		
Beulah.....	80			Progress.....	93		
C. J. Colwell....	82			Rettie.....	96		
Spring Bird....	92			Bess and Stella.	99		
Nellie King....	93			Acacia.....	98		
James Rourke...	85			Aurora Borealis.	85		
Westfield.....	80			Chantauguan...	97	215	
Vesta Pearl....	84			Herald.....	86	175	
Sea Bird.....	80			Maggie Miller..	92		
Riverdale.....	83			Josie F.....	99		
Wendall Burpee..	99			Speedwell.....	83		
Nellie Watters..	96			Crestline.....	85		
Osseo.....	95			E. Raymond....	97		
Ben Bolt.....	99			L. P.....	98	170	
Progress.....	93			Glenora.....	98		
Lillie Bell....	89			Cygnat.....	87		
Irene.....	90			Mabel Purdy....	93		
Myra B.....	90			S. K. F. James..	99		
Swallow.....	90			M. L. St. Pierre.	98		
Valdare.....	99	195		T. B. Harris....	81		
Maggie Miller..	92			Lottie B.....	88		
Roy.....	89			Westfield.....	80		
Bess and Stella.	99			Lyra.....	99		
C. Y. Gregory...	88	177		Valdare.....	99	208	
James Barber....	80			Janet S.....	88		
Beulah.....	80			Laura Brown....	94		
Vado.....	99			Anna.....	88		
C. Y. Colwell....	82			Roy.....	89		
Westfield.....	80			Beulah.....	80		
Flash.....	96			Byrtle.....	92		
Sea Bird.....	80			Flash.....	96		
Vesta Pearl....	84			Nellie King....	93		
L. P.....	98	189		Annie Harper...	93		

St. John, N.B., Pilotage Investigation.

VESSELS FROM 80 TO 100 TONS—Continued.

Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.	Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.
Sea Bird	80			Advance	99	188	
Irene	90			Progress	93	43	
C. Y. Gregory	88			Rettie	96		
Nellie Watters	96			C. Y. Gregory	88	154	
Anna Currier	99			Vinton	94		
James Barber	80			Howard Holder	93		
Vesta Pearl	84			Carrie B.	93	89	
Howard Holder	93			Chautauguan	97	201	
C. J. Colwell	82			Juno	91	145	
Carrie B.	93	126		Frank and Willie	92		
Riverdale	82			L. P.	98		
Emma G.	83			Anna Currier	99		
Welcome Home	94			Speedwell	82	12	
Janet S.	88			Glenora	98		
Spring Bird	91			Bertha Maud	82		
Wendall Burpee	99			Nellie King	93	33	25
Speedwell	83			Lottie B.	87		
Carrie B.	93	187		Cecilia	80	60	
Irene	90			Temperance Bell	90	175	
Frank and Willie	92	176		Laura Brown	94		
Rettie	96	85		Rob and Harry	99		
S. K. F. James	99	19		Gem	95		
M. L. St. Pierre	98	5		Swallow	90		
Vinton	93			Flash	96	104	46
Aurora Borealis	89			C. Y. Gregory	88		
James Barber	80			Irene	90		
Temperance Bell	90			Advance	99	110	
C. Y. Colwell	82			Wendall Burpee	99	170	
Josie F.	99			Bess and Stella	99		2
Chautauguan	97			L. P.	98	165	
Maggie Miller	92			Susie Prescott	99	13	80
Beulah	80			Speedwell	82		67
Westfield	80			Byrtle	92	103	5
H. A. Holder	94			Flash	96		
Progress	93			Gem	95		
Vado	99			C. Y. Gregory	89		
Juno	91			Mabel Purdy	93	50	
Valdare	99	90		Vado	99	45	
Annie Gale	96			Valdare	99		
Mary Prichard	89			Irene	90		
Union	99	30	23	L. P.	98		
Roy	89			Carrie B.	93	31	2
Vesta Pearl	84			Lyra	99		
Rob and Harry	99	55	2	Rettie	96		
Riverdale	83			Westfield	80		
Anna Currier	99			Flash	96		
Sea Bird	80			Myra B.	90		
L. P.	98			Lottie B.	88		
Lillie Bell	89			Roy	89		
Flash	96			Harv'd H. Havey	91		
Spring Bird	91			Wawbule	99		
Wendall Burpee	99			C. Y. Gregory	88		
Mabel Purdy	93			Chautauguan	97		
S. K. F. James	99			Wendall Burpee	99	176	
Nellie King	93			Rob and Harry	99		
Bess and Stella	99	175		Frank and Willie	92		
Nellie Watters	96	23		Maggie Miller	92	136	2
Ella May	95			Nellie King	93	42	3
Byrtle	92			Welcome Home	94		
Lottie B.	88			Bess and Stella	99		
Irene	90	77		Roland	94		
Jessie D.	86	162		Lillie Bell	89		
Swallow	90			Beulah	80		
Maggie Miller	92			Laura Brown	94		
Westfield	80			C. Y. Colwell	82		
Myra B.	90			Howard Holder	93		
Janet S.	88			Vado	99		
Osseo	95			Ella May	95		

VESSELS FROM 80 TO 100 TONS—*Concluded.*

Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.	Name of Vessel.	Tons Register.	Tons Weight.	Tons Measurement.
Union.....	97			Anna Currier.....	99		
Bertha Maud.....	82			Speedwell.....	83		
Vesta Pearl.....	84			Glenora.....	98		
James Barber.....	80			Aurora Borealis.....	85		
Valdare.....	99			Osseo.....	95		
Advance.....	99			Irene.....	90		
Sea Bird.....	80			James Barber.....	80		
Glenora.....	98			Flash.....	96		
Westfield.....	80			Vesta Pearl.....	84		
Janet S.....	88			C. Y. Colwell.....	82		
Mabel Purdy.....	93	100		Laura Brown.....	94	157	
Progress.....	93			Maggie Miller.....	92		
Ben Bolt.....	99			Vinton.....	94		
L. P.....	98			Nellie Watters.....	96		
Byrtle.....	92	172		Howrd H. Havey.....	91		
Osseo.....	95			Advance.....	99		
Anna Currier.....	90			Susie Prescott.....	99		
Cora Eay.....	91		40	James Barber.....	80		
Myra B.....	90			Beulah.....	80		
Flash.....	96			Ella May.....	95		
Irene.....	90			Byrtle.....	92		
Riverdale ;.....	83			Riverdale.....	83		
Lyra.....	99			C. Y. Gregory.....	88		
Harv'd H. Havey.....	91			Valdare.....	99		
Lottie B.....	87			Lottie B.....	87		
James Barber.....	80	1		Carrie B.....	93		
Beulah.....	80			Wendall Burpee.....	99		
Cricket.....	93			Chautauguan.....	97	206	
Carrie B.....	93	96	55	Flash.....	96		
Maggie Miller.....	92			Swallow.....	90	129	
Maud Pye.....	99			Roy.....	87		
Rob and Harry.....	99			Lillie Bell.....	89		
C. Y. Gregory.....	88			Westfield.....	80		
Frank and Willie.....	92			Rob and Harry.....	99	203	
Chautauguan.....	97	196		Albana.....	97		
C. Y. Colwell.....	82			Temperance Bell.....	90		
Westfield.....	80			Lyra.....	99		
Wendall Burpee.....	99			Maggie Miller.....	92		
Ella May.....	95			Frank and Willie.....	92		
Sea Bird.....	80			Progress.....	93		
Progress.....	93			Anna Currier.....	99		
Roland.....	93			C. Y. Colwell.....	82		
Rettie.....	96			Myra B.....	90		
Valdare.....	99			Rettie.....	96		
Temperance Bell.....	90			H. A. Holder.....	94		
H. A. Holder.....	94			Josie F.....	99		
Beulah.....	80			Acacia.....	99		
Myra B.....	90			Vesta Pearl.....	84		
Josie F.....	99			L. P.....	98		
Nellie King.....	94	102					
Lillie Bell.....	89						
Welcome Home.....	94						
				Total 434 vessels.....	41,023	8,759	600

St. John, N.B., Pilotage Investigation.

OFFICE OF PILOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1894.

STATEMENT of Finances of the St. John Pilot Commissioners as per audit 31st
December, 1894.

Investment account :

On deposit Dominion Savings Bank per pass book No.
744 to 1st July, 1894.....\$ 3,746 75
Per pass book, No. 10,260 to 1st July, 1894...h..... 4,648 99

Current account :

	\$8,395 74
In Maritime Bank (in liquidation).....	\$217 92
In Bank of New Brunswick.....	274 04
	\$ 491 96
	\$8,887 70

OFFICE OF PILOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1894.

RECEIPTS and Expenditures for year ending 31st December, 1894.

	DR.	\$ cts.		\$ cts.
To balance 31st December, 1893—				
In Maritime Bank (in liquidation).....		217 92		
In Bank of New Brunswick.....		2,075 65		2,293 57
Licenses—				
Twenty-nine pilots at \$5		145 00		
Six boats at \$10.		60 00		205 00
Pilotage—				
25c. per foot on outward from St. John.....		1,581 26		
do do Musquash		5 50		1,586 76
Interest—				
On deposits in Dominion Savings Bank—				
Twelve months to 1st July, 1894, per pass book, No. 744.....		126 70		
do do do do 10,260.....		157 18		283 88
	Cr.			
Pension Account—				4,369 21
Amount paid to 6 pilots.....		966 67		
do 7 widows.....		548 00		
do 3 children		50 00		1,564 67
Expense Account—				
Funeral expenses late S. Rutherford.....		20 00		
Books and stationery.....		35 55		
Auditing accounts for 1893.....		25 00		
Office rent one year to 1st November, 1894.....		100 00		
Salary Sec.-Treas. one year to date.....		800 00		
Sundries.....		18 00		998 55
Furness Loan Rebate Account—				
Amount paid 29 pilots.....				1,030 15
Investment Account—				
Interest to credit in Savings Bank.....				283 88
Balance—				
In Bank of New Brunswick.....		274 04		
In Maritime Bank (in liquidation).....		217 92		491 96
				4,369 21

J. U. THOMAS,
Secretary.

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA, DISTRICT OF ST. JOHN, N.B.,
31st December, 1894.

LICENSED Pilots for the Port of St. John, N.B., for the Year 1893-94.

Name.	Age.	Residence.	Remarks.
Bennett, James	37	St. John N.B.	
Cline, Richard	69	"	
Cline, Alfred	37	"	
Conlin, Patrick	44	"	
Doherty, Joseph	48	"	
Doyle, James	57	"	
Daley, Chas.	58	"	
Doodly, P. Geo.	54	"	
Fletcher, E. J.	67	"	
Lahey, Wm.	65	"	
Miller, Wm.	43	"	
Martle, Jos. E.	48	"	
McPartland, Jos.	60	"	
Quinn, Wm.	47	"	
Reid, Jos.	48	"	
Rogers, Bart.	37	"	
Spears, Jas.	45	"	
Spears, Henry	43	"	
Spears, Jos. S.	49	"	
Spears, Martin	37	"	
Sherrard, John L. C.	60	"	
Scott, Wm.	38	"	
Scott, Richard	43	"	
Stone, T. J.	41	"	
Sproule, John.	58	"	
Thomas, John	46	"	
Thomas, R. M.	53	"	
Traynor, Thos.	41	"	
McAnulty, John	56	Musquash.	Licensed for Musqu only.

J. U. THOMAS,
Secretary.

St. John, N.B., Pilotage Investigation.

OFFICE OF PILOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1894.

STATEMENT of Pilots' individual Earnings.

	Amount.	Total
	\$ cts.	\$ cts.
Total amount of pilotage received.....	21,415 80	
LESS--25c. per foot deducted from outward pilotage for office expenses, pensions, etc.....	1,581 26	
		19,834 54
CONTRA.		
John Sproul.....	774 24	
James Doyle.....	720 06	
Joseph Doherty.....	881 89	
Wm. Lahey.....	1,042 23	
Charles Daley.....	1,181 44	
Jas. E. Martle.....	495 32	
John Thomas.....	1,072 87	
John Spears.....	909 15	
Henry Spears.....	969 02	
John Sherrard.....	941 11	
Wm. Miller.....	804 74	
Patrick Conlin.....	668 89	
Bart. Rogers.....	1,266 64	
Wm. Quinn.....	566 88	
Wm. Scott.....	494 52	
Thos. Traynor.....	506 51	
E. J. Fletcher.....	451 26	
Jas. Reid.....	325 61	
Robt. Thomas.....	319 88	
P. Geo. Doody.....	189 27	
Jos. McPharland.....	334 50	
Alfred Cline.....	569 01	
Jos. S. Spears.....	558 51	
Martin Spears.....	665 39	
Jas. Bennett.....	525 54	
T. J. Stone.....	831 77	
Richard Scott.....	336 02	
Richard Cline.....	1,432 27	
		19,834 54

OFFICE OF PILOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1894.

RETURN of Vessels arriving at the Port of St. John, N.B., subject to Pilotage for Year ending this day.

Name of Craft.	No. of British Vessels.	No. of Foreign Vessels.	Total No. of British and Foreign Vessels.
Schooners.....	144	141	285
Brigs and brigantines.....	13	3	16
Ships.....	26	8	34
Barks and barkentines.....	62	12	74
Steamers.....	61	8	69
	306	172	478

Amount of pilotage received from British vessels, \$15,800.83; amount of pilotage received from Foreign vessels, \$5,614.97; total amount of pilotage received from British and Foreign vessels, \$21,415.80.

J. U. THOMAS,
Secretary.

1892.

	Vessels.	Tons.
Steamers inward from sea.....	304	308,135
Sail vessels ".....	1,711	258,288
Total.....	2,015	566,423
Steamers outward to sea.....	278	262,735
Sail vessels ".....	1,730	274,722
Total.....	2,008	537,457
Grand total.....	4,023	1,103,880
Inward coastwise.....	2,380	279,365
Outward ".....	2,323	287,722
Total coastwise.....	4,703	567,087

1893.

Steamers inward from sea.....	297	296,031
Sail vessels ".....	1,574	266,001
Total.....	1,871	562,032
Steamers outward to sea.....	264	263,875
Sail vessels ".....	1,734	290,429
Total.....	1,998	554,304
Grand total.....	3,869	1,116,336
Inward coastwise.....	2,232	256,787
Outward ".....	2,144	279,362
Total coastwise.....	4,376	536,149

1894.

Steamers inward from sea.....	275	254,614
Sail vessels ".....	1,422	258,682
Total.....	1,697	513,296
Steamers outward to sea.....	243	219,735
Sail vessels ".....	1,495	290,624
Total.....	1,738	510,359
Grand total.....	3,435	1,023,655
Inward coastwise.....	2,258	270,552
Outward ".....	2,223	287,429
Total coastwise.....	4,481	557,981

The tonnage of International Steamship Company, inwards and outwards : 1892, about 400,000 tons ; 1893, about 424,000 tons ; 1894, about 370,000 tons.

St. John, N.B., Pilotage Investigation.

1892.

	Vessels.	Tons.
Steamers inward coastwise.....	357	159,797
Sail vessels ".....	2,023	119,568
Total.....	2,380	279,365
Steamers outward coastwise.....	371	179,660
Sail vessels ".....	1,952	108,062
Total.....	2,323	287,722

1893.

Steamers inward coastwise.....	315	135,154
Sail vessels ".....	1,917	121,633
Total.....	2,232	256,787
Steamers outward coastwise.....	337	168,626
Sail vessels ".....	1,807	110,736
Total.....	2,144	279,362

1894.

Steamers inward coastwise.....	316	123,087
Sail vessels ".....	1,942	147,465
Total.....	2,258	270,552
Steamers outward coastwise.....	337	161,274
Sail vessels ".....	1,886	126,155
Total.....	2,223	287,429

SCHOONERS.

	Tonnage.	Pilotage.
		\$ cts.
Businis.....	248	25 00
Jane Ingram.....	155	30 25
Clifton.....	218	33 00
".....	218	42 00
Bucca.....	145	31 75
J. L. Cotter.....	139	30 00
".....	139	42 00
M. A. Nutter.....	290	38 00
Otter.....	198	33 00
".....	198	40 88
Avianna.....	164	42 00
Jennie Gibson.....	142	27 00
Daphne.....	134	26 00
Adelene.....	192	35 00
E. Chambers.....	215	32 50
St. John.....	248	45 50
	3,043	553 88

*30 cents per ton. †25½ cents per ton. Average 18 cents per ton.

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VESSELS IN TOW.

PILOTAGE RATES IN UNITED KINGDOM PORTS.

Ports where vessels in tow pay 20 per cent less than when under sail : Bowling Bay, St. Peter Point, Gloucester.

Ports where vessels in tow pay 25 per cent less than when under sail : Beaumarès, Belfast, Bridgewater, Cowes, Cork, Gloucester, Dartmouth, Drogheda, Dundalk, Exeter, Exmouth, Falmouth, Fleetwood, Holyhead, Ipswich, London, Maldon, Neath, Portsmouth, Queenstown, Southampton, Truro, Woodbridge, Yarmouth.

Ports where vessels in tow pay 33½ per cent less than when under sail : Glasgow.

Ports where vessels in tow pay 50 per cent less than when under sail : Goolse.

At Londonderry: Vessels in tow pay from 20 to 33 per cent according to distance, less than sailing vessels.

PILOTAGE—London Line Steamers—Year 1894.

Left St. John.	Steamers.	Season.	Ton-nage.	Draught Water Outwards.	St. John Pilotage.		St. John Total.	Halifax Total.
					Compulsory.	Optional.		
1894.				F. I.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Feb. 13.	Baltimore City	Winter	1,534	14 0	78 10	38 50	116 60	43 80
" 22.	Madura	"	1,470	15 0	82 55	41 25	123 80	42 90
" 27.	Damara	"	1,145	16 0	85 20	44 00	129 20	40 20
Mar. 16.	Halifax City	"	1,377	15 6	88 82	42 63	131 45	42 00
April 17.	Madura	Summer	1,470	16 0	76 00	44 00	120 00	35 75
" 27.	Damara	"	1,145	16 0	76 00	44 00	120 00	33 50
May 3.	Halifax City	"	1,377	14 0	69 50	38 50	108 00	35 00
June 6.	Madura	"	1,470	17 0	77 75	46 75	124 50	35 75
" 13.	Damara	"	1,145	16 0	76 00	44 00	120 00	33 50
" 25.	Halifax City	"	1,377	15 0	71 25	41 25	112 50	35 00
July 23.	Madura	"	1,470	16 0	76 00	44 00	120 00	35 75
" 31.	Damara	"	1,145	16 0	76 00	44 00	120 00	33 50
Aug. 10.	Halifax City	"	1,377	14 0	69 50	38 50	108 00	35 00
Sept. 13.	Damara	"	1,145	16 0	76 00	44 00	120 00	33 50
" 22.	Halifax City	"	1,377	14 0	69 50	38 50	108 00	35 00
Oct. 10.	Madura	"	1,470	16 0	73 00	44 00	117 00	35 75
" 24.	Damara	"	1,145	16 0	74 50	44 00	118 50	33 50
Nov. 7.	Halifax City	Winter	1,377	15 6	75 12	42 63	117 75	42 00
Dec. 2.	Madura	"	1,470	16 0	76 00	44 00	120 00	42 90
" 8.	Damara	"	1,145	15 0	77 25	41 25	118 50	40 20
	20 steamers.							
	Totals				1,524 04	849 76	2,373 80	744 50

PILOTAGE.—West India Line Steamers—Year 1894.

1894.				F. I.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Jan. 24.	Taymouth Castle	Winter	1,172	19 0	33 25		33 25	40 20
Feb. 24.	Duart Castle	"	1,179	20 0	95 00	55 00	150 00	40 20
Mar. 22.	Taymouth Castle	"	1,172	18 0	76 50		76 50	40 20
April 19.	Duart Castle	Summer	1,179	20 0	95 00	9 50	104 50	33 50
May 17.	Taymouth Castle	"	1,172	18 6	89 38		89 38	33 50
June 14.	Duart Castle	"	1,179	20 0	96 50		96 50	33 50
July 12.	Taymouth Castle	"	1,172	20 0	92 00		92 00	33 50
Aug. 9.	Duart Castle	"	1,179	17 0	82 25	46 75	129 00	33 50
Sept. 12.	Taymouth Castle	"	1,172	16 0	73 00		73 00	33 50
Oct. 4.	Duart Castle	"	1,179	15 6	72 13		72 13	33 50
Nov. 1.	Taymouth Castle	Winter	1,172	17 0	80 75		80 75	40 20
" 28.	Duart Castle	"	1,179	16 0	68 00		68 00	40 20
Dec. 28.	Taymouth Castle	"	1,172	15 0	71 25		71 25	40 20
	13 steamers.							
	Totals				1,025 01	111 25	1,136 26	47570

St. John, N.B., Pilotage Investigation.

LONDON LINE OF STEAMERS.

REBATES from Pilotage Tariff Rates returned by St. John pilots.

Date.	Steamers	Pilots.	Tariff Bills.	Private Agreements.	Rebates.
			\$ cts.	\$ cts.	\$ cts.
1884.					
Dec. 30....	York City	Richard Cline.	111 80	89 00	22 80
1885.					
Jan. 30....	Newcastle City	Richard Cline.	103 50	90 00	13 50
Feb. 28....	Hallamshire	John Thomas	85 60	75 00	10 60
April 2....	York City	Wm. Leahy.	100 90	75 00	25 90
" 24....	Hallamshire	Henry Spears.	87 00	75 00	12 00
May 18....	York City	Henry Spears.	122 90	75 00	47 90
July 10....	"	John Thomas	122 00	80 00	42 00
Sept. 3....	"	John Thomas	125 60	80 00	45 60
Oct. 21....	Rowena	Henry Spears.	96 55	75 00	21 55
Nov. 5....	Wetherby	John Thomas	133 70	80 00	53 70
Dec. 22....	Rowena	Henry Spears	105 55	75 00	30 55
1886.					
Feb. 6....	York City	John Thomas	115 70	75 00	40 70
" 23....	Rowena	Henry Spears	115 40	75 00	40 40
Mar. 27....	York City	John Thomas	109 50	75 00	34 50
April 28....	Ulunda	Henry Spears	101 90	80 00	21 90
May 22....	Damara	John Thomas	126 60	80 00	46 60
June 18....	Ulunda	Henry Spears	94 50	80 00	14 50
July 13....	Damara	John Thomas	100 50	80 00	20 50
Aug. 6....	Ulunda	Henry Spears	117 50	80 00	37 50
			\$2,076 70	\$1,494 00	\$582 70

MEMORANDUM.

Greatest rebate, 40 per cent off tariff bill.

Average rebate, 28 per cent off tariff bill.

Pilots Samuel Rutherford and John L. C. Sherwood, also voluntarily offered to pilot the steamers, and solicited the work, on the same terms as the above named pilots were paid.

The above private system was only discontinued because the pilot commissioners found it out and threatened to suspend the pilots in consequence.

YEAR ENDING 30TH JUNE, 1893.

MEMO. of Sea-going and Coastwise Vessels entered at the following Bay of Fundy ports.

PORTS.	Seagoing Steamers and Sailing Vessels.		Coastwise Steamers and Sailing Vessels.		Totals.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Advocate	23	4,375	19	1,683	42	6,058
Alma	21	2,003	110	6,454	131	8,457
Annapolis	57	7,311	145	7,033	202	14,344
Apple River	19	2,734	65	4,027	84	6,761
Bear River	65	10,935	55	2,503	120	13,438
Bridgetown	8	852	46	2,519	54	3,371
Canning	26	5,806	74	5,691	100	11,497
Cheverie	44	9,623	3	910	47	10,533
Clementsport	22	2,707	34	1,503	56	4,210
Digby	67	6,289	565	104,845	632	111,134
Dorchester	22	2,572	15	2,345	37	4,917
Economy	6	487	6	352	12	839
Five Islands	3	254	6	352	3	254
Hantsport	19	9,383	97	11,584	116	20,967
Harvey	24	10,620	80	2,704	104	13,324
Hillsboro'	125	28,831	53	5,446	178	34,277
Kentville	2	65	6	161	8	226
Londonderry	3	252	9	445	12	697
Maitland	12	1,203	29	1,502	41	2,705
Margaretville	13	1,398	51	1,292	64	2,690
Moncton	43	6,029	31	3,162	74	9,191
Parrsboro'	137	39,833	694	67,134	831	106,967
Port Williams	16	1,776	37	4,148	53	5,924
Port Lorne	2	506	15	447	17	953
Quaco	28	2,598	104	7,361	132	9,959
River Herbert	106	14,898	238	20,214	344	35,112
Rockland	13	1,447	19	1,194	32	2,641
Sackville	54	18,157	96	5,583	150	23,740
Salmon River	35	2,533	27	1,107	62	3,640
Wallace	4	540	92	3,342	96	3,882
Windsor	126	51,827	152	16,882	278	68,709
Wolfville	7	884	71	2,145	78	3,029
Totals	1,152	248,728	3,038	295,718	4,190	544,446
St. John Fredericton Musquash	1,918	566,282	2,291	260,044	4,209	826,326
		including Internat'nal line steam'rs 179,884		including Monticello Bay steam's. 161,274		341,158
Other tonnage		386,398		98,770		485,168

The above statement is compiled from the official tables of trade and navigation of the Dominion of Canada, for the fiscal year ended 30th June, 1893. Pages 569-573 and 612 to 621.

St. John, N.B., Pilotage Investigation.

NUMBER OF HOURS FOG—PARTRIDGE ISLAND FOG ALARM.

Months.	1893.	1894.
	h. m.	h. m.
January	109 50	94 15
February	84 00	75 30
March	49 35	106 40
April	88 40	139 45
May	49 45	51 00
June	154 05	223 55
July	136 00	114 35
August	109 25	112 30
September	13 15	135 55
October	68 30	34 50
November	9 40	17 45
December	144 40	39 35
Total	1,117 25	1,146 15
		1,117 25
Total 1893 and 1894.....		2,263 40

**BANKERS AND BANKERS-REFERENCES
OF THE COMPANY.**

- Amsterdam* : Lippmann, Rosenthal & Co.
- Antwerp* : Banque d'Anvers.
- Bordeaux* : Pignean & Fils.
- Bremen* : J. Schultze & Wolde.
- Constantinople* : Crédit Lyonnais, Constantinople Branch.
- Frankfort o. M.* : Deutsche Effecten- & Wechsel-Bank.
- “ Deutsche Vereinsbank
- “ D. & J. de Neufville.
- “ Deutsche Bank (Berlin.)
- “ Filiale der Bank für Handel und Industrie.
- Hamburg* : Vereinbank in Hamburg.
- Hanover* : Hannover'sche Bank.
- London* : Deutsche Bank (Berlin.) London Agency.
- Paris* : Crédit Lyonnais.
- Strasbourg* : C. Schwarzmann.
- Trieste* : Unionbank (Vienna.) Trieste Branch.
- Vienna* : Unionbank.

FRANKFORT MARINE INSURANCE COMPANY

of

Frankfort o. M.

(Frankfurter Transport- Unfall- und Glas-Versicherungs-Actien-Gesellschaft.)

established in 1865.

Capital £250,000, Reserve funds, £52,500.

As it known, That

the Names of all and every Person or Persons to whom the same doth, may, or shall appertain, in part or in all, doth make Assurance, and cause or not lost, at and from
Upon any kinds of Goods and Merchandise, and also upon the Body, Tackle, Apparel, Ordnance, Munition, Artillery, Boat and other Furniture of and in the good Ship or Vessel called the

whereof is Master for this present Voyage
or whatsoever shall go for Master in the said Ship, or by whatsoever other Name or Names the said Ship, or the Master thereof, is or shall be named or called. AND the said Company promises and agrees that the Insurance aforesaid shall commence upon the said Freight Goods and Merchandise from the time when the Goods or Merchandise shall be laden on board the said Ship or Vessel Craft or Boat, as above and until the said Goods and Merchandise be discharged and safely landed at as above. AND it shall be lawful for the said Ship, &c., in this Voyage, to proceed and sail to, and touch and stay at, any Ports or Places whatsoever

BOARD OF DIRECTORS:

- J. GERSON, Consul-General at Frankfort o. M., Chairman.
- C. HOFF, Esq., of the firm "Hoff brothers," at Frankfort o. M., Vice-Chairman.
- C. BECKER, Esq., at Frankfort o. M.
- H. FROHMANN, Esq., at Frankfort, o. M.
- ALFRED HAHN, Esq., Manager of the "Deutsche Effecten- & Wechsel-Bank," at Frankfort o. M.
- FERDINAND HEUER, Esq., at Frankfort o. M.
- H. HOHENEMSER, Esq., former Manager of the "Deutsche Vereinsbank," at Frankfort o. M.
- C. HOLLAND, Esq., at Frankfort o. M.
- C. AD. RONNEFELDT, Esq., of the firm "J. T. Ronnefeldt," at Frankfort o. M.
- C. ED. ROTHER, Esq., of the firm "Rother brothers," at Frankfort o. M.
- J. H. WENZEL, Esq., at Frankfort o. M.
- H. AUG. WOLDE, Esq., of the firm "J. Schultze & Wolde," at Bremen.
- FR. ENGLER, Esq., at Frankfort o. M.
- FERDINAND IRUCHSMACK, Esq., of the firm "J. C. MACK," at Frankfort o. M.
- J. JAC. MOUSON, Esq., of the firm "J. G. Mouson & Co.," at Frankfort, o. M.

MANAGING DIRECTORS:

- B. HEINEMANN, Esq.
- P. DUMCKE, Esq.

Agency.

No.

St. John, N.B., Pilotage Investigation.

without prejudice to this Assurance. The said Ship, &c., Goods and Merchandise, &c., for so much as concerns the Assured, by Agreement made between the Assured and the said Company, in this Policy are, and shall be

Touching the Adventures and Perils which the said Company is contented to bear, and does take upon itself in this Voyage, they are, of the Seas, Men of War, Fire, Enemies, Pirates, Rovers, Thieves, Jettisons, Letters of Mart and Counter-Mart, Surprisals, Takings at Sea, Arrests, Restraint, and Detainments of all Kings, Princes, and People, of what Nation, Condition, or Quality soever, Barratry of the Master and Mariners, and of all other Perils, Losses, and Misfortunes that have or shall come to the Hurt, Detriment, or Damage of the said Goods and Merchandise, and Ship, &c., or any part thereof. AND in case of any Loss, or Misfortune, it shall be lawful to the Assured, their Factors, Servants and Assigns, to sue, labour and travel for, in and about the Defence, Safeguard and Recovery of the said Goods and Merchandise, and Ship, &c., or any part thereof, without prejudice to this Assurance; to the Charges whereof the said Company will contribute according to the Rate and Quantity of the sum herein Assured. And it is expressly declared and agreed that no Acts of the Insurer or Insured in recovering, saving, or preserving the Property Insured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by the said Company that this Writing or Policy of Assurance shall be of as much force and effect as the surest Writing of Assurance heretofore made in Lombard Street, or in the Royal Exchange, or elsewhere in London. AND so the said Company are contented, and do hereby promise and bind themselves, and their Successors to the Assured, their Executors, Administrators, and Assigns, for the due performance of the Premises, confessing themselves paid the consideration due unto them for this Assurance by the Assured at and after the rate of

N. B.—Corn, Fish, Salt, Flour, and Seed, Rice, Hides, Skins, and Molasses, are warranted free from Average, unless general, or the Ship be stranded, sunk or burnt.—Sugar, Tobacco, Hemp, and Flax, are warranted free from Average, under Five Pounds per Cent.; and all other Goods, also the Ship and Freight, are warranted free from Average, under Three Pounds per Cent, unless general, or the Ship be stranded, sunk or burnt.

Warranted free of capture, seizure, and detention, and the consequences thereof, or of any attempt thereat, piracy excepted, and also from all consequences of riots, insurrections, hostilities, or warlike operations, whether before or after declaration of war.

An Witness whereof, and that the said Company are content with this Assurance for the sum of _____, the undersigned on behalf of the said Company have hereunto set their hands, in _____ day of _____, in the year _____

Agents,
*Agence générale de la Franco-Canadienne
compagnie d'Assurance Maritime.*

In the event of the Vessel making any deviation or change of voyage, it is mutually agreed that such deviation or change shall be held covered at a premium to be arranged, provided, due notice be given by the Assured on receipt of advice of such deviation or change of voyage.

Warranted free from Particular Average unless the Vessel or Craft be stranded, sunk, or burnt, each Craft or Lighter being deemed a separate Insurance. Underwriters, notwithstanding this Warranty, to pay for any damage or loss caused by collision with any other Ship or Craft, and any special charges for warehouse, rent, shipping or forwarding, for which they would otherwise be liable. Also to pay the insured value of any package or packages which may be totally lost in transhipment.

Grounding in the Suez Canal not to be deemed a strand, but Underwriters to pay any loss which may be proved to have directly resulted therefrom.

General Average, if any, payable according to Foreign Custom, if required, or per York-Antwerp Rules, or per York-Antwerp Rules, 1890, if in accordance with Contract of Affreightment.

Warranted free from any claim consequent on loss of time, whether arising from a peril of the sea or otherwise.

In event of damage occurring during the voyage, no claim for average will be admitted under the Policy, unless Certificate of Survey be signed by the Agents for the Office at the Port of Discharge, before the Goods are removed from the Custom House.

This Policy is payable in _____ at fifteen days' sight on the Company's Branch in Liverpool, at the current exchange; or by a bill in sterling _____ option of the assured, such option to be exercised when notice of claim is given.

This Policy is issued in the Form printed and supplied by the Government previous to 1st August, 1887.

[SEAL.]

Any person not an Underwriting Member of Lloyd's subscribing this policy, or any person uttering the same if so subscribed, will be liable to be proceeded against under Sec. 31 of Lloyd's Act.

S. G.

£100

Be it known that

and as Agents, as well in their own Name, as for and in the Name and Names of all and every other Person or Persons to whom the same doth, may, or shall appertain, in part or in all, doth make assurance and cause themselves and them and every of them, to be insured, lost or not lost, at and from London to St. John, N.B., upon any kind of Goods and Merchandises, and also upon the Body, Tackle, Apparel, Ordnance, Munition, Artillery, Boat and other Furniture, of and in the good Ship or Vessel called the

whereof is Master, under God for this present Voyage

or whosoever else shall go for Master in the said Ship, or by whatsoever other Name or Names the same Ship, or the Master thereof, is or shall be named or called, beginning the Adventure upon the said Goods and Merchandise from the loading thereof aboard the said Ship as above

(No.)

upon the said Ship, &c.,

and shall so continue and endure, during her Abode there, upon the said Ship, &c.; and further, until the said Ship, with all her Ordnance, Tackle, Apparel, &c., and Goods and Merchandise whatsoever, shall be arrived at as above

upon the said Ship, &c., until she hath moored at Anchor Twenty-four Hours in good Safety, and upon the Goods and Merchandise until the same be there discharged and safely landed; and it shall be lawful for the said Ship, &c., in this Voyage to proceed and sail to and touch and stay at any Ports or Places whatsoever and wheresoever.

without Prejudice to this Insurance. The said Ship, &c., Goods and Merchandise, &c., for so much as concerns the Assured, by Agreement between the Assured and Assurers in this Policy, are and shall be valued at £ , being on

Touching the Adventures and Perils which we the Assurers are contented to bear and do take upon us in this Voyage, they are, of the Seas, Men-of-War, Fire, Enemies, Pirates, Rovers, Thieves, Jettisons, Letters of Mart and Countermart, Surprisals, Takings at Sea, Arrests, Restraints and Detainments of all Kings, Princes, and People, of what Nation, Condition, or Quality soever, Barratry of the Master and Mariners, and of all other Perils, Losses, and Misfortunes that have or shall come to the Hurt, Detriment, or Damage of the said Goods and Merchandises and Ship, &c., or any Part thereof; and in case of any Loss or Misfortune, it shall

St. John, N.B., Pilotage Investigation.

be lawful to the Assured, their Factors, Servants, and Assigns, to sue, labour, and travel for, in, and about the Defence, Safeguard and Recovery of the said Goods and Merchandises and Ship, &c., or any Part thereof, without Prejudice to this Insurance; to the Charges whereof we, the Assurers, will contribute, each one according to the Rate and Quantity of his sum herein assured. And it is especially declared and agreed that no acts of the Insurer or Insured in recovering, saving, or preserving the property insured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by us, the Insurers, that this Writing or Policy of Assurance shall be of as much Force and Effect as the surest Writing or Policy of Assurance heretofore made in Lombard Street, or in the Royal Exchange, or elsewhere in London. And so we the Assurers are contented, and do hereby promise and bind ourselves, each one for his own Part, our Heirs, Executors, and Goods, to the Assured, their Executors, Administrators, and Assigns, for the true Performance of the Premises, confessing ourselves paid the Consideration due unto us for this Assurance by the Assured

at and after the rate of

per cent.

IN WITNESS whereof, we the Assurers have subscribed our Names and Sums assured in London, 30th Sept., 1889.

N.B.—Corn, Fish, Salt, Fruit, Flour, and Seed are warranted free from Average, unless general, or the Ship be stranded; Sugar, Tobacco, Hemp, Flax, Hides, and Skins are warranted free from Average under Five Pounds per Cent.; and all other Goods, also the Ship and Freight, are warranted free from Average under Three Pounds per Cent., unless general, or the Ship be stranded.

(In case of damage it is recommended that Notice be given to the nearest Lloyd's Agent.)

With leave to call at ports and places on the passage, intermediate or otherwise, for any purpose whatsoever, and all liberties as per Bill of Lading.

Including all risk of craft or boats to and from the vessel, and from the warehouse, factory or calendar, while in transit by railway or any conveyances, and while in warehouse and (or) shed, or on wharf awaiting shipment, and of transhipment, and all risk until safely delivered into the consignee's warehouse.

General average payable according to foreign custom or per York-Antwerp Rules if in accordance with the contract of affreightment.

Held covered in the event of deviation at a premium to be hereafter arranged.

Warranted free from particular average unless the ship or craft or the interest hereby insured be sunk, on fire, stranded, or in collision, the collision to be of such a nature as may reasonably be supposed to have caused or led to the damage. Each craft or lighter to be deemed a separate insurance, but to pay landing, warehousing, forwarding, and special charges, should the same be incurred, as well as partial loss arising from transhipment.

(No. _____)

THE SOUTH AND NORTH AMERICAN LLOYDS.

WHIPPLE & COMPANY,

ATTORNEYS FOR THE UNDERWRITERS,

35 LIBERTY ST., NEW YORK CITY.

BY THE UNDERSIGNED FIRMS, CORPORATIONS AND
INDIVIDUALS, AS SEPARATE UNDERWRITERS,
EACH REPRESENTED BY THE ABOVE
NAMED ATTORNEYS.

on account of

In case of loss, to be paid in funds current in the

United States, or in the City of New York, to

Do make Insurance and cause
to be insured, lost or not lost, at and from

the _____ day of _____ 18 _____ at noon,
until the _____ day _____ 18 _____ at noon

if a on passage on the expiration of the term, with liberty to the assured to renew the Policy for one, two or three months, at the same rate of premium, if application be made to the Atterneys on or before the expiration of the first term. The risk, however, is to terminate at any port at which she may first arrive during the said extended time, on her being moored therein twenty-four hours in good safety; a *pro rata* premium to be returned for each entire month not entered upon of the extended time, no loss or contribution being claimed. Warranted not to use ports on the Continent of Europe north of Hamburg, nor to go east of Navarino in the Mediterranean, during the period insured; nor ports on the Continent of Europe, north of Antwerp, between 1st of November and 1st of March; nor ports in the British North American Provinces, except between the 15th May and 15th August; also warranted not to use the West India Islands during the months of August and September; also warranted not to use ports and places in Texas, except Galveston; nor foreign ports and places in the Gulf of Mexico; nor places on or over Ocracoke Bar; nor any of the West India Salt Islands: nor ports or places on the West Coast of America, north of Columbia river, during the period insured; nor to use the Min River; nor Torres Straits. Each passage subject to separate average. Warranted not to carry grain in bulk, except from the ports of New York, Philadelphia, Baltimore or San Francisco, and in all cases not to exceed, in tons of 2,240 pounds, one-half the registered capacity under tonnage deck, and the loading to be under the inspection of a Surveyor appointed by the Attorneys for that purpose. The vessel is not to proceed to sea with grain in bags or bulk on board, without a certificate from such Inspector that the vessel is properly laden and fitted for her intended voyage; also warranted not to load, in tons of 2,240 pounds, more than her registered capacity under tonnage deck, with lead, marble, coal and (or) iron, on any one passage.

upon the body, tackle, apparel, and other furniture of

the good _____ called the

whereof is master for this present voyage

or whoever else shall go for master in the said vessel, or by whatever other name or names the said vessel, or the master thereof, is or shall be named or called.

St. John, N.B., Pilotage Investigation.

And it shall and may be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at any ports or places, if thereunto obliged by stress of weather, or other unavoidable accident, without prejudice to this insurance. The said vessel, tackle, etc., hereby insured are valued at

Sum Insured,

§

Warranted by the assured free from claim on account of capture, seizure, detention or destruction, by or arising from any belligerent nation, or by or from any officer, civil or military, or other person claiming to act in their name, or under their authority, or in their behalf.

Premium,

§

Proof of loss to be authenticated by the Agent of the Underwriters, if there be one at the place such proofs are taken.

without any further account to be given by the assured to the assurers, or any of them, for the same.

Touching the adventures and perils which the said UNDERWRITERS is contented to bear, and take upon itself in this voyage, they are of the seas, *non-of-war, fire, enemies, pirates, rovers, thieves, jettisons, letters of mart and countermart, surprisals, takings at sea, arrests, restraints, and detentions of all kings, princes or people, of what nation, condition or quality soever, barratry of the master and mariners*, and all other perils, losses and misfortunes, that have or shall come to the hurt, detriment or damage of the said vessel, or any part thereof. AND in case of any loss or misfortune, it shall be lawful and necessary to and for the assured,

factors, servants and assigns, to sue, labour and travel for, in and about the defence, safeguard and recovery of the said vessel, or any part thereof, without prejudice to this insurance; to the charges whereof, the said underwriters will contribute according to the rate and quantity of the sum herein insured; nor shall the acts of the insured or insurers in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; having been paid the consideration for this insurance, by the assured, or assigns, at and after the rate of

And in case of loss, such loss to be paid in sixty days after proof of loss, and proof of interest in the said (the amount of the note given for the premium, if unpaid, being first deducted,) but no partial loss or particular average shall in any case be paid, unless amounting to *five per cent.* PROVIDED ALWAYS, and it is hereby further agreed, that if the said assured shall have made any other assurance upon the premises aforesaid, prior in day of date to this policy, then the said UNDERWRITERS shall be answerable only for so much of the amount of such prior assurance may be deficient towards fully covering the premises hereby assured; and the said UNDERWRITERS shall return the premium upon so much of the sum by them assured as they shall be, by such prior assurance, exonerated from. AND in case of any insurance upon the said premises, subsequent in day of date to this policy, the said UNDERWRITERS shall nevertheless be answerable for the full extent of the sum by them subscribed hereto, without right to claim contribution from such subsequent assurers, and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent assurance had been made. Other insurance upon the premises aforesaid, of date the same day as this policy, shall be deemed simultaneous herewith; and the said UNDERWRITERS shall not be liable for more than a ratable contribution in the proportion of the sum by them insured to the aggregate of such simultaneous insurance. IT IS ALSO AGREED, that the property be warranted by the assured free from any charge, damage or loss, which may arise in consequence of a seizure or detention, for or on account of any illicit or prohibited trade, or any trade in articles contraband of war. AND it is further agreed, that in case a total loss shall be claimed, for or on account of any damage or charge to the said vessel, the only basis of ascertaining her value shall be her valuation in this Policy; and if not valued herein, then her actual value at the time of the inception of this risk at the port to which she then belonged. AND LASTLY, it is agreed, that if the above vessel, upon a regular survey, should thereby be declared unseaworthy, by reason of her being unsound or rotten, or incapable of prosecuting her voyage on account of her being unsound or rotten, then the assurers shall not be bound to pay their subscriptions on this Policy.

Warranted not to abandon in case of capture, seizure or detention, until after condemnation of the property insured; nor until ninety days after notice of said condemnation is given to the Attorneys. Also warranted not to abandon in case of blockade, and free from any expense in consequence of capture, seizure, detention or blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.

Warranted by the assured not to use any of the Guano Islands, nor to load lime under deck. In case of claim for loss or damage, a deduction of one-third from the cost of the repairing or replacing the same shall be made, after deducting the value of the old materials, except in the case of anchors, and of sheathing of copper or other metal; a deduction of one-fourth from the expense of repairing or replacing the metal sheathing, or any part thereof (after first deducting the value of the old metal and nails) shall be made, for every month since the vessel was last steamed until the expiration of forty months, after which time the cost of re-metalling or repairing the same shall be wholly borne by the assured. If a technical total loss be claimed, similar deductions shall be made from the estimated repairs, and unless the net cost thereof would exceed a moiety of the value of the vessel after making such deductions, the loss shall be deemed partial only.

If the voyage aforesaid shall have been begun and shall have terminated before the date of this policy, then there shall be no return of premium on account of such termination of the voyage.

In all cases of return of premium, in whole or in part, *one-half per cent.*, upon the sum insured, is to be retained by the assurers.

And the said Firms, Corporations and Individuals are contented, and do promise and bind themselves, severally and not jointly, nor any one for any other, their respective executors and administrators, to the assured, executors, administrators or assigns, for the true performance of the premises, each one for his own part of the whole amount herein assured, and for such his proportion of all additional sums that may be endorsed hereon by said Attorneys only.

(\$) Dollars.

In Witness whereof: The said subscribers have hereunto respectively subscribed their names and the several sums insured by them separately by their Attorneys aforesaid, at the City of New York this day of 18.....

Francis C. Travers,	Travers Bros. Co.,	New York.
Joshua Piza,	Piza, Nephews & Co.,	do
J. J. Lindo,	do do	do
J. Dobs n Good,	Valentine Bros.,	do
Charles H. Green,	Prest. Hektograph Mfg. Co.,	do
Herman Knubel,	Secy. Col mbia Nav. & Com. Co.,	do
J. Ferro,	25 William street,	do
John T. Fenlon,	Lawyer,	do
William H. Hurst,	Pres. Stock Quotation Tel. Co.,	do
David F. Casey,	Whipple & Co.,	do
J. L. Parraga,	do	do
Frederick Fuchs,	Drugs,	do
Messrs. Anthony & Chew,	Marine Adjusters,	do
Carlos M. Pontheir,	Messrs. Samper & Jimenez,	do
Ludw. B. Goldhorn,	56 Beaver street,	do
Isaac Brandon,	Isaac Brandon & Bros.,	do
Chester C. Munroe,	Hoadley & Co.,	do
James W. Eder,	123 West 80th street,	do
Fred Valentine,	Valentine Bros., 1244 Broadway,	do
Albert Fuentes,	do do do	do
Wm. P. Ferguson,	Sec. Amer'n Forcite Powder Mfg. Co.,	do
Rafael E. Parraga,	Parraga Bros.,	do
James Walsh,	Banker,	do
James P. Silo,	Auctioneer,	do
Felix F. Marache,	52 Exchange Place,	do
George F. Holton,	Eastern Steamship Co.,	do
F. R. Whipple,	Whipple & Co.,	do
Juan F. Merino,	285 Stuyvesant avenue, Brooklyn,	do
Chas. E. Parker,	Adjuster and Appraiser,	do
C. S. Parker,	do do	do

St. John, N.B., Pilotage Investigation.

No.

THE UNIVERSAL MARINE INSURANCE COMPANY

OF SAINT JOHN, NEW BRUNSWICK (LIMITED).

(Incorporated by the Legislature of New Brunswick in the Year 1890.)

PROVINCIAL.

This Policy of Insurance Witnesseth, That THE UNIVERSAL MARINE INSURANCE COMPANY OF SAINT JOHN, NEW BRUNSWICK (LIMITED), do by THESE PRESENTS, and according to and in pursuance of their Act of Incorporation and By-Laws, and not otherwise, CAUSE

ON ACCOUNT OF

In case of loss to be paid to to be insured, lost or not lost

Sum Insured.

If on a passage at the expiration of the term, with liberty to the assured to renew the Policy for one, two, or three months, at the same rate of premium, if application be made to the Company before the expiration of the first term, the risk, however, is to terminate at any port at which she may first arrive during the said extended time, on her being moored therein twenty-four hours in good safety; a pro rata premium to be returned for each entire month not entered upon of the extended time, no loss or contribution being claimed; and if insured for a special voyage, to continue on the vessel until she shall be arrived as aforesaid, and moored twenty-four hours in safety, and on the freight until landed.

AND it shall be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at, any ports or places, if thereunto obliged by stress of weather or other unavoidable accidents without prejudice to this insurance. The said freight hereby insured is valued at the actual amount of freight on board at time of loss, and the said vessel is valued at

\$

TOUCHING the adventures and perils which the said THE UNIVERSAL MARINE INSURANCE COMPANY OF SAINT JOHN, NEW BRUNSWICK (LIMITED), is contented to bear and take upon itself in this voyage, they are of the Seas, Fire, Barratry of the Mariners (but not of the Masters), and all other losses and misfortunes, which have or shall come to the damage of the said property, or any part thereof, occasioned by perils of the seas, subject to the conditions and provisions contained or referred to by clauses in this Policy. It is provided always that the insurers shall not be liable for any loss or claim on account of capture, seizure, detention or destruction by, or arising from, any belligerent nation, or by or from any Officer, Civil or Military, or any other person claiming to act in their name or under their authority, or in their behalf; nor for any charge, damage, or loss which may arise in consequence of capture, seizure or detention, or any attempt thereat for or on account of illicit or prohibited trade, or any trade in articles contraband of war. It is further provided that the insurers shall not be liable for any partial loss or particular average on Vessel unless (exclusive in all cases of claims under collision clause) it amounts to Five Hundred Dollars net on vessels valued at Ten Thousand Dollars or less, and on vessels valued at over that sum, unless it amounts to five per cent net on the valuation as declared in this Policy; nor on Freight, or other interest than vessel unless caused by sinking, stranding, burning, or collision with another vessel, and amounts to Five per cent net; exclusive in each and all cases, of all charges and expresses incurred for the purpose of ascertaining and proving the loss; nor for any loss of freight on Ice or Lime, unless the entire quantity shipped shall be destroyed because of stranding, sinking or fire; nor for any loss of Ice in general average, except it be occasioned by jettison; and in all cases of loss by jettison or of any sacrifice for the general benefit, or of any General Average

Vessel Valued at

Premium.

Act, the insurers shall only be accountable to assured for the contribution assessed on the subject hereby insured, and only in proportion as insured by this Policy (except when the contributory value in general average exceeds the value of this policy); and shall not be liable for contribution for jettison of deck load. And in case of claim for loss or damage there shall be deducted from the cost of metal, sheathing, caulking under the metal or sheathing, and docking, first the value of the old metal and nails, and from the remainder two and a half per cent, for each month that the metal or sheathing shall have been on said vessel when the same is taken off, and if it has been on forty months, the cost shall be wholly borne by the insured; and from all other repairs (including docking and incidental expenses), except upon anchors, there shall be deducted one-third. Each passage subject to separate average. And it is agreed that the insured shall not have the right to claim for total loss, either of vessel or freight, on account of the estimated amount of repairs to vessel exceeding the value of the vessel, or the valuation in this Policy, nor under any circumstances to abandon either vessel or freight, provided the vessel remains *in specie*, unless the amount which the insurers of vessel would be liable to pay (exclusive of all general average charges, and charges for getting off or raising and bringing into port a vessel stranded or submerged, and of all repairs consequent upon decay) under an adjustment, as of partial loss (after making all the usual deductions as provided for in this Policy), shall exceed half the value of said vessel, as declared in this Policy; and in case the valuation of vessel be not expressed in this Policy, then the highest valuation under which the vessel is insured, in any policy, shall be the basis for ascertaining the technical total loss of Freight hereunder, provided, however, that if such value shall be less than Thirty Dollars per registered ton, or if there be no insurance on the vessel, then such value shall be Thirty Dollars per registered ton, that in no case shall there be a claim for total loss of freight if the cargo can be forwarded at a cost equal to less than one-half the original freight, and there shall be no claim for loss of chartered freight not on board, unless the vessel itself shall be a total loss according to the terms of this Policy. It is also agreed that the insured shall not have the right to abandon, or to claim total loss of freight upon goods perishable in their own nature, unless the vessel carrying said goods shall be actually or technically a total loss according to the terms of this Policy, or the goods themselves be totally lost by sinking, stranding, burning, or collision with another vessel. It is also further agreed that voyage policies on freight shall attach upon arrival of the vessel at the first port specified, if in ballast, or as soon as the inward cargo is landed at said port, and no sooner if the vessel be under charter, and shall terminate at port or ports of destination with the landing of cargo, in proportion as amount hereby insured bears to full amount of freight or charter for the whole voyage insured. And in case of loss or misfortune it shall be *lawful and necessary* to and for the insured, his or their factors, servants and assigns, to *sue, labour and travel* for, in and about the *defence, safeguard and recovery* of the said property, or any part thereof, without prejudice to this insurance; to the charges whereof, the said Insurance Company will contribute, in proportion as the sum insured is to the whole sum at risk; and the acts of the insured, or insurers, in recovering, saving and preserving the property insured, in case of disaster, shall not be considered a waiver or acceptance of an abandonment. Having been paid the consideration for this insurance, by the insured, at, and after the rate of

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Policy, 1.00

PROHIBITED from the River and Gulf of St. Lawrence, ports in Newfoundland, Northumberland Straits, Cape Breton, (except Sydney), and Black and Baltic Seas, between October 1 and May 1, and from all Guano or Phosphate Islands (except the Peruvian), ports in Greenland, ports in Alaska, the Arctic Ocean, Mexican ports and places in the Gulf of Mexico; from loading (Atlantic United States coastwise voyages excepted) more than one-half registered tonnage of *Grain* in bulk, except at the ports of Baltimore, Philadelphia, New York, Boston, Portland (Maine), and Montreal from May 1 to September 1; from loading lime; from loading more than one-half of registered tonnage of ore, or phosphate rock.

AND in case of loss the agent of this Company, or, if there be none in the vicinity, the agent of the National Board of Marine Underwriters, or the Agent of the Boston Board of Marine Underwriters must be represented on the survey, should there be one at or near the place where the loss occurs or the repairs are made, and all bills for repairs or expenses must be approved by him. Losses shall be paid in sixty days after this Company shall receive proof and adjustment thereof, together with proof of interest in property insured, the amount of the premium note without discount if unpaid, and all sums due to this Insurance Company from the insured, when such loss becomes due, being first deducted, and all sums coming due being first paid or secured to the satisfaction of the President and Directors, they discounting interest for anticipating payment. And it is agreed, that whenever the premium has not been paid, or a note has been taken for the same, the said Insurance Company shall have the right to cancel the Policy, and collect the earned premium thereon if the person liable to pay the said premium, or the maker or endorser of such note, shall become a bankrupt, or shall be insolvent. It is agreed, that all claims under

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St. John, N.B., Pilotage Investigation.

It is agreed that this Company is not in any case to be liable for loss or damage to another vessel or her freight or cargo by collision with the vessel hereby insured.

this policy shall be void unless prosecuted within one year from date of the happening of the loss, and if the assured proceed at law, by suit or action, to recover the whole or any part of the sum assured by the policy, such suit or action shall be brought and prosecuted in Her Majesty's Supreme Court at St. John, N.B., and not elsewhere, under the penalty of forfeiture of all benefit of this insurance, and of the same thereby becoming wholly void. And it is also agreed, that if the said insured shall have made any other insurance upon the property aforesaid prior in date to this Policy, then the said Insurance Company shall be answerable only for so much as the amount of such prior insurance may be deficient towards fully covering the property hereby insured, and the said Insurance Company shall return the Premium upon so much of the sum by them insured as they shall be by such prior insurance exonerated from, provided that no return premium shall be made for any passage whereon the risk has commenced. And in case of any insurance upon the said property subsequent in date to this Policy, the said Insurance Company shall nevertheless be answerable for the full extent of the sum by them subscribed hereto, without right to claim contribution from such subsequent insurers, and shall accordingly be entitled to retain the premium by them received in the same manner as if no such subsequent insurance had been made. Other insurance upon the premises aforesaid, of date the same day as this Policy, shall be deemed simultaneous herewith, and the said Company shall not be liable for more than a ratable contribution in the proportion of the sum by them insured to the aggregate of such simultaneous insurance. It is also agreed that if the interest insured by this Policy be that of a mortgagee only, then upon payment of loss the rights and claims of the mortgagee shall pass by subrogation, and be duly transferred to this Insurance Company. It is also agreed that this insurance shall be void in case this Policy or the interest insured thereby shall be sold, assigned, transferred, mortgaged or pledged without the previous consent in writing of the insurers. It is also agreed, that the insured shall not abandon in consequence of the port of destination being blockaded or rendered unsafe, and free from any expense in consequence thereof, but the vessel shall in such case have the liberty to proceed to another safe port not blockaded, and there end the voyage, or wait a reasonable time for the blockade of the original port of destination be raised. It is agreed that if the above vessel upon a regular survey should thereby be declared unseaworthy, by reason of her being unsound or rotten, or incapable of prosecuting her voyage on account of her being unsound or rotten, then the said Insurance Company shall not be bound to pay their subscription on this Policy. If the voyage aforesaid shall have begun, and shall have terminated before the date of this Policy, then there shall be no return of premium on account of such termination of the voyage.

WARRANTED by the assured seaworthy at her departure on the present voyage, and at the commencement of each passage during the continuance of this Policy.

THIS Company is not liable for Wages or Provisions, except in general average when customary and legal at the point of destination.

NO AGENT of this Company has authority to erase or waive any of the printed conditions of this Policy.

IN WITNESS WHEREOF, the President of the said THE UNIVERSAL MARINE INSURANCE COMPANY OF SAINT JOHN, NEW BRUNSWICK (LIMITED), hath hereunto subscribed his name, and caused the same to be countersigned by their General Manager, at their office in St. John, N.B., this day of one thousand eight hundred and ninety.

.....President.

.....General Manager.

BY THE

N o

UNION INSURANCE COMPANY,

BANGOR, ME.

ON ACCOUNT OF

In case of loss to be paid to

Do make insurance and cause to be insured, lost or not ost.

Sum Insured.

If on a passage on the expiration of the term, with liberty to the assured to renew the Policy for one, two or three months, at the same rate of premium, if application be made to the Company before the expiration of the first term. The risk, however, is to terminate at *any* port at which she may first arrive during the said extended time, on her being moored therein twenty-four hours in good safety; a *pro rata* premium to be returned for each entire month not entered upon of the extended time, no loss or contribution being claimed; and if insured for a special voyage, to continue on the same vessel until she shall be arrived as aforesaid, and moored twenty-four hours in safety, and on the freight until landed.

AND it shall be lawful for the said vesseel, in her voyage, to proceed and sail to, touch and stay at, any ports or places, if thereunto obliged by stress of weather or other unavoidable accidents without prejudice to this insurance. The said freight hereby insured is valued at the actual amount of freight on board at time of loss, and the said vessel is valued at

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TOUCHING the adventures and perils which the said UNION INSURANCE COMPANY is contented to bear and take upon itself in this voyage, they are of the *Seas, Fire, Barratry of the Mariners* (but not of the Master), and all other losses and misfortunes, which have or shall come to the damage of the said property or any part thereof, occasioned by perils of the sea, subject to the conditions and provisions contained or referred to by clauses in this Policy. It is provided always that the insurers shall not be liable for any loss or claim on account of capture, seizure, detention or destruction by, or arising from, any belligerent nation, or by or from any Officer, Civil or Military, or any other person claiming to act in their name or under their authority, or in their behalf; nor for any charge, damage or loss which may rise in consequence of capture, seizure, or detention or any attempt thereat for or on account of illicit or prohibited trade, or any trade in articles contraband of war. It is further provided that the insurers shall not be liable for any partial loss or particular average on Vessels unless (exclusive in all cases of claims under collision clause) it amounts to Five Hundred Dollars net on vessels valued at Ten Thousand Dollars or less, and on vessels valued at over that sum, unless it amounts to five per cent net on the valuation as declared in this Policy; nor on Freight, or other interests than vessels unless caused by sinking, stranding, burning, or collision with another vessel, and amounts to Five per cent net; exclusive in each and all cases, of all charges and expenses incurred for the purpose of ascertaining and proving the loss; nor for any loss of freight on Ice or Lime, unless the entire quantity shipped shall be destroyed, because of stranding, sinking or fire; nor for any loss of Ice in general average, except it be occasioned by jettison; and in all cases of loss by jettison or of any sacrifice for the general benefit, or of any General Average act, the insurers shall only be accountable to insured for the contribution assessed on the subject hereby insured, and only in proportion as insured by this Policy (except when the contributory value in general average exceeds the value in this Policy); and shall not be liable for contribution for jettison of deck load. And in case of claim for loss or damage, there shall be deducted from the cost of metal, sheathing, caulking under the metal or sheathing, and docking, first the value of the old metals and nails, and from the remainder two and a half per cent for each month that the metal or sheathing shall have been on said vessel when the same is taken off, and if it has been on forty months, the cost shall be wholly borne by the insured; and in case the vessel shall be on a single bottom, the same rule shall apply to docking and caulking; and from all other repairs (including docking and incidental expenses), except upon anchors, there shall be deducted one-third. Each passage subject to separate average. And it is agreed that the insured shall not have the right to claim for total loss, either of vessel or freight, on account of the estimated amount of repairs to vessel exceeding the value of

St. John, N.B., Pilotage Investigation.

the vessel, or the valuation in this Policy, nor under any circumstances to abandon either vessel or freight, provided the vessel remains *in specie* unless the amount which the insurers of vessels would be liable to pay (exclusive of all general average charges, and charges for getting off or raising and bringing into port a vessel stranded or submerged, and of all repairs consequent upon decay) under an adjustment, as of partial loss (after making all the usual deductions as provided for in this policy) shall exceed half the value of vessel, as declared in this Policy; and in case the valuation of said vessel be not expressed in this Policy, then the highest valuation under which the vessel is insured, in any policy, shall be the basis for ascertaining a technical total loss of Freight hereunder, provided, however, that in no case shall there be a claim for total loss of freight if the cargo can be forwarded at a cost equal to less than one-half the original freight; and there shall be no claim for loss of chartered freight not on board, unless the vessel itself shall be a total loss according to the terms of this Policy. It is also agreed that the insured shall not have the right to abandon, or to claim total loss of freight upon goods perishable in their own nature, unless the vessel carrying said goods shall be actually or technically a total loss according to the terms of this Policy, or the goods themselves be totally lost by sinking, stranding, burning, or collision with another vessel. It is also further agreed that voyage policies on freight shall attach upon arrival of the vessel at the first port specified, if in ballast, or as soon as the inward cargo is landed at said port, and no sooner if the vessel be under charter, and shall terminate at port or ports of destination with the landing of cargo, in proportion as amount hereby insured bears to full amount of freight or charter for the whole voyage insured. And in case of loss or misfortune it shall be lawful and necessary to and for the insured, his or their factors, servants and assigns, to sue, labour and travel for, in and about the defense, safeguard and recovery of the said property or any part thereof, without prejudice to this insurance: to the charges whereof, the said Insurance Company will contribute, in proportion as the sum insured is to the whole sum at risk; and the acts of the insured, or insurers, in recovering, saving and preserving the property insured, in case of disaster, shall not be considered a waiver or acceptance of an abandonment. Having been paid the consideration for this insurance by the insured, at and after the rate of

PROHIBITED from the River and Gulf of St. Lawrence (a line drawn from Cape North to Cape Ray, and across the Strait of Canso to the northern entrance thereof, shall be considered the bounds of the Gulf of St. Lawrence seaward); Cape Breton (except Sydney) and Black and Baltic Seas between November 1 and May 10, and all Guano and Phosphate Islands (except the Peruvian), ports in Greenland, Gulf of Campechy; from loading (Atlantic coastwise voyages excepted), more than one-half registered tonnage of GRAIN in bulk, except at the ports of Baltimore, Philadelphia, New York, Boston, Portland (Maine), and Montreal from May 15 to September 1, when loaded under inspection or from loading or carrying more than half her registered tonnage of Phosphate rock or iron ore.

AND in case of loss the agent of this Company, or, if there be none in the vicinity, the agent of the National Board of Marine Underwriters must be represented on the survey, should there be one at or near the place where the loss occurs or the repairs are made, and all bills for repairs or expenses must be approved by him. Losses shall be paid in sixty days after this Company shall receive proof and adjustment thereof together with the proof of interest in property insured, the amount of the premium note without discount if unpaid and all sums due to this Insurance Company from the insured, when such loss becomes due, being first deducted, and all sums coming due being first paid or secured to the satisfaction of the President and Directors, they discounting interest for anticipating payment. And it is hereby agreed that if the premium on this Policy is not paid, or if this Company shall accept a note for the premium, then if such note shall not be paid at maturity, or if the person liable to pay the said premium, or the maker or indorser of such note, shall become a bankrupt, or shall be insolvent, this Company shall have the right to cancel this Policy at any time, and written notice mailed to the assured, or to the payee named in this Policy, shall be deemed a cancellation, and on and after the date when such notice shall be mailed, this Policy shall be null and void; but such a proportional part of any such premium or note given for any risk, as shall have been earned up to the date of such cancellation, shall thereupon remain and become immediately due and payable. It is agreed, that all claims under this Policy, shall be void unless prosecuted within one year from date of the happening of the loss, and if the assured proceed at law, by suit or action to recover the whole or any part of the sum assured by this Policy, such suit or action shall be brought and prosecuted in Her Majesty's Supreme Court, in St. John, N.B., and not elsewhere, under the penalty of forfeiture of all benefit of this insurance, and of the same thereby becoming wholly void. And it is also agreed, that if the said insured shall have made any other insurance upon the property aforesaid, prior in date to this Policy, then the said Insurance Company shall be answerable only for so much as the amount of such prior insurance may be deficient toward fully covering the property hereby insured, and the said Insurance Company shall return the Premium upon so much of the sum by them insured as they shall be by such prior insurance exonerated from, provided, that no return premium shall be made for any passage whereon the risk has commenced. And in case of any

Premium

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Policy, 1.00

\$

insurance upon the said property subsequent in date to this Policy, the said Insurance Company shall nevertheless be answerable for the full extent of the sum by them subscribed thereto, without right to claim contribution from such subsequent insurers, and shall accordingly be entitled to retain the premium by them received in the same manner as if no such subsequent insurance had been made. Other insurance upon the premises aforesaid, of date the same day as this Policy, shall be deemed simultaneous herewith, and the said Company shall not be liable for more than a ratable contribution in the proportion of the sum by them insured to the aggregate of such simultaneous insurance. It is also agreed, that if the interest insured by this Policy be that of a mortgage only, then upon payment of loss the rights and claims of the mortgagee shall pass by subrogation, and be duly transferred to this Insurance Company. It is also agreed that this insurance shall be void in case this Policy or the interest insured thereby shall be sold, assigned, transferred, mortgaged or pledged without the previous consent in writing of the insurers. It is also agreed, that the insured shall not abandon in consequence of the port of destination being blockaded or rendered unsafe, and free from any expense in consequence thereof, but the vessel shall in such case have the liberty to proceed to another safe port not blockaded, and there end the voyage, or wait a reasonable time for the blockade of the original port or destination to be raised. It is agreed that if the above vessel upon a regular survey should thereby be declared unseaworthy, by reason of her being unsound or rotten, or incapable of prosecuting her voyage on account of her being unsound or rotten, then the said Insurance Company shall not be bound to pay their subscription on this Policy. If the voyage aforesaid shall have begun, and shall have terminated before the date of this Policy, then there shall be no return of premium on account of such termination of the voyage.

WARRANTED by the assured seaworthy at her departure on the present voyage, and at the commencement of each passage during the continuance of this Policy.

THIS Company is not liable for Wages or Provisions, except in general average when customary and legal at the port of destination.

NO AGENT OF THIS COMPANY HAS AUTHORITY TO ALTER, ERAASE, OR WAIVE ANY OF THE PRINTED CONDITIONS OF THIS POLICY.

In Witness Whereof, The President of the said UNION INSURANCE COMPANY hath subscribed his name, and caused the same to be countersigned by the Secretary, at their Office in Bangor, this day of one thousand eight hundred and ninety

..... *President.*

..... *Secretary.*

THE UNION INSURANCE COMPANY hereby consents that the interest of..... in the within Policy subject to all the terms and conditions therein mentioned and referred to, be assigned to

DATED 189

FOR VALUE RECEIVED, hereby transfer, assign, and set over unto all right, title, and interest in the within Policy.

Signed, Sealed and
Delivered, in presence of }

St. John, N. B., Pilotage Investigation.

PORT OF CARDIFF.

Messrs. C. H. JONES & Co.,
Agents of the "Curlew,"

Reg. 306.

Sailed 27, 12, '94.

To the CARDIFF PILOTAGE BOARD.

Pilotage as under:

Inwards.		Outwards.	
	£ s. d.		£ s. d.
.....To Cardiff		Dock to roads.....	1 1
Roads to dock.....		Dock to.....	
Extra days.....		Extra days.....	
Extra tides.....		Extra tides.....	
		
	£		£

Total, £ 1 1 0

No receipt to be given on this account

PORT OF CARDIFF.

Messrs
Agents of the "Curlew,"

Reg. 306.

Arrived 30, 11, '94.

Sailed

To the CARDIFF PILOTAGE BOARD.

Pilotage as under:

Inwards.		Outwards.	
	£ s. d.		£ s. d.
.....To Cardiff		Dock to roads.....	
Roads to dock.....	1 1	Dock to.....	
Extra days.....		Extra days.....	
Extra tides.....		Extra tides.....	
		
	£		£

Total, £ 1 1 0

No receipt to be given on this account

THOMAS EVANS,
Collector of Pilotage.

CUSTOMS, CANADA.

ST. JOHN, 18th February, 1895.

I hereby certify that the following is a true record of the shipping on the registry books at St. John, N.B., at the close of each year from 1876 to 1894:

Year.	No. of Vessels.	Tons.
1876.....	805	280,073
1877.....	776	279,616
1878.....	755	276,016
1879.....	737	279,746
1880.....	700	275,879
1881.....	684	270,186
1882.....	654	245,325
1883.....	683	255,607
1884.....	677	251,136
1885.....	657	233,947
1886.....	635	216,959
1887.....	616	204,256
1888.....	601	193,254
1889.....	595	179,740
1890.....	581	176,159
1891.....	572	163,222
1892.....	560	155,221
1893.....	522	131,909
1894.....	488	111,888

J. R. RUEL,
Registrar, etc.

Port of St. John, N.B. Year ending 30th June, 1893.

Arrivals.				Departures.			
Under what Flag.	No.	Tons.	Crew No.	Under what Flag.	No.	Tons.	Crew No.
British sea-going.....	1,422	264,108	9,367	British.....	1,517	249,512	8,993
United States.....	411	259,786	10,529	United States.....	442	265,848	10,513
Norwegian and Swedish	14	14,535	213	Norwegian and Swedish	14	13,871	205
Austrian.....	4	2,411	62	Austrian.....	4	3,245	57
Spanish.....	8	12,487	282	Spanish.....	9	13,810	303
Russian.....	1	598	14	Russian.....	1	598	14
Italian.....	11	8,107	147	Italian.....	11	7,420	137
Total.....	1,871	562,032	20,614	Total.....	1,998	554,304	20,222

Year ending 30th June, 1875.....1,131 377,614..... ...1,157 450,516

St. John, N.B., Pilotage Investigation.

List of all the vessels remaining on the register of the province of New Brunswick on the 31st of December, 1894, with the number of vessels, their tonnage and rig.

	Ships.	Barks.	Bktns.	Brigs.	Bgtns.	Schrs.	Wbts.	Sloops.	Stmrs.	Total.
St. John.	20	44	10	1	13	270	64	3	63	488
Richibucto.		3				12			3	18
Moncton.		1	1			13			1	16
Sackville.		1			1	8			2	12
Dorchester.	1	3	1		1	3				9
Chatham.		5			2	287		1	31	326
St. Andrews.		1				128		6	5	140
Totals.	21	58	12	1	17	721	64	10	105	1,003

TONNAGE.

St. John.	29,187	41,010	4,171	324	3,860	24,852	3,913	59	4,512	111,888
Richibucto.		2,390				394			61	2,845
Moncton.		947	499			1,152			2	2,600
Sackville.		438			198	552			41	1,229
Dorchester.	1,763	2,213	415		164	366				4,921
Chatham.		3,498			247	4,673		28	926	9,372
St. Andrews.		404				2,911		98	73	3,486
Totals.	30,950	50,900	5,085	324	4,469	34,900	3,913	185	5,615	136,341

STEAMERS.

PILOTAGE RATES IN UNITED KINGDOM PORTS.

Ports where steamers pay 20 per cent less than sailing vessels :—

Gloucester.

Ports where steamers pay 25 per cent less than sailing vessels :—

Aberdeen, Barrow-in-Furness, Beaumaris, Bridgewater, Cowes, Dartmouth, Colchester, Falmouth, Fleetwood, Holyhead, Ipswich, London, Maldon, Neath, Porthcawl Harbour, Portsmouth, Southampton, Truro, Woodbridge, Wexford, Yarmouth.

Ports where steamers pay 30 per cent less than sailing vessels :—

Arbroath.

Ports where steamers pay 50 per cent less than sailing vessels :—

Bellina, Belfast.

At Port Rush steamers of all sizes only pay 15s. each time of visiting the port.

MEMORANDUM.

At all other ports in the United Kingdom steamers and sailing vessels are charged exactly the same rates of pilotage.

UNITED KINGDOM.

Vessels entered at non-compulsory pilotage ports.

Ports.	Year.	No. of Vessels.	Ports.	Year.	No. of Vessels.
Aberdeen	1876	3,194	Maryport	1880	2,220
Aberystwith	1875	544	Montrose	1875	751
Alloa	1879	1,273	Neath		
Arbroath	1879	401	Newcastle-on-Tyne		
Ardrossan	1879	4,187	Newhaven	1879	1,972
Ayr	1879	2,560	Newport	1879	13,078
Banff	1879	583	New Ross		
Barnstaple	1875	1,910	Newry		
Berwick-on-Tweed		679	North Sunderland		
Blyth			Padstow	1875	1,126
Boness	1879	2,387	Penarth Roads		
Campbellton	1875	1,273	Perth	1876	148
Cardiff	1879	15,555	Peterhead	1875	1,438
Cardigan	1875	983	Plymouth	1879	3,665
Colchester	1879	1,319	Poole	1875	1,471
Cork	1879	4,191	Queenstown		
Cowes	1875	6,790	Ramsgate	1875	441
Dartmouth	1875	1,198	Rochester		
Douglas	Daily steamers from	Liverpool	Roxhearty		
Drogheda	1879	1,064	Scarboro'	1875	326
Exeter	1875	927	Seaham Harbour	1875	500
Faversham	1875	8,059	Sharpness		
Fleetwood	1875	1,335	Stornoway	1875	1,087
Folkestone	1879	1,654	Sunderland	1879	9,369
Fowey	1875	2,779	Swansea	1880	5,126
Galway	1879	360	Stockton	1879	838
Gloucester	1879	6,177	Middlesboro'	1875	5,039
Grangemouth	1875	2,753	Teignmouth		
Granton	1879	1,221	Torquay		
Greenock	1880	7,197	Troon		
Hartlepool, East and West	1875	7,378			
Harwick	1879	1,970	Warkworth	1880	800 steamers and sailers.
Holy Island			Waterford	1879	3,391
Inverness	1879	3,764	Westport		
Ipswich	1875	4,550	Wexford	1879	1,300
Irvine			Weymouth	1876	516
Johnshaven			Whitby	1876	816
Kirkcaldy	1875	4,343	Whitehaven	1876	2,512
Kirkwall	1875	2,528	Wick & Pultney	1879	2,003
Leith	1875	6,429	Wigtown	1876	1,103
Lerwick	1875	458	Workington		
Limerick	1875	930			
Lowestoft	1875	944			

RETURN of vessels registered at St. John and other ports in New Brunswick, entering the Port of St. John for year 1894:—

From 125 to 300 tons	55 vessels
“ 300 to 500 “	22 “
“ 500 to 750 “	3 “
“ 750 to 1000 “	12 “
“ 1000 tons and upwards	14 “

St. John, N.B., 8th May, 1895.

59 Victoria.

Sessional Papers (No. 11c.)

A. 1896

LIST OF SHIPPING

ISSUED BY THE

DEPARTMENT OF MARINE AND FISHERIES

BEING A

LIST OF VESSELS

ON THE

REGISTRY BOOKS OF THE DOMINION OF CANADA

ON THE

31st DAY OF DECEMBER

1895

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1896

[No 11c.—1896.]

Marine and Fisheries—List of Shipping.

LIST OF VESSELS

REPORT ON SHIPPING.

To the Honourable

JOHN COSTIGAN,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Ninth List of Shipping issued by this Department, being a list of the vessels whose names remained on the registry books of the Dominion of Canada on the 31st day of December, 1895, giving the name of each ship, her official number, the port at which she was then registered, her rig, where she was built, the year in which she was built, her register dimensions and her register tonnage. In the case of steamers, the list shows the gross tonnage as well as the net tonnage of each steamship. The list also shows the name and address of the owner of each vessel, but in cases where there are more than one owner, the name and address of the managing owner only is given. I have also, as far as was possible, shown the institution in which the vessels are classed, but the list affords no information concerning the classification.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1895, including old and new vessels, sailing vessels, steamers and barges, was 7,262, measuring 825,836 tons register tonnage, being an increase of 17 vessels and a decrease of 43,788 tons register, as compared with 1894. The number of steamers on the registry books on the same date was 1,718 with a gross tonnage of 247,007 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 \$24,775,080.

The number of new vessels built and registered in the Dominion of Canada during the last year was 250, measuring 16,270 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$732,150 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 1895. 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 1895, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

RAPPORT SUR LA MARINE MARCHANDE.

A l'Honorable JOHN COSTIGAN,

Ministre de la Marine et des Pêcheries.

Monsieur,—J'ai l'honneur de présenter la neuvième liste de la marine publiée par ce département, étant une liste des vaisseaux dont les noms sont inscrits sur les registres de la Puissance du Canada au 31 décembre 1895, donnant le nom de chaque vaisseau, son numéro officiel, le port où il fut enregistré, son grément, l'année qu'il fut bâti, ses dimensions enregistrées et son tonnage enregistré. La liste, dans le cas des vaisseaux mûs par la vapeur, montre le tonnage brut ainsi que le tonnage enregistré de chaque vaisseau. La liste donne aussi le nom et l'adresse du propriétaire de chaque navire, mais dans les cas où il y a plus d'un propriétaire, le nom et l'adresse du propriétaire-gérant sont seuls donnés. J'ai aussi, autant qu'il a été possible, donné le nom de l'établissement où chaque vaisseau a été classé, mais la liste ne donne aucune information sur le rapport de la classification.

Le nombre total des navires inscrits sur les registres du Canada, au 31 décembre 1895, comprenant les vieux et les neufs, les voiliers, les navires à vapeur et les barges, était de 7,262, d'un tonnage de 825,836 tonneaux enregistrés, ce qui forme une augmentation de 17 vaisseaux et une diminution de 43,788 tonneaux enregistrés pour l'année 1895 comparée à 1894.

Le nombre de steamers portés sur les registres à la même date était de 1,718, d'un tonnage brut de 247,007 tonneaux. En calculant sur le pied d'une moyenne de \$30 par tonneau, la valeur du tonnage enregistré au Canada le 31 décembre dernier serait de \$24,775,080.

Le nombre des navires construits et enregistrés au Canada, l'année dernière, a été de 250 de 16,270 tonneaux enregistrés. En estimant la valeur du nouveau tonnage à \$45 le tonneau, on a une valeur totale de \$732,150 pour les navires neufs.

On trouvera ci-joint un état indiquant le nombre de vaisseaux, le tonnage enregistré aux différents ports d'enregistrement du Canada, au 31 décembre dernier, et un tableau comparatif des vaisseaux construits et enregistrés de 1874 à 1895 inclusivement. Un tableau comparatif est aussi donné du tonnage des puissances maritimes de l'univers.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1895.

PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre 1895.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. Nom du Port.	Total Number of Sailing Ships and Steamers. Voiliers et vapeurs.	Number of Steamers. Nombre de vapeurs.	Gross Tonnage of Steamers. Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. Total de tonnage net.
Chatham.....	336	35	1,670	9,640
Dorchester.....	7			3,785
Moncton.....	16	1	20	2,708
Richibucto.....	16	2	79	2,770
Sackville.....	12	2	41	1,218
St. Andrews.....	145	5	108	3,547
St. John.....	443	63	7,094	98,750
Total.....	975	108	9,012	122,418

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ÉCOSSE.

Amherst.....	7			384
Annapolis.....	56	3	85	5,633
Arichat.....	119	1	66	4,842
Barrington.....	58	1	15	2,116
Canso.....	5			176
Digby.....	179	5	254	11,805
Guyaboro.....	33			1,561
Halifax.....	793	55	10,912	43,694
Liverpool.....	85	2	137	6,439
Lunenburg.....	334	6	372	27,009
Maitland.....	25	1	52	24,462
Parrsboro.....	141	2	201	31,528
Pictou.....	64	17	1,126	13,109
Port Hawkesbury.....	84	2	43	2,886
Port Medway.....	24	1	45	2,011
Pugwash.....	8			634
Shelburne.....	106	1	38	6,352
Sydney.....	107	8	748	5,080
Truro.....	3			860
Weymouth.....	37	2	175	3,109
Windsor.....	149	11	2,450	96,945
Yarmouth.....	266	18	4,519	52,721
Total.....	2,683	136	21,238	343,356

PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC.

Amherst, Magdalen Islands.....	18			667
Gaspé.....	36	1	709	2,042
Montreal.....	512	167	55,436	85,499
New Carlisle.....	13	2	45	508
Percé.....				
Quebec.....	875	131	20,202	70,060
Total.....	1,454	301	76,392	158,776

Marine and Fisheries—List of Shipping.

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

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres, etc.—Suite.

PROVINCE OF ONTARIO—PROVINCE D'ONTARIO

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Amherstburg	2			121
Belleville	16	10	520	828
Bowmanville	4			752
Brockville	26	24	368	416
Chatham	29	18	1,184	1,719
Chippewa	3	2	263	153
Cobourg	4	1	23	311
Collingwood	66	64	8,623	6,249
Cornwall	3	2	178	214
Cramahe	2			278
Deseronto	18	13	1,383	1,387
Dunnville	2	2	205	122
Goderich	44	25	695	1,877
Hamilton	51	38	7,550	6,662
Kingston	198	79	10,357	25,801
Morrisburg	3	1	72	384
Napanee	3			409
Oakville	4			323
Ottawa	307	167	13,719	25,506
Owen Sound	34	31	5,250	3,891
Pictou	32	11	1,375	3,330
Port Arthur	8	8	3,078	1,991
Port Burwell	12	5	41	986
Port Colborne	6	2	95	681
Port Dover	18	6	170	996
Port Hope	62	36	3,024	5,989
Port Rowan	4	1	168	351
Port Stanley	12	10	1,311	1,097
Prescott	28	14	787	3,811
Sarnia	28	21	8,393	6,763
Saugeen	9	9	388	266
Sault Ste. Marie	15	12	477	851
St. Catharines	128	63	8,809	19,290
Toronto	240	166	16,995	17,017
Wallaceburg	31	17	1,058	2,024
Whitby	3			514
Windsor	53	27	6,140	5,309
Total	1,508	885	102,699	148,669

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown	190	22	5,263	19,323
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STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Concluded.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres, etc.—*Fin.*

PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster.....	81	65	3,770	7,782
Vancouver.....	46	40	3,226	2,464
Victoria.....	219	95	14,069	15,742
Total.....	346	200	26,065	25,988

PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg.....	106	66	6,338	7,307
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SUMMARY—SOMMAIRE.

New Brunswick.....	975	108	9,012	122,418
Nova Scotia.....	2,683	136	21,238	343,356
Quebec.....	1,454	301	76,392	158,776
Ontario.....	1,508	885	102,699	148,669
Prince Edward Island.....	190	22	5,263	19,323
British Columbia.....	346	200	26,065	25,988
Manitoba.....	106	66	6,338	7,307
Grand Total.....	7,262	1,718	247,007	825,837

Marine and Fisheries—List of Shipping.

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 1895, both inclusive.

ETAT COMPARATIF montrant le nombre de navires et le tonnage net inscrit dans les livres de registre au Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1873 à 1895, les deux comprises.

Provinces.	1873.		1874.		1875.		1876.		1877.		1878.		1879.		1880.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,147	277,850	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965	1,135	340,491	1,097	336,976
Nova Scotia.....	2,803	449,701	2,787	473,669	2,786	505,144	2,867	529,252	2,961	541,579	3,043	553,368	2,975	552,159	2,977	550,448
Quebec.....	1,842	214,083	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349	1,975	246,025	1,889	233,341
Ontario.....	681	89,111	815	113,008	825	114,980	869	123,947	926	131,761	958	135,440	1,006	136,987	1,042	137,481
P. E. Island.....	280	38,918	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250	298	49,807	288	45,931
British Columbia.....	30	4,095	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482	60	4,701	63	5,049
Manitoba.....	.....	.....	.....	.....	2	178	2	178	6	246	17	1,161	22	1,924	21	1,992
Total.....	6,788	1,073,718	6,980	1,158,363	6,962	1,205,566	7,192	1,260,893	7,362	1,310,463	7,469	1,333,015	7,471	1,332,094	7,577	1,311,218
	1881.		1882.		1883.		1884.		1885.		1886.		1887.		1888.	
New Brunswick.....	1,067	333,215	1,065	308,980	1,107	315,906	1,066	308,132	1,060	288,589	1,042	269,294	1,027	255,126	1,069	239,332
Nova Scotia.....	3,025	558,911	3,026	546,778	3,037	541,715	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec.....	1,830	224,936	1,754	215,804	1,789	216,577	1,628	202,842	1,631	203,635	1,550	232,556	1,566	189,064	1,498	178,520
Ontario.....	1,081	139,988	1,112	137,051	1,133	140,972	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island.....	273	45,410	248	41,684	241	49,446	284	39,213	277	36,040	225	30,658	225	29,031	218	26,586
British Columbia.....	74	6,286	84	7,687	94	9,046	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba.....	24	2,130	23	2,783	24	2,778	55	5,722	63	5,439	66	5,578	71	5,811	69	5,744
Total.....	7,334	1,310,896	7,312	1,260,777	7,374	1,276,440	7,264	1,253,747	7,315	1,231,866	7,294	1,217,766	7,178	1,130,247	7,142	1,089,642

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books, &c.—Concluded.

ETAT COMPARATIF montrant le nombre de navires et le tonnage net inscrit dans les livres de registre—Fin.

Provinces.	1889.		1890.		1891.		1892.		1893.		1894.		1895.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086	1,003	136,257	975	122,417
Nova Scotia.....	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263	2,710	371,432	2,683	343,956
Quebec.....	1,455	138,800	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121	1,427	160,590	1,454	158,776
Ontario.....	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665	1,460	148,525	1,508	148,669
P. E. Island.....	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970	191	19,650	190	19,323
British Columbia.....	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900	336	26,455	346	25,988
Manitoba.....	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534	98	6,715	106	7,307
Total.....	7,153	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539	7,245	869,624	7,262	825,836

Marine and Fisheries—List of Shipping.

LIST of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended 31st December, 1895.

PROVINCE OF NEW BRUNSWICK.

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1895.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham	18	3	165	274
Dorchester	Nil.			
Moncton	Nil.			
Richibucto	Nil.			
Sackville	Nil.			
St. Andrews	3			53
St. John	6	2	39	387
Total	27	5	204	714

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ÉCOSSE.

Amherst	Nil.			
Annapolis	1			49
Arichat	Nil.			
Barrington	1			11
Canso	2			24
Digby	1			17
Guysboro'	Nil.			
Halifax	5			117
Liverpool	6			558
Lunenburg	26			2,211
Maitland	Nil.			
Parrsboro'	10			552
Pictou	1			30
Port Hawkesbury	11			289
Port Medway	1			27
Pugwash	Nil.			
Shelburne	7			282
Sydney	4			62
Truro	Nil.			
Weymouth	2			170
Windsor	1			100
Yarmouth	10	2	48	263
Total	89	2	48	4,762

PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC.

Amherst, Magdalen Islands	Nil.			
Gaspé	1			17
Montreal	26	10	2,739	3,512
New Carlisle	Nil.			
Percé	Nil.			
Quebec	22	3	44	806
Total	49	13	2,783	4,336

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

PROVINCE OF ONTARIO.

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés, etc.—*Suite.*

PROVINCE D'ONTARIO.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Amherstburg	Nil.			
Belleville	Nil.			
Bowmanville	Nil.			
Brockville	Nil.			
Chatham	Nil.			
Chippewa	Nil.			
Cobourg	Nil.			
Collingwood	6	6	2,123	1,444
Cornwall	Nil.			
Cramahe	Nil.			
Deseronto	Nil.			
Dunnville	Nil.			
Goderich	Nil.			
Hamilton	Nil.			
Kingston	10	9	1,653	946
Morrisburg	Nil.			
Napanee	Nil.			
Oakville	Nil.			
Ottawa	26	16	636	680
Owen Sound	1	1	782	492
Pictou	Nil.			
Port Arthur	Nil.			
Port Burwell	1	1	14	7
Port Colborne	Nil.			
Port Dover	Nil.			
Port Hope	Nil.			
Port Rowan	Nil.			
Port Stanley	Nil.			
Prescott	Nil.			
Sarnia	1	1	29	20
Saugeen	Nil.			
Sault Ste. Marie	Nil.			
St. Catharines	4	2	32	91
Toronto	3	3	76	52
Wallaceburg	Nil.			
Whitby	Nil.			
Windsor	Nil.			
Total	52	39	5,345	3,732

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD

Charlottetown	1			196
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Marine and Fisheries—List of Shipping.

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

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés, etc.—*Fin.*

PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE BRITANNIQUE.

Province.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster	8	6	1,816	1,497
Vancouver	5	4	140	92
Victoria	5	1	43	120
Total	18	11	1,999	1,709

PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg	14	8	414	822
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SUMMARY—SOMMAIRE.

New Brunswick	27	5	204	714
Nova Scotia	89	2	48	4,762
Quebec	49	13	2,783	4,335
Ontario	52	39	5,345	3,732
Prince Edward Island	1	.....	.....	196
British Columbia	18	11	1,999	1,709
Manitoba	14	8	414	822
Grand Total	250	78	10,793	16,270

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion of both

ÉTAT COMPARATIF des nouveaux navires construits et enregistrés au Canada, pendant

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec.....	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario.....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia.....	5	276			1	121	2	204	2	45
Manitoba.....							3	48	1	15
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746			3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany.....					1	480				
Total.....	496	190,756	480	151,012	416	127,700	430	118,985	339	100,873

	1885.		1886.		1887.		1888.		1889.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	34	7,736	34	4,931	18	2,909	32	2,530	50	4,792
Nova Scotia.....	102	24,703	93	20,948	87	12,310	116	12,965	126	19,645
Quebec.....	29	4,556	27	2,683	28	2,888	23	2,669	27	3,759
Ontario.....	45	4,509	52	2,075	66	2,993	62	5,095	45	3,259
Prince Edward Island....	11	1,707	12	1,318	7	601	12	1,412	12	1,503
British Columbia.....	6	648	8	154	9	376	18	448	12	840
Manitoba.....	13	320	3	98	8	439	1	11	8	548
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered										
Add new vessels which left Quebec for registration in Germany.....										
Total.....	240	43,179	229	32,207	224	22,516	264	25,130	280	34,346

Marine and Fisheries—List of Shipping.

Canada during the Year ended 31st December, in each year from 1874 to 1895, inclusive.

P'année expirée le 31 décembre, dans chaque année, de 1874 à 1895, les deux comprises.

1879.		1880.		1881.		1882.		1883.		1884.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888
126	33,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815
42	2,404	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189
5	788	.....	.....	2	85	8	1,631	5	849	15	675
.....	.....	1	100	3	116	1	289	2	125	37	3,366
265	74,227	271	65,441	336	74,060	288	60,113	374	74,090	387	72,411
.....	.....	.....	.....	.....	.....	1	1,029	.....	.....	.....	.....
.....
265	74,227	271	65,441	336	74,060	289	61,142	374	74,090	387	72,411
1890.		1891.		1892.		1893.		1894.		1895.	
35	5,572	43	6,269	21	1,873	119	2,819	40	2,534	27	714
150	33,907	130	35,528	105	16,446	111	15,089	128	8,721	89	4,762
25	4,880	46	4,200	34	2,620	53	4,220	55	4,412	49	4,335
41	4,917	44	2,662	34	3,684	49	4,126	64	3,137	52	3,732
12	2,008	5	1,000	9	967	3	634	3	183	1	196
15	876	41	2,364	46	2,887	19	944	25	1,900	18	1,708
7	218	3	122	6	296	8	608	11	356	14	822
285	52,378	312	52,145	255	28,773	362	28,440	326	21,243	250	16,370
.....
.....
285	52,378	312	52,145	255	28,773	362	28,440	326	21,243	250	16,370

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Général for 1895-96.

TABLEAU du tonnage des navires de chacun des Etats maritimes du globe. Extrait du Répertoire Général pour 1895-96.

Nationality.	Steamers. — Vapeurs	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Net Tonnage of Steamers. — Tonnage net des vapeur.	Sailing Vessels. — Voiliers.	Net Tonnage of Sailing Vessels. — Tonnage net des voiliers.	Total Net Tonnage. — Tonneaux.
British, including Canada and the Colonies.....	7,290	102,286,644	6,315,304	8,823	3,334,953	9,650,257
American.....	470	706,563	487,438	3,839	1,362,978	1,850,416
German.....	966	1,326,198	945,721	1,281	604,262	1,549,983
Norwegian.....	601	464,834	291,304	2,976	1,240,888	1,532,192
Canadian (825,837)						
French.....	660	887,176	469,770	1,658	261,794	731,564
Italian.....	226	320,952	204,487	1,783	501,001	705,488
Russian.....	345	241,898	154,466	1,768	359,853	514,319
Swedish.....	542	243,977	177,595	1,537	308,911	486,506
Spanish.....	424	499,049	310,447	1,022	163,408	473,855
Dutch.....	220	338,542	227,639	661	158,909	386,548
Greek.....	117	136,250	84,327	1,161	249,685	334,012
Danish.....	274	229,733	150,146	873	158,807	308,953
Turkish.....	88	70,524	42,437	1,004	202,414	244,851
Japanese.....	344	288,781	181,335	255	37,655	218,990
Austrian.....	162	226,286	138,230	323	69,519	207,749
Brazilian.....	208	129,205	80,887	303	71,236	152,123
Chilian.....	41	44,592	29,148	141	74,339	103,487
Belgian.....	118	130,292	88,598	11	2,172	90,770
Portuguese.....	52	64,876	41,390	215	46,437	87,827
Argentine.....	73	36,522	21,585	141	35,715	57,300
Peruvian.....	6	5,636	3,763	46	20,229	23,992
Hawaiian.....	20	13,468	9,459	22	13,544	23,003
Uruguay.....	20	8,357	4,827	51	12,936	17,763
Egyptian.....	25	22,741	14,906			14,906
Mexican.....	15	4,815	2,713	50	9,259	11,972
Chinese.....	17	17,331	11,065	5	684	11,749
Nicaragua.....	3	2,483	1,552	19	8,507	10,059
Venezuelan.....	11	4,657	2,645	16	2,563	5,208
Roumanian.....	13	3,001	1,328	21	3,702	5,030
Siamese.....	3	789	464	12	4,453	4,917
Gautemala.....				15	4,468	4,468
Haytian.....	4	1,488	737	16	2,690	3,427
Arabian.....				4	3,286	3,286
Montenegrian.....				13	2,757	2,757
Zanzibar.....	3	2,860	1,879	1	697	2,576
Bolivian.....				3	2,301	2,301
Sarawak.....	3	2,184	1,364			1,364
San Domingo.....	2	489	239	6	1,107	1,346
Bulgarian.....	2	1,977	1,295			1,295
Colombian.....	1	241	138	4	1,024	1,162
Costa Rica.....	2	528	338	2	541	879
Corean.....	2	1,245	847			847
Ecuador.....				2	643	643
San Salvador.....				3	611	611
Persian.....	1	838	579			579
Liberian.....				2	318	318
Borneo.....	1	365	235			235
Paraguay.....	1	282	232			232
Servian.....	1	264	112			112
Tunisian.....				2	111	111
Honduras.....	1	155	95			95
Hova.....	1	22	18			18
Unknown.....	12	5,865	3,496	14	2,514	6,010
	13,391	16,716,975	10,506,580	30,104	9,343,881	19,850,461

Marine and Fisheries—List of Shipping.

NOTE.

The office in which vessels are classed is given in some cases where the information could be obtained, but the Department cannot guarantee its correctness, as the characters assigned to vessels are constantly changing.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1896.

NOTE.

Chaque fois que la chose est possible on donne le nom du bureau où sont classés les navires, mais le département ne garantit pas son exactitude, vu que la nature des navires change constamment.

WM. SMITH,

Sous-ministre de la Marine et des Pêcheries.

MINISTÈRE DE LA MARINE ET DES PÊCHERIES,
OTTAWA, 1896.

PART I.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, 31st December, 1895.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre, 1895.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.			Tonnage		Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gérant, s'il y en a plus d'un, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Registré.		
88,639	A. B. Cook	St. Catharines	1885	Port Robinson, Ont.	Screw—A hélice	54 4	12 0	6 6	34	23	James Bampton, Well- land, Ont.	
75,821	A. C. Whitney	Halifax	1873	Boston, U. S.	do	76 9/2	17 5	5 6	62	41	Halifax Tow Boat Co., Halifax, N.S.	
77,820	A. H. Jennie	Port Rowan	1882	Port Rowan, Ont.	do	107 0	21 0	9 0	168	108	J. A. Desdarek, Port Rowan, Ont.	
100,038	A. J. Tymon	Toronto	1892	Toronto, Ont.	do	130 5	21 6	8 7	194	182	A. J. Tymon, et al., To- ronto, Ont.	
100,393	A. M. Petrie	Hamilton	1892	Hamilton, Ont.	do	50 0	10 0	4 9	20	13	Alice M. Petrie, Guelph Ont.	
90,873	A. V. Crawford	Port Stanley	1891	Goderich, Ont.	do	72 0	15 7	7 2	51	35	H. Deming, Port Stanley, Ont.	
77,590	A. Cantin	Montreal	1879	Montreal, Que.	do	113 0	22 5	7 4	163	101	Jas. Wood, Rock Island, Que.	
90,767	A. Chambers	Goderich	1888	Goderich, Ont.	do	55 7	14 0	5 2	23	16	James Clark, Goderich, Ont.	
71,244	A. Seaman	Toronto	1893	Buffalo, U.S.	do	69 5	15 2	7 2	76	52	J. V. Crawford, Warton, Ont.	
92,740	Abeona	Toronto	1889	Toronto, Ont.	do	89 0	15 7	5 5	46	31	Albert E. Gooderham, Toronto, Ont.	
103,227	Aberdeen	Ottawa	1894	Scotland, G.B.	do	180 0	31 1	16 9	674	266	The Minister of Marine and Fisheries, Ottawa.	
100,059	Aberdeen	Kingston	1892	Westport, Ont.	do	51 0	8 4	4 2	13	9	William C. Fredenberg, Westport, Ont.	
100,886	Aberdeen	St. John, N.B.	1894	St. John, N.B.	Stern wheel—A roue	140 2	22 0	4 0	244	137	The Star Line Steamship Co., Gagetown, N.B.	

Marine and Fisheries—List of Shipping.

103,554	Aberdeen	Montreal	1895	Sorel, Que.	Screw—A hélice	79 3	18 3	9 0	87	Harbour Commissioners, Montreal.
94,924	Aberdeen	Picton, Ont.	1894	Picton, Ont.	do	99 6	22 0	8 7	142	A. W. Hepburn, Picton, Ont.
100,148	Aberdeen	Winnipeg	1892	Battleford, N. W. T.	Stern wheel—A roues	58 6	42 3	3 8	26	John G. Oliver, Battleford, N. W. T.
100,675	Aberdeen	Vancouver	1893	Vernon, B. C.	do	146 2	29 9	6 8	554	Canadian Pacific Railway Co., Montreal.
97,007	Abino	St. Catharines	1894	Fort Erie, Ont.	Screw—A hélice	41 3	10 3	3 8	8	John W. Kennedy, Ridgeway, Ont.
103,395	Acacia	Hamilton	1893	Hamilton, Ont.	do	92 4	19 4	6 6	55	M. O. Matthews, Hamilton, Ont.
77,697	Acadia	do	1867	do	do	176 5	25 6	10 4	806	R. O. Mackay, Hamilton, Ont.
92,438	Acadia	Windsor, N. S.	1887	Hantsport, N. S.	do	72 0	21 3	6 8	74	E. Churchill & Sons, Hantsport, N. S.
96,891	Acadia	Ottawa	1880	Pennsylvania, U. S.	do	182 5	23 6	18 7	520	The Minister of Marine and Fisheries, Ottawa
61,157	Acadian	Montreal	1872	Sunderland, G. B.	do	208 1	28 8	15 8	931	Sir Hugh Allan, Montreal.
100,186	Active	do	1873	Montreal, Que.	do	129 3	24 2	10 9	302	Montreal Transportation Company.
94,894	Active	New Westminster.	1889	New Westminster, B. C.	do	166 0	20 7	10 3	172	B. C. Mills Timber and Trading Co., Vancouver, B. C.
99,648	Active	Halifax	1893	Dysart	do	72 3	16 8	8 5	60	C. W. Anderson, Halifax, N. S.
100,367	Activity	Quebec	1892	Lévis, Que.	do	46 6	12 8	5 2	22	N. Flood, Cape Rouge, Que.
88,665	Ada	Chatham, N. B.	1884	Chatham, N. B.	do	32 0	6 3	3 0	4	Wm. H. Murray, St. John, N. B.
90,539	Ada	Montreal	1886	Montreal, Que.	do	61 2	15 0	5 6	28	Chas. Ogilvie, Ottawa.
80,886	Ada	Toronto	1878	Toronto, Ont.	do	27 0	7 0	2 8	2	Saml. and James Armstrong, McKellar Village, Ont.
64,149	Ada	Victoria	1874	Burrard Inlet, B. C.	Wheels—A roues	82 0	19 0	5 5	71	C. Lee, New Westminster, B. C.
75,642	Ada Alice	St. Catharines	1879	Port Dalhousie, Ont.	Screw—A hélice	52 2	10 7	4 0	15	Mary E. Doty, Toronto, Ont.
54,457	Ada G.	St. John, N. B.	1867	Lancaster, St. John Co., N. B.	Wheels—A roues	107 0	19 4	7 0	102	Parker Glasier, Lincoln, Sunbury Co., N. B.
94,765	Adam Ainslie	Owen Sound	1892	Owen Sound, Ont.	Screw—A hélice	70 0	16 0	8 9	59	J. W. Matland, Owen Sound, Ont.
92,636	Adirondack	Montreal	1887	Berthierville, Que.	do	40 0	9 3	5 4	12	Joseph H. Dansereau, Vercheres, Que.
71,236	Admiral	Port Stanley	1880	Petersville, Ont.	Wheels—A roues	45 6	10 3	3 3	9	M. M. Rodgers, London, Ont.
88,306	Admiral	Quebec	1880	Wilmington, U. S.	do	176 0	29 0	17 6	682	Patrick Kelly, Quebec.

Classed English
Lloyds.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built— Construit.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage		Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gérant, s'il y en a plus d'un, et adresse.	Where classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
72,247	Admiral	St. John, N.B.	1876	Portland, N.B.	Wheels—A roues.	119 6	22 0	5 7	158	100	Parker Glasier, Lincoln, Sunbury Co., N.B.	
90,702	Adrelexa	St. Catharines	1886	Port Robinson, Ont.	Screw—A hélices.	46 0	10 2	3 6	15	10	James Scott, Toronto, Ont.	
	Advance	Kingston		1862 Bedford Mills, Ont.	do	66 3	10 6	7 1	41	14	F. Smith, Toronto, Ont.	
90,775	Advance	Windsor, Ont.	1886	Windsor, Ont.	do	48 8	15 1	4 0	72	49	Wm. Holden, Windsor, Ont.	
92,285	Africa	Owen Sound	1876	Kingston, Ont.	do	148 0	26 0	12 5	482	328	Annabella Christie, Toronto, Ont.	
85,305	Agnes	Montreal	1883	Buckingham, Que.	do	56 8	12 4	4 4	29	19	G. Bothwell, Buckingham, Que.	
95,325	Agnes	Owen Sound	1884	Meaford, Ont.	do	50 0	13 7	6 0	23	16	J. V. Crawford, Wiarton, Ont.	
94,895	Agnes	Vancouver	1889	Vancouver, B.C.	do	67 4	12 0	4 0	23	16	Jas. B. Babington, Vancouver, B.C.	
77,999	Agnes McMahon	Ottawa	1879	St. Catharines, Ont.	do	96 0	15 0	6 4	81	47	Israel Clement, Montreal.	
92,295	Aid	Ottawa	1886	Hull, Que.	Wheels—A roues.	65 0	18 0	3 6	25	15	J. Wood, M.O., Ottawa, Ont.	
97,047	Aid	Liverpool	1891	Liverpool, N.S.	Screw—A hélice	79 2	24 4	7 5	98	67	Wm. Brooks, Liverpool, N.S.	
88,600	Alameda	Yarmouth	1885	Arcadia, N.S.	do	51 9	13 0	4 9	33	23	A. Strang, P. E. Island.	
85,719	Alaska	Prescott	1884	Buffalo, N.Y.	do	61 0	15 0	4 0	49	36	Wm. J. Murphy, Morrisburg, Ont.	
83,040	Albani	Brookville	1882	Sorel, Que.	do	78 6	13 6	7 0	58	39	W. H. Comstock, Brookville, Ont.	

Marine and Fisheries—List of Shipping.

	Port Dover	1892 Simcoe, Ont		do		36 0	7 0	5 0	5 0	5 0	5 0	5 0	5 0	4 S. M. Socareen, Simcoe, Ont.
100,622	Albani	1892	Simcoe, Ont	do	.....	36 0	7 0	5 0	5 0	5 0	5 0	5 0	5 0	4 S. M. Socareen, Simcoe, Ont.
103,055	Albatross	1894	Belliveau's Cove, N.S.	do	.....	58 0	12 0	5 6	5 6	20	20	20	20	10 W. L. Lovitt, Yarmouth, N.S.
96,712	Albert	1888	Aylmer	do	.....	147 0	42 2	7 9	217	146	146	146	146	Charles H. Tupper, Ottawa.
88,539	Albert	1891	Hamilton, Ont	do	.....	21 6	5 0	2 6	1	1	1	1	1	Henry W. Harrison, Hamilton, Ont.
100,934	Albert	1889	Mattawa, Ont	do	.....	21 4	4 6	1 4	1	1	1	1	1	N. Gareau, Mattawa, Ont.
103,103	Albert	1890	St. Laurent, Que.	do	.....	42 0	6 0	2 7	3	2	2	2	2	Arthur E. Pontbriand, Sorel, Que.
77,915	Albert Wright	1873	Port Hope, Ont.	do	.....	57 0	12 6	7 9	29	21	21	21	21	A. Swist, Kingston, Ont.
85,765	Alberta	1883	Whiteinch	do	.....	263 5	38 2	23 3	2282	1551	1551	1551	1551	Canadian Pacific Railway Co., Montreal.
88,247	Alberta	1888	Deseronto, Ont	Wheels—A routes	.....	65 0	30 0	4 0	68	62	62	62	62	The Rathbun Co., Deseronto, Ont.
103,296	Alberta	1893	Bonner's Ferry, U.S.	Stern wheel—A routes	140 0	23 6	6 0	6 0	508	320	320	320	320	The International Trading Co., Calgary, N.W.T.
46,180	Albion	1863	Point Lévis, Que.	Wheels—A routes	.....	123 0	22 0	9 7	171	108	108	108	108	St. Lawrence Steam Navigation Co., Que.
100,066	Alcyone	1892	St. John, N.B.	Screw—A hélice	.....	36 7	9 1	4 3	15	10	10	10	10	J. Wilson, St. John, N.B.
92,421	Alert	1886	Morrisburg, Ont.	do	.....	64 0	14 0	5 0	50	35	35	35	35	Her Majesty the Queen.
90,699	Alert	1886	Port Robinson, Ont.	do	.....	58 0	15 1	7 2	47	32	32	32	32	Carter Bros., Port Colborne, Ont.
94,807	Alert	1889	Victoria, B.C.	do	.....	62 0	15 4	6 5	44	26	26	26	26	E. C. Baker, Victoria, B.C.
86,769	Alert	1879	St. Johns, Que.	do	.....	40 3	7 2	3 1	3	2	2	2	2	Louis St. Hubert, St. John's, Que.
72,671	Alexander	1876	Essington, B.C.	Wheels—A routes	.....	170 0	27 2	12 5	332	192	192	192	192	Jean O. Dunsuir, Victoria, B.C.
96,898	Alex. Fraser	1891	Pembroke, Ont.	Screw—A hélice	.....	140 0	41 0	7 5	320	174	174	174	174	The Upper Ottawa Imp. Co.
86,768	Alexandria	1883	Montreal, Que.	Wheels—A routes	.....	173 7	30 6	8 4	863	507	507	507	507	Arthur W. Hepburn, Picton, Ont.
88,528	Alfie	1887	Hamilton, Ont.	Screw—A hélice	.....	28 0	6 2	3 1	3	2	2	2	2	M. B. Thomas, Dundas, Ont.
93,328	Alfred Morrell	1885	Owen Sound	do	.....	71 0	15 0	6 0	40	27	27	27	27	F. S. Pratt, Parry Sound, Ont.
80,771	Alfred Wilson	1879	Port Frank, Ont.	do	.....	45 0	12 7	3 5	33	22	22	22	22	D. Sutherland, Chatham, Ont.
71,909	Algerian	1874	Kingston, Ont.	Wheels—A routes	.....	175 3	27 1	9 9	914	575	575	575	575	Montreal Safe Deposit Co., Montreal.
78,008	Algoma	1883	Rat Portage, Ont.	Screw—A hélice	.....	81 0	16 7	6 5	99	52	52	52	52	R. Hall, M. O., Winnipeg, Man.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.
 LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.			Tonnage Gross. Brut.	Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gérant, s'il y en a plus d'un, et adresse.	Where Classé Ou classé
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
95,061	Algonquin	Port Arthur	1888	Yokers, Scotland	Screw—A hélice	245 0	40 1	20 7	1806	The St. Lawrence and Chicago Steam Nav. Co., Ltd., Toronto.	Classed, English Lloyds.
85,673	Alice	New Westmin- ster.	1883	New Westminster, B.C.	Wheels—A roues	50 0	10 5	3 0	54	Wm. F. Stewart, North Arm, Fraser River, B.C.	
88,239	Alice	Brockville	1888	Brockville, Ont.	Screw—A hélice	26 6	5 5	2 0	2	Chas. H. Hay, Rock- port, Ont.	
92,674	Alice	Pictou, N.S.	1888	Pictou, N.S.	do	42 8	11 7	4 4	16	W. H. Irving, Buc- touche, N.B.	
103,236	Alice	Montreal	1894	Sorel, Que.	do	70 7	17 5	7 6	67	Sincezmes McNaughton Line, Montreal.	
80,909	Alice Brooks	Owen Sound	1882	Port Elgin, Ont.	do	40 6	11 5	5 4	17	Edward Brooks, Port Elgin, Ont.	
94,931	Alice Ethel	Port Hope	1889	Lindsay, Ont.	Wheels—A roues	85 0	15 0	5 0	72	Thos. Saddler and J. R. Dundas, Lindsay, Ont.	
59,223	Alida	Halifax	1861	United States.	Screw—A hélice	79 4	18 0	6 2	64	Ed. Brownell, Porter's Lake, N.S.	
100,757	Aligator	Toronto	1893	Pine Lake.	Wheels—A roues	31 0	11 5	3 4	6	F. Baker, Barrie, Ont.	
100,414	Allie	Ottawa	1890	Brockville, Ont.	Screw—A hélice	40 0	8 0	3 0	11	Alex. Martin, Ottawa, Ont.	
100,369	Alma	Quebec	1891	Portneuf, Que.	do	36 0	10 0	5 0	12	A. Lemay, Portneuf, Que.	
92,692	Alma T	Winnipeg	1889	Rat Portage, Ont.	do	35 0	8 3	3 1	16	Matthew Brown, Rat Portage, Ont.	
71,241	Almeda Corell	Toronto	1868	Buffalo, U.S.	do	32 5	9 0	4 3	9	Nathaniel Dickey, To- ronto, Ont.	
100,190	Almeric	Montreal	1888	St. Marc, Que.	do	62 7	9 5	4 0	29	A. Ducharme, St. Marc, Que.	

Marine and Fisheries—List of Shipping.

92,289	Alpha.....	Owen Sound.....	1868	Mesford, Ont.....	do	69 0	14 0	6 3	34	23	Thos. Ganley, Sault Ste. Marie, Ont.
71,413	Alpha.....	Yarmouth.....	1874	Summerside, P.E.I.....	do	129 6	22 6	17 1	306	211	Yarmouth S.S. Co., Yarmouth, N.S.
103,211	Amable du Fond.....	Ottawa.....	1894	Arnprior, Ont.....	Wheels—A roues.....	41 6	16 4	3 3	17	11	McLachlin Bros., Arnprior, Ont.
59,929	Amanda.....	Quebec.....	1868	Island of Orleans, Que.....	Screw—A hélice.....	32 0	11 0	5 0	11	7	Hyacinthe Beaulieu, Lévis, Que.
79,977	Amanda Greene.....	St. John, N.B.....	1877	Carleton, N.B.....	do	41 6	12 5	5 2	20	13	G. H. Waring, St. John, N.B.
.....	America.....	St. Catharines.....	1863	St. Catharines, Ont.....	do	134 0	23 8	10 8	636	418	John Harrison, Owen Sound, Ont.
100,662	America.....	Kingston.....	1895	Kingston, Ont.....	Wheels—A roues.....	153 2	33 2	6 4	563	287	The St. Lawrence River Steam Co., Kingst., O.
100,400	Ampere.....	Hamilton.....	1894	Hamilton, Ont.....	Screw—A hélice.....	31 3	7 0	4 6	5	3	H. Lutz, Hamilton, Ont.
92,308	Anderson.....	Collingwood.....	1888	Midland, Ont.....	do	42 0	11 0	5 6	16	11	James Clark, Wiarton, Ont.
96,993	Angerona.....	New Westminster, B.C.....	1891	N. Westminster, B.C.....	do	48 0	7 0	4 5	14	10	Charles W. Busk, Balfour, B.C.
92,708	Angler.....	Winnipeg.....	1891	West Selkirk, Man.....	do	47 0	13 8	5 2	16	11	The Manitoba Fish Co., Windsor, Ont.
59,954	Angleses.....	Quebec.....	1870	Point Lévis, Que.....	Wheels—A roues.....	129 0	30 0	9 0	153	97	George Demers, Quebec, Ont.
.....	Anglo-Saxon.....	Port Hope.....	1868	Port Perry, Ont.....	do	68 5	13 0	5 0	69	43	Ontario Bank, Toronto, Ont.
103,064	Anita.....	Yarmouth.....	1894	Tasket Wedge, N.S.....	Screw—A hélice.....	55 9	12 9	6 4	27	12	H. T. LeBlanc, Tasket Wedge, N.S.
78,026	Ann Long.....	Collingwood.....	1882	Collingwood, Ont.....	do	72 0	16 0	6 8	45	30	Samuel Main, Algoma Mills, Ont.
85,718	Anna.....	Prescott.....	1883	Cardinal, Ont.....	do	44 0	8 0	5 0	8	6	E. E. Gilbert, Cardinal, Ont.
75,748	Anna McGee.....	Quebec.....	1879	Yarmouth, N.S.....	do	65 0	21 0	7 0	60	47	George G. Tanguay, Quebec.
92,345	Anne Marie.....	do.....	1886	Lake St. Joseph.....	do	37 8	9 6	3 4	8	6	D. Gillies, Carleton Place, Ont.
92,591	Annie.....	Sydney.....	1886	North Sydney, C.B.....	do	40 8	8 5	5 4	13	9	David Rudderdham, North Sydney, C.B.
108,431	Annie.....	Ottawa.....	1886	Carleton Place, Ont.....	do	25 4	6 4	2 0	1	1	Thomas H. Moffatt, Pembroke, Ont.
100,222	Annie.....	Halifax.....	1892	Dartmouth, N.S.....	do	56 6	14 0	6 8	42	29	Peter Judge, Halifax, N.S.
100,592	Annie C.....	Montreal.....	1894	Georgeville, Que.....	do	57 5	8 0	3 2	6	4	N. A. Beach, Georgeville, Que.
85,493	Annie Clark.....	Collingwood.....	1884	Collingwood, Ont.....	do	72 0	15 9	7 1	51	34	Jos. Ganley, Sault Ste. Marie, Ont.
71,140	Annie Craig.....	Port Dover.....	1880	Port Dover, Ont.....	do	78 0	16 6	5 3	80	48	Eugene O'Keefe, Toronto, Ont.
71,096	Annie Gilbert.....	Belleville.....	1879	Trenton, Ont.....	do	51 0	9 0	3 0	19	16	John C. Lake, Belleville, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registère.		
						Ft. 10ths Ft. 10ths Ft. 10ths						
88,158	Annie Lake.....	Belleville.....	1894	Belleville, Ont.....	Screw—A hélice.....	64 1	9 8	3 5	19	13	John C. Lake, Belleville, Ont.	
90,447	Annie Mc.....	Winnipeg.....	1885	Rainy River, Ont....	do.....	51 8	9 2	3 0	25	17	Jacob Hendricks, Rat Portage, Ont.	
92,532	Antelope.....	Montreal.....	1887	Montreal, Que.....	do.....	82 4	18 4	7 2	82	57	D. Anderson, Montreal, Que.	
92,898	Antelope.....	Kingston.....	1889	Kingston, Ont.....	do.....	60 5	11 5	4 8	20	11	John H. Davis, Gananoque, Ont.	
96,969	Anticosti.....	Halifax.....	1891	Sable River, N.S....	do.....	54 0	13 6	5 6	19	16	Frederick Perrin, Dartmouth, N.S.	
100,599	Antonio.....	Montreal.....	1892	St. Antoine, Que....	do.....	46 0	7 3	4 6	10	7	F. Fecteau, St. Antoine, Que.	
100,394	Arabian.....	Hamilton.....	1892	Hamilton, Ont.....	do.....	178 6	31 0	13 6	1073	770	J. B. Fairgrieve, Hamilton, Ont.	
92,642	Arbutus.....	Wallaceburg.....	1887	Wallaceburg, Ont....	do.....	63 0	14 8	7 0	49	34	R. Chapman, Lions Head, Ont.	
90,898	Arbutus.....	St. Andrews.....	1889	Yarmouth, N.S.....	do.....	61 0	14 9	6 0	47	32	B. F. De Wolfe, St. Andrews, N.B.	
85,555	Arcadia.....	Pictou, N.S.....	1884	do.....	do.....	68 0	16 7	6 4	62	42	J. Carlin, Sydney, N.S.	
96,718	Archie Stewart.....	Ottawa.....	1890	Ottawa, Ont.....	do.....	81 5	18 8	7 3	80	50	The Ottawa Tran's Co., Ottawa, Ont.	
85,396	Argo.....	Ottawa.....	1882	Témiscamingue Lake, P. Q.	Wheels—A roues.....	125 0	39 4	8 4	154	96	Alex. Lumsden, Ottawa, Ont.	
92,722	Argosy.....	Toronto.....	1883	Toronto, Ont.....	Screw—A hélice.....	21 5	5 3	2 5	1	1	John E. Thompson, Toronto, Ont.	
85,489	Argus.....	Ottawa.....	1884	Lockeport, N.S.....	do.....	55 0	13 0	6 1	27	19	Hon. McKenzie Bowell, Ottawa, Ont.	

Marine and Fisheries—List of Shipping

85,708	Ariadne.....	Wallaceburg.....	1885	Wallaceburg, Ont.....	do	.....	63 0	13 6	5 2	38	26	James W. Steinhoff, Wallaceburg, Ont.
103,234	Ariel.....	Montreal.....	1890	Lachine, Que.....	do	.....	56 5	8 2	2 8	11	7	James B. Howiey, Mon- treal.
100,595	Arizonsa.....	do.....	1892	Quebec.....	do	.....	40 0	7 3	3 2	9	6	B. Leclerc, Sorel, Que.
71,263	Arlington.....	Toronto.....	1878	Harwood, Ont.....	do	.....	61 0	13 0	4 0	23	16	Toronto Ferry Co'y To- ronto, Ont.
71,209	Armenia.....	Deseronto.....	1876	Picton, Ont.....	do	.....	100 0	18 0	7 0	110	85	The Rathbun Co., Deser- onto, Ont.
74,388	Armenia.....	Toronto.....	1873	Chatham, Ont.....	do	.....	172 0	25 0	11 6	643	403	The Calvin Company, Ltd., Garden Island, O.
74,088	Arrow.....	Halifax.....	1876	Halifax, N.S.....	do	.....	42 5	9 4	5 0	10	7	Roderick McDonald, Halifax, N.S.
90,786	Arrow.....	Victoria.....	1890	Seattle, U.S.....	do	.....	36 0	10 5	3 8	12	6	H. G. Holman, Vancou- ver, B.C.
100,689	Arrow.....	N. Westminster.....	1893	Revelstoke, B.C.....	do	.....	36 6	9 4	3 1	5	3	C. W. Vanderburgh, Nakusp, B.C.
75,697	Arthur.....	Quebec.....	1878	Three Rivers, Que.....	Wheels—A routes.....	.....	63 7	11 9	4 8	33	21	John Baptist and James Dean, Three Rivers, Q.
103,367	Arthur.....	do.....	1895	Roberval, Que.....	Screw—A hélice.....	.....	43 5	10 6	3 8	15	12	J. O. C. Duguay, Robe- val, Que.
103,582	Arthur.....	Chatham, N.B.....	1895	Chatham, N.B.....	do	.....	40 0	8 3	4 8	5	3	J. M. Ruddick, Chat- ham, N.B.
103,098	Arthur.....	Montreal.....	1890	Sorel, Que.....	Wheels—A routes.....	.....	90 3	19 4	4 8	78	36	Tourville Lumber Mill Co.
100,657	Aryan.....	Kingston.....	1895	Kingston, Ont.....	Screw—A hélice.....	.....	30 4	6 1	2 5	2	2	M. R. Davis, Kingston, Ont.
69,632	Asilda.....	Montreal.....	1874	Buffalo, N.Y.....	do	.....	48 0	12 8	5 5	24	14	Sincennes McNaughton Company, Montreal.
92,691	Ahasca.....	Winnipeg.....	1888	Athabasca Landing, N.W.T.	Wheels—A routes.....	.....	146 0	28 4	4 0	167	105	The Hudson Bay Co., London, England.
85,764	Athabasca.....	Montreal.....	1883	Kelvinhaugh.....	Screw—A hélice.....	.....	262 8	38 2	23 3	2268	1544	Canadian Pacific Rail- way Co., Montreal.
100,398	Athens.....	Hamilton.....	1894	Hamilton, Ont.....	do	.....	57 5	9 5	5 9	18	12	B. Clendenning, Hamil- ton, Ont.
85,491	Atlantic.....	Collingwood.....	1883	Owen Sound, Ont.....	do	.....	147 0	30 0	11 0	683	442	Great Northern Transit Co., Chas. Cameron, Collingwood, Ont.
92,743	Atlas.....	Sackville.....	1890	Port Elgin, N.B.....	do	.....	46 0	12 4	4 8	16	11	J. Trenholm, et al Port Elgin, N.B.
85,419	Augusta.....	St. Catharines.....	1883	Port Robinson, Ont.	do	.....	66 0	16 0	6 4	57	31	H. M. Helliwell, St. Catharines, Ont.
66,063	Aurelia.....	Quebec.....	1869	Buffalo, U.S.....	do	.....	56 0	14 9	6 6	32	19	Ruliff Grass, Trenton, Ont.
53,887	Aurora.....	do.....	1866	Point Lévis, Que.....	Wheels—A routes.....	.....	107 8	21 0	7 1	125	79	Jos. Blondin, Lachine, Que.
90,442	Aurora.....	Winnipeg.....	1885	Icelanders River, Man.	do	121 0	19 2	8 4	225	141	Lake Winnipeg Transp. Trading & Lumber Co., Selkirk, Man.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Gross.	Register Tonnage. Registre.			
103,156	Autolycus	Vancouver	1895	Vancouver, B.C.	Screw—A hélice	53 1	10 0	5 5	25	17	H. C. Nixon, Denman Isle, B.C.		
94,724	Avon	Windsor, N.S.	1898	Hantsport, N.S.	do	78 6	15 6	10 0	64	41	E. Churchill & Sons, Hantsport, N.S.		
77,998	Aylmer	Ottawa	1879	Aylmer, Que.	do	60 0	9 0	4 3	26	18	John W. Ritchie, Fitzroy, Ont.		
103,031	Ballaunye	Ottawa	1892	Simcoe, Ont.	Wheels—A roues	37 5	16 0	3 3	14	6	McLachlin Bros., Arrprior, Ont.		
92,310	Baltic	Collingwood	1867	Owen Sound, Ont.	do	181 0	27 9	11 9	1324	834	Chas. Cameron, Collingwood, Ont.		
102,093	Bannockburn	Montreal	1893	Middleborough	Screw—A hélice	245 0	40 1	18 4	1620	1035	Montreal Transportation Co., Montreal.	Classed, English Lloyd's.	
83,454	Barbara Boscowitz	Victoria	1883	Victoria, B. C.	do	119 0	22 0	16 0	269	239	Samuel Williams, Victoria, B. C.		
78,678	Barcelona	Halifax	1878	Dundee, G. B.	do	284 2	34 2	24 3	1802	1180	The Canada & Newfield Steamship Co., Ltd., Halifax, N. S.	Classed, English Lloyd's.	
103,634	Baskatong	Ottawa	1896	Baskatong, Ont.	Wheels—A roues	36 5	16 0	3 4	13	8	John Gilmour, Ottawa.		
80,728	Batiscan	Quebec	1880	Quebec	do	67 9	16 0	4 1	40	17	Evan John Price, Quebec.		
61,153	Bayfield	Toronto	1864	Buffalo, U.S.	Screw—A hélice	110 0	18 5	9 3	150	94	The Minister of Marine and Fisheries, Ottawa.		
71,118	Beatrice	Collingwood	1877	Collingwood, Ont.	do	63 0	12 3	5 6	30	20	Wm. J. Keays, Sarnia, Ont.		

Marine and Fisheries—List of Shipping.

100,865	Beatrice	Quebec	1893	Three Rivers, Que.	Wheels—A roues	64 5	13 9	5 2	40	27	A. Baptist, Three Rivers, Que.
77,912	Beaubocage	Port Hope	1878	Bobcaygeon, Ont.	do	92 0	24 6	4 4	129	104	Mosson Boyd, Bobcaygeon, Ont.
83,416	Beaver	Port Hope	1883	Gore Landing, Ont.	Screw—A hélice	73 0	12 0	4 0	18	12	Thomas Harris, Gore Landing, Ont.
77,559	Beaver	Quebec	1873	Sorel, Que.	Wheels—A roues	142 0	24 5	9 0	273	104	John C. Kaine, Quebec.
92,705	Beaver	Winnipeg	1890	Norman, Ont.	Screw—A hélice	48 0	11 4	4 7	34	23	E. W. Brydges, Keewatin, Ont.
83,157	Beaver	Belleville	1892	Belleville, Ont.	do	64 3	15 3	7 3	41	24	John Bonar, Belleville, Ont.
100,678	Beaver	Vancouver	1892	New Westminster, B. C.	do	26 0	6 8	3 0	3	2	John R. Brown, Harrison, Hot Springs, Colorado, U.S.
100,428	Beaver	Ottawa	1893	Simcoe, Ont.	Wheels—A roues	36 0	16 0	3 2	13	6	A. Lumsden, Ottawa, Ont.
73,045	Bee	Quebec	1873	Sorel, Que.	do	63 7	16 0	3 8	61	32	Wm. Gerrard Ross, St. Nicholas, Que.
94,802	Bella	Victoria	1888	Victoria, B. C.	Screw—A hélice	34 5	8 1	3 8	8	6	John Clayton, Bella Bella, B. C.
83,415	Bella Fair	Port Hope	1881	Bobcaygeon, Ont.	do	50 0	7 0	4 0	7	5	W. D. Kelly, Bridgenorth, Ont.
103,631	Bella Ritchie	Ottawa	1895	Quyoy, Que.	Wheels—A roues	87 7	24 0	6 4	82	50	A. C. Davis, Quyoy, Que.
	Bella Taylor	Chatham, Ont.	1868	Chatham, Ont.	Screw—A hélice	61 0	12 0	6 8	38	17	Richard Power, Barrie, Ont.
85,674	Belle	New Westminster	1884	New Westminster, B. C.	do	75 0	15 4	6 7	67	45	B. C. Mills Timber & Trading Co., Vancouver, B. C.
71,184	Belle	Owen Sound	1875	Meaford, Ont.	do	37 0	9 5	4 0	7	5	John R. Bell, Hobart, Ont.
85,746	Belle	Quebec	1883	Quebec	do	68 3	16 0	6 6	51	35	Evan John Price, Quebec.
90,817	Belle Amelia	Port Hope	1883	Cobourg, Ont.	do	39 0	8 0	3 2	4	3	G. W. Dench, Trenton, Ont.
103,237	Belle Drummond	Montreal	1894	Montreal	do	56 0	12 0	5 4	30	20	A. D. Drummond, Radnor Forges, Que.
83,700	Bellisle	St. John, N. B.	1881	Calais, Maine	Stern wheel—A roues	86 5	18 8	4 8	155	98	The Bellisle Steamboat Co., Springfield, N. B.
96,913	Bertha	Kingston	1891	Kingston, Ont.	Screw—A hélice	51 4	10 0	3 4	18	12	A. Chown, Kingston, Ont.
71,229	Bertha Endress	Sault Ste. Marie	1876	Two Rivers, U. S.	do	42 0	11 0	5 0	32	24	H. A. Duncan, Sault Ste. Marie, Ont.
90,578	Bertha May	Toronto	1886	Gravenhurst, Ont.	do	43 5	11 0	4 5	20	14	Chas. Mickle, Gravenhurst, Ont.
	Berthier	Montreal	1870	Sorel, Que.	Wheels—A roues	184 2	28 1	8 6	1283	852	Montreal Safe Deposit Co.
92,401	Bessie	Chatham, N. B.	1886	Newcastle, N. B.	Screw—A hélice	38 0	7 5	4 0	5	4	Timothy W. Crocker, Newcastle, N. B.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
					Pt. 100ths	Pt. 100ths	Pt. 100ths	Gross Brut.	Register. Imregistre.	
94,840	Bessie Ardella.....	St. Andrews.....	West Isles, N. B.....	Screw—A hélice.....	36 5	11 2	4 6	11	8	G. C. Pendleton. West Isles, N. B. Halifax, N.S.
77,846	Bessie and Harry.....	Halifax.....	Halifax, N.S.....	do.....	46 0	12 8	6 2	22	13	Peter Judge, Halifax, N.S.
73,084	Bienvenu.....	Quebec.....	Pointe aux Trembles, Que.....	Wheels—A rouse.....	144 0	25 0	8 0	648	373	Zephirin Arpin, Lanoraie, Que.
92,665	Birdie Jones.....	Ottawa.....	Hull, Que.....	do.....	28 3	5 4	2 7	2	2	A. W. Jones, Ottawa, Ont.
64,608	Bismarck.....	St. John, N. B.....	St. Mary's, York Co., N. B.....	do.....	65 3	12 0	4 0	49	10	Archibald FitzRandolph, Fredericton, N. B.
71,225	Blanche Shelby.....	Sault Ste. Marie.....	Buffalo, U.S.....	Screw—A hélice.....	42 0	9 0	4 0	21	12	Thos. Currie, Wiarton, Ont.
97,124	Blandford.....	Quebec	Quebec, Que.....	Wheels—A roues.....	67 3	14 3	4 6	65	27	Napoleon A. Hurteau, Montreal.
85,520	Blandina.....	Toronto.....	Bronte, Ont.....	Screw—A hélice.....	67 0	12 2	4 6	46	32	Herbert H. Booth, Toronto, Ont.
83,039	Blinkbonny.....	Brockville.....	Brockville, Ont.....	do.....	28 3	6 6	2 8	3	2	John W. Neilson, Lynn, Ont.
96,989	Blonde.....	New Westminster, B.C.....	New Westminster, B.C.....	do.....	56 0	12 2	5 6	33	23	C. H. DeBeek, New Westminster, B.C.
80,960	Blue Bell.....	Pictou, Ont.....	Kingston, Ont.....	do.....	48 5	8 9	3 6	12	8	Hiram A. Calvin, Kingston, Ont.
97,033	Blue Hill.....	Halifax.....	Boston, U.S.....	do.....	135 0	18 0	7 0	196	98	The Bras D'Or Steam Navig. Co., Halifax, N.S.
92,306	Bob Foote.....	Collingwood.....	Collingwood, Ont.....	do.....	52 0	12 9	6 8	39	27	Charles Noble, Collingwood, Ont.

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94,906	Bon Accord	New Westminster	1890	Victoria, B.C.	Stern wheel—A routes	82 0	14 4	4 1	84	57	D. J. Munn, New Westminster, B.C.
	Bohemian	Montreal	1874	Montreal	Wheels—A routes	175 3	27 2	9 2	1136	691	Montreal Safe Deposit Co.
87,966	Bonavista	do	1884	Newcastle-on-Tyne, Eng.	Screw—A hélice	240 4	33 5	18 3	1306	836	Dominion Coal Co., Ltd., Glace Bay, C.B.
77,997	Bonito	Ottawa	1879	Hull, Que	do	53 4	10 8	4 0	17	12	J. Lee, L'Orignal, Ont.
100,425	Bonnechère	do	1893	Simcoe, Ont	Wheels—A routes	35 0	16 0	3 0	13	6	McLachlin Bros., Arnprior, Ont.
90,606	Booth	do	1885	North Bay, Ont.	do	120 0	37 0	8 0	235	194	J. R. Booth, Ottawa
98,585	Boston	Yarmouth	1890	Glasgow, G.B.	Screw—A hélice	245 0	36 0	20 0	1694	738	Yarmouth Steamship Co., Yarmouth, N.S.
100,370	Bourgeois	Quebec	1892	Three Rivers, Que	Wheels—A routes	108 0	20 0	5 8	94	59	C. Bourgeois, Three Rivers, Que.
74,244	Bourgeois	Montreal	1877	Sorel, Que.	do	103 7	19 4	6 5	170	93	C. Bourgeois, St. Angele, Que.
88,527	Brace	Hamilton	1894	Hamilton, Ont.	Screw—A hélice	21 0	5 4	2 0	9	6	Joseph Brace, Hamilton, Ont.
100,681	Brant	New Westminster	1892	New Westminster, B.C.	do	34 0	7 0	3 0	19	13	Western Fisheries and Trading Co., New Westminster, B.C.
96,722	Bridgetown	Chatham, N.B.	1889	Chatham, N.B.	do	42 3	9 4	4 5	15	10	Edward Sinclair, Newcastle, N.B.
96,081	Bridgewater	Halifax	1889	Dumbarton, G.B.	do	120 0	20 0	9 0	208	119	The Coastal Steam Packet Co. (Ltd.), Bridge-water, N.S.
108,221	Britannia	Ottawa	1888	Hull, Que	do	35 8	7 9	3 0	4	3	Reynolds and Cook, Ottawa, Ont.
92,611	Brothers	Port Arthur	1886	Port Arthur, Ont.	do	39 4	9 8	5 8	18	12	Eli Nuttall, Port Arthur, Ont.
80,735	Brothers	Quebec	1880	St. Nicholas, Que.	Wheels—A routes	126 2	25 0	8 4	367	213	Joseph P. Picard, St. Francis, Que.
83,145	Bruce	St. Catharines	1882	Thorold, Ontario	Screw—A hélice	44 0	12 0	5 2	16	10	Wm. Lenoire, Collingwood, Ont.
72,679	Brunette	Victoria	1878	San Francisco, U.S.	do	35 0	6 8	2 7	3	2	Robt. Ward, Victoria, B.C.
94,902	Brunette	New Westminster	1890	New Westminster, B.C.	do	60 0	13 5	6 0	37	25	Brunette Saw Mills Co., New Westminster, B.C.
97,155	Burt	Victoria	1890	Victoria, B.C.	do	66 3	13 8	5 8	50	34	Daniel Mooney, Vancouver, B.C.
92,612	Butcher Boy	Port Arthur	1879	Bay City, Michigan, U.S.	do	95 6	20 6	6 6	215	146	Victoria Harbour Lumbar Co. (Ltd.), Barrie, Ont.
100,195	Bute	Vancouver	1890	New Westminster, B.C.	do	28 6	6 7	2 6	4	3	E. E. Evans, Vancouver, B.C.
83,458	Buzz	Victoria	1884	Victoria, B.C.	do	45 6	9 4	3 3	13	7	Alex. Ewan, New Westminster, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Brut.	Register Registers.		
92,664	C. B. Powell	Ottawa	1887	Pembroke, Ont.	Wheels—A roues.	139 0	36 0	7 2	272	172	The Upper Ottawa Improvement Co. W. H. Hurdman, Ottawa, Ont.	
103,214	C. E. Read	Ottawa	1894	Simcoe, Ont.	do	42 0	16 2	3 4	13	8	James Pendergast, Cornwall, Ont.	
92,657	C. F. Dunbar	St. Catharines	1871	Erie, U.S.	Screw—A hélice.	47 0	13 0	5 0	33	22	Lewis A. Appelle, M.O., Belleville, Ont.	
78,089	C. H. Merritt	Toronto	1883	Chatham, Ont.	do	85 0	24 0	6 5	122	83	The Department of Public Works, Ottawa.	
69,530	C. J. Brydges	Montreal	1874	Buffalo, U.S.	do	62 2	16 0	8 0	39	21	M. Delaney, Quebec.	
97,132	C. S. Farnell	Quebec	1891	Quebec, Que.	do	44 9	11 9	4 3	17	9	International Wrecking Co., Windsor, Ont.	
80,574	C. W. Chamberlain	Windsor, Ont.	1881	Walkerville, Ont.	do	127 0	26 6	9 2	385	243	The Minister of Public Works, Ottawa.	
71,242	C. W. Dennis	Toronto	1874	Buffalo, U.S.	do	41 5	10 5	5 0	17	8	Henry Jewell, Quebec.	
88,308	C. W. Jones	Quebec	1885	Lévis, Que.	do	56 5	14 8	6 8	48	30	A. E. Gervais, Contre- gaur.	
77,583	C. Anderson	Montreal	1874	Buffalo, U.S.	do	75 0	18 0	5 0	105	64	J. Henry McKenzie, Bay View, Pictou, N.S.	
92,690	Caber Feidh	Pictou, N.S.	1892	Pictou, N.S.	do	69 4	16 0	7 1	61	34	Dominion Coal Co., Ltd., Montreal.	Classed, English Lloyds.
87,993	Cacouna	Montreal	1884	Newcastle-on-Tyne.	do	250 0	35 4	16 4	1450	930	The Hudson Bay Co., Victoria, B.C.	
97,162	Caledonia	Victoria	1891	N. Westminster, B.C.	Sternwheel—A roues	132 0	24 9	4 7	354	223	Fred. W. Richardson, West Isles, N.B.	
97,144	Calla	St. Andrews	1891	West Isles, N.B.	Screw—A hélice.	30 0	7 2	4 5	6	4		

Marine and Fisheries—List of Shipping.

100,040	Callendar	Toronto	1892	North Bay, Ont.	do	20 0	6 6	2 4	2 4	1	Isaac Dollery, Fairbank, Ont.
94,797	Calluna	Richibucto	1833	Richibucto, N.B.	do	50 0	13 0	6 1	22	15	Annie A. Robertson, Richibucto, N.B.
74,297	Cambria	Port Arthur	1897	Lévis, Que.	Wheels—A routes	174 8	23 3	10 7	937	590	G. W. Brown, Ft. Arthur, Ont.
100,024	Camilla	Toronto	1890	Roache's Point, Ont.	Screw—A hélice	68 0	12 5	6 8	54	37	Jennie J. Ferguson, Toronto, Ont.
51,616	Campana	Quebec	1873	Glasgow, G.B.	do	240 8	35 3	20 7	1288	876	The Quebec Steamship Co., Quebec.
100,861	Campania	do	1863	Lake Megantic, Que.	do	48 4	13 2	5 0	23	16	G. M. Stearns, Lake Megantic, Que.
	Canada	Montreal	1866	Sorel, Que.	Wheels—A routes	248 0	31 2	10 8	2009	1168	Montreal Safe Deposit Co.
100,392	Canada	Hamilton	1872	Hamilton, Ont.	Screw—A hélice	135 2	24 2	11 5	557	366	J. S. Nesbit, Sarnia, Ont.
90,605	Canada Atlantic Transfer	Ottawa	1884	Coteau Landing	Wheels—A routes	171 0	70 0	8 6	619	395	N. Paul, Sorel, Que.
103,245	Canadien	Montreal	1883	Sorel, Que.	Screw—A hélice	61 3	9 7	3 9	22	15	R. Godin, Sorel, Que.
80,767	Cape Blanc Bay	Quebec	1881	St. Laurent, Isle of Orleans, Que.	do	37 8	11 0	5 2	11	7	E. Huot, Montreal.
97,808	Cape Breton	Montre l.	1890	Sunderland, G.B.	do	258 0	37 5	16 8	1764	1109	Dominion Coal Co., Ltd., Montreal.
100,203	Capilano	Vancouver	1892	Vancouver, B.C.	do	120 0	22 2	9 6	231	157	Union Steamship Co., Vancouver, B.C.
100,026	Capomaning	Toronto	1888	French River, Ont.	do	41 6	11 1	5 0	18	12	The Ontario Lumber Co., Toronto, Ont.
64,585	Captain	St. John, N.B.	1871	Indiantown, St. John, N.B.	do	72 0	16 6	8 2	68	21	Archibald Tapley, St. John, N.B.
64,140	Cariboo & Fly	Victoria	1866	Victoria, B.C.	do	136 2	22 3	6 4	281	202	R. Cunningham, Skeena, B.C.
100,420	Carleton	Ottawa	1893	Carleton Place, Ont.	do	82 2	25 3	5 0	68	61	S. J. McLaren, Ottawa, Ont.
92,388	Carlton	Hamilton	1878	Westport, Ont.	do	40 0	8 2	2 3	8	6	J. W. Fitzgerald, Parry Harbour, Ont.
	Carlyle	Kingston	1870	Bedford Mills, Ont.	do	105 3	20 6	6 5	128	83	Wm. Redmond, Picton, Ont.
92,559	Carmana	Belleville	1889	Belleville, Ont.	do	90 0	15 5	5 3	56	38	T. S. Carman, Belleville, Ont.
92,653	Carmona	St. Catharines	1871	Port Robinson, Ont.	Wheels—A routes	173 0	25 0	11 0	980	574	Geo. W. Brown, Port Arthur, Ont.
78,012	Caro	Winnipeg	1883	Toronto, Ont.	Screw—A hélice	38 0	7 8	3 9	14	10	J. S. Whiting, Rat Portage, Ont.
100,648	Caroline	Victoria	1897	Victoria, B.C.	do	26 0	7 2	3 0	3	3	Mason & Sinclair, Comox, B.C.
80,620	Carrie	Barrington	1890	Yarmouth, N.S.	Screw—A hélice	50 0	12 0	4 8	15	7	Arthur A. Munro, Bridgewater, N.S.
88,536	Carrie	Hamilton	1889	Hamilton, Ont.	do	29 0	6 6	3 2	3	2	James H. Hamilton, Hamilton, Ont.

Classed, English
Lloyds.
Classed, Ameri-
can Record.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.				Tonnage Gross. Brut.	Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gérant, s'il y en a plus d'un, et adresse.	Where Classified. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Register. Registre.			
96,958	Carrie Knight	St. John, N.B.	1884	Schuate, Mass., U.S.	Screw—A hélice	29 8	6 8	2 1	6	4	A. FitzRandolph, Fred- erickton, N.B.	
	Carriella	Toronto	1869	Barrie, Ont.	do	70 0	12 0	4 5	35	24	D. Laing, Orillia, Ont.	
92,482	Cecebe	Toronto	1886	Burk's Falls	do	31 7	7 2	3 3	11		The Muskoka and Nip- Nav. Co., Gravenhurst, Ont.	
71,960	Ceres	Brockville	1877	Prescott, Ont.	do	79 2	23 6	6 6	102	98	Thos. Reynolds, Ottawa, Ont.	
72,565	Ceres	Kingston	1875	Kingston, Ont.	do	77 7	26 0	9 4	147	69	The Montreal Transpor- tation Company.	
97,153	Chaco	Victoria		Norway	do	23 0	6 0	2 4	3	2	W. E. Dickenson, Na- noose Bay, B.C.	
71,983	Chaffrey	Montreal	1875	Portsmouth	do	59 0	14 0	6 0	42	29	E. d m o n d Robineault, Beauharnois.	
92,331	Challenger	Quebec	1886	Levis, Que	do	88 8	20 2	9 7	108	73	The Minister of Agricul- ture, Ottawa.	
	Chambly	Montreal	1871	Sorel, Que.	Wheels—A roues	153 1	24 3	7 8	647	397	Montreal Safe Deposit Co.	
80,017	Champion	St. John, N.B.	1880	Portland, St. John, N.B.	do	121 6	24 1	6 2	190	120	Archibald Tapely, St. John, N.B.	
	Champion	Port Hope	1868	Lindsay, Ont.	do	94 5	15 1	5 3	142	89	Geo. Crandell, Lindsay, Ont.	
103,443	Chance	Ottawa	1895	Ottawa, Ont.	Screw—A hélice	43 1	7 1	3 6	5	2	J. R. Arnoldi, Ottawa, Ont.	
100,180	Charlemagne	Montreal	1891	Montreal	do	87 3	18 6	7 6	76	52	The Charlemagne and Lake, O. Lumber Co., Montreal, Que.	
97,008	Charles E. Arm- strong.	St. Catharines	1894	St. Catharines, Ont.	do	56 0	13 8	7 5	49	33	E. Armstrong, Port Col- bourne, Ont.	

Marine and Fisheries—List of Shipping

80,746	Charlotte	Ottawa	1880	Quebec	do	37 0	10 3	3 6	14	9	Lake Temiscamingue Railway Co., Ottawa, Ont.
	Charlotte	Monreal	1870	Montreal	do	68 1	14 4	6 1	59	36	E. Monarque, Sorel, Que.
88,622	Charlton	Windsor, Ont.	1882	Chicago, U.S.	do	135 0	19 4	10 4	389	265	Boutelle Towing and Wrecking Co., Sarnia, Ont.
100,788	Charmer	Victoria	1886	San Francisco, U.S.	do	200 0	42 0	12 9	1044	497	Canadian Pacific Nav. Co. (Ltd) Victoria, B.C.
103,090	Chateaugay	Montreal	1894	Montreal	Wheels—A roues	133 8	20 2	7 1	222	119	A. Goulet, Lachine, Que.
75,843	Chebucto	Halifax	1865	Dartmouth, N.S.	do	86 7	20 0	9 0	108	65	Wm. E. Sproull, Pictou Lancing, N.S.
77,691	Cherokee	Toronto	1867	Windsor, Ont.	Screw—A hélice	92 0	20 0	7 9	179	121	The Ontario Lumber Co., Midland, Ont.
94,738	Chester	Windsor, N.S.	1890	Hantsport, N.S.	do	80 5	17 0	9 0	80	36	E. Churchill & Sons, Hantsport, N.S.
53,588	Chicora	Halifax	1864	Liverpool, G.B.	Wheels—A roues	221 0	26 0	10 9	930	539	Niagara Navigation Co. (Ltd) Toronto, Ont.
80,756	Chicoutimi	Toronto	1881	Bienville, Lévis, Que	do	92 9	19 5	6 3	110	70	J. J. Davies, Toronto, Ont.
71,178	Chieftain	Kingston	1874	Garden Island, Ont.	do	136 8	24 1	9 4	435	197	The Calvin Co., (Ltd), Garden Island, Ont.
92,698	Chieftain	Winnipeg	1880	Big Forks, Rainy River, Ont.	Screw—A hélice	52 0	12 0	5 4	40	27	F. W. Coates, Port Francis, Ont.
94,820	Chieftain	Victoria	1890	Victoria, B.C.	do	79 5	16 5	7 8	65	39	Robert Cunningham, Point Essington, B.C.
92,560	Chippmunk	Montreal	1888	Montreal	do	58 2	10 3	4 9	20	13	Geo. W. Eadie, Montreal, Que.
100,753	Chippewa	Toronto	1893	Hamilton, Ont.	Wheels—A roues	308 5	36 3	12 3	1514	764	Niagara Navigation Co., Toronto, Ont.
88,108	Christena	Richibucto	1886	Mission Point, Que.	do	70 3	17 2	5 5	57	35	W. Gross and K. Sheers, Campbellton, N.B.
100,756	Chub	Toronto	1893	Bronté, Ont.	Screw—A hélice	71 5	18 3	5 7	57	39	L. Dorland, Bronté, Ont.
92,732	Cibola	Toronto	1888	Deseronto, Ont.	Wheels—A roues	252 0	28 4	10 7	962	522	Niagara Navigation Co., Toronto, Ont.
96,713	Circassian	Ottawa	1886	Aylmer, Que.	Screw—A hélice	46 5	9 0	2 5	8	5	Alfred Bourgeau, Aylmer, Que.
97,117	Circe	Collingwood	1889	Collingwood, Ont.	do	28 0	7 0	3 0	3	2	C. Tobey, Collingwood, Ont.
50,966	Cité	Quebec	1870	Point Lévis, Que.	Wheels—A roues	77 0	16 5	6 5	52	33	Mrs. Joseph Nadeau, Sorel, Que.
96,998	City of Ainsworth	New Westminster	1892	Ainsworth, B.C.	Screw—A hélice	84 0	21 0	4 2	193	122	John Patterson, Nelson, B.C.
71,094	City of Belleville	Prescott	1878	St. Catharines, Ont.	do	89 0	15 0	7 0	101	69	C. P. C. & P. Transfer Co., Prescott, Ont.
92,734	City of Chatham	Toronto	1888	Toronto, Ont.	do	125 6	28 5	9 0	341	232	Chatham Navigation Co. Chatham, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registre.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
94,766	City of Collingwood.	Owen Sound	1893	Owen Sound, Ont.	Screw—A hélice	213 0	34 0	12 6	1387	893	Martin Burton, Collingwood, Ont.	
	City of Dresden	Windsor, Ont.	1872	Windsor, Ont.	do	93 0	21 0	8 9	194	124	Chas. D. Shunley, Kingsville, Ont.	
80,589	City of Guelph	Toronto	1880	Barrie, Ont.	Wheels—A roues	41 6	8 3	3 0	11	7	George Sleenin, Guelph, Ont.	
71,240	City of London	Port Stanley	1888	London, Ont.	E. C. & B	90 0	30 5	3 5	79	64	David Foster, London, Ont.	
92,390	City of London	Collingwood	1888	Kingston, Ont.	Screw—A hélice	120 0	27 0	7 8	516	294	North Shore Navigation Co., M. Burton, Collingwood, Ont.	
97,111	City of Midland	Collingwood	1890	Owen Sound, Ont.	do	176 4	28 3	10 7	974	662	do	
90,698	City of Mount Clemens.	St. Catharines	1888	Mount Clemens	do	95 0	21 8	6 0	102	69	S. E. Stamon, Wallaceburg, Ont.	
96,995	City of Nanaimo.	New Westminster.	1891	Vancouver, B.C.	do	159 0	32 0	9 4	761	518	Mainland and Nanaimo S. N. Co., New Westminster, B.C.	Classed, American Record.
71,181	City of Owen Sound	Toronto	1875	Owen Sound, Ont.	do	172 0	31 0	13 0	732	498	The Collins Bay Rafting and Ford'g Co., Collins Bay, Ont.	
94,762	City of Parry Sound	Collingwood	1889	Meaford, Ont.	do	130 0	25 0	10 0	491	334	The N. S. Nav. Co., M. Burton Collingw'd Ont	
59,286	City of Saint John	Gaspé	1870	Carleton, N.B.	Wheels—A roues	159 9	27 1	9 8	709	447	Yarmouth S.S. Co., Yarmouth, N.S.	
100,134	City of Selkirk	Winnipeg	1892	Selkirk, Man.	Screw—A hélice	103 7	23 4	9 1	322	219	The Manitoba Fish Co. (Ltd.), Windsor, Ont.	
100,020	City of Stratford	Toronto	1874	Port Dalhousie, Ont.	do	32 4	8 8	2 7	4	3	Andrew J. Jeffrey, Stratford, Ont.	
94,769	City of Toronto	Owen Sound	1895	Owen Sound, Ont.	Wheels—A roues	150 0	24 0	9 2	782	492	Martin Burton, Collingwood, Ont.	

Marine and Fisheries—List of Shipping.

Number	Name	Origin	Year	Proprietor	Power	Capacity	Speed	Notes	Agent	Classification
94,843	City of Windsor	Windsor, Ont.	1883	Detroit, U.S.	Screw—A hélice	117 0	24 8	11 0	511	316 S. T. Reeves, Windsor, Ont.
96,762	Clansman	Port Hawkesbury, N.S.	1890	Port Hawkesbury, N.S.	do	59 0	10 0	6 6	23	16 Robert Stevenson, Wallace, N.S.
74,382	Clara	Toronto	1877	Barrie, Ont.	do	44 0	8 0	6 5	12	8 William Penn Jaynes, Barrie, Ont.
96,812	Clara Hickler	Sault Ste. Marie	1882	Buffalo, U.S.	do	41 2	11 7	6 3	42	32 Neil McDonald, Sault Ste. Marie, Ont.
90,789	Clara W. Young	Vancouver	1888	New Westminster, B.C.	do	54 5	13 2	5 2	31	21 R. V. Winch, Vancouver, B.C.
94,984	Clark Bros.	Toronto	1890	Toronto, Ont.	do	40 0	8 9	3 4	5	3 Joseph Clark, Toronto, Ont.
100,755	Cleopatra	Toronto	1893	Hamilton, Ont.	do	113 5	16 9	9 2	104	71 A. E. Gooderham, Toronto, Ont.
		Chippawa	1885	Chippawa, Ont.	Wheels—A roues	187 0	26 0	7 6	236	103 L. Hotchkiss, Derby, Connecticut, U.S.
90,750	Clifton	St. John, N.B.	1886	Hampton, N.B.	Stern wheel—A roue	91 1	18 0	4 4	138	87 Robt. G. Earle, Hampton, N.B.
72,951	Clinton	St. Catharines	1874	St. Catharines, Ont.	Screw—A hélice	138 0	23 8	12 0	430	292 James Matthews, Toronto, Ont.
80,081	Clipper	Ottawa	1880	Brockville, Ont.	do	31 8	7 0	2 8	4	3 A. Thompson, Ottawa, Ont.
100,536	Clipper	Digby	1889	New York, U.S.	do	62 0	14 8	6 0	30	15 G. A. Viets, Digby, N.S.
77,779	Clecas	Goderich	1882	Goderich, Ont.	do	60 0	13 8	5 7	28	19 James Clarke, Goderich, Ont.
59,863	Clyde	Que'ec.	1868	Point Lévis, Que.	Wheels—A roues	141 7	23 5	9 4	592	373 John S. McLean, Halifax, N.S.
96,714	Clyde	Ottawa	1888	Baie des Peres	Screw—A hélice	61 5	13 5	3 4	29	26 Gillis Bros., Braeside, Ont.
94,898	Clyde	New Westminster	1889	Vancouver, B.C.	do	80 0	16 0	6 0	68	46 J. H. Woodworth, Vancouver, B.C.
86,071	Coban	Montreal	1882	Sunderland, Eng.	do	231 0	33 1	16 0	1063	688 Black Diamond Line SS. Co.
71,165	Coboconk	Port Hope	1876	Fenelon Falls, Ont.	Wheels—A roues	80 8	15 8	5 0	103	86 M. McHadden, Fenelon Falls, Ont.
96,803	Collector	Halifax	1891	Dartmouth, N.S.	Screw—A hélice	63 8	20 8	5 5	52	35 Louis Hefter, Halifax, N.S.
80,911	Colonel By	Prescott	1868	Ogdensburg, U.S.	do	45 0	9 0	3 0	9	6 David Eligh, Kemptville, Ont.
		Colonel Stickland	1871	Lakefield, Ont.	Wheels—A roues	80 0	17 0	6 0	164	194 John Ross, Quebec.
71,105	Comet	Chatham, Ont.	1876	Chatham, Ont.	Screw—A hélice	44 0	8 6	3 6	22	15 R. E. Moore, Harriston, Ont.
92,450	Comet	Toronto	1887	Milford Bay, Ont.	do	60 0	11 0	5 0	20	14 Robert J. S. Stroud, Milford Bay, Ont.
96,982	Comet	New Westminster	1891	New Westminster, B.C.	do	77 0	16 0	7 7	85	59 B. C. Mills Timber and Trading Co., Vancouver, B.C.

Classed, English
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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Gross.	Hurt. Hurt.	Register. Register.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths					
.....	Commodore	Port Hope	1867	Lindsay, Ont.	Wheels—A roues.	96 0	16 8	5 0	175	110	George Grandell, Lindsay, Ont.		
97,067	Commodore ..	Charlottetown ..	1891	Charlottetown, P. E. I.	Screw—A hélice	48 2	9 8	5 0	13	8	George E. Batt, Charlottetown, P. E. I.		
103,450	Commodore ..	Ottawa	1895	Carleton Place, Ont.	do	36 2	8 2	3 0	3	3	John Moore, Carleton Place, Ont.		
75,698	Commodore Holiwell.	Quebec	1878	Quebec	do	31 4	9 3	4 2	10	3	Thomas Fitzgerald, Quebec.		
71,614	Conno.	Montreal	1875	Sorel, Que.	Wheels—A roues.	95 0	17 2	5 2	75	47	H. Hamelin, Champlain, Que.		
100,202	Comox	Vancouver	1891	Vancouver, B. C.	Screw—A hélice	101 0	18 1	5 2	101	60	Union Steamship Co., Vancouver, B. C.	Classed, American Record.	
63,816	Conqueror	Montreal	1871	Renfrew, G. B.	Wheels—A roues.	136 6	21 7	11 8	233	24	Sincennes-McNaughton Line, Montreal.		
52,630	Conqueror	Quebec	1865	do	do	136 5	20 2	11 6	139	15	Frank Ross, Quebec.		
90,570	Conqueror	Toronto	1886	Toronto, Ont.	Screw—A hélice	60 0	13 8	5 5	25	17	Elizabeth J. Burk, Toronto, Ont.		
90,556	Conservative	Port Burwell	1886	Port Burwell, Ont.	do	36 2	8 9	4 3	6	3	John E. Reid, Port Burwell, Ont.		
88,540	Constance	Hamilton	1885	Greenock, G. B.	do	18 0	5 0	2 2	1	1	Jas. Turnbull, Hamilton, Ont.		
100,412	Constance	Ottawa	1891	Owen Sound, Ont.	do	115 6	19 6	11 2	185	126	The Minister of Customs, Ottawa, Ont.		
94,899	Constance	New Westminster.	1890	Victoria, B. C.	do	66 0	14 4	6 9	50	29	Alex. Ewen, New Westminster, B. C.		
64,996	Contest	Quebec	1872	Quebec	Wheels—A roues.	132 3	23 0	10 5	275	106	Jules Chabot, Lévis, Que.		

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Classed, American Record.	100,205	Coquitlam	Vancouver	1892	Vancouver, B.C.	Screw—A hélice	120 0	22 0	9 6	256	166	Union Steamship Co., Vancouver, B.C.
	92,445	Cora	Toronto	1887	Toronto, Ont.	do	32 0	7 5	3 2	4	3	Oliver B. Sheppard, Toronto, Ont.
	97,165	Cora	Victoria	1891	Cowichan, B.C.	do	54 4	14 8	5 0	25	17	Wm. Sutton, Victoria, B.C.
	88,240	Corrella	Brookville	1889	Brookville, Ont.	do	30 8	7 2	3 4	4	3	M. Kenville, Brookville, Ont.
	88,406	Couchiching	Montreal	1870	Montreal	Wheels—A roues	175 2	27 0	11 3	1203	714	Montreal Safe Deposit Co.
	96,997	Courseur	Winnipeg	1883	Rat Portage, Ont.	Screw—A hélice	92 6	19 6	7 9	105	91	The Western Lumber Co. (Ltd) Toronto, Ont.
	94,935	Crandella	New Westminster	1892	New Westminster, B.C.	Stern wheel—A roue	125 0	14 5	3 5	161	101	Alexander Peers, New Westminster, B.C.
	75,434	Cruiser	Port Hope	1891	Lindsay, Ont.	Wheels—A roues	122 0	20 0	6 5	266	170	G. Crandie, Lindsay, Ont.
	78,014	Cruiser	Ottawa	1877	Portsmouth	Screw—A hélice	83 2	14 6	6 5	55	24	J. Worthington et al, Toronto, Ont.
	75,791	Crusader	Winnipeg	1880	Keewatin, Ont.	do	38 0	9 5	3 6	12	8	Keewatin Lumbering and Manufacturing Co., Hamilton, Ont.
	77,889	Cuckoo	Ottawa	1874	Ottawa, Ont.	do	28 6	6 6	3 2	3	2	Robert Neil, Hull, Que.
	75,588	Cultivateur	Hamilton	1875	Kingston, Ont.	do	177 0	26 0	11 5	931	599	Montreal and Chicago Merchants Shipping Co., Toronto, Ont.
	100,413	Curllew	Quebec	1878	Chicoutimi, Que.	do	31 5	9 0	2 8	6	4	Ainsworth Sturton, Chicoutimi, Que.
	100,665	Curllew	Montreal	1874	Sorel, Que.	Wheels—A roues	170 0	26 5	8 0	362	228	Montreal Safe Deposit Co.
	100,770	Curllew	Ottawa	1892	Owen Sound, Ont.	Screw—A hélice	116 3	19 8	11 3	158	96	The Minister of Marine and Fisheries, Ottawa, Ont.
	88,178	Cutch	Kingston	1895	Kingston, Ont.	do	35 2	7 0	2 9	4	3	H. A. Cartwright, Belleville, Ont.
	103,235	Cygne	Toronto	1891	Toronto, Ont.	do	29 0	6 6	3 4	3	3	F. H. Gooch, Toronto, Ont.
	96,706	D. A. Martin	Vancouver	1884	Hull, England	do	180 0	23 2	11 7	324	163	Union Steamship Co., Vancouver, B.C.
	72,575	D. C. West	Montreal	1892	Orleans Island, Que.	do	48 4	7 6	2 8	12	8	M. T. Lefebvre, Montreal, Que.
	83,298	D. D. Calvin	Ottawa	1889	Kippewa, Ont.	do	24 0	16 0	6 0	78	57	J. O. B. Latour, Ottawa, Ont.
			Kingston	1874	Clayton, U. S.	do	80 4	13 5	5 0	60	32	J. Fleming, Toronto, Ont.
			Kingston	1883	Garden Island, Ont.	do	166 0	32 0	15 1	750	483	The Calvin Co., Ltd., Garden Island, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
78,067	D. L. Mather.	Winnipeg.	1882	Keewatin, Ont.	Screw—A hélice	92 0	19 0	8 0	108	70 Keewatin Lumbering & Manufacturing Co., Hamilton, Ont.	
71,134	D. P. Day	Port Dover.	1875	Buffalo, N. Y.	do	35 1	11 0	4 0	11	6 R. Harcourt, Welland, Ont.	
71,104	R. Van Allan.	Port Hope.	1881	Chatham, Ont.	do	136 0	26 0	10 0	318	217 S. Rogers, Toronto, Ont.	
97,119	D'Alton McCarthy	Collingwood	1893	Collingwood, Ont.	do	66 0	14 0	6 4	54	37 J. Playfair, M.O., Col- lingwood, Ont.	
96,708	D. McLachlin	Ottawa.	1889	Arnprior, Ont.	do	52 3	18 8	2 6	22	21 McLachlin Bros., Arn- prior, Ont.	
88,574	Daisy	Kingston	1880	Kingston, Ont.	do	29 2	7 5	2 8	9	6 Mrs. David (Mary) Jones, Kingston, Ont.	
74,353	Daisy	Pictou, N.S.	1877	Fisher's Grant, N.S.	do	40 6	10 8	4 0	11	7 Edward Malcolm, Port Malcolm, N.S.	
88,375	Daisy	Victoria.	1885	Comox, B.C.	do	71 0	14 4	5 6	60	Victoria Lumber Co., Victoria, B.C.	
92,399	Daisy	Kingston	1889	Napanee, Ont.	do	39 8	8 2	3 5	5	3 Jas. F. Ferguson, King- ston, Ont.	
163,049	Daisy	Ottawa.	1890	Carleton Place, Ont.	do	39 2	6 2	2 0	2	1 Claude McLachlin, Arn- prior, Ont.	
96,877	Daisy	Goderich	1888	Pt. Franks, Ont.	do	41 0	11 0	4 5	11	7 Joseph Williams, Goder- ich, Ont.	
100,659	Daisy	Kingston		Alexandria Bay, U.S.	do	39 0	6 1	3 1	4	3 G. B. Magee, Merrick- ville, Ont.	
100,465	Daisy	Quebec	1893	Quebec.	do	41 6	11 0	4 5	15	10 P. J. Holden, Quebec.	
103,146	Daisy	Quebec	1894	Island of Orleans Que.	do	30 6	7 1	3 0	4	3 A. LaPrise, Pt. Lévis, Que.	

Marine and Fisheries—List of Shipping.

94,881	Dania	Montreal	1889	Sorel, Que.	do	.....	91	8	13	2	4	4	54	37	C.E. Levy, Maisonneuve, Que.
51,656	Dandy	Montreal	1864	Buffalo, N.Y.	do	.....	48	0	13	0	5	6	46	15	Sinennes McNaughton Line, Montreal.
103,154	Dannie	Vancouver	1895	Vancouver, B.C.	do	.....	38	6	10	2	4	5	15	10	Robert A. Harris, Vancouver, B.C.
62,279	Danube	Victoria	1869	Govan, G.B.	do	.....	215	6	27	7	20	7	387	561	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
90,889	Dartmouth	Halifax	1888	Yarmouth, N.S.	Wheels—A routes	.....	136	0	23	4	10	7	311	196	The Dartmouth Ferry Commission, Dartmouth, N.S.
64,967	Dauntless	Quebec	1871	Point Lévis, Que.	Screw—A hélice	.....	82	0	18	4	9	5	81	35	W. Shaw, Quebec.
90,579	Dauntless	Toronto	1884	Gravenhurst, Ont.	do	.....	44	6	8	0	4	5	8	5	W. T. Windsor, Callender, Ont.
85,306	David G. Thompson	Montreal	1883	Kingston, Ont.	do	.....	103	3	17	3	9	8	182	75	Montreal Transportation Co.
90,661	David Duncan	Weymouth	1882	Halifax, N.S.	do	.....	48	5	10	8	6	0	21	11	Leander M. Ellis, M.O., Weymouth, N.S.
54,398	David Weston	St. John, N.B.	1866	Carleton, St. John, N.B.	Wheels—A routes	.....	176	6	27	5	8	2	765	552	The Star Line Steamship Co., Gagetown, N.B.
90,820	Dawn	Port Hope	1888	Lakefield, Ont.	Screw—A hélice	.....	48	0	10	4	6	5	20	16	S. Purser, Hall Bridge, Ont.
96,817	Delight	Sault Ste. Marie	1890	Bruce Mines, Ont.	do	.....	47	0	13	1	6	1	26	14	F. J. Snider, Bruce Mines, Ont.
61,134	Delisle	Montreal	1869	Buffalo, N.Y.	do	.....	62	4	14	8	7	4	45	17	The Department of Public Works, Ottawa.
100,644	Delta	Victoria	1889	Victoria, B.C.	do	.....	47	5	9	5	4	4	15	10	Victoria Canning Co., Ltd., Victoria, B.C.
90,805	Delta	Victoria	1886	Ladner's L'd'g., B.C.	do	.....	54	0	14	0	4	3	25	17	Jos. Quadros, Victoria, B.C.
90,618	Delta	Moncton	1895	Hillsboro', N.B.	do	.....	34	5	12	8	4	9	20	12	R. C. Peck, Hopewell, N.B.
78,042	Derby	Chatham, N.B.	1879	Chatham, N.B.	Wheels—A routes	.....	50	5	7	0	3	1	12	9	J. C. Miller, Derby, N.B.
75,914	Deseronto	Deseronto	1879	Deseronto, Ont.	Screw—A hélice	.....	62	0	12	0	5	0	55	37	The Rathbun Co., Deseronto, Ont.
71,150	Despatch	Goderich	1878	Buffalo, N.Y.	do	.....	71	5	15	3	5	6	33	22	Walter Mack, Lambton, Ont.
96,986	Despatch	N. Westminster	1888	Revelstoke, B.C.	Wheels—A routes	.....	54	0	10	8	4	5	37	23	Columbia & Kootenay Steamboat Nav. Co., Nelson, B.C.
103,297	Despatch	N. Westminster	1889	Seattle, U.S.	Screw—A hélice	.....	33	6	6	9	2	9	7	5	The Alberta & B. C. Exploration Co., London, England.
92,729	Devenish	Toronto	1886	Toronto, Ont.	do	.....	32	8	6	3	3	3	3	2	John Fleming, Toronto, Ont.
100,695	Diamond	Pictou, N.S.	1894	Pictou, N.S.	do	43	3	12	4	5	6	23	15	J. G. Dawson, Pictou, N.S.

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						Length. Longeur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage	Net Tonnage			
						Ft. 10ths	Ft. 10ths	Ft. 10ths	Brt.	Regs.			
100,594	Diane	Montreal	1891	Sorel, Quebec	Screw—A hélice	65 3	10 0	4 8	23	16	H. Beauchemin, Sorel, Que.		
64,645	Dirigo	St. John, N.B.	1872	Carleton, St. John, N.B.	do	66 2	17 5	9 1	70	48	H. J. Olive, St. John, N.B.		
59,906	Diver	Quebec	1869	St. Thomas, Que.	do	72 5	23 5	8 4	86	59	Pierre Bégin, Quebec.		
92,656	Dixie	St. Catharines	1888	Port Robinson, Ont.	do	56 2	12 2	4 7	37	25	H. L. Inglis, Niagara Falls, Ont.		
100,664	Dolce	Kingston	1894	Gananoque, Ont.	do	42 3	7 4	2 9	5	3	J. W. Church, Gananoque, Ont.		
90,714	Dolphin	Halifax	1886	Dartmouth, N.S.	do	39 6	12 0	4 5	12	8	R. Moseley, Dartmouth, N.S.		
90,680	Dolphin	Ottawa	1881	Montreal, Que.	do	74 4	18 5	8 1	70	37	Ottawa Transportation Co., Ltd., Ottawa.		
92,441	Dolphin	Toronto	1871	E. Cowes, I. of W.	do	50 0	10 0	4 3	13	9	The Savannah Lumber Co., Ltd.		
90,710	Dolphin	Montreal	1887	Port Dalhousie, Ont.	do	37 0	6 1	3 0	6	5	John T. Nicolson, Montreal.		
83,419	Dominion	Port Hope	1884	Lindsay, Ont.	Wheels—A roues	79 0	14 0	4 5	46	29	Francis Burke, Lindsay, Ont.		
90,707	Dominion	St. Catharines	1868	St. Catharines, Ont.	Screw—A hélice	137 0	23 4	11 4	478	304	John Sidley, Belleville, Ont.		
85,522	Dominion	Toronto	1882	Cobourg, Ont.	do	37 5	6 8	3 5	6	4	Robt. Davies, Toronto.		
90,526	Dominion	Chatham, Ont.	1890	Chatham, Ont.	do	95 0	24 0	5 0	138	94	David Flook, Chatham, Ont.		
96,710	Dora	Ottawa	1889	Opemica Lake, Ont.	do	61 6	13 0	3 5	48	44	Alex. Lumsden, Ottawa, Ont.		

Marine and Fisheries—List of Shipping.

96,861	Dorothy	Prescott	1888	Kingston, Ont	do	38 0	7 0	3 0	10	6	George F. Benson, Cardinal, Ont.
100,397	Dortha	Brockville	1894	Hamilton, Ont	do	71 0	12 6	4 8	51	35	Geo. T. Fulford, Brockville, Ont.
88,292	Dot	Quebec	1884	Quebec	do	33 8	9 5	4 0	10	7	O. B. C. Richardson, Quebec
103,290	Dot	Ottawa	1891	Kingston, Ont	do	31 0	7 0	3 0	2	2	R. W. Stephens, Ottawa, Ont.
103,212	Dottie	Ottawa	1888	Carleton Place, Ont.	do	25 4	5 2	2 1	1	1	D. H. Bear and G. E. Ray, North Bay, Ont.
92,733	Douglas	Toronto	1888	Midland, Ont	do	30 4	7 9	4 2	5	4	The Georgian Bay Consolidated Lumber Co., Ltd., Wauhaushene, O.
94,907	Dreadnaught	Vancouver	1890	N. Westminster, B.C	do	82 0	13 0	5 5	33	22	W. H. Kendall, Vancouver, B.C.
88,235	Dream	Ottawa	1886	Kingston, Ont	do	50 6	10 3	4 2	12	9	Nathaniel C. Wallace, Ottawa.
92,356	Dream	St. John, N.B.	1881	Newark, U.S.	do	63 9	14 1	5 0	45	30	W. H. Thorne, St. John, N. B.
100,269	Drone	Vancouver	1892	Vancouver, B.C.	Wheels—A roues	40 0	16 0	3 5	29	18	British Columbia Iron Works Co., Ltd., Vancouver, B.C.
53,589	Druid	Ottawa	1856	Glasgow, G. B	do	160 0	21 6	9 6	239	166	The Minister of Marine and Fisheries, Ottawa, Ont.
90,800	Duchess	Victoria	1888	Golden, B.C	do	81 6	17 3	4 6	145	92	F. P. Armstrong, Golden, B.C.
103,342	Duchess of York	Montreal	1895	Montreal	do	156 8	25 3	9 4	490	261	Ottawa River Navigation Company.
83,068	E. B. Eddy	Ottawa	1881	Hull, Que	Screw—A hélice	98 0	20 7	8 0	78	38	Ottawa Transportation Co. Ltd., Ottawa, Ont.
96,705	E. G. Laverdure	Ottawa	1889	Ottawa, Ont	do	66 6	13 7	5 0	53	48	E. G. Laverdure, Ottawa, Ont.
103,445	E. H. Bronson	Ottawa	1895	Pembroke, Ont	do	140 7	43 7	7 7	285	180	The Upper Ottawa Imp. Co., Ottawa, Ont.
100,883	E. Ross	St. John, N.B.	1894	St. John, N.B	do	41 9	15 3	5 1	30	20	J. Leonard, St. John, N.B.
80,778	Eagle	Sarnia	1875	Buffalo, U.S.	do	43 8	12 3	5 0	14	9	A. Miller, Port Elgin, Ont.
92,304	Eagle	Collingwood	1887	Collingwood, Ont	do	44 0	9 0	4 6	12	9	George Peters, Muskoka, Ont.
94,906	Earl	N. Westminster	1890	Vancouver, B.C	do	72 0	16 0	7 0	75	50	The Dominion Government, Ottawa, Ont.
90,527	Earl	Chatham, Ont	1893	Mitchells Bay, Ont.	do	53 5	10 0	5 0	18	14	Robt. Dunlop, Mitchells Bay, Ont.
59,743	East Riding	Charlottetown	1869	New Glasgow, N.S.	Wheels—A roues	111 3	18 3	6 4	86	45	J. R. Carmichael, New Glasgow, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
83,086	Echo.....	Brockville.....	1882	Brockville, Ont.....	Screw—A hélice.....	39 0	8 0	4 0	6	4 J. M. Walsh, Brockville, Ont.	
80,656	Ed. Arpin.....	Montreal.....	1879	St. Johns, Que.....	do.....	38 0	8 2	3 5	5	Ed. Arpin, St. Johns, Que.	
100,682	Edgar.....	N. Westminster.....	1893	New Westminster, B.C.	Stern wheel—Aroue.	90 0	18 0	5 0	165	114 Lower Fraser River Nav. Co., New Westminster, B.C.	
96,815	Edgar P. Sawyer..	Sault Ste. Marie	1886	Buffalo, U.S.....	Screw—A hélice.....	49 0	13 8	5 0	52	Thos. Ganley, Sault Ste. Marie, Ont.	
80,362	Edith.....	Parrsboro'.....	1879	Five Islands, N.S....	do.....	34 9	8 7	4 4	12	A. C. Eldenkin, Advocate, N.S.	
85,515	Edith.....	Toronto.....	1883	Toronto, Ont.....	do.....	22 0	5 4	2 2	2	J. P. Clark, Toronto, Ont.	
100,389	Edith.....	Maitland.....	1894	Maitland, N.S.....	Stern wheel—Aroue.	69 7	18 5	5 7	52	R. H. Putnam, Onslow, N.S.	
92,721	Edith May.....	Toronto.....	1887	Port Sandfield, Ont..	Screw—A hélice.....	64 5	12 2	4 8	45	Enoch Cox, Township of Medora, Muskoka.	
77,635	Edmond.....	Kingston.....	1879	Bedford Mills, Ont..	do.....	56 4	12 2	6 8	39	B. Tett, Bedford Mills, Ont.	
100,321	Edna R.....	Yarmouth.....	1893	Yarmouth, N.S....	do.....	67 6	15 6	5 6	49	The Mud Island Lobster Co., Yarmouth, N.S.	
103,379	Edna Brydges.....	Winnipeg.....	1895	Rat Portage, Ont.....	do.....	75 0	17 5	19 5	176	E. W. Brydges, Rat Portage, Ont.	
85,426	Edward Blake.....	St. Catharines...	1884	Welland, Ont.....	do.....	48 7	12 2	4 9	22	Thos. Conlon, Thorold, Ont.	
96,626	Edward Davis.....	Ottawa.....	1887	Quyong, Que.....	do.....	57 0	19 1	3 6	37	A. C. Davis, Quyong, Que.	
92,678	Egerton.....	Pictou, N.S.....	1889	Sorel, Que.....	Wheels—A roues....	112 2	19 5	6 2	112	Thos. G. McKay, New Glasgow, N.S.	

Marine and Fisheries—List of Shipping.

					41 8	9 8	3 2	II		
103,213	Eileen	Ottawa	1893	Moose Creek, Ont.	.....				9	Stella Ann Kelly, Mont-
									real.	
92,462	Eldon	Pictou, N.S.	1887	Pinette, P.E.I.	.....	49 3	15 9	38	21	Alex. J. Morrison, Port
97,017	Eleanor	St. Catharines	1895	Port Matland, Ont.	.....	56 0	12 0	26	18	E. Martin, Port Mait-
									land, Ont.	
69,144	Eleanor M. Cates	Sydney	.....	United States	.....	73 0	16 5	59	46	Glacé Bay Mining Co.,
										Glacé Bay, C.B.
90,878	Electra	Charlottetown	1887	Arcadia, N.S.	.....	85 9	16 9	107	78	Three Rivers Steamship
										Co., Georgetown, and
										Montague, P.E.I.
92,449	Electric	Toronto	1887	Toronto, Ont.	.....	70 0	12 7	23	16	John J. Wright, To-
100,877	Electric	St. John, N.B.	1889	St. John, N.B.	.....	34 0	6 8	4	3	Frank B. Carvell, Wood-
										stock, N.B.
66,401	Elfin	Charlottetown	1873	Georgetown, P.E.I.	.....	81 0	21 6	122	34	The Chairman, Board of
94,916	Elgin	Saugeen	1890	Saugeen, Ont.	.....	38 0	12 0	16	11	Joseph Gawley, Sault
96,880	Elite	Goderich	1894	Goderich, Ont.	.....	60 6	11 8	22	15	John Purvis, Gore Bay,
										Ont.
90,783	Eliza	Victoria	1885	Victoria, B.C.	.....	34 5	8 8	8	5	J. W. Haynes, Victoria,
77,589	Ella Ross	Deseronto	1879	Montreal	.....	99 2	19 2	325	190	The Rathbun Co., Des-
78,038	Ella Taylor	Chatham, Ont.	1883	Chatham, Ont.	.....	60 0	14 0	34	23	R. Grison, Merriton,
										Ont.
92,686	Ellida	Montreal	1891	New Glasgow, N.S.	.....	69 2	11 3	38	26	Benjamin V. Naylor,
97,076	Elliott	Charlottetown	1893	Charlottetown, P.E.I.	.....	147 4	25 0	307	227	R. McMillan, Charlotte-
										town, P.E.I.
75,634	Elmer	Saugeen	1893	Saugeen, Ont.	.....	59 2	15 1	38	26	C. M. Bowman, South-
92,689	Elsie	Pictou, N.S.	1892	New Glasgow, N.S.	.....	56 1	10 3	22	15	J. C. McGregor, New
96,897	Elsie Ross	Ottawa	1891	Carleton Place, Ont.	.....	34 6	7 5	10	8	David Gillies, Carleton
										Place, Ont.
										Neal Macdonald, Mon-
										tréal.
92,293	Emerillon	Ottawa	1883	Three Rivers, Que.	.....	40 0	7 6	15	13	Lake Temiscanogue
96,900	Emile	do	1892	Hull, Que.	.....	50 0	13 0	12	8	E. G. Laverdure, Otta-
										wa, Ont.
										228 H. S. Howland, Toronto,
										Ont.
100,946	Emma	Collingwood	1894	Collingwood, Ont.	.....	86 0	12 8	9 6	75	E. S. Pratt, Parry Sound,
100,402	Emma	Hamilton	1894	Hamilton, Ont.	.....	34 6	6 8	6	4	R. S. Wates, Hamilton,
										Ont.
100,430	Emma C	Ottawa	1890	Ottawa, Ont.	24 0	5 0	2 5	1	L. J. Courselles, Ottawa.

Classed, English
Lloyds.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
61,169	Emma Munson	Montreal	1873	Buffalo, U.S.	Screw—A hélice	64 5	12 9	6 8	32	13	Harbour Commissioners, Montreal.	
75,066	Empress	do	1886	Montreal	Wheels—A roues	185 3	27 6	27 1	677	371	Ottawa River Navigation Co.	
78,066	Empress	Winnipeg	1883	Rat Portage, Ont.	Screw—A hélice	95 4	20 0	7 0	129	73	The Ontario and Western Lumber Co., Ltd., Rat Portage, Ont.	
100,422	Empress	Ottawa	1891	Sturgeon Falls, Ont.	do	63 0	14 3	5 6	36	28	Mary E. Perkins, Stur- geon Falls, Ont.	
100,679	Empress	Vancouver	1894	Vancouver, B.C.	do	33 8	7 9	3 6	3	2	George Cassidy, Van- couver, B.C.	
100,766	Empress Victoria	Toronto	1894	Huntsville, Ont.	do	76 0	17 0	6 0	106	72	G. F. Marsh, Huntsville, Ont.	
72,988	Empress of India	Pictou, Ont.	1876	Mill Point, Ont.	Wheels—A roues	170 0	26 0	8 5	579	336	The Lake Ontario Nav. Co., Ltd., Pictou, Ont.	
100,022	Emulator	Toronto	1890	Magnetawan, Ont.	Screw—A hélice	49 7	10 2	4 6	25	17	A. Walton, Magnetawan, Ont.	
85,704	Energy	Wallaceburg	1883	Wallaceburg, Ont.	do	81 0	20 0	6 5	116	70	J. McCormack, Amherst- burg, Ont.	
94,714	Enterprise	Port Stanley	1892	Port Bruce, Ont.	do	58 0	12 0	5 8	18	13	Young & Son, Port Bruce, Ont.	
94,818	Enterprise	Victoria	1890	Victoria, B.C.	do	28 9	7 2	3 0	3	3	Richmond B. Halhed, Shawmigan, B.C.	
85,514	Enterprise	Toronto	1869	Rama, Ont.	do	81 4	23 0	6 2	148	99	The Lake Simcoe Trans- portation Co., Barrie, Ont.	
103,239	Enterprise	Montreal	1893	Beatharnois, Que.	do	48 9	11 5	4 4	13	9	P. Boudrias, Beathar- nois, Que.	

Marine and Fisheries—List of Shipping.

100,023	Equal Rights	Toronto	1890	Penetanguishene, Ont.	do	36 0	9 3	3 8	6	4	Mathew C. McCaul, Huntsville, Ont.
100,021	Erastus Winan	do	1890	Huntsville, Ont.	do	65 0	13 3	3 4	54	36	Mary Denton et al, Huntsville, Ont.
100,686	Erie	N. Westminster	1894	New Westminster, B.C.	do	50 0	11 0	4 8	27	18	G. H. French, New Westminster, B.C.
83,142	Erin	St. Catharines	1881	St. Catharines, Ont.	do	174 0	26 0	12 6	651	411	Thos. Conlon, Thorold, Ont.
103,153	Ermine	Vancouver	1893	New Westminster, B.C.	do	30 3	7 8	3 2	9	6	Alfred Zetterman, Vancouver, B.C.
100,087	Ernest	St. John, N.B.	1892	Oronocto, N.B.	do	37 6	9 5	3 6	13	9	A. Fitz Randolph, Fredericton, N.B.
97,010	Escort.	St. Catherine	1894	St. Catharines, Ont.	do	44 8	15 5	9 7	40	27	D. Carter, Port Colborne, Ont.
96,990	Esperanza	N. Westminster	1891	N. Westminster, B.C.	do	47 0	11 0	5 5	31	21	John D. Foreman, Nanaimo, B.C.
80,595	Esperanza	Toronto	1876	Buffalo, U.S.	do	57 0	18 1	4 8	17	11	Francis F. Stuart, Toronto, Ont.
.....	Essex	Windsor, Ont.	1860	Walkerville, Ont.	Wheels—A roues	81 0	18 8	8 0	142	89	J. S. Loughhead, Sarnia, Ont.
97,119	Estella	Collingwood	1891	Parry Sound, Ont.	Screw—A hélice	38 0	6 0	3 2	9	6	Edwin S. Pratt, Parry Sound, Ont.
85,527	Esturion	Toronto	1884	Bobcaygeon, Ont.	Wheels—A roues	96 0	17 0	6 2	118	75	Treat Valley Navigation Co., Bobcaygeon, Ont.
92,301	Ethel	Collingwood	1887	Collingwood, Ont.	Screw—A hélice	42 0	10 0	4 4	13	9	Charles Noble, Collingwood, Ont.
103,332	Ethel	Montreal	1895	Sorel, Que.	do	64 0	19 2	9 0	72	49	Sinceunes McNaughton Line, Montreal.
92,710	Ethel Banning	Winnipeg	1890	Fort Frances, Ont.	do	50 2	13 3	4 9	38	26	Wm. R. Dick, Winnipeg, Man.
90,580	Ethel May	Toronto	1882	Oakville, Ont.	do	30 0	7 2	3 6	4	2	Alfred Mortimer, Town of Medora, Muskoka.
77,874	Etoile	Quebec	1879	Sorel, Que.	Wheels—A roues	142 0	25 0	7 4	560	317	Deschambault & Lotbinière Steamship Co., Québec, B.C.
64,154	Etta White	Vancouver	1871	Freepport, U.S.	Screw—A hélice	93 0	19 6	9 0	97	82	Alfred King, Moodyville, B.C.
92,644	Euna	Wallaceburg	1878	Mt. Clemens, U.S.	do	36 0	9 0	4 2	6	4	R. S. Brewer, Dresden, Ont.
94,991	Eurydice	Toronto	1863	Montreal, Que.	Wheels—A roues	142 0	24 7	8 8	590	438	P. G. Close, Toronto, Ont.
77,709	Eva	Brockville	1879	Brockville, Ont.	Screw—A hélice	26 5	6 0	2 5	2	2	Geo. M. Beecher, Brockville, Ont.
71,172	Eva	Kingston	1874	do	do	33 0	5 9	3 4	12	7	Geo. Robertson, Kingston, Ont.
85,304	Eva	Montreal	1882	Montreal, Que.	do	42 0	7 7	3 6	6	4	Geo. Bothwell, Buckingham, Que.
83,411	Eva	Port Hope	1881	Bobcaygeon, Ont.	do	72 0	13 5	4 7	33	11	Irene Crandall, Lindsay, Ont.
77,980	Eva	Victoria	China	do	35 0	6 7	4 4	7	4	John H. Turner, Victoria, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Brut.	Net Tonnage. Net.			
96,991	Eva	New Westminster.	1891	New Westminster, B.C.	Screw—A hélice	56 0	13 5	4 6	35	24	W. R. Gilley, New Westminster, B.C.	Classed French Lloyds.	
103,291	Eva	Chatham, N.B.	1895	Chatham, N.B.	do	43 0	12 5	5 0	18	12	R. Loggre, Loggreville, N.B.		
94,689	Eva Belle	Collingwood	1890	Midland, Ont.	do	34 0	9 0	3 6	10	7	William White, Mid- land Ont.		
100,652	Eva Belle	Kingston	1892	Kingston, Ont.	do	39 8	7 8	2 7	10	7	John Stihick, Perth, Ont.		
80,606	Eva Johnson	St. John, N.B.	1880	Yarmouth, N.S.	do	42 5	12 0	4 8	16	7	A. Fitz Randolph, Fred- ericton, N.B.		
55,826	Evangeline	Montreal	1869	Cowes	do	60 6	11 5	5 6	23	16	Rev. Ed. Sullivan, Al- gona.		
77,979	Evangeline	Victoria	1881	Victoria, B.C.	do	45 0	10 5	5 0	14	9	Rev. William Ridley Victoria, B.C.		
83,216	Evangeline	Windsor, N.S.	1882	Hantsport, N.S.	do	81 2	16 8	7 5	79	54	W. R. Campbell, Kent- ville, N.S.		
100,301	Evelyn	Windsor, Ont.	1892	Windsor, Ont.	do	67 5	17 1	9 3	85	46	French River Tug Co., Windsor, Ont.		
96,876	Evelyn	Goderich	1893	Goderich, Ont.	do	61 0	13 8	5 3	32	22	James Clark, Goderich, Ont.		
97,003	Eveline Hodgkins	St. Catharines	1886	Thorold, Ont.	do	29 2	7 0	3 6	4	3	Freeman Hodgkins, To- ronto, Ont.		
37,302	Experiment	Digby		United States.	Wheels—A roues	103 0	15 0	5 7	91	73	Oliver Jones, Moncton, N.B.		
59,870	Express	Quebec	1868	Quebec	do	100 0	21 0	8 5	99	62	Francis McDougall, Ot- tawa.		
92,438	Express	Toronto	1887	Toronto, Ont.	Screw—A hélice	35 9	7 3	3 6	4	3	Josiah Ball, Township, of Cartwright, Ont.		

Marine and Fisheries—List of Shipping.

103,151	F. R. M. & D. Co. No. 1.	Vancouver	1894	Lytton, B. C.	Stern wheel—Aroue.	133	6	30	0	6	3	715	486	The Fraser River Mining and Dredging Co., Vancouver, B. C.
83,282	F. A. Folger	Port Stanley	1881	Kingston, Ont.	Screw—A hélice	68	0	17	0	8	5	64	26	Effia Baker, Detroit, U. S.
103,473	Fairview	Victoria	1894	Okanagan Landing, B. C.	Wheels—A roues	55	0	15	0	2	9	43	27	Mary E. Couson, Vernon, B. C.
71,264	Fairy	Cobourg	1878	Harwood, Ont.	Screw—A hélice	52	6	10	1	7	7	23	15	P. F. Young, Young's Pt., Ont.
80,764	Fairy	Quebec	1881	Quebec	do	37	1	11	2	5	3	16	9	J. Fitzgerald, Quebec.
97,082	Fairy	Lunenburg	1889	Lunenburg, N. S.	do	47	5	10	2	4	9	16	11	George W. Naas, Lunenburg, N. S.
92,773	Fairy Queen	N. Westminister	1888	New Westminister, B. C.	Stern wheel	65	4	10	5	4	2	25	16	Wm. West, New Westminister, B. C.
88,534	Fairy Queen	Hamilton	1888	Carleton Place, Ont.	Screw—A hélice	22	0	5	0	2	5	2	1	Andrew Newlands, Galt, Ont.
71,175	Falcon	Kingston	1874	Kingston, Ont.	do	40	0	8	8	3	1	13	7	J. G. Richardson, Brockville, Ont.
90,808	Falcon	N. Westminister	1887	New Westminister, B. C.	do	57	0	14	8	6	3	52	36	Susan E. Cooper, Victoria, B. C.
100,060	Fanchon	St. John, N. B.	1891	Milledgeville, N. B.	Wheels—A roues	83	4	21	0	4	7	111	70	H. J. Olive, St. John, N. B.
96,943	Fannie	do	1875	Philadelphia, U. S.	Screw—A hélice	50	9	12	5	6	1	33	23	Henry Hawkins, St. John, N. B.
71,187	Fanny	Owen Sound	1878	Owen Sound, Ont.	do	31	0	7	6	3	7	5	3	Chas. Clarke, Collingwood, Ont.
85,322	Fanny Arnold	do	1882	do	do	89	0	18	0	9	0	73	50	B. Arnold, Albany, N. Y., U. S.
71,243	Favorite	Toronto	1874	Buffalo, U. S.	do	67	5	14	0	6	9	51	24	John Gray, North Sydney, C. B.
92,422	Fearless	Prescott	1866	Iroquois, Ont.	do	56	0	12	0	5	0	46	32	Henry Carman, Iroquois, Ont.
100,466	Fearless	Quebec	1893	Quebec	do	35	8	8	5	4	1	10	7	Jas. King, Quebec.
70,591	Filgate	Montreal	1879	Montreal	Wheels—A roues	158	0	25	4	7	8	263	153	A. Goulet, Lachine, Que.
103,152	Fingal	Vancouver	1895	Vancouver, B. C.	Screw—A hélice	85	0	19	1	6	5	91	60	Duncan McKenzie, Vancouver, B. C.
90,724	Firefly	Halifax	1886	Chatham, N. B.	do	22	5	5	0	2	5	1	1	Wm. Marshall Black, Halifax, N. S.
100,133	Fisherman	Winnipeg	1892	Selkirk, Man.	do	66	5	15	4	5	4	44	30	The Manitoba Fish Co., Ltd., Windsor, Ont.
74,375	Five Brothers	Quebec	1876	Port Robinson, Ont.	do	42	0	8	8	3	2	11	7	Napoleon Mercier, Beauport, Que.
72,561	Flight	Kingston	1875	Portsmouth, Ont.	do	57	0	12	0	10	8	37	27	C. Jones, Brockville, Ont.
100,921	Flo.	Ottawa	1892	Carleton Place, Ont.	do	25	5	6	0	2	6	1	1	C. G. Stackhouse, Ottawa, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
					Ft. 10ths Ft. 10ths Ft. 10ths					
100,417	Flora	Ottawa	1892 Pembroke, Ont.	Screw—A hélice	42 5	8 3	3 4	5	W. J. Pope, Morrisburg, Ont.	
83,072	Florence	do	1881 Rockland, Ont.	do	81 0	18 9	7 0	62	The Ottawa Trans. Co., Ltd., Ottawa.	
100,427	Florence	do	1889 Snyder Depot, Ont.	Centre wheel—A roue.	74 5	21 4	5 0	40	D. McLaren, Ottawa, Ont.	
85,453	Florence	Quebec	1883 Quebec	Screw—A hélice	91 2	22 8	9 5	133	Thos. Tremblay, Chicomimi, Que.	
88,306	Florence	do	1885 Lévis, Que.	do	91 0	19 8	9 0	113	Henry Jewel, Quebec.	
103,143	Florence	do	1892 Three Rivers, Que.	do	51 6	10 8	4 1	18	W. Ritchie, Three Rivers, Que.	
85,529	Florence	Toronto	1884 Huntsville, Ont.	do	54 0	10 9	3 0	27	Lorenzo McKenny, Huntsville, Ont.	
92,725	Florence	do	1886 Schomberg, Ont.	do	36 3	6 2	3 6	3	Charles Elliott, Bradford, Ont.	
97,163	Florence	Victoria	1891 Victoria, B.C.	do	51 0	14 2	5 9	30	J. H. Turner, Victoria, B.C.	
90,785	Florence	do	1886 do	Stern wheel—A roue.	64 0	18 5	4 2	59	H. M. Dumbleton, Victoria, B.C.	
103,067	Florence C.	Yarmouth	1895 Yarmouth, N.S.	Screw—A hélice	56 7	13 5	5 8	38	A. H. Poole, Yarmouth, N.S.	
100,034	Florissant	Toronto	1891 Toronto, Ont.	do	30 0	6 0	3 0	3	C. E. Goad, Toronto, Ont.	
90,751	Flushing	St. John, N.B.	1882 Athens, U.S.	do	115 9	24 0	8 2	257	The Grand Manan Steamboat Co., Grand Manan, N.B.	
79,986	Forest Queen	do	1879 Gibson, York Co., N.B.	Wheels—A roues	106 7	23 5	5 0	115	George S. Peters, St. Marys, York Co., N.B.	

Marine and Fisheries—List of Shipping.

	Windsor, Ont.	1885 Windsor, Ont.	Screw—A helice	30 8	7 6	2 5	3	2 J. Flimloff, Sarnia, Ont.
92,772 Forester	Quebec	1887 Chicoutimi, Que.	do	58 0	11 1	7 0	26	18 A. Sturton, Chicoutimi, Que.
92,341 Forrest	Ottawa	1889 Kingston, Ont.	do	25 0	4 8	2 4	1	1 J. C. McNie, Carleton Place, Ont.
108,225 Mack	New Carlisle	1885 Oak Bay, Que.	Wheels—A roues	58 0	20 0	4 0	19	8 J. H. Taylor, Campbellton, N.B.
80,715 Frances	Kingston	1864 Bedford Mills, Ont.	Screw—A helice	55 2	11 4	7 6	47	24 T. H. Kirby, Ottawa, Ont.
Francis	Quebec	1886 St. Leon, Que.	do	65 0	16 6	4 4	58	30 Mrs. J. Stanton, St. Leon, Que.
92,337 Frank	Charlottetown	1883 Yarmouth, N.S.	do	59 5	13 6	5 9	33	16 Joseph Reid, Summerside, P.E.I.
80,649 Frank C. Batt	Toronto	1882 Oakville, Ont.	do	65 0	15 5	6 6	39	26 Frank Jackman, Toronto, Ont.
83,390 Frank Jackman	Montreal	1867 Buffalo, U.S.	do	72 6	16 6	6 7	43	23 A. Stewart, Ottawa, Ont.
70,287 Frank Perin	Owen Sound	1886 Meaford, Ont.	do	60 0	12 0	6 0	34	23 John Conlon, Thorold, Ont.
92,281 Frank Reed	Wallaceburg	1888 Wallaceburg, Ont.	do	41 5	9 8	3 1	24	16 John Lee, Wallaceburg, Ont.
92,648 Frankie	Collingwood	1890 Collingwood, Ont.	do	83 8	16 9	6 8	63	43 James Playfair, M.O., Collingwood, Ont.
94,688 Fred A. Hodgson	do	1887 Penetanguishene, Ont.	do	62 0	14 7	6 9	43	24 David Davidson, Penetanguishene, Ont.
92,302 Fred Davidson	Toronto	1870 Collingwood, Ont.	do	48 6	8 6	5 0	18	13 Muskoka Mill and Lumber Co., Toronto, Ont.
Fred Hotchkiss	Annapolis	1874 Granville, N.S.	do	42 0	18 0	4 4	18	15 C. Odell, Annapolis, N.S.
57,478 Fred Leavitt	Charlottetown	1889 Mt. Stewart, P.E.I.	do	67 5	18 0	7 7	60	38 Wm. H. Batt, Charlottetown, P.E.I.
92,478 Fred M. Batt	Yarmouth	1881 Yarmouth, N.S.	do	61 0	13 2	5 6	26	12 Hugh Cann, Yarmouth, N.S.
80,621 Freddie V	Ottawa	1887 Ottawa, Ont.	do	25 7	6 0	3 0	2	2 F. Barbeau, Ottawa, Ont.
100,923 Freddy B.	Montreal	1890 Montreal	do	47 0	9 2	5 8	16	10 George Olds, Montreal, Que.
100,584 Frolic	Kingston	1883 Kingston, Ont.	do	30 2	6 8	3 0	3	2 A. L. Kent, St. Ann's
83,297 G.	Ottawa	1882 Aylmer	do	61 2	12 3	5 6	30	18 The Upper Ottawa Improvement Co., Ottawa, Ont.
85,354 G. B. Pattee	St. John, N.B.	1873 Portland, N.B.	do	72 0	18 5	8 1	68	13 Kate Ruddock, St. John, N.B.
66,912 G. D. Hunter	Ottawa	1881 Buffalo, U.S.	do	42 0	11 0	6 0	14	9 The Ottawa Trans. Co., Ltd., Ottawa.
85,291 G. H. Notter								

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistre.			
92,288	G. P. McIntosh.	Owen Sound.	1888	Meaford, Ont.	Screw—A hélice	78 0	16 0	7 3	58	40	James Playfair, Sturgeon Bay, Ont.		
96,983	Galena.	N. Westminster.	1888	Kootenay River, U.S.	do	79 8	16 0	5 0	73	50	M. T. Johnson, Victoria, B.C.		
83,130	Gambinus	Halifax	1881	Halifax, N.S.	do	48 0	15 2	5 5	28	19	John C. Oland, Dartmouth, Halifax Co., N.S.		
100,935	Garden City	Toronto	1892	Toronto, Ont.	Wheels—A roues.	177 9	26 1	10 0	637	401	Thomas Nihan, St. Catharines, Ont.		
77,904	Garnet	Cornwall	1885	Valleyfield, Que	do	124 7	21 6	7 1	152	96	Oliver Gillespie, Cornwall, Ont.		
96,903	Garnet.	Kingston	1889	Kingston, Ont.	Screw—A hélice	53 0	11 6	4 5	19	12	James F. Macdonald, Missisaga Island, Ont.		
	Gatineau.	do	1873	Brewer's Mills, Ont.	do	102 5	22 8	6 0	133	87	G. A. Harris, Ottawa, Ont.		
64,148	Gen	Victoria	1874	Victoria, B.C.	Wheels—A roues.	71 0	13 0	2 6	60	27	C. T. Millar, New Westminster, B.C.		
96,985	Gemini	N. Westminster	1891	New Westminster, B.C.	Screw—A hélice	49 0	7 6	3 8	8	6	James H. Clark, New Westminster, B.C.		
85,526	General Wolsley	Toronto	1884	Oakville, Ont.	Wheels—A roues.	103 0	20 2	6 1	123	70	John Nisbet, Owen Sound, Ont.		
85,353	Geo. A. Harris	Ottawa	1882	Hull, Que	Screw—A hélice	90 0	18 8	7 2	87	56	The Ottawa Trans. Co., Ltd., Ottawa, Ont.		
75,644	George Douglas	St. Catharines	1880	Thorold, Ont.	do	56 6	14 6	6 3	42	18	John Cannan, Owen Sound.		
71,218	George Maytham.	Sarnia	1870	Buffalo, U.S.	do	53 6	13 7	7 8	40	27	D. B. McRae, Meldrum Bay, Ont.		

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69,094	George Shattuck	Halifax	1862 Boston, U.S.	do	129 2	23 8	17 8	361	George W. Churchill, Hantsport, N.S.
96,879	George Swann	Goderich	1894 Kincardine, Ont.	do	48 1	13 2	4 6	18	Thomas Megaw, Kin- cardine, Ont.
100,302	Georgia	Windsor, Ont.	1885 Saginaw, Mich., U.S.	do	43 0	12 6	5 5	28	John Coulon, Thorold, Ont.
80,596	Georgian	Toronto	1864 Georgian Bay, Ont.	do	130 0	21 8	11 5	377	The Canadian Pacific Ry. Co., Montreal.
69,610	Georgiana	Montreal	1874 Buffalo, U.S.	do	61 5	18 0	7 5	53	Sincennes-McNaughton Line, Montreal.
94,813	Georgie	Victoria	1872 Seabeck, U.S.	do	61 5	11 4	5 2	32	B.C. Canning Co., Ltd., Leandm, (t.B.)
92,617	Georgina	Port Arthur	1893 Port Arthur, Ont.	do	74 0	14 8	7 0	44	R. A. Hazewood, Port Arthur, Ont.
97,120	Geraldine	Collingwood	1893 Parry Sound, Ont.	do	66 0	14 4	6 8	65	J. Galna, Parry Sound, Ont.
69,636	Gertie	Quebec	1873 Buffalo, U.S.	do	40 7	11 4	5 5	17	Israel Clément, Leclaire, Que.
90,573	Gertrude	Toronto	1886 Toronto, Ont.	do	75 0	16 4	6 2	76	The Toronto Ferry Co., Ltd., Toronto, Ont.
85,420	Gertrude A. Ran- ney	St. Catharines	1883 Port Colborne, Ont.	do	42 1	10 1	4 8	14	James Noble, Killarney, Ont.
100,760	Gertrude S.	Toronto	1893 Barrie, Ont.	do	37 0	6 9	2 6	2	W. B. Sanders, Stouff- ville, Ont.
85,712	Gilbert	Prescott	1884 Cardinal, Ont.	do	72 0	19 0	5 0	41	Gilbert Bros. Engineer- ing Co., Montre J.
85,370	Gilphie	Ottawa	1881 Lockport, N.S.	do	75 0	11 6	11 9	19	A. F. Bowman, South- ampton, Ont.
100,136	Gimli	Winnipeg	1892 Gimli, Man.	do	64 0	13 0	4 7	30	Johannes Hannesson, Gimli, Man.
85,677	Gipsy	N. Westminster	1884 New Westminster, B.C.	Wheels—A routes	48 0	12 0	3 0	50	B. C. Mills, Timber and Trading Co., Van- couver, B.C.
103,295	Gipsy	do	1893 Seattle, U.S.	Screw—A helice	32 0	9 0	3 1	10	R. Menten, Harrison River, B.C.
69,429	Gipsy	Pictou, N.S.	1874 Yarmouth, N.S.	do	42 7	12 9	5 0	17	Hugh McDonald, Syd- ney, C.B.
90,536	Glacial	Montreal	1886 Sorel, Que.	do	103 2	24 0	7 8	109	C. Bourgeois, St. Angel, Que.
88,371	Glad Tidings	Victoria	1884 New Westminster, B.C.	do	67 0	13 5	8 5	43	Methodist Church, To- ronto, Ont.
61,393	Gladiator	Sydney	1885 Miramichi, N.B.	do	74 0	18 0	8 0	70	David Rudderham, North Sydney, N.S.
85,678	Gladys	N. Westminster	1882 Seattle, U.S.	S. Wheel—A rou	101 0	18 0	4 0	211	R. T. Power, New West- minster, B.C.
100,658	Gladys	Kingston	1894 Smith's Falls, Ont.	Screw—A helice	75 7	9 7	7 3	26	A. W. Thompson, Ot- tawa, Ont.
100,006	Glencee	Annapolis	1891 Granville, N.S.	do	52 0	19 0	4 0	32	W. H. Weatherspoon, Granville, N.S.
90,537	Glengarry	Montreal	1886 Kingston, Ont.	do	170 0	26 0	11 2	732	488 Montreal Transport'n Co

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Brit.	Register Fmètre.		
64,146	Glenora	Victoria	1874	Victoria, B.C.	S. Wheel—A route.	102 7	20 2	4 0	193	149	Robert Irving, New Westminster, B.C.	
100,028	Glenrosa	Toronto	1891	Magnetawan, Ont.	Screw—A hellice	66 5	13 5	4 3	63	43	The Magnetawan Navigation Co., Ltd.	
85,368	Glide	Ottawa	1884	Ottawa, Ont.	do	72 6	18 8	6 4	80	59	Wm. Lawlor, Hawkesbury, Ont.	
	Glide	Kingston	1866	Brockville, Ont.	do	74 2	13 2	8 1	78	37	Montreal Transportation Co.	
71,248	Golden City	Toronto	1873	Buffalo, U.S.	do	57 6	12 3	5 7	35	26	Jas. W. McCoppin, Port Colborne, Ont.	
71,166	Golden Eye	Port Hope	1876	Peterboro', Ont.	Wheels—A routes	96 0	17 0	5 0	61	24	Henry Calcutt, Peterboro', Ont.	
75,819	Goliath	Halifax	1863	Philadelphia, U.S.	Screw—A hellice	88 4	18 4	14 7	146	99	Joseph H. Jost, Halifax, N.S.	
88,625	Gordon Gauthier	Windsor, Ont.	1884	Wallaceburg, Ont.	do	52 7	11 3	5 3	26	18	C. W. Gauthier, Windsor, Ont.	
88,628	Gordon Jerry	do	1884	River Kuscom, U.S.	do	102 0	24 7	6 1	124	84	Stephen Webster, Toronto, Ont.	
100,499	Gorge	Victoria	1892	Victoria, B.C.	do	29 2	7 1	3 3	3	2	Daniel D. McIntosh, Victoria, B.C.	
85,498	Grace Darling	Collingwood	1886	Collingwood, Ont.	do	50 0	13 7	5 6	28	19	Charles Noble, Collingwood, Ont.	
85,716	Grace Darling	Wallaceburg	1884	Wallaceburg, Ont.	do	51 0	12 9	4 5	26	18	John William Taylor, Wallaceburg, Ont.	
88,478	Grahame	Winnipeg	1883	Fort Chippewyan, N.W.T.	Wheels—A routes	131 0	24 4	4 0	332	220	The Hudson Bay Co., Winnipeg, Man.	
86,576	Great Western	Windsor, Ont.	1866	Windsor, Ont.	do	220 0	40 2	13 0	1080	652	Grand Trunk Railway Co., Hamilton, Ont.	

Marine and Fisheries—List of Shipping.

85,711	Grenada	Prescott	1883 Prescott, Ont.	Screw—A hélice	80 0	15 0	4 0	57	43 Alex. Smallman, Dundee, Que.
92,735	Greyhound	Toronto	1888 Hamilton, Ont	do	130 0	25 2	9 0	37	219 Harriet Ann Simpson, Toronto, Ont.
92,410	Grip	Chatham, N.B.	1887 Chatham, N.B.	do	37 8	7 5	3 5	5	3 Wm. Cherry, Chatham, N.B.
77,671	Gulnare	Sydney	1878 Glasgow, G.B.	do	137 7	21 8	11 1	247	120 Dominion Coal Co., Ltd., (Glace Bay, C.B., Charlotte-town, P.E.I.)
97,071	Gulnare	Charlottetown	1893 Scotstown, Glasgow, G.B.	do	137 0	20 5	13 6	262	106 M. McLeod, Charlotte-town, P.E.I.
100,305	Gwendoline	Victoria	1893 Golden, B.C.	Wheels—A roues	63 5	19 0	3 2	91	57 Upper Columbia Navigation and Trading Co., Golden, B.C.
92,448	Gypsy	Toronto	1887 Toronto, Ont.	Screw—A hélice	68 0	8 1	5 2	20	14 Andrew Tait, Orillia, Ont.
75,086	H. E. Curtis	Quebec	1878 Quebec	do	52 4	13 8	5 6	36	25 W. H. Davis, Ottawa.
	H. F. Bronson	Montreal	1870 Montreal	do	91 8	18 0	7 1	137	70 Montreal Transportation Co., Montreal
69,136	H. I. Plummer	Halifax	1872 Portland, U.S.	do	33 0	7 0	2 0	5	3 H. M. Williston, Halifax, N.S.
85,513	H. L. Loring	Toronto	1883 Port Severn, Ont.	do	62 0	16 0	6 6	55	38 The Georgian Bay Lumber Co. (Ltd.), Wausau, Ont.
51,687	H. M. Mixer	Kingston	1865 Buffalo, N.Y.	do	53 0	13 1	6 6	30	9 Dominion Bridge Co. (Ltd.), Montreal
100,183	H. Bonenfant	Montreal	1883 Charlemagne, Que.	Centre wheel—Roue de milieu	63 5	28 0	3 3	22	14 Honoré Bonenfant, Charlemagne, Que.
103,096	H. Bonenfant	do	1893 Charlemagne, Que.	do	61 0	30 1	3 4	21	12 F. Bonenfant, Charlemagne, Que.
103,341	H. Larose	do	1895 Sorel, Que.	Screw—A hélice	46 4	12 6	5 0	13	9 H. Larose, Pierreville, Que.
103,032	H. Trudel	Ottawa	1890 Simcoe, Ont.	Wheels—A roues	35 0	16 0	3 3	13	6 Klock Bros., Klock's Mills, Ont.
94,686	Halero	Collingwood	1889 Collingwood, Ont.	Screw—A hélice	34 0	9 0	3 8	8	5 John A. Boyd, Toronto, Ont.
96,794	Halifax	Halifax	1878 New Baltimore, U.S.	Wheels—A roues	116 3	30 9	11 5	338	169 The Dartmouth Ferry Commission, Dartmouth, N.S.
95,099	Halifax	do	1880 Govan, G.B.	Screw—A hélice	250 3	36 5	21 5	1738	968 The Canada Atlantic and Plant S. Co. (Ltd.), Halifax, N.S.
96,715	Hall	Ottawa	1889 Montreal, Que.	do	102 0	22 5	7 4	247	136 The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.
100,886	Hampstead	St. John, N.B.	1893 Hampton, N.B.	do	94 0	17 7	7 0	235	159 A. C. Maber, Hampton, N.B.
103,337	Hamilton	Montreal	1895 Sorel, Que.	Wheels—A roues	175 2	25 2	10 8	1052	608 Montreal Safe Deposit Co., Montreal
84,354	Harlaw	Windsor, N.S.	1881 Glasgow, G.B.	Screw—A hélice	165 0	24 5	11 8	451	267 W. A. Black, Halifax, N.S.

Classed English
Lloyds.

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Lloyds.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage	Owner, Or Managing Owner, if more than one, and Address. Armateur ou armateur-gérant, s'il y en a plus d'un, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Gros. Tonnage.			
103,444	Harold	Ottawa	1887	Armprior, Ont.	Screw—A hellice	17 0	4 5	1 8	1	1 Samuel Seemstrum, Jr., Golden Lake, Ont.		
94,845	Harold Gauthier	Windsor, Ont.	1888	Walkerville, Ont.	do	36 0	9 0	4 2	9	6 S. T. Reeves, Windsor, Ont.		
94,623	Harry Bate	Ottawa	1888	Ottawa, Ont.	do	108 0	22 8	7 2	254	114 The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.		
90,453	Harry Montgomery	Winnipeg	1887	Selkirk, Man.	do	24 0	8 0	3 5	4	2 Sophia Drake (Mrs. Jas. D.), Winnipeg, Man.		
72,981	Harry Sewell	Wallaceburg	1875	Wallaceburg, Ont.	do	52 0	11 8	5 1	25	17 James O'Leary, Port Lambton, Ont.		
73,953	Harvey Neelon	St. Catharines	1876	Port Dalhousie, Ont.	do	74 0	16 6	7 9	65	47 H. Julian, Port Dalhousie, Ont.		
71,222	Hattie Vinton	Sault Ste. Marie	1870	Dunkirk, U.S.	do	50 0	14 0	6 0	55	45 Wm. Grierson, Sault Ste. Marie, Ont.		
97,185	Havana	Windsor, N.S.	1891	Hauntsport, N.S.	do	181 4	23 7	16 8	471	246 E. Churchill & Sons, Hauntsport, N.S.	Classed Bureau Veritas.	
100,623	Hazard	Port Dover	1892	Simcoe, Ont.	do	62 0	11 0	6 0	34	23 E. Harris, Port Dover, Ont.		
9,706	Hazel	Winnipeg	1890	Selkirk, Man.	do	37 0	9 5	3 7	8	5 The Manitoba Fish Co. (Ltd.), Windsor, Ont.		
85,492	Heather Belle	Collingwood	1882	Meaford, Ont.	do	50 0	12 6	5 8	20	13 D. McDonald, Owen Sound, Ont.		
59,911	Hector	Quebec	1869	Point Lévis, Que.	Wheels—A roues	100 5	20 0	7 4	97	24 Angus Baker, St. Nicholas, Que.		
	Hector	Port Colborne	1873	Port Colborne, Ont.	Screw—A hellice	64 0	15 0	7 4	43	29 Minnie C. Dunbar, Sault Ste. Marie, Ont.		
77,771	Helena	Goderich	1877	Southampton, Ont.	do	34 0	10 0	4 0	5	3 B. Mackee, Little Current, Ont.		

Marine and Fisheries—List of Shipping.

80,584	Helena	Toronto	1877	Gravenhurst, Ont.	do	44 0	7 6	2 8	13	9	Joseph C. Hutchins, Toronto, Ont.
92,414	Henrietta	Chatham, N.B.	1886	Beaver Point, N.B.	do	41 3	13 0	3 7	19	13	George Dutch, Beaver Pt., N.B.
100,685	Henrietta	New Westminster, Hamilton	1892	Seattle, U.S.	do	30 0	8 0	4 5	7	5	P. Genette, Tuppen Sid-ing, B.C.
100,309	Henrietta	Hamilton	1894	Hamilton, Ont.	do	28 0	7 0	3 6	3	2	J. Edwards, Hamilton, Ont.
75,820	Henry Hoover	Halifax	1863	Philadelphia, U.S.	do	65 7	16 8	7 2	54	37	The Halifax Tow Boat Co. (Ltd.), Halifax, N.S.
71,107	Henry Smyth	Chatham, Ont.	1877	Wallaceburg, Ont.	do	69 5	16 0	6 6	39	27	E. R. Gauthier, Sandwich, Ont.
92,736	Herbert M.	Toronto	1887	Russel Pt., Ont.	do	43 0	10 2	5 8	26	18	Charles Mickle, Gravenhurst, Ont.
66,949	Hercules	St. John, N.B.	1874	Portland, St. John, N.B.	do	73 0	20 0	8 2	87	24	Archibald Tapley, St. John, N.B.
88,620	Hercules	Windsor, Ont.	1880	Detroit, U.S.	Wheels—A routes.	65 0	22 2	5 4	91	91	Thomas Reid, Waker-ville, Ont.
77,586	Hero	Kingston	1870	Sorel, Que.	do	126 5	29 4	6 8	342	199	C. F. Gildersleeve, King-ston, Ont.
94,751	Hero	St. John, N.B.	1889	Portland, N.B.	do	92 2	21 3	6 2	128	81	Parker Glasier, Lunenburg, N.B.
	Hero	Hamilton	1861	Hamilton, Ont.	Screw—A hellice	65 6	11 8	6 2	...	37	Thomas Barry, Sombra, Ont.
72,982	Hiawatha	Sarnia	1874	Dresden, Ont.	do	92 7	20 0	7 6	163	111	Sarnia Tug and Transit Co., Sarnia, Ont.
83,214	Hiawatha	Windsor, N.S.	1882	Hauntsport, N.S.	do	132 3	21 3	8 0	230	148	E. Churchill & Sons, Hauntsport, N.S.
100,768	Hiawatha	Toronto	1895	Toronto, Ont.	do	56 0	13 3	6 3	46	31	The Royal Canadian Yacht Club, Toronto.
88,568	High Rock (The)	Kingston	1885	Kingston, Ont.	do	41 6	10 0	3 9	8	5	Thomas Wilson, Mont-real.
103,229	High View Launch	Ottawa	1893	New York, U.S.	do	25 2	6 2	2 6	2	1	Maria McAllister, Pem-broke, Ont.
80,886	Highland Mary	Halifax	1880	Shelburne, N.S.	do	68 8	22 0	7 0	73	50	W. & H. Beazley, Fergu-son's Cove, N.S.
97,079	Hillsborough	Charlottetown	1894	Mt. Stewart, P.E.I.	Wheels—A routes.	105 0	25 0	8 4	229	66	The Government of P. E. Island.
	Hiram A. Calvin	Kingston	1856	Garden Island, Ont.	do	143 9	42 8	9 9	300	161	The Calvin Co., Ltd., Garden Island, Ont.
80,896	Hiram Easton	Ottawa	1880	Merrickville, Ont.	do	52 0	13 5	6 2	34	23	Hiram Easton, Merrick-ville, Ont.
59,231	Hiram Perry, jr	St. John, N.B.	1857	Oswego, N.Y.	Screw—A hellice	80 0	17 2	7 0	80	40	W. H. Blanchard, Wind-sor, N.S.
83,335	Hiram Robinson	Ottawa	1882	Pembroke, Ont.	Wheels—A routes.	79 0	17 8	6 2	61	39	The Upper Ottawa Im-provement Co., Ottawa, Ont.
90,546	Hochelega	Montreal	1886	Sorel, Que.	do	178 9	26 3	9 2	418	256	Montreal Safe Deposit Co., Montreal.
80,587	Hockrock	Toronto	1880	Toronto, Ont.	Screw—A hellice	30 0	7 8	3 4	4	3	W. N. Crane, Toronto.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
95,094	Hollybank	Victoria	1888	Glasgow, G.E.	Screw—A hélice	26 0	7 0	3 3	3	G. W. Robertson, Victoria, B.C.	
97,001	Home Rule.	St. Catharines	1890	Thorold, Ont	do	74 0	17 0	9 4	84	Francis B. Heckett, Amherstburg, Ont.	
92,303	Home Rule.	Collingwood	1887	Penetanguishene, Ont.	do	28 0	5 7	2 4	3	Joseph Dusome, Penetanguishene, Ont.	
103,242	Honoré	Montreal.	1894	Verchères, Que	do	51 8	12 7	4 9	22	J. H. Dansereau, Verchères, Que.	
77,562	Hope	St. John, N.B.	1878	Sorel, Que.	Wheels—A roues.	184 0	23 0	7 9	306	Archibald Tapley, St. John, N.B.	
64,963	Hope	Quebec	1871	Point Lévis, Que.	Screw—A hélice	43 8	11 0	4 7	15	J. S. Thom, Quebec.	
64,147	Hope	Victoria	1870	Victoria, B.C.	Wheels—A roues.	105 0	17 5	4 7	167	Nellie Irving, New Westminster, B.C.	
88,368	Hope	do	1881	Seattle, U.S.	Screw—A hélice	72 2	16 2	8 5	78	Sayward Mill and Timber Co., Ltd., Victoria, B.C.	
71,256	Hope	Windsor, Ont.	1870	Detroit, U.S.	do	95 0	25 0	8 2	170	Detroit, Belle Isle and Windsor Ferry Co., Windsor, Ont.	
103,144	Hope	Quebec	1893	Quebec	do	44 6	11 0	4 2	19	John S. Thom, Quebec.	
90,799	Horse Shoe.	Victoria	1888	Victoria, B.C.	do	47 6	11 8	4 8	18	J. H. Todd, Victoria, B.C.	
100,720	Hosanna	Montreal.	1893	Sorel, Que.	do	58 6	23 0	6 0	89	Montreal Safe Deposit Co., Montreal.	
90,549	Houghton	do	1863	Newberg, U.S.	do	60 5	16 6	6 4	49	N. Dymont, Barris, Ont.	

Marine and Fisheries—List of Shipping.

83,364	Hubert Larkin	Quebec	1882	Lévis, Que.	do	61 0	13 5	6 2	49	33	W. J. Poupore, Morrisburg, Ont.
100,181	Hudson	Montreal	1891	Sorel, Que.	Wheels—A roues	128 5	25 1	6 4	158	80	Sincennes McNaughton Co., Montreal, Que.
103,386	Hudson Bay Messenger	Winnipeg	1886	Winnipeg, Man.	Screw—A hélice	26 0	5 6	2 1	1	1	The Hudson Bay Co., London, Eng.
65,091	Humber	Quebec	1873	South Quebec	do	50 2	11 5	5 7	13	3	Mrs. Paré, Lachine, Que.
83,343	Hunkidori	do	1883	Quebec	do	30 1	9 4	4 7	10	3	Wm. Foran, Quebec.
71,316	Huron	Sarnia	1875	Sarnia, Ont	do	238 5	53 9	12 8	1052	688	Grand Trunk Railway Co., Canada.
85,321	Huron	Toronto	1882	Owen Sound, Ont.	do	71 7	15 3	8 5	70	56	The Ontario Lumber Co., Toronto.
100,948	Huron Belle	Collingwood	1889	Sand Beach, U.S.	do	50 0	12 0	5 0	27	18	James F. Fraser, Ottawa, Ont.
103,045	Hurtubise	Ottawa	1891	Casselman, Ont.	do	52 0	17 0	4 3	46	43	A. L. Hurtubise, Montreal.
72,688	Hyack	Victoria	1876	Victoria, B.C.	Wheels—A roues	32 5	20 7	3 5	34	31	James Abrans, Nanaimo, B.C.
100,637	Hyak	do	1892	Golden, B.C.	do	81 0	11 2	3 9	39	25	The Upper Columbia Nav. and Tramway Co., Ltd., Golden, B.C.
88,250	Hydra	Deseronto	1892	Trenton, Ont	Screw—A hélice	40 0	7 0	4 7	6	4	Seth Benson, Deseronto, Ont.
92,410	Hygeia	Toronto	1886	Kingston, Ont	do	30 0	5 4	2 6	2	1	Samuel May, Toronto, Ont.
100,460	Hygeia	Quebec	1886	Lévis, Que	do	72 6	16 6	6 7	58	39	John Doran, Lévis, Que.
96,80	I. B. Hamblet	Halifax	1891	Providence, U.S	do	68 2	14 6	5 3	32	22	Thomas Tanner, Pictou, N.S.
51,669	I. C. Clarke	Sarnia	1876	Sarnia, Ont.	do	85 0	20 0	7 0	145	99	The Sarnia Trans. Co., Sarnia, Ont.
88,544	Ida	Kingston	188	Deseronto, Ont.	do	95 6	20 6	6 2	274	153	Eliza G. de Leverdière, Ottawa.
90,460	Ida	Winnipeg		Unknown	do	49 5	9 0	4 3	19	13	K. I. Stephenson, Hecla, Manitoba.
88,325	Ida	Ottawa	1880	Lake Barrier, Que	do	56 2	18 0	4 9	16	11	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.
85,367	Ida	do	1881	Brockville, Ont.	do	46 0	8 0	3 8	21	6	Arthur Starkey, Parry Sound, Ont.
92,613	Ida	Port Arthur	1887	Port Arthur, Ont	do	41 4	11 1	5 4	19	13	Murdock McInnes, Port Coldwell, Ont.
92,757	Ida	Quebec	1889	Quebec	do	49 5	12 2	4 6	26	7	Napoléon Doré, Lachine, Que.
103,354	Ida	do	1877	Kingston, Ont	do	35 0	7 2	3 0	10	9	Quebec and Lake St. John R. R. Co., Quebec.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
1,559	Ida Bell	Port Burwell	1890	Port Burwell, Ont.	Screw—A hélice	27 0	7 0	3 2	6	3 C. C. Bates, Clear Creek, Ont.	
69,085	Ida Lewis	Halifax		Unknown.	do	34 6	13 4	4 0	5	3 C. A. Stayner, Halifax, N. S.	
71,159	Ida Roe	Hamilton	1877	Hamilton, Ont.	do	53 5	9 3	7 1	23	16 C. C. Roe, Hamilton, Ont.	
96,984	Idaho	New Westminster.	1888	Idaho, U.S.	do	36 5	9 0	3 8	6	4 Arthur Bunting, Bonner's Ferry, U.S.A.	
100,135	Idell	Winnipeg	1892	Selkirk, Man.	do	70 2	16 5	6 0	54	37 Wm. Robinson, Selkirk, Man.	
103,094	Idle Hour	Montreal	1891	New York, U.S.	do	25 6	6 0	2 4	4	3 M. Molson, Montreal.	
85,308	Ilc Heron	do	1891	Sorel, Que.	Wheels—A roues.	113 2	42 4	5 4	16	109 (Geo. Stacey, Montreal.	
100,683	Illicillewatt	New Westminster.	1893	Revelstoke, B.C.	Stern wheel—A roue	78 0	15 0	4 0	98	62 Columbia and Kootenay Steam Nav. Co., Nelson, B.C.	
90,571	Imperial	Windsor, Ont.	1886	Toronto, Ont.	Screw—A hélice	109 0	22 0	7 0	150	91 Kingsville, Pelee Island Navigation Co., Kingsville, Ont.	
75,880	Ina	Pictou, N.S.	1879	Pictou, N.S.	do	26 5	10 2	3 2	4	2 D. McDonald, Fisher's Grant, N.S.	
100,674	Ina	Vancouver.	1893	Vancouver, B.C.	do	34 8	8 0	3 2	8	5 J. S. Doherty, Vancouver, B.C.	
85,427	Inez.	St. Catharines	1884	Welland, Ont.	do	65 0	15 9	8 0	59	34 Duncan Armstrong, Port Colborne, Ont.	
88,535	Inez.	Hamilton	1889	Carleton Place, Ont.	do	24 6	6 1	3 5	2	2 Geo. T. Tuckett, Hamilton, Ont.	

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96,906	Ingomar	Kingston	1890	Carleton Place, Ont.	do	61	0	10	5	3	6	22	13	Chas. C. Newton, Montreal, Que.
88,627	International	Windsor, Ont.	1871	Tonawanda, U.S.	do	59	5	15	7	7		82	50	F. B. Hackett, Amherstburg, Ont.
83,374	Interocean	Toronto	1881	Nipissing, Ont.	do	103	4	23	5	6	0	144	98	The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
9,682	Interocean	Collingwood	1888	Collingwood, Ont.	do	74	0	16	0	7	2	148	98	E. G. Shortes, Wallaceburg, Ont.
100,76	Ioata	Toronto	1894	Spanish River, Ont.	do	34	0	8	4	4	0	6	4	G. Hamilton, Spanish River, Ont.
100,199	Iona	Vancouver	1891	Vancouver, B.C.	do	63	0	14	8	5	7	53	36	T. W. Stanfield, Vancouver, B.C.
94,922	Iona	Pictou, Ont.	1892	Trenton, Ont.	do	123	5	24	2	10	2	231	157	J. D. Vanalstine, Milford, Ont.
90,297	Irene	Ottawa	1881	Ottawa, Ont.	do	31	0	6	0	3	0	3	2	Charles Wynn, Peterboro, Ont.
88,559	Irene	Hamilton	1887	Hamilton, Ont.	do	26	6	6	0	3	2	24	16	Thomas Christie, Hamilton, Ont.
92,444	Irene	Toronto	1887	Toronto, Ont.	do	42	8	8	0	4	5	7	5	Geo. F. Oakley, Toronto, Ont.
72,677	Iris	Victoria	1878	Victoria, B.C.	do	52	0	9	7	5	0	19	13	H. L. DeBeck, New Westminster, B.C.
92,562	Iris	Halifax	1887	Dartmouth, N.S.	do	24	4	4	7	2	5	2	1	Chas. S. Pickford, Halifax, N.S.
94,918	Iris	Sauguen	1892	Sauguen, Ont.	do	39	0	10	6	4	6	9	6	Albert F. Bowman, Southampton, Ont.
40,386	Isabel	Victoria	1866	Victoria, B.C.	Wheels—A routes	142	4	22	6	9	1	430	255	Esquimalt and Nanaimo Ry. Co., Victoria, B.C.
103,226	Isabel	Ottawa	1890	Brockville, Ont.	Screw—A helice	20	4	4	8	3	4	1	1	E. Farmer, Arnprior, Ont.
	Isabella	Toronto	1869	Lake Simcoe, Ont.	do	5	6	14	4	6	9	44	30	Ada Burk, Toronto, Ont.
103,389	Isabelle	Winnipeg	1895	Westbourne, Man.	do	70	0	16	0	5	5	61	41	P. McArthur, Westbourne, Man.
96,703	Ishaway	Ottawa		Brockville, Ont.	do	45	4	8	2	3	6	7	5	E. A. Small, Montreal.
85,547	Island Gem	Yarmonth	1883	Yarmonth, N.S.	do	41	7	12	7	5	0	15	10	The Mud Island Lobster Co., Yarmouth, N.S.
92,381	Island Queen	Montreal	1887	Kingston, Ont.	do	91	8	19	9	6	0	98	62	Montreal Safe Deposit Co.
92,738	Island Queen	Toronto	1889	Toronto, Ont.	do	73	0	13	9	4	4	23	20	The Toronto Ferry Co., Toronto, Ont.
77,994	Islander	Ottawa	1877	Ottawa, Ont.	do	25	7	5	1	2	0	1	1	W. McDonald, Ottawa, Ont.
95,093	Islander	Victoria	1888	Yoker, G.B.	do	240	0	42	0	14	0	1495	478	Can. Pacific Nav. Co. (Ltd.), Victoria, B.C.
90,566	Islay	Toronto	1895	Barrie, Ont.	do	116	0	18	0	6	2	175	119	Chas. McGinnis, Orillia, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross) Register. Registre.			
103,142	Ivan R.	Quebec	1883	Three Rivers, Que.	Screw—A helice	53 6	11 5	3 8	18	12 W. Ritchie, Three Rivers, Que.		
85,473	Ivey Alderson	Port Dover	1885	Port Dover, Ont.	do	66 0	13 1	5 0	38	H. W. Ansley, Port Dover, Ont.		
88,231	Ivy	Brockville	1884	Brockville, Ont.	do	44 9	8 4	3 6	7	Robt. A. Pringle, Cornwall, Ont.		
100,942	J. C. Else	Collingwood	1893	Waubushene, Ont.	do	44 0	11 0	3 6	33	James Scott, Waubushene, Ont.		
100,039	J. D. Hewis	Toronto	1892	Midland, Ont.	do	55 6	12 4	5 3	51	David Hewis et al, Midland, Ont.		
100,656	J. G. Nicholls	Kingston	1889	Fort Howard, U.S.	do	111 6	22 4	6 5	131	C. Hinecky, Kingston, Ont.		
90,769	J. H. Jones	Goderich	1888	Goderich, Ont.	do	107 0	21 4	9 5	152	James Clark, Goderich, Ont.		
77,707	J. H. Whitney	Brockville	1879	Augusta, Ont.	do	28 5	7 5	3 0	3	J. H. Whitney, Augusta, Ont.		
80,071	J. K. Ward	Montreal	1885	Lachine, Que.	do	49 0	14 0	5 8	23	Stephen St. Denis, Lachine, Que.		
94,624	J. L. Murphy	Ottawa	1888	Sand Point, Ont.	do	101 5	22 0	8 6	173	The Upper Ottawa Improvement Co., Ottawa.		
85,714	J. R. Arnold	Prescott	1884	Tonawanda, N. Y.	do	72 0	23 0	5 0	116	Wm. A. Allan, Ottawa.		
	J. R. Crowe	Chatham, Ont.	1870	Chatham, Ont.	do	96 0	18 5	8 0	91	John Brown, St. Catharines, Ont.		

Marine and Fisheries—List of Shipping.

85,352	J. R. Booth	Ottawa	1882	Hull, Que.	do	96 0	18 0	8 4	132	71	The Ottawa Trans. Co., Ltd., Ottawa, B.C.
103,472	J. F. McDonald	Victoria	1890	Ballard, U.S.	do	127 0	28 8	6 7	280	215	E. C. Baker, Victoria, B.C.
71,101	J. W. Steinhoff	Chatham, Ont.	1874	Wallaceburg, Ont.	do	123 2	24 9	8 7	311	208	Robert George Barrett, Toronto, Ont.
96,842	J. Mayhew	Sarnia		Unknown	do	40 0	10 6	4 7	17	12	J. & B. Mayhew, Moore, Ont.
100,661	Jack	Kingston	1895	Garden Island, Ont.	do	178 1	37 8	12 3	885	515	The Calvin Co., Ltd., Garden Island, Ont.
92,348	Jacques Cartier	Charlottetown	1888	Point Lévis, Que.	Wheels—A rones.	117 6	23 0	7 4	380	239	Inland Steam Nav. Co. of P. E. Island.
66,033	James	Quebec	1870	St. Romuald, Que.	do	105 2	20 4	7 7	127	31	W. Paul, jun., Sorel, Que.
92,383	James A. Walker	Kingston	1887	Kingston, Ont.	Screw—A hélice	105 6	19 8	9 6	184	98	Montreal Transportation Co., Montreal
71,111	James Clarke	Goderich	1883	Goderich, Ont.	do	79 4	16 0	7 0	48	33	J. C. Craig, Collingwood, Ont.
71,219	James Leighton	Sarnia	1875	Moore, Ont.	do	39 2	13 7	5 6	23	16	James Leighton, Port Elgin, Ont.
	James Norris	St. Catharines	1868	Port Dalhousie, Ont.	do	74 0	14 6	7 6	50	34	Humphrey Julian, Port Dalhousie, Ont.
96,844	James McKeon	Sarnia	1893	Sarnia, Ont.	do	52 5	12 5	5 0	36	24	Glover Towing Co., Sarnia, Ont.
100,943	James Playfair	Collingwood	1894	Collingwood, Ont.	do	50 0	11 6	6 0	26	18	H. McInnes, Meaford, Ont.
92,307	James Storey	do	1888	do	do	63 0	14 2	7 3	49	33	Herbert Cleland, Collingwood, Ont.
96,926	James Swift	Kingston	1893	Kingston, Ont.	do	107 0	23 4	6 0	266	197	D. Noonan, Kingston, Ont.
85,359	Janet Craig	Ottawa	1884	Bristol, Que.	do	50 0	13 0	3 9	12	6	J. T. Wait, Arrprior, Ont.
85,496	Janita	Collingwood	1880	Hamilton, Ont.	do	30 0	6 6	2 8	3	2	James Morean, Port Severn, Ont.
103,241	Jeanne	Montreal	1894	Montreal	do	52 1	8 7	4 5	16	11	N. A. Hurteau, Montreal
77,925	Jennie B.	Charlottetown	1878	Chatham, N.B.	Wheels—A rones.	41 9	8 3	3 2	20	11	R. W. Cunningham, Antigonish, N.S.
100,933	Jennie Bell	Ottawa	1888	Aylmer	Screw—A hélice	38 5	7 9	3 0	3	2	A. H. Taylor, Aylmer.
71,102	Jennie G. Harper	Chatham, Ont.	1874	Chatham, Ont.	do	48 0	8 7	3 0	20	18	Jas. Crawford, Wiarton, Ont.
100,795	Jennie June	Victoria	1887	Sea'tle, U.S.	do	29 8	8 0	3 8	4	4	Sarah E. Piper, Victoria, B.C.
74,400	Jennie Wilson	Toronto	1879	Toronto, Ont.	do	36 3	7 8	3 6	7	5	The Snider Lumber Co., Ltd., Waterloo, Ont.
103,291	Jessie	New Westminster, B.C.	1893	New Westminster, B.C.	do	30 0	7 0	3 0	6	4	W. J. Snodgrass, Okanagan Falls, B.C.
	Jessie	Dunnville	1867	Stromness, Ont.	do	90 0	18 0	10 0	118	63	Sault Ste. Marie Pulp and Paper Co., S. Ste. Marie

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Registers.	Net Registers.		
96,780	Jessie Gray	Halifax	1889	Marble Mt., C. B.	Wheels—A roues.	80 0	17 9	5 7	76	48	Bras D'Or Lime Co. (Ltd), Halifax, N. S.	
70,288	Jessie Hall	Montreal	1897	Buffalo, U. S.	Screw—A hélice.	83 5	17 0	8 8	56	29	Montreal Transportation Co., Montreal.	
97,009	Jessie Hume	St. Catharines	1894	St. Catharines, Ont.	do	62 9	15 4	21 3	58	40	C. Quackenbush, Port Dalhousie, Ont.	
74,374	Jessie L. McEld- ward.	do	1870	do	do	51 0	9 2	4 3	22	20	Toronto Ferry Co., To- ronto, Ont.	
100,635	Joan	Victoria	1892	Victoria, B. C.	do	176 8	30 0	11 0	821	544	Esquimalt and Nanaimo By. Co., Victoria, B. C.	
83,447	Joe Adams	do	1879	Tacoma, U. S.	do	38 5	10 0	3 8	12	8	B. C. Canning Co. (Ltd.), Victoria, B. C.	
77,900	Joe Edwards	Annapolis	1881	Granville, N. S.	do	47 7	18 4	3 9	35	27	Robert Mills, Granville, N. S.	
74,371	Joe Knight	St. Catharines	1870	St. Catharines, Ont.	do	35 5	11 3	4 4	14	11	Jas. Murray, St. Cath- arines, Ont.	
77,574	Jee Mac	do	1873	Buffalo, U. S.	do	62 0	14 2	7 0	44	30	John D. Neelon, St. Catharines, Ont.	
94,712	Joe Milton	Port Stanley	1891	Port Stanley, Ont.	do	92 6	20 4	8 2	93	63	Jas. V. Crawford, Wiar- ton, Ont.	
80,762	Johanna B.	Quebec	1881	Quebec	do	44 3	11 4	4 7	17	9	Wm. C. Gibson, Quebec.	
85,780	John	Montreal	1885	Point Fortune, Que.	Wheels—A roues.	66 0	23 7	2 9	35	23	J. R. Rockburns, Car- rillon, Que.	
92,556	John A.	do	1888	Montreal	Screw—A hélice	57 2	12 8	5 6	19	13	J. C. Weir, Montreal.	
.....	John A. Macdonald	Kingston	1866	Garden Island, Ont.	Wheels—A roues.	139 4	23 6	9 3	273	153	The Calvin Co., Ltd., Garden Island, Ont.	

Marine and Fisheries—List of Shipping.

92,387	John Haggart	Kingston	1887	Perth, Ont.	Screw—A helice	99	9	17	5	6	0	202	117	Thomas Moffatt, Perth, Ont.
85,519	John Hanlan	Toronto	1884	Port Dalhousie, Ont.	do	71	0	16	0	6	0	37	25	John Hanlan, Toronto.
85,324	John Harrison	Owen Sound	1884	Owen Sound, Ont.	do	57	5	15	0	7	4	44	30	James Walsh, Little Current, Ont.
73,944	John Heney	Ottawa	1876	Ottawa, Ont.	do	42	0	10	0	4	0	19	13	John W. McDonald, Ottawa, Ont.
90,691	John Hunter	St. Catharines	1885	St. Catharines, Ont.	do	54	6	12	8	6	3	32	22	James Murray, St. Catharines, Ont.
100,944	John J. Long	Collingwood	1894	Collingwood, Ont.	do	97	5	20	0	9	2	201	137	C. Noble, Collingwood, Ont.
97,037	John L. Cann	Yarmouth	1891	Yarmouth, N.S.	do	97	8	19	8	9	0	142	79	H. B. Cann, Yarmouth, N.S.
100,122	John Lee	Wallaceburg	1888	Wallaceburg, Ont.	do	61	0	20	6	6	8	52	35	John Lee, Wallaceburg, Ont.
94,919	John Logie	Saugeen	1893	Goderich, Ont.	do	65	0	13	8	5	5	29	20	D. McAulay and Logie, Southampton, Ont.
77,992	John McDonald	Ottawa	1879	Ottawa, Ont.	do	48	0	8	6	3	0	24	16	J. F. McAndrew, Buckingham, Que.
100,949	John Milne	Collingwood	1894	Nattawasaga, Ont.	do	102	0	19	0	6	8	109	74	J. Milne, Agincourt, Ont.
70,290	John Pratt	Montreal	1874	Montreal	do	96	0	19	2	7	3	70	21	The Department of Public Works, Ottawa.
103,033	John Thomson	Ottawa	1889	Quinze Bay	do	39	0	8	6	3	3	5	4	Kleck, Bros., Klock's Mills, Ont.
92,309	John William	Collingwood	1888	Fesserton, Ont.	do	36	0	10	9	4	0	14	10	Samuel Caswell, Wauhaushene, Ont.
92,541	Johiette	Montreal	1887	Montreal	do	45	0	15	6	3	8	13	8	Stewart J. Joseph, Stantead, Que.
100,669	Jopl.	Kingston	1895	Kingston, Ont.	do	40	2	7	4	3	6	9	6	John Paul, Newboro', Ont.
103,047	Joseph Taylor	Ottawa	1894	Lake Dumoine, Que.	do	37	0	15	7	3	6	17	9	J. R. Booth, Ottawa, Ont.
92,723	Jubilee	Toronto	1887	Port Carling, Ont.	do	30	6	5	4	3	4	3	2	Joseph S. Wallace, Port Carling, Ont.
100,726	Julia	Montreal	1893	Sorel, Que.	do	93	8	17	0	6	2	91	51	Sincennes, McNaughton Line, Montreal, Que.
83,033	June	Brockville	1880	Trenton, Ont.	do	40	5	8	0	3	2	10	8	Michael Lavell, Portsmouth, Ont.
90,771	June	Windsor, Ont.	1888	Wallaceburg, Ont.	do	139	7	26	8	8	8	288	196	William Allen, Walkerville, Ont.
90,761	June	Goderich	1887	Goderich, Ont.	do	62	0	14	0	6	0	28	19	J. Clark, Goderich, Ont.
100,415	June	Ottawa	1890	March Landing, Ont.	do	49	0	9	2	8	0	17	8	W. H. Berry, March, Ont.
101,062	June	Yarmouth	1895	Yarmouth, N.S.	do	37	0	9	2	4	0	9	2	H. F. Cann, Yarmouth, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100 lbs.	Pt. 100 lbs.	Pt. 100 lbs.			
92,611	Kakabeka	Winnipeg.	1885	Toronto, Ont.	Screw—A hélice	68 0	18 0	7 0	113	75 Joseph Brimson, Port Arthur, Ont.	
85,680	Kamloops	N. Westminster.	1885	Kamloops, B.C.	do	126 0	27 4	5 6	426	268 J. A. Mara, Kamloops, B.C.	
96,999	Kaslo	do	1892	Kootenay Lake, B.C.	do	62 0	13 5	6 0	51	35 J. K. Buchanan, Nelson, B.C.	
80,726	Kate	Quebec.	1880	Lévis, Que.	do	48 9	12 6	6 0	23	7 John Taylor, Montreal, Que.	
71,224	Kate Marks	Sault Ste. Marie.	1875	Bruce Mines, Ont.	do	52 0	13 6	5 6	54	43 Thomas Marks, Port Arthur, Ont.	
83,386	Kate Murray	Toronto	1878	Hamilton, Ont.	do	36 6	6 5	3 0	3	2 Mary J. Vanderburgh, Port Carling, Ont.	
71,183	Kate Pilgrim	Owen Sound	1875	Meaford, Ont.	do	47 0	10 3	5 3	11	8 David Davidson, Pene- tangushene, Ont.	
90,374	Kathleen	Toronto	1886	Toronto, Ont.	do	84 0	18 0	5 5	110	72 The Toronto Ferry Co., Toronto, Ont.	
92,033	Keewatin	Winnipeg.	1889	Keewatin, Ont.	do	51 8	12 4	5 0	41	28 Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont., Brydges, Keewatin, Ont.	
92,701	Kemina	do	1890	do	do	57 0	13 8	3 7	42	28 Kemina (Mrs. E. W. B.), Brydges, Keewatin, Ont.	
88,329	Kenogami	Quebec.	1886	Quebec	do	48 7	12 8	5 0	21	14 Ewan J. Price, Quebec.	
85,512	Kenozha	Toronto	1883	Gravenhurst, Ont.	do	100 8	12 2	6 2	191	124 The Muskoka and Nipissing Navigation Co., Gravenhurst, Ont.	
88,573	Khartoum	Kingston.	1885	Ernesttown, Ont.	do	78 0	13 7	6 1	63	34 Nelson Leeman, King- ton, Ont.	

Marine and Fisheries—List of Shipping.

96,988	Kildonan	N. Westminster.	1891	Victoria, B. C.	do	68	3	14	2	6	9	51	32	R. D. Gamble, Toronto, Ont.
97,114	Killarney Belle	Collingwood	1892	Collingwood, Ont.	do	52	0	12	0	5	6	28	19	Dougald G. McAulay, Southampton, Ont.
100,660	King Ben	Kingston	1895	Kingston, Ont.	do	108	6	21	7	6	7	164	95	Ira B. Folger, Kingston, Ont.
94,760	King-ville	St. John, N. B.	1889	Roth-essay, N. B.	do	47	5	14	2	7	5	37	25	Nathaniel C. Scott, St. John, N. B.
83,159	Kismet	Belleville	1894	Belleville, Ont.	do	36	4	7	2	3	0	6	4	E. B. Burrell, Belleville, Ont.
72,956	Kitty Haight	Sarnia	1874	Buffalo, U. S.	do	64	6	16	5	8	0	60	28	Sarnia Towing & Transport Co., Sarnia, Ont.
100,098	Kitty J.	St. John, N. B.	1889	Baldwinsville, New York, U. S.	do	27	5	5	8	1	8	1	1	F. Burton, Benton, N. B.
77,708	L. V.	Brockville	1877	Brockville, Ont.	do	27	0	5	7	2	6	2	2	Louisa Volney, Brockville, Ont.
92,596	L. Boyer	Halifax	unk	United States	do	82	0	17	8	7	4	60	49	The Halifax Tow Boat Co. Ltd., Halifax, N. S.
92,770	L'Ami	Quebec	1890	Lévis, Que.	do	38	0	10	7	4	4	16	8	A. Bernier, St. Joseph de Lévis, Que.
78,031	La Belle	Chatham, Ont.	1879	Belle River, Ont.	do	72	0	20	4	5	9	75	58	F. Boutellier, Belle River, Ont.
82,778	La Canadienne	Ottawa	1880	Glasgow, G. B.	do	154	3	22	7	10	9	372	227	The Minister of Marine and Fisheries, Ottawa.
59,478	La Have	Lunenburg	1871	Yarmouth, N. S.	do	58	0	15	0	7	0	49	34	Wm. H. Cusson, Bridgewater, N. S.
90,884	La Tour	Yarmouth	1888	do	do	97	3	20	7	7	8	154	105	Yarmouth & Shelburne S. S. Co., Yarmouth, N. S.
100,765	Ladas	Toronto	1894	Caché Bay, Ont.	do	73	0	15	0	7	0	54	37	John J. Davidson, Toronto, Ont.
61,886	Laddie	Chatham, N. B.	1871	Chatham, N. B.	do	70	0	16	0	8	0	42	29	John Brown, Chatham, N. B.
64,962	Lady Belleau	Quebec	1871	Les Ebolements, Que.	do	72	0	19	5	8	8	81	55	Antoine Gagnon, Quebec N. B.
100,150	Lady Brooks	Winnipeg	1891	Laque Winnewanka.	do	29	7	7	6	4	5	6	4	Robt. L. Brown, Banff, N. W. T.
61,443	Lady Dufferin	Chatham, N. B.	1874	Miramichi, N. B.	Wheels—A routes	79	5	18	0	4	8	47	29	Mathew Russell, Newcastle, N. B.
85,315	Lady Dufferin	New Westminster	1878	Tranquille, B. C.	do	87	5	16	0	5	5	60	52	Wm. Fortune, Tranquille, B. C.
80,907	Lady Eberth	Owen Sound	1880	Hanover, Ont.	Screw—A helices	36	6	6	8	3	0	3	2	John Eberth, Hanover, Ont.
74,027	Lady Ellen	Winnipeg	1877	Toronto, Ont.	do	46	0	11	5	5	0	19	13	Wm. Robinson, Winnipeg, Man.
77,863	Lady Forrest	Quebec	1878	Quebec	do	31	0	8	5	3	6	6	4	Godfrey Charles Lomer, Montreal.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
77,911	Lady Ida	Port Hope	1878	Lindsay, Ont.	Wheels—A roues.	54 0	25 0	7 5	28	17 John Edridge, Omenec, Ont.	
80,846	Lady of the Lake.	Halifax	1880	Halifax, N.S.	Screw—A hélice.	33 5	8 4	4 0	4	3 John A. McCallum, Windsor, N.S.	
90,576	Lady of the Lake.	Toronto	1886	Bala, Simcoe Co., Ont	do	49 6	8 4	4 6	10	7 A. T. Lowe, Township of Medora, Ont.	
72,683	Lady of the Lake.	Victoria	1878	Cassiar, B.C.	do	60 0	10 2	5 0	21	13 J. McKenzie, Cassiar, B.C.	
88,500	Lady of the Lake.	Winnipeg	1884	Winnipeg, Man.	do	24 8	5 9	2 7	2	1 A. M. Nanton, Winni- peg, Man.	
.....	Lady of the Lake.	Montreal	1867	Magog, Que	Wheels—A roues.	152 6	25 6	8 9	607	369 C. A. McKinnon, Mont- real.	
71,615	Lake	do	1875	Philadelphia, U.S.	Screw—A hélice.	107 3	24 0	10 8	145	89 Canada Shipping Co., Montreal.	
83,373	Lake Joseph	Toronto	1880	Gravenhurst, Ont.	do	52 0	10 3	4 0	28	19 The Muskoqa and Nipis- sing Nav. Co., Graver- hurst, Ont.	
88,537	Lake Michigan	Hamilton	1872	St. Catharines, Ont.	do	136 0	23 9	11 5	588	R. O. Mackay, Hamil- ton, Ont.	
.....	Lake Ontario	do	1872	do	do	136 8	23 8	7 6	675	do	
90,778	Lakeside	Windsor, Ont.	1888	Windsor, Ont.	do	121 0	26 0	9 3	348	Lakeside Navigation Co., Walkerville, Ont.	Classed English Lloyds.
90,604	Lansdowne	Ottawa	1884	Maccan Bay, N.S.	do	188 6	32 1	15 8	680	463 The Minister of Marine and Fisheries, Ottawa.	
88,629	Lansdowne	Windsor, Ont.	1884	Wyandotte, U.S.	Wheels—A roues.	294 0	41 3	13 0	1571	908 Grand Trunk Railway Co., Hamilton, Ont.	
103,107	Laprairie	Montreal	1894	Sorel, Que	do	197 3	28 0	8 2	600	372 Montreal Safe Deposit Co., Montreal.	

Marine and Fisheries—List of Shipping

85,531	Laura	Chatham, N.B.	1883	Yarmouth, N.S.	Screw—A hélice	53	3	10	3	5	9	14	18	John C. Miller, Derby, N.B.
94,768	Laura M.	Owen Sound	1894	Meaford, Ont.	do	44	0	10	3	4	6	18	12	John McRae, Meaford, Ont.
103,093	Laurier	Montreal	1893	Sorel, Que.	do	59	0	12	6	3	4	14	10	Elizabeth Brulé, Sorel, Que.
103,356	Le Brochu	Quebec	1894	Cedar Hall, Que.	do	51	5	11	7	6	0	19	13	R. M. Blais, Cedar Hall, Que.
103,147	Le Colon	do	1894	Roberval, Que.	Wheels—A roues	78	8	23	8	4	4	173	109	E. F. Wurtele, Quebec.
103,141	Lea	do	1893	Three Rivers, Que.	Screw—A hélice	42	6	9	8	3	4	12	8	J. Arel, Three Rivers, Que.
100,892	Leader	St. John, N.B.	1894	St. John, N.B.	do	56	6	13	0	6	0	29	20	R. W. Williams, St. John, N.B.
100,926	Leclair	Ottawa	1885	Ottawa, Ont.	do	16	8	5	6	2	2	1	1	F. Leclair, Ottawa, Ont.
103,243	Lena	Montreal	1881	Lake Megantic	do	48	3	14	2	4	3	22	15	G. H. Flint, Montreal
88,453	Lennox	Arichat	1887	Dartmouth, N.S.	Wheels—A roues	61	0	17	8	7	5	66	42	John Murchison, Grand River, N.S.
90,816	Lenore	Port Hope	1887	Cobourg, Ont.	Screw—A hélice	39	0	7	2	3	5	6	4	H. Dennis Cobourg, Ont.
100,928	Leon	Ottawa	1893	High Falls, Que.	do	44	7	10	3	3	6	15	12	L. Cyr, High Falls, Que.
80,903	Leonora	Vancouver	1876	Vancouver, B.C.	do	57	0	9	0	5	3	33	18	Union Steamship Co., Ltd., Vancouver, B.C.
61,131	Leviathan	Victoria		Unknown	do	50	5	9	4	3	4	28	19	C. Mayers, New Westminster, B.C.
85,752	Lévis	Quebec	1883	Lévis, Que.	do	95	9	20	0	8	5	157	58	The Lévis Marine & Industrial Co., Lévis, Que.
88,526	Lewis	Hamilton	1887	Hamilton, Ont.	do	24	6	6	3	2	0	1	1	John Bradley, senior, Dundas, Ont.
75,038	Lewis Shickluna	St. Catharines	1878	St. Catharines, Ont.	do	45	4	11	0	5	7	16	11	James Murray, St. Catharines, Ont.
100,752	Lewis Shickluna	Toronto	1870	St. Catharines, Ont.	do	185	0	25	7	11	7	445	302	S. Sylvester, Toronto, Ont.
94,767	Lillian	Owen Sound	1893	Owen Sound, Ont.	do	30	0	7	1	3	6	5	4	John Flesher, Parry Sound, Ont.
88,238	Lillie	Brockville	1888	Brockville, Ont.	do	32	2	6	6	2	9	3	2	John McGraw, Brockville, Ont.
85,543	Lillie	Chatham, N.B.	1883	Yarmouth, N.S.	do	64	9	17	1	7	8	72	49	Robert C. Elkin, St. John, N.B.
88,521	Lillie	Hamilton	1885	Hamilton, Ont.	do	70	0	14	0	5	0	50	34	S. J. Sandford, Barrie, Ont.
80,020	Lillie Glasier	St. John, N.B.	1880	Indiantown, St. John, N.B.	Wheels—A roues	123	9	24	4	7	2	209	132	Parker Glasier, Lincoln, N.B.
97,131	Lillie H.	Quebec	1891	Quebec, Que.	Screw—A hélice	43	1	12	5	5	0	19	7	Wm. Hackett, Quebec, Que.
103,574	Lilly May	Collingwood	1896	North River, Ont.	do	32	0	9	0	5	2	10	7	W. Cane, Newmarket, Ont.

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LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number Numéro matricule	Name of Ship Nom du navire	Port of Registry Port d'enregistrement	Built—Construct.	Where Built Lieu de construction	How propelled. Mode de propulsion	Register Dimensions. Dimensions.				Tonnage Gross Register	Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gérant, s'il y en a plus d'un, et adresse.	Where Classé. Où classé.
						Length Longueur	Breadth Largeur	Depth Profondeur	Register Registère			
94,911	Lillie Smith	Saugeen	1888	Saugeen, Ont	Screw—A hélice	130 0	26 0	9 4	275	187	George E. Smith, Southampton, Ont.	
103,219	Lillie of the Valley	Ottawa	1891	Deux-Rivières, Ont.	do	33 1	7 7	2 5	2	2	P. Sage, Mackey's Station, Ont.	
94,985	Lilly	Toronto	1890	Oakville, Ont	do	50 0	13 3	3 2	22	15	The Victoria Harbour Lumber Co., Toronto, Ont.	
100,634	Lilly	Victoria	1880	Victoria, B.C.	do	45 6	15 4	4 0	33	23	B. C. Paper Mfg. Co., (Ltd.) Victoria, B.C.	
71,180	Lily	Kingston	1875	Kingston, Ont.	do	41 8	9 3	4 3	16	2	W. B. Anglin, Kingston, Ont.	
103,277	Lina	St. Catharines	1865	St. Catharines, Ont.	Wheels—A roues	69 6	14 0	5 1	34	34	H. Cowie, Dresden, Ont.	
61,937	Lion	Chatham, N.B.	1894	Chatham, N.B.	Screw—A hélice	53 2	11 7	5 8	26	18	Robert Loggie, Black Brook, N.B.	
74,342	Lion	Halifax	1867	Halifax, N.S.	do	37 2	10 4	6 1	10	4	Thomas Batty, Wallace, N.S.	
100, 50	Lion	Port Hawkesbury, Halifax	1876	Pictou, N.S.	do	49 5	13 3	5 1	20	13	George C. Reid, Oxford, N.S.	
92,758	Little Emely	Quebec	1888	Halifax, N.S.	do	47 4	15 6	5 0	27	18	Lewis Hefter, Halifax, N.S.	
80,726	Little Emily	Quebec	1889	Quebec	do	28 0	8 0	3 2	6	4	Gordon Andrews, Quebec	
85,474	Little Gem	Port Dover	1875	Montreal	do	26 1	5 6	2 5	3	2	Gordon Andrews, Quebec	
83,076	Lizzie	Ottawa	1896	Simcoe, Ont.	do	24 4	12 0	2 3	2	1	Henry Groff, Simcoe, Ont.	
			1881	Sand Point, Ont	do	37 0	5 8	2 4	2	1	D. K. Cowley, Nepean, Ont.	

Marine and Fisheries—List of Shipping.

Classed English Lloyds.	Classed English Lloyds.	Classed American Record.						
103,223 Lizzie.....	Ottawa.....	1885 Kingston, Ont.....	Screw—A hélice.....	23 3	4 4	2 0	1	1 J. J. Gillies, Carleton Place, Ont.
100,198 Logger.....	Vancouver.....	1891 Vancouver, B.C.....	do	44 0	14 0	3 9	19	13 Lawrence O'Brien, Vancouver, B.C.
100,200 Lois.....	do	1891 do	do	48 0	13 5	5 8	25	17 Frederick Revely, Vancouver, B.C.
92,437 Longford.....	Toronto.....	1887 Orillia, Ont.....	do	80 0	16 0	6 4	53	36 Wm. Thompson, Orillia, Ont.
90,531 Longueuil.....	Montreal.....	1884 Montreal.....	Wheels—A roues.....	175 7	27 2	9 0	365	230 The Montreal Safe Deposit Co., Montreal.
96,049 Lord Stanley.....	Quebec.....	1889 Meadowside, G. B.....	Screw—A hélice.....	140 0	24 1	11 3	276	86 G. T. Davie, Lévis, Que.
100,758 Lorna Doone.....	Toronto.....	1893 Orillia, Ont.....	do	36 0	8 0	4 2	5	4 H. Pellatt, Toronto, Ont.
78,041 Lorne.....	Quebec.....	1879 Derby, N. B.....	do	43 0	6 8	3 1	6	4 Charles King, Quebec.
94,869 Lorne.....	Victoria.....	1889 Victoria, B.C.....	do	151 0	26 0	13 2	288	159 Joan O. Dunsmuir, Victoria, B.C.
71,170 Lothian.....	Port Hope.....	1872 St. Catharines, Ont.....	do	129 8	23 1	11 7	41	281 J. C. Miller, Parry Sound, Ont.
90,608 Lottie.....	Ottawa.....	1885 Aylmer.....	do	40 0	8 4	4 6	10	9 La Société de Colonisation du lac Temiscamingue, Ottawa, Ont.
83,453 Lottie.....	Victoria.....	1883 Victoria, B.C.....	do	51 0	21 0	4 0	29	11 George Byrnes, Victoria, B.C.
90,553 Lottie Maud.....	Port Burwell.....	1886 Port Burwell, Ont.....	do	41 0	10 7	5 6	10	4 Wm. H. Cudney, Port Burwell, Ont.
72,959 Louisa.....	St. Catharines.....	1875 Port Dalhousie, Ont.....	do	26 6	6 6	7 3	6	5 C. Cottrell, Sault Ste. Marie, Ont.
88,582 Louisburg.....	Montreal.....	1881 Sunderland, G. B.....	do	260 0	36 0	18 5	1816	1182 The Dominion Coal Co., (Ltd.) Montreal.
103,447 Louise.....	Ottawa.....	1887 Carleton Place, Ont.....	do	25 2	5 0	2 6	1	1 J. E. Turgeon, Ottawa, Ont.
80,947 Loyalist.....	Chatham, N. B.....	1883 Chatham, N. B.....	Wheels—A roues.....	62 2	11 2	4 4	18	11 Jas. Robinson, Derby, N. B.
85,581 Loyalist.....	St. John, N. B.....	1882 Portland, N. B.....	Screw—A hélice.....	27 5	6 0	3 6	3	2 Thos. Miller, St. John, N. B.
75,526 Lucie.....	Montreal.....	1877 Sorel, Que.....	Wheels—A roues.....	49 5	12 3	3 5	24	16 Joseph Duval, Nicolet, Que.
80,591 Luella.....	Toronto.....	1880 Toronto, Ont.....	Screw—A hélice.....	66 0	13 3	6 0	38	26 The Toronto Ferry Co., Toronto, Ont.
100,166 Lunenburg.....	Lunenburg.....	1891 Mahone Bay, N. S.....	do	124 9	23 5	12 5	266	113 J. J. McLaughlan, Lunenburg, N. S.
90,780 Lurline.....	Windsor, Ont.....	1888 Windsor, Ont.....	do	78 8	16 3	7 8	66	40 H. Walker & Sons, Walkerville, Ont.
100,229 Lurline.....	Halifax.....	1893 New York, U. S.....	do	21 0	5 4	3 2	2	1 F. D. Corbett, Halifax, N. S.
96,845 Luther Westover.....	Sarnia.....	1877 Bay City, U. S.....	Wheels—A roues.....	112 8	19 0	6 3	127	80 Bontelle Towing & Wring Co., Sarnia, Ont.
94,905 Lytton.....	New Westminster.....	1890 Revelstoke, B. C.....	do	131 0	25 5	4 8	452	285 Columbia & Kootenay S. Nav. Co., Nelson, B. C.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Constructé.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage	Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur-gérant, s'il y en a plus d'un, et adresse.	Where Classé. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
103,137	M. E. Hackett	Quebec	1894	Quebec	Screw—A hélice	70 2	18 8	7 4	78	W. Hackett, Quebec.	
77,598	M. P. Davis	Montreal	1879	Lachine, Que	do	40 5	10 7	5 3	11	The Harbour Commissioners, Montreal	
103,571	M. G. McDonald	Collingwood	1895	Collingwood, Ont	do	58 0	13 0	6 0	29	J. P. McDonald, Blind River, Ont.	
	M. T. Co. (No. 1)	Montreal	1871	Montreal	do	84 2	24 5	8 1	148	Montreal Transportation Co., Montreal.	
92,494	Mabel	Toronto	1886	Penetanguishene, O.	do	39 0	10 4	3 6	11	Henry H. Thompson, Penetanguishene, Ont.	
100,037	Mabel Macdonald	do	1892	To.onto, Ont	do	64 0	14 3	7 8	42	Alexander Manning, et al, Toronto, Ont.	
93,932	Macassa	Hamilton	1888	Glasgow, G. B.	do	154 4	24 1	16 3	459	Hamilton Steamboat Co. (Ltd.) Hamilton, O.	
88,321	McNaughton	Montreal	1886	Lévis, Que	do	92 0	18 4	8 4	137	Joseph Michaud, St. Amé, Que.	
100,424	Madawaska	Ottawa	1893	Arnprior, Ont	do	37 0	15 0	3 0	15	McLachlin Bros., Arnprior, Ont.	
71,112	Magannettawan	Collingwood	1877	Byng Inlet, Ont.	do	100 0	20 6	9 4	187	Wm. Irwin, Walnapitac, Ont.	
74,377	Maggie	St. Catharines	1873	Buffalo, U. S.	do	62 0	16 0	6 2	37	Edward Armstrong, Port Colborne, Ont.	
100,169	Maggie	Lunenburg	1891	Lunenburg, N.S.	do	47 0	11 8	5 2	19	G. W. Naas, Lunenburg, N.S.	
75,646	Maggie A. Bennett	St. Catharines	1880	Port Robinson, Ont.	do	56 0	14 6	7 3	34	Robt. Ross, Port Robinson, Ont.	
71,192	Maggie Bell	Quebec	1874	Hull, Que	Wheels—A roues	133 0	24 0	7 5	261	J. T. Ross, Quebec.	

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
					Feet. Pieds.	Feet. Pieds.	Feet. Pieds.			
92,709	Maple Leaf	Winnipeg	1890 Fort Frances, Ont.	Screw—A hélice	62 0	14 6	5 5	75	Geo. C. Allen, Fort Francis, Ont.	
94,848	Marguerite	Windsor, Ont.	1879 Detroit, U.S.	do	35 2	8 1	3 5	8	John Anderson, Detroit, U.S.	
92,570	Marguerite	St. Andrews	1877 Newbury, U.S.	do	44 4	11 7	7 0	19	Frank Todd, St. Stephen, N.B.	
72,284	Maria	St. John, N.B.	1874 Birkenhead, Eng.	do	40 9	6 8	3 8	5	Anthony F. Freeman, Boston, Mass., U.S.	
66,045	Marie	Quebec	1872 Sorel, Que.	do	72 1	15 5	3 3	31	H. Brulé, Sorel, Que.	
103,573	Marie	Collingwood	1895 Parry Sound, Ont.	do	42 0	10 0	.	12	J. Galna, Parry Sound, Ont.	
92,754	Marie Louise	Quebec	1889 Lévis, Que.	Wheels—A roues	93 6	17 6	5 9	99	W. H. Thorne, St. John, N.B.	
85,522	Marina	Yarmouth	1883 Tusket, N.S.	do	66 0	14 7	5 8	32	H. B. Cann, Yarmouth, N.S.	
85,657	Marion	Halifax	1876 New York	do	142 4	26 5	8 0	478	Bras d'Or Steam Navigation Co., Ltd., Halifax, N.S.	
94,801	Marion	Victoria	1888 Golden, B.C.	do	61 0	10 3	3 6	15	F. P. Armstrong, Golden, B.C.	
100,291	Marion	Chatham, N.B.	1890 Douglastown, N.B.	Screw—A hélice	47 0	8 5	4 0	12	Henry O'Leary, Richibucto, N.B.	
77,799	Marquette	Winnipeg	1879 United States	Wheels—A roues	128 0	29 0	3 5	149	North-west Nav. Co. (Ltd), Winnipeg, Man.	
88,488	Marquis	Winnipeg	1882 Winnipeg, Man.	do	201 0	33 5	5 3	754	Winnipeg and Western Transportation Co., Ltd., Winnipeg, Man.	

Marine and Fisheries—List of Shipping.

71,173	Marquis of Lorne	Kingston	1874	Kingston, Ont.	Screw—A hélice	54 6	10 1	5 3	20	11	J. B. Carruthers, Kingston, Ont.
100,871	Martello	St. John, N.B.	1893	Jennseg, N.B.	do	41 7	13 0	4 0	19	13	G. A. McFarlane, St. John, N.B.
71,238	Mary	Port Stanley	1875	Grand Island, U.S.	do	32 0	10 0	3 4	4	3	John Price, Port Stanley, Ont.
71,214	Mary	Sarnia	1874	Port Huron, U.S.	do	64 5	16 2	7 0	62	28	John Mathews, Port Colborne, Ont.
100,931	Mary	Ottawa			do	22 5	5 3	2 6	2	1	J. Stewart McCracken, Ottawa.
96,812	Mary A. Day	Sault Ste. Marie	1877	Buffalo, U.S.	do	47 2	12 0	5 0	45	36	Robt. Hill, Cockburn Island, Ont.
61,154	Mary A. Laughlin	Toronto	1871	do	do	48 0	10 5	5 0	23	12	Alex. Manning, Toronto, Ont.
77,550	Mary Ann	Pictou, N.S.	1880	Wallace, N.S.	do	50 5	12 3	6 7	25	17	O. Smith, Richibucto, N.B.
	Mary Ann	Dunnville	1867	Stromness, Ont.	do	78 0	15 0	8 0	87	57	Lake Superior Tug Co., Port Arthur, Ont.
92,647	Mary Arnott	Wallaceburg	1886	Midland, Ont.	do	31 0	10 0	3 2	8	6	D. Lowery, Brantford, Ont.
71,113	Mary Beck	Collingwood	1876	Penangutishene, Ont.	do	48 0	10 4	5 2	16	11	John Gidley, Penangutishene, Ont.
	Mary Ellen	Port Hope	1868	Lindsay, Ont.	Wheels—A roues	55 9	13 6	3 1	81	51	Wm. Needler, Lindsay, Ont.
94,913	Mary Ellen	do	1888	Young's Point, Ont.	Screw—A hélice	73 0	13 0	7 5	45	31	P. Young, Young's Pt., Ont.
72,965	Mary Ethel	Pictou, Ont.	1879	Trenton, Ont.	Wheels—A roues	93 0	15 0	5 4	99	56	Trenton and Bay of Quinte Navigation Co., Trenton, Ont.
100,796	Mary Hare	Victoria	1893	Victoria, B.C.	Screw—A hélice	73 0	13 6	5 3	47	32	M. Hare, Victoria, B.C.
88,491	Mary Hatch	Winn peg	1881	Rat Portage, Ont.	do	107 6	20 0	6 8	121	82	W. R. Dick, Winnipeg, Man.
85,523	Mary Louise	Toronto	1884	Franklin, Ont.	do	68 0	15 6	6 6	69	43	Geo. F. Marsh, Franklin, Ont.
94,937	Mary Louise	Port Hope	1893	Lindsay, Ont.	Screw—A hélice	54 0	10 5	3 4	15	8	Joseph Parkin, Lindsay, Ont.
90,740	Mary Odell	Chatham, N.B.	1881	Bristol, Maine	do	53 8	12 7	5 0	23	13	Andrew Loggie, Black Brook, N.B.
72,209	Marysville	St. John, N.B.	1873	Douglas, York Co., N.B.	Wheels—A roues	101 3	16 8	4 6	66	41	Samuel H. Gill, Douglas, York Co., N.B.
83,893	Mascot	Halifax	1881	Halifax, N.S.	Screw—A hélice	50 0	12 3	5 8	22	15	Acadia Sugar Refining Co. (Ltd.), Halifax, N.S.
92,415	Mascott	Chatham, N.B.	1888	Chatham, N.B.	do	69 1	19 0	8 4	71	48	Wm. Richards, Chatham, N.B.
94,764	Mascott	Owen Sound	1890	Meaford, Ont.	do	52 9	12 5	4 9	21	14	James Pilgrim, Meaford, Ont.
90,572	Mascotte	Toronto	1886	Toronto, Ont.	do	70 0	3 8	3 0	49	33	The Toronto Ferry Co., Toronto, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,306	Masonic	Hamilton	1893 Hamilton, Ont.	Screw—A hélice.	59 4	10 6	3 9	39	26 Thos. Larkin, Hamilton, Ont.	
73,947	Mattawan	Ottawa	1876 Portsmouth, Ont.	do	50 0	10 4	3 2	22	15 Lake Temiscamingue Col. and Ry. Co., Ottawa, Ont.	
69,615	Maud	Quebec	1874 New Liverpool, Que.	Wheels—A roues.	72 5	15 8	5 7	54	34 P. E. Panneton, Three Rivers, Que.	
92,728	Maud	Toronto	1887 Penetanguishene, Ont.	Screw—A hélice	71 0	12 4	5 6	40	27 David Davidson, Township of Ting, Ont.	
94,691	Maud	Digby	1881 St. John, N.B.	do	36 0	12 9	2 8	12	5 R. W. Ambrose, Bear River, N.S.	
94,915	Maud L.	Saugeen	1888 Sauble River, Ont.	do	45 0	10 0	4 0	14	10 Wallace Harrison, Napanee, Ont.	
91,687	Maud S.	Collingwood	1889 Collingwood, Ont.	do	44 0	10 6	4 8	14	11 Alfred L. Stephens, Collingwood, Ont.	
	Maule	Montreal	1871 Montreal	Wheels—A roues.	112 4	21 1	7 4	269	144 Ottawa River Navigation Co.	
64,136	Maude	Victoria	1872 San Juan, B.C.	Screw—A hélice	113 5	21 0	9 0	175	94 Can. Pac. Navigation Co., Ltd., Victoria, B.C.	
100,751	May Bird.	Toronto	1893 Toronto, Ont.	do	76 0	19 0	3 9	46	32 G. Hastings, Toronto, Ont.	
75,698	May Flower.	Quebec	1878 Quebec	do	35 9	9 3	6 0	13	9 P. J. Holden, Quebec.	
94,690	May Flower.	Collingwood	1890 Port Severn, Ont.	do	36 0	8 9	4 4	14	10 Fardieu Morrow, Waukegan, Ont.	
96,824	May Flower.	Lunenburg	1888 Mahone Bay, N.S.	do	40 0	8 4	4 4	6	3 Samuel W. Kendrick, Shag Harbour, N.S.	
91,987	May Flower.	Toronto	1890 Toronto, Ont.	Wheels—A roues.	140 2	28 2	6 8	189	119 The Toronto Ferry Co., Toronto, Ont.	

Marine and Fisheries—List of Shipping.

92,681	May Flower	Picou, N.S.	1875	Montreal, Que.	Screw—A hélice	125 0	23 5	11 0	392	Joseph L. Fillmore, Amherst, N.S.
88,125	May Flower	Halifax	1881	Halifax, N.S.	do	48 8	9 8	6 0	18	Walter Cavill, Halifax, N.S.
72,587	May Flower	Kingston	1877	Kemptville, Ont.	do	50 2	9 3	4 0	29	James McLaren, Buckingham, Que.
57,712	May Queen	Halifax	1868	Picton, N.S.	Wheels—A roues	100 0	19 2	8 3	142	Bras d'Or S. Navigation Co. Ltd., Halifax, N.S.
90,788	May Queen	Victoria	1887	Victoria, B.C.	Screw—A hélice	42 2	9 5	4 1	14	Victoria Canning Co., Victoria, B.C.
59,248	May Queen	St. John, N.B.	1869	Carleton, St. John, N.B.	Wheels—A roues	160 0	24 7	8 4	539	Charles Babbitt, St. John, N.B.
78,017	May Queen	Winnipeg	1890	Aylmer	Screw—A hélice	34 0	7 8	2 9	8	Temperance Colonization Society, Toronto, Ont.
97,065	May Queen	Charlottetown	1892	Charlottetown, P.E.I.	do	53 3	16 0	5 8	36	Paul Paoli, Charlottetown, P. E. I.
85,521	Mazepa	Hamilton	1884	Toronto, Ont.	do	101 0	20 0	5 7	146	Hamilton Steam-boat Co., Ltd., Hamilton, Ont.
90,483	Meadow Flower	Halifax	1885	Dartmouth, N.S.	do	33 0	9 0	3 5	6	Daniel Munro, Canso, N.S.
100,754	Medora	Toronto	1893	Gravenhurst, Ont.	Screw—A hélice	122 6	25 4	8 5	299	The Muskoka and Georgian Bay Navigation Co., Gravenhurst, Ont.
94,715	Melbourne	Port Stanley	1893	Montreal, Que.	do	179 6	26 1	11 3	804	Geo. E. Jacques, Montreal, Que.
83,116	Mermaid	Halifax	1881	Yarmouth, N.S.	do	50 0	11 5	5 0	14	Sandy Cove Sea Bathing Co., Halifax, N.S.
88,367	Mernauid	Vancouver	1884	Victoria, B.C.	do	94 0	18 0	4 6	129	Vancouver Coal M. & Land Co., Nanaimo, B. C.
74,264	Merrimac	Sydney	1881	Quebec	do	73 5	17 6	10 0	86	Blowers Archibald, North Sydney, C.B.
64,945	Mersey	Quebec	1871	Point Lévis, Que.	do	72 0	15 0	8 2	60	R. W. Bathis, Quebec.
48,178	Messenger	do	1863	Buffalo, U.S.	do	56 0	12 9	6 4	29	Geo. H. Tate, Montreal.
72,990	Messenger	Wallaceburg	1872	Port Lambton, Ont.	do	39 5	10 0	5 1	15	Joseph Taylor, Wallaceburg, Ont.
88,430	Meta	St. John, N.B.	1864	Rothesay, N.B.	do	34 0	7 9	3 6	5	Parker Glasier, Lincoln, N.B.
51,668	Metamora	Toronto	1864	Cleveland, U.S.	do	115 0	39 3	10 8	239	The Georgian Bay Wood Supply Co., Ltd., Barrie, Ont.
	Meteor	do	1866	Sorel, Que.	Wheels—A roues	129 3	24 3	10 6	336	The Cook Bros., Lumber Co. Ltd., Toronto, Ont.
6,709	Meteor	Ottawa	1889	Opequan Lake, Ont.	Screw—A hélice	105 0	23 8	6 6	132	Alex. Lumsden, Ottawa, Ont.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c —Continued.
 LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
75,842	Mic-Mac	Halifax	1845	Dartmouth, N.S.	Wheels—A roues.	99 5	20 9	9 0	150	The Dartmouth Ferry Commission, Dart- mouth, N.S.	
92,283	Mikado	Owen Sound	1886	Owen Sound, Ont.	Screw—A hélice	27 6	9 3	2 5	1	John J. Douglas, Owen Sound, Ont.	
96,896	Mildred	Ottawa	1891	Kingston, Ont.	do	46 4	9 2	3 7	15	Geo. Bothwell, Bucking- ham, Que.	
100,666	Mildred	Kingston	1895	Gananoque, Ont.	do	34 5	7 8	3 0	5	J. H. Davis, Gananoque, Ont.	
92,696	Miles	Winnipeg	1889	Selkirk, Man.	do	75 0	16 3	6 7	63	The Manitoba Fish Co., Ltd., Windsor, Ont.	
90,448	Millie Howell	do	1886	do	do	50 3	11 1	4 4	24	J. A. Howell, Selkirk, Man.	
80,590	Minden	Toronto	1880	Minden, Ont.	do	30 8	7 5	2 6	4	James Luman, Minden, Ont.	
92,402	Mindoo	Chatham, N.B.	1886	Douglstown, N.B.	do	43 6	9 4	5 2	13	E. Hutchison, Douglas- town, N.B.	
100,391	Minerva	Hamilton	1891	Hamilton, Ont.	do	33 8	7 4	3 9	4	James Irwin, Hamilton, Ont.	
	Minerva	Chippawa	1869	Thorold, Ont.	do	56 0	13 0	6 0	27	Alex. Fraser, Thorold, Ont.	
100,050	Mink	Toronto	1891	Port Carling, Ont.	do	57 2	11 0	3 7	13	A. I. Lowe, Port Car- ling, Ont.	
78,027	Minnehaha	Collingwood	1882	Parry Sound, Ont.	do	60 0	13 0	6 6	32	John C. Miller, Parry Sound, Ont.	
96,981	Minnehaha	New Westmin- ster.	1890	New Westminster, B.C.	do	37 0	6 5	3 0	7	James Hunter, Victoria, B.C.	
100,139	Minnetonka	Winnipeg	1891	Port Frances, Ont.	do	55 6	12 6	6 8	68	Angus McKinnon, Rat Portage, Ont.	

Marine and Fisheries—List of Shipping.

100,633	Minnie	Victoria	1891	Pt. Essington, B.C.	do	36 0	9 2	4 6	10	6	Peter Hernan, Pt. Essington, B.C.
92,300	Minnie Bell	Ottawa	1887	Ottawa, Ont	do	50 0	12 4	3 9	22	15	Henry E. Shaver, Ottawa, Ont.
103,572	Minnie D.	Collingwood	1889	Hamilton, Ont.	do	24 8	6 6	5 8	3	2	J. Larson, Parry Sound, Ont.
61,123	Minnie F. Parsons.	Montreal	1868	Buffalo, U.S.	do	59 5	15 0	6 5	45	22	The Department of Public Works, Ottawa, Ont.
90,696	Minnie Hall	St. Catharines	1869	St. Catharines, Ont.	do	68 0	14 0	7 4	62	42	John Wallace, Burlington, Ont.
71,147	Minnie Kidd.	Godenich	1883	Warton, Ont.	do	48 0	11 9	4 3	18	12	T. Marks, Port Arthur, Ont.
78,028	Minnie Martin	Collingwood	1882	Port Severn, Ont.	do	30 0	9 7	6 6	10	7	Charles Martin, Port Severn, Ont.
74,389	Minnie Wade	Toronto	1871	Penetanguishene, Ont	do	35 0	8 4	3 2	9	6	J. D. Johnson, Belle Ewart, Ont.
78,018	Minnow	Winnipeg	1884	Medicine Hat, N.W. T.	Wheels—A roues.	73 0	9 5	2 5	20	16	Jos. Lamoureux, Fort Saskatchewan, N.W.T.
100,632	Minota	Toronto	1891	Toronto, Ont.	Screw—A hélice	65 5	11 2	5 7	29	19	E. B. Osler, Toronto, Ont.
92,618	Minota	Port Arthur	1890	Vermilion Bay, Ont.	do	63 0	17 2	5 0	35	24	J. L. Weks, Winnipeg, Man.
88,666	Miramichi	Chatham, N.B.	1885	Chatham, N.B.	do	85 7	17 3	6 9	75	51	Miramichi Steam Navigation Co., Chatham, N.B.
66,023	Miramichi	Quebec	1864	London, G.B.	Wheels—A roues.	228 7	24 6	18 7	727	491	Quebec and Gulf Ports Steamship Co., Que.
92,282	Mischief	Owen Sound	1886	Owen Sound, Ont.	Screw—A hélice	31 9	9 0	4 8	9	6	H. F. C. Carrie, Bruce Mines, Ont.
97,170	Mischief	Victoria	1887	Oregon, U.S.	do	80 0	18 7	7 4	65	45	Wm. Walker, Victoria, B.C.
100,854	Mistassini	Quebec	1891	Roberval, Que	Wheels—A roues.	130 0	22 4	8 3	249	157	E. F. Wurtele, Quebec.
94,982	Mizpah	Toronto	1888	Toronto, Ont	Screw—A hélice	51 7	11 8	4 1	18	12	Thos. McCarroll, Toronto, Ont.
85,330	Mocking Bird.	Owen Sound	1886	do	do	72 0	11 8	4 2	38	26	J. Maloney, Port Arthur, Ont.
96,058	Mojeska	Hamilton	1889	Yoker, G.B.	do	178 0	31 1	12 3	678	461	Hamilton Steamboat Co., Ltd., Hamilton, Ont.
100,809	Mogul	Victoria	1886	Tacoma, U.S.	do	94 2	19 8	10 6	123	62	B. C. Tug Co., Ltd., Victoria, B.C.
94,873	Mona	Montr. al.	1889	Montreal	do	54 2	12 8	5 8	24	16	Wm. H. Davis, Ottawa, Ont.
100,401	Mona	Hamilton	1894	Hamilton, Ont	do	23 6	6 1	3 4	2	2	J. Bradley, Hamilton, Ont.
95,509	Monaco	Montreal	1888	Hampton, Ont.	do	41 8	8 3	3 6	10	6	Arthur Boyer, Montreal.
96,543	Monarch	Sarnia	1890	Sarnia, Ont.	do	240 0	35 0	14 8	2017	1372	N. W. Transportation Co., Sarnia, Ont.

Classed French
Lloyds.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Hjrt. Hjrt. Hjrt.			
100,141	Monarch	Winnipeg	1893	Fort Frances, Ont.	Wheels—A roues.	Pt. 10ft 0	Pt. 10ft 8	Pt. 5 4	168	106	E. W. Brydges, Rat Portage, Ont.	
90,545	Monarque	Montreal	1886	Sorel, Que.	do	108 9	30 4	6 9	136	85	E. Monarque, Sorel, Que.	
100,925	Moneta	Ottawa	1888	Ottawa, Ont	Screw—A hélice.	20 0	5 2	2 2	1	1	R. Lamb, Ottawa.	
	Monitor	Ottawa	1867	Aylmer	Wheels—A roues.	133 8	19 8	7 2	333	210	The Upper Ottawa Improvement Co.	
77,933	Montague	Charlottetown	1878	Georgetown, P.E.I.	do	79 0	19 7	8 7	130	38	The Georgetown Ferry Co. (Ltd.), Georgetown, P.E.I.	
83,356	Montagny	Quebec	1882	St. Joseph de Lévis, Que.	do	132 5	23 5	8 4	352	204	The Lévis Maritime and Industrial Co., Lévis, Que.	
92,755	Montmorency	Ottawa	1889	Quebec	Screw—A hélice.	55 5	10 8	4 8	18	12	W. J. Poupore, Buckingham, Que.	
	Montreal	Montreal	1868	Montreal	Wheels—A roues.	262 0	33 3	9 2	2211	1280	The Montreal Safe Deposit Co., Montreal.	
77,710	Morning Star	Brockville	1879	Smith's Falls, Ont.	Screw—A hélice.	30 0	7 3	3 3	5	4	John Moore, Carleton Place, Ont.	
100,759	Morning Star	Toronto	1894	Toronto, Ont.	do	34 0	7 5	3 4	5	5	J. Goodwin, Toronto, Ont.	
90,797	Morris	Victoria	1888	Victoria, B.C.	do	39 5	9 2	3 6	12	8	Alex. J. McLellan, Victoria, B.C.	
92,780	Mountain Belle	Vancouver	1888	Carleton Place, Ont.	do	30 2	6 1	3 0	5	3	Thos. R. Lane, Vancouver, B.C.	
92,700	Mountain Belle	Winnipeg	1886	Winnipeg, Man.	do	20 0	4 7	1 5	1	1	John J. Ryan, Banff, Alberta, N.W.T.	

Marine and Fisheries—List of Shipping.

92,537	Mountain Maid	Montreal	1879	Magog, Que.	Wheels—A roues	101	2	19	4	6	4	118	62	L. Futroye, St. John's Que.
103,042	Mulgrave	Ottawa	1893	New Glasgow, N.S.	Screw—A hélice	114	8	31	0	16	4	485	330	Hon. John G. Haggart, Ottawa.
90,793	Muriel	Victoria	1887	Victoria, B.C.	do	70	0	15	5	6	7	44	28	R. G. Cunningham, Port Essington, B.C.
83,372	Muskoka	Toronto	1881	Gravenhurst, Ont.	do	94	0	18	0	7	3	99	67	The Muskoka and Nipissing Nav. Co., Gravenhurst, Ont.
77,698	Myles	Hamilton	1882	Hamilton, Ont.	do	175	0	33	6	15	2	1211	929	Thos. Myles, Hamilton, Ont.
88,634	Myra	Prescott	1884	St. Catharines, Ont.	do	82	0	17	0	8	0	73	37	James Ruckley, Prescott, Ont.
83,034	Myrtle	Brockville	1890	Brockville, Ont.	do	39	0	7	7	3	5	9	7	David Ward, Toronto.
90,879	Myrtle	Port Hope	1888	Fenelon Falls, Ont.	Wheels—A roues	70	0	15	7	4	5	27	17	Napanee Paper Co., Napanee, Ont.
94,816	Mystery	Victoria	1890	Victoria, B.C.	Screw—A hélice	80	5	16	5	7	8	65	39	A. Magnesen, Victoria, B.C.
95,952	Nagasaki	Vancouver	1889	Hong-Kong, China	do	46	5	9	3	5	3	15	10	Fanny Milton, Vancouver, B.C.
92,389	Naiad	Kingston	1838	Kingston, Ont.	do	51	4	9	2	3	9	15	10	G. A. Kirkpatrick, Kingston, Ont.
88,533	Naiad	Hamilton	1890	Toronto, Ont.	do	68	0	10	2	3	3	29	20	W. E. Sanford, Hamilton, Ont.
103,302	Nakusp	New Westminster	1895	Nakusp, B.C.	Stern wheel—A roue	171	0	33	5	6	3	1083	832	Columbia and Kootenay Co., Nelson, B.C.
100,729	Nama	Montreal	1887	Montreal	Screw—A hélice	75	2	10	3	4	4	42	36	Richard B. Angus, Montreal.
94,803	Nanaimo	Victoria	1888	Nanaimo, B.C.	Stern wheel—A roue	55	0	20	0	3	2	71	45	Jas. Hartney, Victoria, B.C.
92,684	Narrows (The)	Pictou, N.S.	1886	Boat Harbour, N.S.	do	63	5	17	1	4	9	34	28	W. E. Spruill, Pictou Landing, N.S.
92,659	Nautilus	St. Catharines	1889	Humberstone, Ont.	Screw—A hélice	31	5	9	2	4	2	9	6	George Sutherland, Welland, Ont.
90,789	Nell	Victoria	1887	Georgetown, B.C.	do	103	0	23	5	8	1	208	125	Geo. Williscroft, Georgetown, B.C.
73,686	Nellie	do	1876	New York, U.S.	do	27	0	6	4	2	5	2	2	W. M. Flewetts, Nanaimo, B.C.
96,901	Nellie	Kingston	1882	Kingston, Ont.	do	39	6	7	4	3	9	7	3	Samuel Garrett, Smith's Falls, Ont.
83,531	Nellie	Hamilton	1886	Hamilton, Ont.	do	25	2	6	2	2	9	2	2	James L. Fenn, Bracebridge, Ont.
92,666	Nellie Bly	St. Catharines	1890	Port Dalhousie, Ont.	do	42	7	13	4	4	2	3	7	William Hand, Port Dalhousie, Ont.
71,099	Nellie Outthbert	Belleville	1881	Belleville, Ont.	do	70	0	13	0	6	0	59	40	R. B. Cooper, Pictou, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Register Tonnage			
90,551	Nellie May	Port Burwell	1884 Port Burwell, Ont.	Screw—A hélice	37 0	8 9	4 6	11	8	Young & Son, Port Bruce, Ont.	
90,544	Nellie Reid	Montreal	1886 Buffalo, U.S.	do	70 5	16 8	8 4	55	28	Wm. T. Muir, Montreal.	
94,846	Nellie S	Windsor, Ont.	1885 Detroit, U.S.	do	20 8	5 6	2 5	3	2	Geo. Sutherland, Essex Centre, Ont.	
88,667	Nelson	Chatham, N.B.	1885 Chatham, N.B.	do	78 4	14 7	7 0	64	44	Miramichi Steam Nav. Co., Chatham, N.B.	
96,987	Nelson	New Westminster	1891 Nelson, B.C.	Stern wheel—A roue.	134 4	26 5	5 5	496	312	Columbia and Kootenay Steam Navigation Co., Nelson, B.C.	
69,083	Neptune	Halifax	1864 Williamsburgh, U.S.	Wheels—A roues	135 6	23 4	7 6	138	66	Bras d'Or Steam Nav. Co., Ltd., Halifax, N.S.	
88,682	Neptune	St. John, N.B.	1885 Portland, N.B.	Screw—A hélice	73 5	17 7	7 9	71	48	Patrick Lynch, St. John, N.B.	
92,762	Neptune	Quebec	1889 Lotbinière, Que.	do	32 6	8 8	2 8	11	8	John Breaky, Quebec.	
103,255	Nereid	St. John, N.B.	1895 St. John, N.B.	do	50 6	14 2	5 4	30	20	Samuel Price, St. John, N.B.	
103,066	Nereid	Yarmouth	1894 Yarmouth, N.S.	do	36 0	11 0	5 6	12	8	H. B. Cann, Yarmouth, N.S.	
100,223	Nereus	Halifax	1892 Dartmouth, N.S.	do	42 2	9 5	5 5	16	11	C. L. Newman, Dart- mouth, N.S.	
79,982	New City	St. John, N.B.	1878 Portland, St. John, N.B.	do	70 2	18 9	9 0	78	53	John Clarke, St. John, N.B.	
	New York	Montreal	1870 Sorel, Que.	Wheels—A roues	126 1	23 0	8 2	311	143	H. A. Chillas, Nicolet, Que.	
65,037	Newfield	Ottawa	1871 Sunderland, G.B.	Screw—A hélice	206 4	29 1	16 8	785	509	The Minister of Marine and Fisheries, Ottawa.	

Marine and Fisheries—List of Shipping.

66,054	Newfoundland	Windsor, N.S.	1872	Quebec, Que.	do	212 5	29 5	23 3	919	568	J. H. Anderson, Musquodoboit, N.S.
85,761	Newport	Montreal	1879	Georgeville, Que.	do	47 0	12 0	6 0	11	8	Hv. H. Caswell, New- port.
73,951	Niagara	St. Catharines	1875	St. Catharines, Ont.	do	135 6	26 3	12 2	468	302	Jas. Mathews, Toronto, Ont.
33,287	Nicolet	Quebec	1855	Nicolet, Que.	do	100 2	22 1	8 5	233	158	Alex. M. Smith, Toronto, Ont.
103,393	Nile	Deseronto	1870	Batterssea, Ont.	do	90 1	19 1	6 0	96	49	The Rathbun Co., Deser- onto, Ont.
90,524	Nina	Chatham, Ont.	1880	Rondeau, Ont.	do	32 0	9 5	4 8	11	9	P. Mooney, Morpeth, Ont.
103,377	Ninsongis	Winnipeg	1894	Simcoe, Ont.	Wheels—A routes	45 0	4 0	5 5	8	5	The Ontario and West- ern Lumber Co., Ltd., Rat Portage, Ont.
92,443	Nipissing	Toronto	1887	Gravenhurst, Ont.	do	125 0	21 0	7 6	275	207	Muskoka and Nipissing Navigation Co., Grav- enhurst, Ont.
100,025	Nocross	do	1837	Tamarac Island, Lake Huron.	Screw—A hélice	45 0	11 5	5 2	20	14	The French River Boom Co., Toronto, Ont.
100,937	Nokomis	Ottawa	1887	Morristown	do	55 6	10 0	3 7	25	17	W. C. Edwards, Rock- land, Ont.
71,269	Nora	Deseronto	1886	Deseronto, Ont.	do	50 0	9 6	4 0	28	19	R. C. Cartier, Deseronto, Ont.
100,208	Nora	Vancouver	1889	Port Essington, B.C.	do	45 0	10 3	5 0	19	13	H. B. Irving, Vancouver, B.C.
103,380	Nora	Winnipeg	1895	Rat Portage, Ont.	do	44 0	11 1	3 7	20	14	Levi Bellefeuille, Rat Portage, Ont. Weston, Alascragh, Galway.
98,626	Nordica	Vancouver	1887	Dumbarton	do	41 1	8 3	4 2	9	6	J. P. Mahon, Weston, Alascragh, Galway.
88,323	North	Quebec	1836	Lévis, Que.	Wheels—A routes	132 4	25 2	9 3	289	182	The Quebec and Lévis Ferry Co., Ltd., Que.
96,911	North King	Kingston	1891	Kingston, Ont	do	175 0	43 0	10 0	873	499	James Swift, Kingston, Ont.
100,429	North River	Ottawa	1893	Astabonin Lake	do	37 0	16 0	3 2	14	7	P. Whelan, Ottawa, Ont.
94,812	North Star	Victoria		Esquimalt, B.C.	Screw—A hélice	40 0	9 7	3 9	8	6	Jas. Campbell, Victoria, B.C.
78,005	North-West	Winnipeg	1881	Morehead, U.S.	Wheels—A routes	200 0	33 0	4 5	425	305	The Winnipeg and Western Transporta- tion Co., Ltd., Win- nipeg, Man.
74,028	Northcote	do	1877	Grand Rapids, N.W. T.	do	150 0	28 5	4 5	461	291	The Winnipeg and Western Transporta- tion Co., Ltd., Win- nipeg, Man.
74,384	Northern	Toronto	1877	Port Sydney, Ont.	do	74 5	15 6	4 9	99	62	Alfred Denton, Port Sydney, Ont.
71,111	Northern Belle	Collingwood	1875	Marine City, U.S.	Screw—A hélice	120 0	22 6	9 5	513	349	Charles Cameron, Col- lingwood, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Gross. Brut.			
71,190	Northern Light	Ottawa	1876	Lévis, Que.	Screw—A hélice	132 2	25 0	14 7	393	267	The Minister of Marine and Fisheries, Ottawa.	Classed Bureau Veritas.
96,937	Northumberland	Charlottetown	1891	Newcastle-on-Tyne, England.	do	220 0	33 1	20 4	1255	519	Charlottetown S.S. Co., Ltd., Charlottetown, P.E.I.	
85,364	Nosbonsing	Ottawa	1884	Lake Nosbonsing, Ottawa.	do	56 6	11 8	4 6	25	19	J. R. Booth, Ottawa, Ont.	
80,069	Novelty	St. John, N.B.	1881	Hampton, N.B.	Wheels—A roues	60 0	12 3	3 4	43	27	Edward A. Todd, Hampton, N.B.	
	Novelty	Port Hope	1861	Ball Lake, Ont.	do	80 0	16 7	5 5	65	57	Moosum Boyd, Bobcaygeon, Ont.	
90,601	No. 2	Ottawa	Unk	Thorold, Ont.	Screw—A hélice	78 0	26 6	6 0	266	242	Archibald Stewart, Ottawa, Ont.	
80,713	Oak Bay	New Carlisle	1884	Oak Bay, Que.	Wheels—A roues	68 0	16 6	4 0	26	23	J. D. Sowerby, Oak Bay, Que.	
88,633	Ocean	St. Catharines	1872	St. Catharines, Ont.	Screw—A hélice	137 0	23 3	11 7	684	454	W. A. Geddes, Toronto, Ont.	
94,914	Ocean Lily	Saugeen	1887	Port Elgin, Ont.	do	29 0	7 0	3 0	3	2	Edward Brooks, Red Bay, Ont.	
100,945	Odessa	Collingwood	1894	Collingwood Ont.	do	32 0	8 0	7 6	12	8	A. L. Nickerson, M.O., Midland, Ont.	
78,004	Ogema	Winnipeg	1885	Selkirk, Man.	do	83 6	15 9	5 4	62	42	Wm. Robinson, Winnipeg, Man.	
103,043	Okniawkiawa	Ottawa	1893	North Bay, Ont.	do	38 0	9 1	4 0	13	12	F. Reynolds, North Bay, Ont.	

Marine and Fisheries—List of Shipping.

71,064	Olive.....	Ottawa.....	1875	Smith's Falls, Ont.....	do	.....	95	0	18	5	6	4	213	124	The Ottawa Forwarding Co., Ottawa, Ont.
103,433	Olive.....	do	1895	North Bay, Ont.....	do	.....	25	6	6	0	3	0	2	1	G. W. Leach, North Bay, Ont.
72,290	Olivette.....	St. John, N. B.....	1877	St. Mary's, York Co., N. B.....	Wheels—A roues....	134	8	22	0	6	2	318	201	The Star Line Steamship Co., Gagetown, N. B.	
83,087	Ometa.....	Belleville.....	1880	Brockville, Ont.....	Screw—A hélice....	48	0	9	5	3	4	19	11	H. Corby, Belleville, Ont.	
92,382	Onaganoh.....	Kingston.....	1887	Kingston, Ont.....	do	.....	47	2	10	0	3	9	19	13	Harriett Fraser, Port Cockburn, Ont.
88,623	Onaping.....	Windsor, Ont.....	1870	Saginaw South, U.S.....	do	.....	120	0	19	0	7	6	256	174	John Charlton, Lynedoch, Ont.
90,562	Ongiara.....	Toronto.....	1885	Toronto, Ont.....	do	.....	90	5	18	4	5	4	98	64	The Niagara Navigation Co., Toronto, Ont.
83,371	Ontario.....	do	1881	Walker's Point, Ont.....	do	.....	43	5	8	4	3	8	11	8	R. Walker, Township of Wood, Ont.
80,872	Ontario.....	Kingston.....	1881	Buffalo, U.S.....	do	.....	71	4	17	3	6	8	57	30	W. A. Allan, Ottawa.
71,211	Ontario.....	Sarnia.....	1874	Chatham, Ont.....	do	.....	181	0	35	0	12	2	1338	910	North-west Transport Co., Sarnia, Ont.
94,886	Ontario.....	Montreal.....	1890	Owen Sound, Ont.....	Wheels—A roues....	297	0	41	3	14	9	1615	1018	Henry Beatty, Toronto, Ont.	
.....	Ontario.....	Hamilton.....	1870	Hamilton, Ont.....	Screw—A hélice....	63	5	12	0	6	0	41	28	J. W. Steinhoff, Wallaceburg, Ont.	
.....	Ontario.....	Port Hope.....	1868	Lindsay, Ont.....	Wheels—A roues....	58	0	15	0	4	3	80	50	J. Thurston, Lindsay, Ont.	
40,392	Onward.....	Victoria.....	1862	Victoria, B.C.....	Stern wheel—A roue.	120	5	24	3	7	4	283	220	William Irving, Victoria, B.C.	
90,768	Orcadia.....	Goderich.....	1888	Goderich, Ont.....	Screw—A hélice....	54	3	14	0	5	2	23	16	R. Jackson, Port Colwell, Ont.	
100,947	Orcadia.....	Collingwood.....	1894	Collingwood, Ont.....	do	.....	52	0	11	8	5	8	26	18	J. Playfair, Midland, Ont.
72,431	Oriole.....	Toronto.....	1886	Gravenhurst, Ont.....	do	.....	75	0	14	5	4	4	75	48	The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
88,378	Oriole.....	Vancouver.....	1885	Victoria, B.C.....	do	.....	27	5	7	0	3	5	4	3	Charles J. B. Phibbs, Vancouver, B.C.
100,031	Orion.....	Toronto.....	1872	Welland, Ont.....	do	.....	173	0	30	0	13	0	591	402	The Collins Bay Rafting and Forwarding Co.
83,361	Orleans.....	Quebec.....	1882	Lévis, Que.....	do	.....	102	9	21	0	8	5	181	108	The Lévis Maritime and Industrial Co., Lévis, Que.
92,708	Osprey.....	do	1889	Quebec, Que.....	do	.....	30	0	10	8	3	5	10	7	J. S. Thom, Quebec, Que.
85,499	Osprey.....	Toronto.....	1886	Mesford, Ont.....	do	.....	66	0	14	0	6	9	39	26	Muskoka Mill and Lumber Co., Muskoka Mills, Ont.
7,016	Osprey.....	St. Catharines.....	1895	Port Robinson, Ont.....	do	32	0	9	6	3	2	6	4	F. Green, Dunnville, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100ths	Pt. 100ths	Pt. 100ths			
90,609	Ottawa	Ottawa	1885	Pembroke, Ont.	Screw—A hélice	122 0	26 0	6 6	116	89 D. A. Martin, Ottawa.	
94,628	Ottawa	do	1881	Ottawa, Ont.	do	56 6	13 6	5 8	21	The Minister of Public Works, Ottawa.	
103,050	Ottawa	do	1887	Amprior, Ont.	do	26 0	6 3	2 0	1	H. F. McLachlin, Arrprior, Ont.	
28,479	Orter	Quebec	1860	Dunbarton, Scotland	do	110 6	17 9	9 9	198	Alexander Fraser, Quebec.	Classé, Bureau Veritas.
103,632	Orter	Ottawa	1895	Kippewa, Ont.	Wheels—A roues	48 2	16 0	3 6	21	Alex. Lumsden, Ottawa, Ont.	
64,452	Ouanguandy	St. John, N.B.	1870	Carleton, St. John, N.B.	do	114 0	29 2	9 7	295	The Mayor, Aldermen and Commonalty, St. John, N.B.	
92,392	Outlet Queen	Kingston	1878	Warburton, Ont.	Screw—A hélice	43 3	9 4	3 6	18	Wm. Black, Belleville, Ont.	
90,521	Owen	Chatham, Ont.	1884	Chatham, Ont.	do	90 0	23 6	8 8	103	D. W. Crowe, Chatham, Ont.	
80,660	Owens	Montreal	1880	Monte Bello, Que.	Wheels—A roues	110 0	22 0	6 8	156	Thomas Owens, Stonefield, Que.	
103,238	Ow1 (The)	do	1887	Georgeville, Que.	Screw—A hélice	32 9	7 3	2 9	4	S. T. Courtice, Courtice, Ont.	
94,684	P. M. Campbell	Collingwood	1889	Collingwood, Ont.	do	72 0	14 0	7 4	49	Collins' Inlet Lumber Co., Toronto.	
92,286	P. S. Husdart	Owen Sound	1887	Owen Sound, Ont.	do	66 0	16 0	6 2	45	Wm. Kough, Owen Sound, Ont.	
85,323	Pacific	do	1883	do	do	179 0	30 6	11 0	918	James H. Beatty, Parry Sound, Ont.	
83,444	Pacific Slope	Victoria	1882	Victoria, B.C.	Stern wheel—A roue	92 0	22 7	8 3	81	Jno. Trutch, Yale, B.C.	
100,234	Pastime	Halifax	1885	Halifax, N.S.	Screw—A hélice	69 7	20 3	6 5	68	L. Heffer, Halifax, N.S.	

Marine and Fisheries—List of Shipping.

Passport.....	Kingston.....	1846	Kingston, Ont.....	Wheels—A roues.....	171 4	25 0	10 0	1084	593	The Montreal Safe Deposit Co., Montreal.
74,275 Patrick Murphy..	Quebec.....	1876	Quebec.....	Screw—A hélice.....	35 6	9 3	3 5	10	4	Martin Phillips, St. Colombe de Sillery, Que.
69,595 Paul Smith.....	Montreal.....	1873	do.....	Wheels—A roues.....	118 2	23 4	6 8	175	79	Adirondack & St. Lawrence Rapid Transit Line (Limited).
90,803 Pearl.....	New Westminster.	1884	Seattle, U.S.....	do.....	62 4	14 5	3 4	75	54	John H. Low, Vancouver, B.C.
71,088 Pearl.....	Ottawa.....	1876	Watertown, N.Y.....	Screw—A hélice.....	42 0	7 5	6 8	5	3	George Dalglish, Ottawa, Ont.
83,420 Pearl.....	Port Hope.....	1885	Peterboro', Ont.....	do.....	30 0	7 5	2 2	8	5	H. Calcutt, Peterboro', Ont.
97,282 Peerless.....	Sydney.....	1884	Athens, U.S.....	do.....	90 0	20 0	6 0	94	81	Bras d'Or Steam Navigation Co., Halifax.
85,314 Peerless.....	New Westminster.	1881	Kamloops, B.C.....	Wheels—A roues.....	133 0	25 5	5 0	307	256	Mara & Wilson, Kamloops, B.C.
103,434 Pembroke.....	Ottawa.....	1895	Pembroke, Ont.....	do.....	104 5	28 2	6 6	194	122	The Upper Ottawa Imp. Co., Ottawa, B.C.
96,994 Penticton.....	New Westminster.	1890	Okanagan Lake, B.C.....	Screw—A hélice.....	70 0	16 0	6 0	50	34	Thos. Ellis, Penticton, B.C.
92,379 Peri.....	St. John, N.B.....	1888	Rothesay, N.B.....	do.....	38 4	8 9	2 8	12	8	Gershom S. Mayes, St. John, N.B.
100,470 Peribonca.....	Quebec.....	1892	Roberval, Que.....	Wheels—A roues.....	90 0	21 8	6 2	179	113	E. F. Wurtete, Quebec.
47,013 Persia.....	St. Catharines... ..	1873	St. Catharines, Ont..	Screw—A hélice.....	144 0	23 4	11 4	757	500	Toronto and Montreal Steam Navigation Co., Toronto, Ont.
72,965 Peterson's Ferry..	Pictou, Ont.....	1875	Sophiasburgh, Ont..	Wheels—A roues.....	39 0	17 0	2 5	9	9	Annie Peterson, Sophiasburgh, Ont.
96,917 Petrel.....	Kingston.....	1892	Collins' Bay, Ont... ..	Screw—A hélice.....	129 2	26 3	9 6	346	199	Collins' Bay Raft Co., Collins' Bay, Ont.
103,040 Petrel.....	Ottawa.....	1892	Owen Sound, Ont.....	do.....	116 0	22 0	10 3	192	98	Sir Charles H. Tupper, Ottawa, Ont.
71,144 Phoenix.....	Goderich.....	1883	Sauble Mills, Ont... ..	do.....	53 5	13 7	5 7	37	25	D. Lowry, Brantford, Ont.
82,294 Pilgrim.....	Kingston.....	1871	Kingston, Ont.....	Wheels—A roues.....	123 0	18 8	7 1	252	153	St. Lawrence Riv. Steamboat Co., Kingston, Ont.
88,303 Pilot.....	Quebec.....	1884	St. Nicholas, Que... ..	do.....	122 0	22 4	7 4	262	165	Thos. Hanley, Kingston, Ont.
80,581 Pinafore.....	do.....	1884	Lévis, Que.....	Screw—A hélice... ..	109 0	32 5	13 7	427	289	The Quebec & Lévis Ferry Co. (Limited), Quebec.
80,806 Pinafore.....	Toronto.....	1876	Port Carling, Ont... ..	do.....	28 6	7 3	2 2	2	2	J. Rogers, Port Carling, Ont.
75,913 Pioneer.....	Windor, N.S.....	1880	Hantsport, Hants Co., N.S.....	do.....	56 3	11 5	5 0	26	15	Charlotte R. King, Annapolis, N.S.
80,599 Pioneer.....	Kingston.....	1879	Napanee, Ont.....	do.....	49 0	15 2	4 6	28	19	W. C. Rothwell, Kingston, Ont.
	Toronto.....	1879	Magnetawan, Ont... ..	do.....	34 0	7 8	2 8	11	8	E. A. Morris, Magnetawan, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Brut.			
94,629	Pioneer.....	Ottawa.....	1888	Bark Lake, Ont.....	Screw—A hélice.....	59 5	14 0	6 2	38	26	Madawaska Improvmt Co., Ottawa.	
108,102	Plover.....	Montreal.....	1894	Lachine, Que.....	do.....	64 7	15 3	7 0	40	27	I. Clement, Montreal.	
92,727	Pochahontas.....	Toronto.....	1885	Muskoka Mills, Ont.	Wheels—A roues.....	36 0	16 0	3 7	32	20	Muskoka Mill & Lum- ber Co., Toronto.	
85,759	Polaris.....	Quebec.....	1883	Lévis, Que.....	Screw—A hélice.....	118 5	31 4	16 5	533	336	The Quebec & Lévis Ferry Co. (Limited), Quebec.	
62,598	Polino.....	do.....	1870	Sunderland, Eng.....	do.....	198 7	27 3	15 5	807	524	Frank Ross, Quebec....	Classed, English Lloyds.
88,234	Pomona.....	Brockville.....	1877	Bristol, U.S.....	do.....	42 5	8 6	3 2	5	3	V. H. Moore, M.D., Brockville, Ont.	
100,687	Popcum.....	New Westmin- ster.	1894	Popcum, B.C.....	Wheels—A roues.....	50 0	12 0	3 5	13	8	W. Knight, Popcum, B.C.	
90,765	Port Elgin Queen.	Goderich.....	1866	Port Elgin, Ont.....	Screw—A hélice.....	52 4	14 4	6 3	37	25	David Porter, Wiarton, Ont.	
51,534	Powerful.....	Montreal.....	1864	Lévis, Que.....	Wheels—A roues.....	138 0	24 0	9 6	382	189	The Montreal Safe De- posit Co., Montreal.	
94,990	Primrose.....	Toronto.....	1890	Toronto, Ont.....	do.....	140 2	28 2	6 8	189	119	The Toronto Ferry Co., Toronto.	
.....	Prince Alfred.....	Kingston.....	1867	Brockville, Ont.....	Screw—A hélice.....	60 2	10 8	5 0	20	10	S. E. Miller, Gore Bay, Ont.	
80,955	Prince Edward Ferry.	Pictou, Ont.....	1885	Deseronto, Ont.....	Wheels—A roues.....	50 8	18 4	3 0	18	12	Wm. Powles, Deseron- to, Ont.	
.....	Prince of Wales...	Montreal.....	1860	Montreal.....	do.....	153 1	23 3	7 7	610	344	Ottawa River Naviga- tion Co.	
.....	Princess.....	do.....	1872	do.....	do.....	141 9	22 4	7 8	579	331	do	do

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73,006	Princess	Winnipeg	1881	Winnipeg, Man.	do	153 0	24 0	8 0	531	289	The North-west Navigation Co. (Ltd.), Winnipeg.
72,682	Princess Louise	Victoria	1869	New York, U.S.	do	184 0	30 0	13 0	932	544	Can. Pac. Nav. Co. (Ltd), Victoria, B.C.
72,687	Princess Louise	do	1879	New Westminster, B.C.	Screw—A hélice	53 5	11 3	5 0	16	13	W. Duncan, Metlakatla, B.C.
77,903	Princess Louise	Cornwall	1888	Ogdensburg, U.S.	do	67 7	13 0	4 2	26	18	James B. McMillan, Dundee, Que.
77,634	Princess Louise	Kingston	1879	Wolf Island, Ont.	do	94 0	18 5	4 9	115	71	Ira A. Breck, Kingston, Ont.
50,902	Princess of Wales	Charlottetown	1864	Carleton, St. John, N.B.	Wheels—A roues	191 9	26 0	9 7	936	686	Charlottetown S. Nav. Co. (Ltd.), Charlottetown, P.E.I.
80,779	Purvis	Sarnia	1887	Detroit, U.S.	Screw—A hélice	37 0	10 4	3 6	13	9	Jno. Purvis, Gore Bay, Ont.
96,899	Quadra	Ottawa	1891	Paisley, G.B.	do	174 5	31 1	12 6	573	265	The Minister of Marine and Fisheries, Ottawa.
	Quebec	Montreal	1865	Sorel, Que.	Wheels—A roues	282 6	34 0	11 7	3056	1794	The Montreal Safe Deposit Co., Montreal.
96,916	Quebec	Kingston	1867	Bedford Mills, Ont.	Screw—A hélice	110 2	23 4	5 1	108	60	James H. Hall, Peelee Island, Ont.
52,474	Queen	Quebec	1865	Lévis, Que.	Wheels—A roues	88 0	17 4	7 4	87	55	James F. Allen, Kingston, Ont.
92,335	Queen	do	1886	do	Screw—A hélice	117 0	31 6	14 8	367	249	The Quebec & Lévis Ferry Co. (Limited), Quebec.
85,517	Queen	Toronto	1883	Rosach's Point, Ont.	do	35 7	8 5	3 5	7	5	Thomas Ellis, Rosach's Point, Ont.
78,015	Queen	Winnipeg	1883	Rat Portage, Ont.	do	49 5	9 0	4 2	32	19	The Ontario & Western Lumber Co. (Ltd.), Rat Portage, Ont.
100,688	Queen	New Westminster	1894	Kamloops, B.C.	Wheels—A roues	70 0	12 8	3 6	77	49	A. Lamontagne Saucier, Kamloops, B.C.
90,567	Queen of the Isles	Toronto	1885	Orillia, Ont.	Screw—A hélice	72 0	11 0	4 3	40	27	H. S. Scadding, Orillia, Ont.
86,571	Quiddy	St. John, N.B.	1883	Portland, N.B.	Wheels—A roues	62 3	12 0	4 9	31	19	Arthur H. Sewell, Gibson, N.B.
96,895	Quinze	Ottawa	1891	Montreal, Que.	Screw—A hélice	53 0	13 0	5 3	32	26	Bronson & Weston Lumber Co., Ottawa, Ont.
	R. B. McPherson	Goderich	1872	Goderich, Ont.	Screw—A hélice	53 9	11 0	5 9	30	20	Jas. Morrow, Collingwood, Ont.
77,716	R. F. Child	Wallaceburg		Unknown	do	35 5	8 2	4 0	5	3	H. D. Gamble, Toronto, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
85,316	R. P. Rithet.....	Victoria.....	1882	Victoria, B.C.....	S. S. wheel—A roues.....	117 0	33 6	8 5	817	686 Canada Pacific Nav. Co., Ltd., Victoria, B.C.	
83,154	R. Anglin.....	Belleville.....	1869	Kingston, Ont.....	Screw—A hélice.....	97 3	22 9	5 4	97	52 Edward Griffin, Ottawa, Ont.	
100,985	R. Hurdman.....	Ottawa.....	1892	Kippewa, Ont.....	do.....	103 0	19 7	6 6	93	68 J. O. B. Latour, Ottawa, Ont.	
71,081	R. Kendrick.....	Toronto.....	1874	Morrisburgh, Ont.....	do.....	58 0	12 3	4 3	15	12 L. Miller, Roach's Point, Ont.	
88,529	R. Watts.....	Hamilton.....	1887	Hamilton, Ont.....	do.....	24 8	6 5	3 8	27	18 Robert Watts, Hamilton, Ont.	
88,370	Rainbow.....	Victoria.....	1884	Victoria, B.C.....	do.....	108 0	18 4	6 7	207	140 Canada Pacific Naviga- tion Co., Victoria, B.C.	
90,725	Ralph E. S.....	Halifax.....	1886	Mahone Bay, N.S.....	do.....	56 0	13 2	6 2	27	18 J. A. Gray, Sambro, N.S.	
90,449	Rambler.....	Winnipeg.....	1885	Fort Frances, Ont.....	do.....	36 5	9 0	3 0	14	9 E. W. Brydges, Rat Portage, Ont.	
97,127	Randolph.....	Quebec.....	1890	Quebec, Que.....	do.....	42 2	11 4	4 0	17	4 L. Lawson, Quebec, Que.	
103,259	Randolph.....	St. John, N.B.....	1894	St. John, N.B.....	do.....	38 3	10 3	3 3	9	6 Frederickton Boom Co., Fredericton, N.B.	
	Ranger.....	Port Hope.....	1884	Lindsay, Ont.....	Wheels—A roues.....	74 0	13 0	5 0	53	40 G. Crandell, Lindsay, Ont.	
94,841	Ranger.....	Windsor, Ont.....	1888	Walkerville, Ont.....	Screw—A hélice.....	44 0	7 5	3 7	8	5 Holden B. White, Wal- kerville, Ont.	
92,395	Ranger.....	Deseronto.....	1888	Kingston, Ont.....	do.....	46 5	10 6	4 3	11	8 The Rathbun Co., Deser- onto, Ont.	
88,471	Red River.....	Winnipeg.....	1882	Winnipeg, Man.....	do.....	125 0	26 0	6 8	166	113 North-west. Nav. Co., Ltd., Winnipeg, Man.	

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90,787	Red Star.....	Victoria.....	1887	Victoria, B.C.....	Stern wheel—Roue à l'arrière.	33 0	9 0	3 0	15	10 J. Nicholles, Victoria, B.C.
94,805	Red Star.....	do	1888	Enderby, B.C.	do	57 0	14 0	3 0	37	R. P. Ritbet & Co., Victoria, B.C.
88,499	Regina.....	Winnipeg.....	1885	Winnipeg, Man.....	Screw—A hélice	32 0	8 5	4 5	7	J. D. Johnson, Rat Portage, Ont.
100,654	Reginald.....	Kingston.....	1894	Garden Island, Ont.	do	120 6	20 0	9 7	186	The Calvin Co. (Ltd.), Garden Island, Ont.
88,561	Reindeer.....	do	1884	Kingston, Ont.....	do	74 2	17 2	5 3	58	L. M. Collier, Fredericksburg, Ont.
92,534	Reliance.....	Montreal.....	1889	Sorel, Que.....	Wheels—A roues.....	103 1	15 5	5 3	84	F. S. Johnston, L'Original
85,281	Reliance.....	Deseronto.....	1881	Deseronto, Ont.....	Screw—A hélice	120 0	23 5	9 0	239	The Rathbun Co., Deseronto, Ont.
97,115	Reliance.....	Collingwood.....	1892	Collingwood, Ont.....	do	124 0	23 0	11 6	311	The Collingwood Dry Dock Co., Collingwood, Ont.
84,842	Relief.....	Quebec.....	1865	Mystic, U.S.....	do	116 0	30 0	15 3	381	Frank Ross, Quebec.
71,116	Rescue.....	Collingwood.....	1878	Collingwood, Ont.....	do	56 0	13 5	6 0	20	Victoria Harbour L. Co., Toronto, Ont.
92,573	Rescue.....	Halifax.....		Unknown.....	do	104 0	21 8	7 5	124	George E. Burrows, Halifax, N.S.
92,439	Rescue.....	Toronto.....	1886	Toronto, Ont.....	do	41 0	8 7	4 2	7	Mary, C. McMurehy, Toronto, Ont.
88,244	Rescue.....	Deseronto.....	1885	Deseronto, Ont.....	do	62 0	16 0	7 0	52	The Rathbun Co., Deseronto, Ont.
66,100	Resolute.....	Quebec.....	1873	Quebec.....	do	108 0	19 8	11 1	139	Andrew Miscampbell, Midland, Ont.
88,241	Resolute.....	Deseronto.....	1883	Deseronto, Ont.....	do	136 6	37 8	10 3	372	The Rathbun Co., Deseronto, Ont.
103,224	Reta.....	Ottawa.....	1893	Carleton Place, Ont.	do	25 5	5 0	3 0	1	A. McNaughton, Ottawa, Ont.
69,613	Rhodia.....	Quebec.....	1874	Lévis, Que.....	Wheels—A roues.....	131 6	23 0	10 1	182	Anselme Lagace, Ste. Croix, Lotbinière Co., Quebec.
71,576	Rhodia May.....	Montreal.....	1877	Messina, U.S.....	Screw—A hélice	50 0	9 8	4 5	18	A. P. Ross, Cornwall, Ont.
100,598	Richelieu.....	do	1889	Sorel, Que.....	do	79 2	13 8	4 2	34	The St. Hilaire, Nav. Co., St. Hilaire, Que.
33,476	Richelieu.....	Ottawa.....	1845	Montreal.....	Wheels—A roues.....	130 0	17 9	7 1	125	S. Filgate, Montreal, Que.
92,614	Richmond.....	Winnipeg.....	1887	Thunder Bay, Ont.....	Screw—A hélice	39 4	11 0	4 8	14	Joseph Brimson, Port Arthur, Ont.
80,691	Rigaud.....	Montreal.....	1881	Montreal.....	do	70 5	15 0	5 9	46	Wm. Poupore, Morrisburg, Ont.
83,361	Rimouski.....	Ottawa.....	1883	do	do	85 5	18 7	13 0	125	R. Macdougall, Halifax, N.S.
90,522	Ripple.....	Chatham, Ont.....	1884	Chatham, Ont.....	do	43 6	10 0	3 9	15	W. D. McRae, Wallaceburg, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
72,557	Ripple.....	Kingston	1874 Portsmouth, Ont.....	Screw—A hélice	30 8	8 6	3 3	13	10 C. Warren, Pembroke, Ont.	
77,993	Ripple.....	Ottawa.....	1878 Hull, Que.....	do	43 9	8 8	4 6	16	10 W. H. Wylie, Carleton Place, Ont.	
97,118	Ripple.....	Collingwood	1892 Collingwood, Ont.....	do	32 0	8 0	3 7	5	4 W. G. Fisher, Alliston, Ont.	
100,131	Ripple.....	Winnipeg.....	1891 Winnipeg, Man.....	Wheels—A roues.....	60 0	9 7	3 2	10	6 Henry Movers, King- ston, Ont.	
66,064	Rival.....	Toronto.....	1873 St. Colombin, Que	do	120 0	23 0	8 4	125	35 The Cook Bros. Lumber Co., Toronto, Ont.	
96,884	River Bell.....	Ottawa.....	1891 Chalfivau, L'ng.....	Screw—A hélice	40 0	8 5	4 5	14	11 Daniel Johnson, Coun- bermere, Ont.	
103,335	Rivière du Loup	Montreal	1895 Sorel, Que.....	Wheels—A roues.....	104 8	22 7	4 6	189	120 Montreal Sate Deposit Co., Montreal.	
100,732	Rob Roy.....	Windsor, N.S.....	1892 Mount Denison, N.S.....	Screw—A hélice	52 0	10 2	5 0	14	10 T. W. McKinlay, Mount Denison, N.S.	
77,830	Robbie Burns.....	Halifax.....	1876 Dartmouth, N.S.....	do	72 4	25 0	7 0	88	73 W. & H. Beazley, Fer- guson's Cove, N.S.	
85,320	Robert Dunsmuir	New Westmin- ster.	1883 New Westminister, B.C.	do	105 0	17 5	6 7	232	146 William Rogers, New Westminister, B.C.	
75,651	Robert Stoker	Quebec.....	1877 Quebec.....	do	36 2	9 9	5 0	14	2 Etphen Paul, Sorel, Que.	
85,494	Rock.....	Collingwood	1883 Midland, Ont.....	do	43 6	11 8	6 8	14	10 The Anderson Fish and Trading Co., Midland, Ont.	
100,188	Rocket.....	Montreal	1866 Sorel, Que.....	Wheels—A roues.....	150 8	25 6	9 2	428	228 Oliver Gillespie, Corn- wall, Ont.	
103,048	Rocket.....	Ottawa.....	1891 Cumberland, Ont.....	Screw—A hélice	44 2	16 0	1 6	5	4 G. Foubert, Cumber- land, Ont.	

Marine and Fisheries—List of Shipping.

85,358	Rockland	Ottawa	1883	Rockland, Ont.	do	60 5	16 0	9 2	77	50	Jas. Wood & Co., Rockland, Ont.
92,542	Rodolphe	Montreal	1885	Sorel, Que.	Wheels—A roues.	100 7	29 4	5 2	116	72	Louis Tourville, Montreal.
83,151	Rosamond	Belleville	1883	Belleville, Ont.	Screw—A hélice	48 0	9 5	4 9	23	15	Wm. F. Carrier, Toronto
	Rosedale	Toronto	1888	Sunderland, G.B.	do	246 1	35 0	21 1	1507	977	The St. Lawrence and Chicago S.N. Co., Ltd., Toronto, Ont.
100,670	Rosina	Kingston		Cowes, England.	do	29 5	6 1	2 8	2	2	L. B. Howland, Brockville, Ont.
80,588	Roseau	Toronto	1880	Gravenhurst, Ont.	do	70 0	11 6	5 0	53	36	The Muskoka Leather Co., Ltd., Toronto, Ont.
46,177	Rover	Quebec	1860	Buffalo, U.S.	do	66 8	13 7	5 7	42	26	Wm. Wilson, Quebec.
92,284	Rover	Owen Sound	1887	Owen Sound, Ont.	do	60 2	13 5	7 0	51	35	Thos. Hurst, Warton, Ont.
97,168	Rover	Victoria	1891	Nanaimo, B.C.	do	30 0	8 0	3 0	7	4	John D. Foreman, Nanaimo, B.C.
103,385	Rover	Winnipeg	1895	Kewatin, Ont.	do	39 7	9 9	3 9	8	5	Hugh Armstrong, M.O., Portage la Prairie, Man.
88,562	Ruby	Kingston	1879	Garden Island, Ont.	do	23 4	5 6	2 5	2	1	Chas. Stuart, Lansdowne, Ont.
77,702	Ruby	Brockville	1878	Brockville, Ont.	do	70 0	15 0	5 0	72	44	John Ellison, jun., Port Stanley, Ont.
75,660	Rupert	Quebec	1877	Quebec	Wheels—A roues.	147 0	25 5	10 4	512	292	W. E. Cornell, Toronto.
85,673	Rustler	New Westminster, B.C.	1882	New Westminster, B.C.	do	50 0	16 0	3 0	40	25	Geo. W. Gilley, New Westminster, B.C.
97,193	Rustler	Chatham, N.B.	1891	Newcastle, N.B.	do	97 4	20 6	4 6	89	56	Joseph A. Russell, Vancouver, B.C.
88,363	Saanich	Victoria	1882	Victoria, B.C.	Stern wheel—A roue.	82 0	17 0	4 1	66	35	M. D. McLennan, Victoria, B.C.
100,497	Sadie	do	1892	do	Screw—A hélice	68 0	14 8	7 4	49	29	T. F. Sinclair, Victoria, B.C.
68,523	Saginaw	Montreal	1873	Port Huron, Ont.	do	142 0	25 5	10 4	356	242	The Isaac Watt Wrecking Co., Ltd., Windsor, Ont.
100,365	Saguénay	do	1891	Sorel, Que.	Wheels—A roues.	219 0	28 4	11 0	1104	696	The Montreal Safe Deposit Co., Montreal.
85,691	St. Andrew	Chatham, N.B.	1883	Chatham, N.B.	Screw—A hélice	92 5	19 3	6 9	77	52	J. B. Snowball, Chatham, N.B.
71,636	St. Anne	Montreal	1875	Montreal	do	72 0	12 0	5 6	25	18	E. A. Hodgson, Hudson, Que.
100,716	St. Anne	do	1889	Sorel, Que.	do	44 1	9 4	3 0	14	10	F. H. Crepeau, Sorel, Que.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du Navire.	Port of Registry. Port d'enregistrement.	Built— Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage	Owner, or Managing Owner, if more than one, and Address.	Where Classé. Où classé.
						Length. Longeur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage			
61,167	Saint Catharine.	Quebec.	1870	Buffalo, U.S.	Screw—A hélice	37 0	9 4	4 9	12	8 F. Mercier, Beauport, Que.		
75,627	St. Clair Flat.	St. Catharines.	1867	Algonac, Mich., U.S.	do	44 0	13 3	5 9	17	11 David Foster, Port Burwell, Ont.		
80,731	St. Croix.	Quebec.	1880	St. Nicholas, Que.	Wheels—A roues.	125 1	26 0	8 6	506	318 F. Boisvert, St. Croix, Que.		
71,620	St. Francis.	Montreal.	1875	Montreal.	Screw—A hélice	80 0	17 7	7 8	55	37 The Department of Public Works, Ottawa.		
80,941	St. George.	Chatham, N.B.	1880	Chatham, N.B.	Wheels—A roues.	100 0	20 0	8 0	161	101 J. B. Snowball, Chatham, N.B.		
90,538	St. George.	Montreal.	1886	Sorel, Que.	Screw—A hélice	61 5	12 3	6 0	20	14 F. B. McNamee, Montreal.		
88,317	St. Gorge.	Quebec.	1885	Quebec.	do	37 0	10 0	4 0	13	9 Wilbrot Jalbert, Que.		
100,600	St. George's.	Montreal.	1892	Montreal.	do	77 1	15 5	7 6	68	29 Dickson Anderson, Montreal.		
103,290	St. Isidore.	Chatham, N.B.	1895	Chatham, N.B.	Wheels—A roues.	96 2	23 1	5 5	142	89 J. B. Snowball, Chatham, N.B.		
74,209	St. James.	Montreal.	1875	Montreal.	Screw—A hélice	76 0	17 0	8 2	91	54 The Department of Public Works, Ottawa.		
64,580	St. John.	St. John, N.B.	1871	Portland, N.B.	do	55 7	15 6	8 1	47	32 W. B. Dever, Sherbrook, N.S.		
103,371	St. Joseph.	Winnipeg.	1893	Port Chipewyan, N. W. T.	Wheels—A roues.	50 0	12 8	4 3	49	33 Emile Grouard, Fort Smith, Athabasca.		
88,572	St. Julian.	Kingston.	1884	Kingston, Ont.	Screw—A hélice	48 0	8 6	4 0	20	14 J. H. Davis, Gananoque, Ont.		
71,716	St. Lawrence.	Halifax.	1875	Renfrew, G.B.	do	169 1	30 0	13 3	467	290 Alderic Onimet, Ottawa, Ont.		

Marine and Fisheries—List of Shipping.

59,652	St. Lawrence.....	Charlottetown	1863	Mystic, U.S.	Wheels—A routes	201	5	30	2	9	9	846	Charlotte's, S. Nav. Co., Ltd., Charlottetown, P. E. I.	Classed, English Lloyds.
66,067	St. Lawrence.....	Quebec.....		Bath, Maine, U.S.	do	211	0	28	0	18	8	869	The Richelieu and Ont. Nav. Co., Montreal.	
88,926	St. Lawrence.....	Chatham, N.B.	1886	Quebec	Screw—A hélice	68	0	15	2	6	7	51	Thos. M. Burns, Bathurst, N.B.	
80,942	St. Louis.....	do	1879	Chatham, N.B.	do	40	0	8	2	3	2	5	K. F. Burns, Bathurst, N.B.	
71,622	St. Louis.....	Montreal.....	1875	Buffalo, U.S.	do	67	5	15	0	8	6	34	Harbour Commissioners, Montreal.	
80,739	St. Louis.....	Quebec.....	1880	St. Louis, Lottinière, Que.	Wheels—A routes	127	2	25	0	7	4	428	La Compagnie des bateaux à vapeur de Deschambault et Lotbinière, Quebec.	
73,043	St. Maurice.....	do	1875	New Liverpool, Que.	do	72	0	14	0	4	1	40	John Ross, Quebec.	
100,730	St. Michael.....	Montreal.....	1893	Nicolet, Que.	do	47	6	12	4	3	6	16	M. O. Shaughnessy, Nicolet, Que.	
84,700	St. Michael.....	Liverpool	1884	Chatham, N.B.	Screw—A hélice	64	6	14	4	5	9	39	Jas. Ryan, Liverpool, N.S.	
92,411	St. Nicholas.....	Chatham, N.B.	1888	do	do	75	2	16	6	7	7	62	J. B. Snowball, Chatham, N.B.	
84,360	St. Olaf.....	Quebec.....	1882	Port Glasgow, G.B.	do	151	4	22	2	11	6	305	Alexander Fraser, Quebec.	Classed, English Lloyds.
66,880	St. Patrick.....	Chatham, N.B.	1873	Carleton, St. John, N.B.	do	62	2	15	4	6	4	52	New Brunswick Trading Co., London, Eng.	
71,644	St. Paul.....	Montreal.....	1875	Montreal.....	do	65	0	15	8	8	0	45	The Department of Public Works, Ottawa.	
71,623	St. Peter.....	do	1875	Buffalo, U.S.	do	68	0	16	5	8	4	43	Harbour Commissioners, Montreal.	
88,593	St. Pierre.....	Yarmouth	1884	Yarmouth, N.S.	do	153	7	27	6	17	2	496	The Anglo-French S.S. Co., Halifax, N.S.	Classed, English Lloyds.
92,342	St. Roch.....	Quebec.....	1887	Quebec	do	41	2	9	6	4	6	18	G. Picard, Quebec.	
100,862	Ste. Anne.....	do	1893	Ste. Anne, Que.	Wheels—A routes	48	0	11	6	4	0	18	E. Gagnon, Ste. Anne, Que.	
72,717	Salty Jack.....	St. Catharines...	1874	Buffalo, U.S.	Screw—A hélice	56	0	15	5	7	1	45	Geo. A. Graham, Port Arthur, Ont.	
90,821	Salvor.....	Port Medway...	1887	Port Medway, N.S.	do	53	0	21	0	6	5	45	Wm. Beazley, Halifax, N.S.	
77,914	Samson.....	Port Hope.....	1876	Lindsay, Ont.	Wheels—A routes	98	0	22	0	4	4	129	Franklin Crandell, Lindsay, Ont.	
100,423	Samson.....	Ottawa.....	1893	Simcoe, Ont.	do	141	0	16	0	3	6	15	The Upper Ottawa Improvement Co., Ottawa, Ont.	
.....	Sam Perry.....	St. Catharines...	1872	Port Dalhousie, Ont.	Screw—A hélice	68	0	13	3	6	7	42	H. Julian, Port Dalhousie, Ont.	
94,888	Sandy.....	Montreal.....	1887	Summerstown, Ont.	do	61	0	10	0	5	8	30	Hugh F. Cummings, Cornwall, Ont.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Gross.	Register. Register.		
						Pt. 100ths	Pt. 100ths	Pt. 100ths				
103,218	Sanson	Montreal	1862	Montreal	Screw—A hélice	101 3	22 4	6 6	121	27	Kingston and Montreal Forwarding Co.	
77,627	Sarah Agnes	Ottawa	1890	Carleton Place, Ont.	do	25 4	6 3	7 2	2	2	Patrick Kella, Kippewa, Ont.	
71,141	Sarah Daly	Kingston	1869	Buffalo, U.S.	do	40 6	13 3	5 6	25	17	John Jesmer, sr., Cornwall, Ont.	
72,323	Sarah E. Day	Goderich	1872	do	do	35 0	6 8	3 3	5	4	W. Tyson, Wiarton, Ont.	
90,575	Sarah H.	St. John, N.B.	1878	St. Mary's, York Co., N.B.	Wheels—A roues	95 6	21 3	4 4	81	68	Whiteman Haines, St. Mary's, York Co., N.B.	
96,734	Sarana	Toronto	1886	Racine, U.S.	Screw—A hélice	25 6	5 1	1 8	2	1	Henry S. Oaler, Toronto, Ont.	
88,390	Sarselle	Chatham, N.B.	1890	Douglastown, N.B.	do	51 0	11 4	5 4	22	15	E. Hutchison, Douglastown, N.B.	
92,305	Saturna	Vancouver	1885	Victoria, B.C.	do	48 0	12 0	5 6	22	15	J. McDonald, Vancouver, B.C.	
71,098	Saucy Jim	Collingwood	1887	Meaford, Ont.	do	84 0	16 6	8 0	93	63	Frank Scott, Collingwood, Ont.	
83,376	Saxon	Belleville	1881	Picton, Ont.	do	119 6	23 5	8 5	181	123	J. Vanalstine, Picton, Ont.	
96,818	Scintilla	Toronto	1884	Pickering, Ont.	do	27 0	7 8	2 7	4	3	W. W. Sparks, Township of Pickering, Ont.	
88,640	Scotch Thistle	Sault Ste. Marie	1893	Little Current, Ont.	do	48 6	12 3	4 6	17	10	C. Anderson, Little Current, Ont.	
95,437	Scotia	Kingston	1870	St. Catharines, Ont.	do	143 7	26 1	11 5	458	269	Thomas Mills, Kingston, Ont.	
	Scotia	Windsor, N.S.	1883	Hantsport, N.S.	do	73 0	15 3	7 5	42	28	F. Churchill & Sons, Hantsport, N.S.	

Marine and Fisheries—List of Shipping.

Scoug.	Port Hope	1859	Bridgenorth, Ont.	Wheels—A rouses.	100 0	13 5	3 9	60	49 S. Kelly, Bridgenorth, Ont.
80,516 Sea Flower.	Toronto	1883	Toronto, Ont.	Screw—A hélice	35 2	9 0	4 0	7	5 John McL. Stevenson, Barrie, Ont.
96,872 Sea Gull.	Goderich	1890	Goderich, Ont.	do	54 0	12 1	4 6	19	13 Jas. Clark, Goderich, Ont.
51,682 Sea Gull.	Sarnia	1862	Marine, U.S.	do	51 2	14 0	5 2	51	35 J. M. Haney, Mitchell's Bay, Ont.
100,941 Sea Gull.	Collingwood	1893	Port Severn, Ont.	do	32 0	8 9	4 0	9	6 D. Morran, Port Severn, Ont.
100,924 Sea Gull.	Ottawa	1888	Ottawa, Ont.	do	27 9	7 4	4 0	3	2 T. Eli Boulte, Hull, Que.
66,960 Sea King	St. John, N.B.	1862	East Haddow, U.S.	do	88 0	20 4	8 5	129	87 A. Tapley, St. John, N.B.
96,873 Sea King	Goderich	1892	Goderich, Ont.	do	58 0	13 6	5 2	26	17 Jas. Clark, Goderich, Ont.
100,230 Sea Mew.	Halifax	1836	Halifax, N.S.	do	29 6	6 6	2 8	3	2 David McPherson, Halifax, N.S.
96,875 Sea Queen	Goderich	1892	Goderich, Ont.	do	52 0	12 1	4 6	18	12 Jas. Clark, Goderich, Ont.
96,378 Sea Shell	do	1894	Kincardine, Ont.	do	36 7	9 7	3 5	7	5 D. Campbell, Port Elgin, Ont.
103,209 Selkirk	New Westminster	1895	Kanloops, B.C.	Stern wheel—A rouses	62 0	11 2	3 6	58	37 H. E. Forster, Kamloops, B.C.
94,763 Seguin	Owen Sound	1890	Owen Sound, Ont.	Screw—A hélice	207 0	34 2	13 0	818	556 J. B. Miller, Parry Sound, Ont.
80,902 Seator	Vancouver	1880	New Westminster, B.C.	do	51 5	12 0	4 5	28	21 Union Steamship Co. (Ltd.), Vancouver, B.C.
73,017 Sensation	Quebec	1873	Buffalo, U.S.	do	37 3	10 2	4 4	15	4 The Minister of Public Works, Ottawa, Ont.
85,495 Severn	Collingwood	1883	Waubushene, Ont.	do	63 6	15 5	7 4	44	30 Victoria Harbour L. Co., Toronto, Ont.
90,563 Shamrock	Toronto	1885	Oakville, Ont.	Wheels—A rouses	103 2	24 0	35 4	154	101 The Toronto Ferry Co., Toronto, Ont.
92,704 Shamrock	Winnipeg	1890	Rainy River, Ont.	Screw—A hélice	71 5	15 5	4 7	80	55 Clifford Lewis, Keewatin, Ont.
83,199 Shannon	Pictou, N.S.	1886	Pictou, N.S.	do	76 9	17 5	8 0	75	51 Thos. Tanner, Pictou, N.S.
83,389 Shawanaga	Toronto	1882	Penetanguishene, Ont.	do	80 0	17 0	8 5	96	65 C. Beck, Penetanguishene, Ont.
Shickeluna	Morrisburg	1867	St. Catharines, Ont.	do	72 1	14 6	6 6	72	55 T. Garrepy.
100,802 Shelby	Victoria	1893	Victoria, B.C.	do	50 5	13 8	6 8	24	16 Louis Wills, Victoria, B.C.
90,777 Shoo Fly	Windsor, Ont.	1870	Cleveland, U.S.	do	44 1	12 1	5 7	25	17 Stephen T. Reeves, Windsor, Ont.
80,850 Siena	Halifax	1877	Halifax, N.S.	do	34 0	8 8	4 3	5	3 James H. Keans, Dartmouth, N.S.
93,391 Siesta	Deseronto	1888	Kingston, Ont.	do	50 5	9 0	3 5	15	8 F. S. Rathbun, Deseronto, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
92,737	Stiesta	Toronto	1888	Toronto, Ont.	Screw—A hélice	31 4	7 2	3 3	3	2 John McRae, Beaverton Ont.	
100,767	Silver Wing	do	1890	do	do	26 6	5 6	3 0	3	C. V. M. Temple, To- ronto, Ont.	
100,725	Sincennes	Montreal	1893	Montreal, Que.	Wheels—A roues	142 2	24 4	8 4	228	Sincennes, McNaughton Line, Montreal, Que.	
75,841	Sir Charles Ogle	Halifax	1830	Dartmouth, N.S.	Wheels—A roues	98 0	19 5	9 6	126	The Dartmouth Ferry Commission, Dart- mouth, N.S.	
103,233	Sir Donald	Montreal	1867	Glasgow, G.B.	Screw—A hélice	76 9	13 5	7 8	51	N. T. Grenfell, London, England.	
96,892	Sir Hector	Ottawa	1891	Ottawa, Ont.	do	71 0	15 5	6 3	40	John Heneay, Ottawa, Ont.	
83,331	Sir James Douglas	do	1884	Victoria, B.C.	do	131 8	19 5	9 6	163	The Minister of Marine and Fisheries, Ottawa, Ont.	
88,632	Sir S. L. Tilley	St. Catharines	1884	St. Catharines, Ont.	do	108 0	35 3	14 9	1178	Sylvester Needon, St. Catharines, Ont.	
92,287	Siskiwitt	Owen Sound	1879	Buffalo, U.S.	do	68 0	14 7	7 6	47	Charles Drinkwater, Montreal.	
72,684	Skidegate	Vancouver	1879	Victoria, B.C.	do	76 0	12 5	6 0	37	Union Steamship Co., (Ltd.) Vancouver, B.C.	
90,801	Skuzzy	New Westminster	1886	Savona's Ferry, B.C.	Wheels—A roues	133 3	28 0	6 5	472	John A. Mara, Kam- loocys, B.C.	
94,713	Snow Storm	Port Stanley	1891	Port Stanley, Ont.	Screw—A hélice	53 0	11 0	4 6	17	A. C. Brown, Port Stan- ley, Ont.	
100,033	Sontag	Toronto	1891	Toronto, Ont.	do	38 3	8 4	4 4	7	Gardiner Boyd, Toronto, Ont.	

Marine and Fisheries—List of Shipping.

100,665	Sophy	Kingston	1895	Kingston, Ont.	do	67 5	10 3	5 9	26	18 N. Henderson, Kingston, Ont.
	Sorel	Montreal	1871	Sorel, Que.	Wheels—A roues.	108 9	18 2	4 9	158	89 The Montreal Safe Deposit Co., Montreal.
85,778	Sorel Boy	do	1882	Sorel, Que.	Screw—A hélice	47 0	11 0	4 8	11	8 P. Fitzgerald, Quebec.
88,314	South	Quebec	1885	Lévis, Que.	do	130 3	25 2	9 5	349	220 The Quebec & Lévis Ferry Co. (Ltd.), Quebec.
77,630	South Eastern	Montreal	1881	Montreal	do	182 0	30 0	10 0	395	269 Canadian Pacific Car Transfer Co., Prescott, Ont.
29,290	Southern Belle	Halifax	1861	Renfrew, G. B.	do	191 0	18 9	8 4	427	264 David S. Keith, Toronto, Ont.
71,487	Southport	Charlottetown	1874	Summerside, P. E. I.	Wheels—A roues.	102 0	27 0	9 6	240	186 Chairman of Board of Works, P. E. I.
85,530	Southwood	Toronto	1884	Barrie, Ont.	Screw—A hélice	67 5	8 7	4 1	19	13 D. W. Alexander, Toronto, Ont.
94,887	Sovereign	Montreal	1889	Montreal	Wheels—A roues.	162 4	25 5	7 4	636	323 Ottawa River Navigation Co.
85,313	Spalluncheon	New Westminster	1878	Kamloops, B. C.	do	80 0	17 0	5 0	54	51 Mara & Wilson, Kamloops, B. C.
90,561	Sparrow	Toronto	1882	Dechenue Creek	Screw—A hélice	50 0	11 9	6 0	25	17 John B. Smith and others, Toronto, Ont.
	Sparrow	Montreal	1870	Kingston, Ont.	do	91 5	22 4	7 3	141	Kingston & Montreal Forwarding Co.
92,726	Spartan	Toronto	1887	Toronto, Ont.	do	28 0	6 6	3 0	2	2 Edwin B. Andros, Barrie, Ont.
	Spartan	Montreal	1865	Montreal	Stern wheel—A roue.	175 8	28 0	11 0	1168	678 The Montreal Safe Deposit Co., Montreal.
100,646	Spinster	Victoria	1892	Victoria, B. C.	Screw—A hélice	41 4	10 4	5 5	15	10 Arthur Scraggs, Victoria, B. C.
90,781	Spitfire	do	1886	Victoria, B. C.	do	31 7	8 4	3 5	8	4 Victoria Canning Co., Victoria, B. C.
100,684	Spokane	New Westminster	1892	Bonner's Ferry, U. S.	Stern wheel—A roue.	125 8	24 8	5 3	400	252 Columbia & Kootenay Steam Nav. Co., Nelson, B. C.
92,229	Sportsman	Ottawa	1888	Ottawa, Ont.	Screw—A hélice	46 8	7 5	7 0	34	18 N. H. Perkins, Ottawa, Ont.
83,452	Spratt's Ark	Victoria	1883	Victoria, B. C.	do	145 0	32 1	7 2	308	143 G. Byrnes, Victoria, B. C.
83,032	Spray	Brockville	1860	Brockville, Ont.	do	32 0	7 5	3 3	4	3 R. G. Hervey, Maitland, Ont.
92,646	Spray	Wallaceburg	1888	Wilkesport, Ont.	do	74 0	18 0	6 2	47	32 James Mahafferty, Port Albert, Ont.
90,770	Spray	Goderich	1888	Kincardine, Ont.	do	42 1	12 4	4 0	15	10 John McRae, Mesford, Ont.
71,199	Spray	Ottawa	1874	Brockville, Ont.	do	67 0	11 7	7 2	42	28 D. B. McDonald, Cambridge, Ont.
100,676	Spray	Vancouver	1893	Vancouver, B. C.	do	39 4	8 5	4 3	7	5 P. N. Thompson, Vancouver, B. C.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built— Construit.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage	Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gerant, s'il y en a plus d'un, et adresse.	Where classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,727	Spray	Montreal.	1893	Montreal	Screw—A hélice	101 0	17 0	10 4	107	Sincennes-McNaughton Line, Montreal.	
103,145	Spray	Quebec	1892	Quebec	do	49 2	12 2	4 2	24	J. S. Thom, Quebec.	
85,593	Springfield	St. John, N.B.	1882	Woodstock, N.B.	Wheels—A roues	111 0	17 4	3 8	283	John E. Porter, St. John, N.B.	
103,011	Springhill	Parrsboro.	1893	St. John, N.B.	Screw—A hélice	101 7	23 7	10 1	189	Cumberland Railway & Coal Co., Montreal.	
96,895	Squaw	Ottawa	1891	Glen Almond, Que.	do	60 0	13 0	5 0	22	J. B. Smith, Glen Al- mond, Que.	
80,948	Squirrel	Chatham, N.B.	1882	Eel River, Resti- gouche, N.B.	do	33 2	9 4	4 3	13	Thos. Reid, Eel River, N.B.	
100,677	Staffa	Vancouver	1893	Vancouver, B.C.	do	81 5	15 3	6 0	51	W. Mackenzie, Van- couver, B.C.	
94,630	Stanley	Ottawa	1888	Govan, G. B.	do	201 0	32 0	17 9	914	The Minister of Marine and Fisheries, Ottawa, Ont.	
100,042	Star	Brockville	1892	Morris Heights, New York, U.S.	do	18 1	5 2	2 2	1	George Reid, Portage du Fort, Que.	
66,883	Star	St. John, N. B.	1873	Portland, St. John, N.B.	Wheels—A roues	153 0	22 6	6 5	461	John E. Porter, St. John, N.B.	
80,759	Star of the Sea	Quebec	1878	Quebec	Screw—A hélice	31 9	9 7	3 8	8	Jos. Fluet, Montreal, Que.	
94,989	Startled Fawn	Toronto	1890	Toronto, Ont.	do	60 0	9 1	6 2	25	Eva Preston et al., To- ronto, Ont.	
90,804	Stella	N. Westminster.	1886	N. e. v. Westminster, B.C.	do	44 8	8 7	5 0	16	B. C. Mills Timber and Trading Co., Van- couver, B.C.	

Marine and Fisheries—List of Shipping.

83,388	Stella	Toronto	1879	Kingston, Ont.	do	24 0	8 2	3 5	9	6	Archibald Tate, Penetanguishene, Ont.
97,116	Stella	Collingwood	1892	Collingwood, Ont.	do	44 0	10 0	5 6	16	11	John La Pointe, Spanish Station, Ont.
94,883	Stella	Montreal	1888	New York, U.S.	do	32 0	7 2	3 8	7	5	Maurice Perrault Montreal, Que.
88,683	Storm King	Chatham, N. B.	1885	Portland, N.B.	do	83 4	20 2	9 2	108	73	John B. Irvine, St. John, N.B.
75,694	Stormy Petrel	Quebec	1878	Quebec	do	34 2	10 3	3 2	11	8	Léon Arel, Quebec.
77,916	Stranger	Port Hope	1880	Lindsay, Ont.	Wheels—A rones	60 0	12 5	3 2	28	17	F. Crandell, Lindsay, Ont.
92,695	Sultana	Winnipeg	1889	Saskirk, Man.	Screw—A hélice	142 3	22 7	8 8	358	243	John A. Howell, Selkirk, Man.
90,813	Sunbeam	Port Hope	1886	Birdsall's, Ont.	do	29 0	8 7	3 2	13	9	F. Burnett, Birdsall's, Ont.
85,524	Sunbeam	Toronto	1884	Port Sandfield, Ont.	do	31 6	7 3	3 2	4	2	John Rogers, Medora, Muskoka, Ont.
90,444	Sunbeam	Winnipeg	1884	Keewatin, Ont.	do	30 5	5 9	2 7	3	2	David L. Mather, Keewatin, Ont.
96,992	Sunbury	N. Westminister	1894	New Westminister, B. C.	do	60 0	12 6	4 8	38	26	M. D. McLennan, New Westminister, B. C.
80,908	Superior	Owen Sound	1881	Owen Sound, Ont.	do	90 0	18 3	10 0	89	71	John Waldie, Toronto, Ont.
90,802	Surprise	N. Westminister	1885	United States	do	31 2	6 9	3 9	14	10	Davis Seward Saw-mill & Lumber Co., Victoria, B. C.
96,819	Surprise	Sault Ste. Marie	1893	Gore Bay, Ont.	do	49 8	12 0	4 6	19	11	W. W. Holden, Gore Bay, Ont.
94,909	Surrey	N. Westminister	1890	New Westminister, B. C.	Wheels—A rones	100 0	22 0	6 0	263	182	Corporation of City of N. Westminister, B. C.
.....	Susan C. Doty	Goderich	1871	Goderich, Ont.	Screw—A hélice	60 0	10 0	5 0	26	18	John Rae, Meaford, Ont.
80,593	Sutton Belle	Toronto	1880	Sutton, Ont.	do	31 3	8 6	3 0	6	4	Chas. Goodyer, Sutton, Ont.
92,753	Swallow	Quebec	1882	Quebec	do	23 5	9 1	4 3	9	6	J. H. Warner, Quebec.
103,378	Swallow	Winnipeg	1895	Keewatin, Ont.	Stern wheel—A roue	92 4	18 2	15 3	138	94	Clifford Lewis, Keewatin, Ont.
92,774	Swan	N. Westminister	1888	New Westminister, B. C.	Screw—A hélice	42 0	9 5	4 1	17	11	John A. Cates, Vancouver, B. C.
96,914	Swan	Kingston	1881	Kingston, Ont.	do	59 2	9 0	4 5	24	17	Thos. J. Craig, Kingston, Ont.
100,752	Swan	Victoria	1893	Victoria, B. C.	do	65 8	13 8	5 4	36	25	Robert Draney, Nanaimo, B. C.
100,807	Swan	do	1894	Nanaimo, B. C.	do	41 0	8 5	2 9	12	8	New Vancouver Coal Mfg. Co (Ltd) Nanaimo, B. C.
94,685	Sweet Mary	Collingwood	1889	Waubushene, Ont.	Screw—A hélice	40 0	9 4	4 8	13	9	Charles Martin, Port Severn, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage			
103,446	Swift.	Ottawa	1892	Papineauville, Que.	Screw—A hélice	27 7	7 5	3 6	4	3	N. A. & G. J. Foubert, Cumberland, Ont.	
85,697	Sybella H	Chatham, N.B.	1884	Chatham, N.B.	Wheels—A roues	80 4	20 1	5 6	70	48	T. Haveland, Chatham, N.B.	
100,769	Sylvester	Toronto	1895	Huntsville, Ont.	Screw—A hélice	45 0	11 4	6 0	27	18	W. S. Shaw, Brace- bridge, Ont.	
51,689	Sylvester land.	Montreal	1867	Buffalo, U.S.	do	65 0	15 5	7 2	46	28	Samuel J. McCoppin, Port Colborne, Ont.	
97,062	T. A. Stewart	Charlottetown	1892	Charlottetown, P.E.I	do	61 8	15 2	5 5	36	25	R. S. Farquharson, Charlottetown, P.E.I.	
72,720	T. H. Nasmith	St. Catharines	1874	Port Dalhousie, Ont.	do	56 0	15 0	7 8	49	36	Sincennes-McNaughton Line, Montreal.	
90,628	T. J. Collop	Chatham, Ont.	1894	Mitchell's Bay, Ont.	Wheels—A roues	58 6	17 0	4 6	63	42	T. J. Collop, Mitchell's Bay, Ont.	
	T. R. Seacord	St. Catharines	1867	Port Robinson, Ont.	Screw—A hélice	45 0	9 0	4 4	19	13	D. R. Dobbie, Owen Sound, Ont.	
97,169	T. W. Carter	Victoria	1891	Victoria, B.C.	do	52 0	11 2	4 8	28	18	Andrew Gray, Victoria, B.C.	
100,416	T. Osborne	Ottawa	1893	Hull, Que	do	52 8	13 5	5 3	25	18	T. Osborne, Hull, Que.	
77,996	Tachecana	do	1879	Ottawa, Ont	Wheels—A roues	44 3	6 1	2 7	10	6	Archibald Stewart, Ottawa.	

Marine and Fisheries—List of Shipping.

100,072	Tangent	St. John, N.B.	1891	Hampton, King's Co, N.B.	Screw—A hélice	55	3	16	1	3	9	86	24	Gilford Flewelling, Hampton, N.B.
80,774	Tecumseh	Sarnia	1873	Chatham, Ont	do	200	0	29	9	13	2	840	530	P. McArthur, Toronto, Ont.
85,497	Telegram	Collingwood	1885	Collingwood, Ont.	do	108	0	21	0	9	0	198	134	J. Ganley, Sault Ste. Marie, Ont.
94,910	Telephone	New Westminster	1890	New Westminster, B.C.	Wheels—A roues	70	0	14	0	4	0	81	51	D. J. Munn, New West- minster, B.C.
103,357	Temisconata	Quebec	1892	Riv. du Loup, Que.	Screw—A hélice	40	2	8	4	3	8	10	7	N. G. Pelletier, Fraser- ville, Que.
78,025	Tender	Toronto	1880	Muskoka Mills, Ont.	do	56	8	12	9	6	3	31	21	Wm. White, Midland.
87,180	Teptic	Vancouver	1883	Blackwall	do	70	1	16	3	8	2	71	37	E. E. Evans, Vancouver, B.C.
96,847	Tepikan	Sarnia	1895	Sarnia, Ont	do	55	0	11	8	6	0	29	20	P. J. Jones, Sarnia, Ont.
103,336	Terrebonne	Montreal	1895	Sorel, Que.	Wheels—A roues	156	2	24	1	7	2	716	440	Montreal Safe Deposit Co., Montreal.
94,711	Thames	Port Stanley	1888	London, Ont	E. C. & B	94	0	11	0	4	6	82	70	David Foster, London, Ont.
65,501	Thames	Quebec	1871	Dumbarton, G.B.	Screw—A hélice	282	2	34	1	24	3	1084	1064	Frank Ross, Quebec.
94,681	Thames	Collingwood	1872	Chatham, Ont	do	82	0	14	9	5	7	76	52	W. Milne, Stayner, Ont.
90,564	Therese	Toronto	1885	Toronto, Ont	do	85	5	18	0	4	8	84	57	John Fleming, Toronto.
78,024	Thistle	Collingwood	1881	Collingwood, Ont.	do	66	0	13	6	7	0	36	25	Isaac Clark, Earnestown, Ont.
88,479	Thistle	Winnipeg	1884	Fort Francis, Ont	do	48	0	11	9	3	9	23	14	Angus McKinnon, Rat Portage, Ont.
94,819	Thistle	Victoria	1890	Vancouver, B.C.	do	115	0	20	6	9	5	222	147	M. Manson, Nanaimo, B.C.
100,673	Thistle	Vancouver	1892	Vancouver, B.C.	do	24	0	7	3	3	4	2	2	J. Cummings, Van- couver, B.C.
100,761	Thistle	Toronto	1894	Oakville, Ont.	Wheels—A roues	122	0	18	9	5	8	78	68	The Toronto Ferry Co., Toronto, Ont.
103,298	Thompson	New Westminster	1895	Knalt Siding, B.C.	Stern wheel—A roue	94	3	18	6	4	6	150	94	J. Genetle, Knalt Siding, B.C.
80,765	Thor	Quebec	1881	Lévis, Que.	Wheels—A roues	136	7	24	5	10	0	323	203	E. J. Price, Quebec.
64,133	Thornton	Victoria	1861	Dungeness, U.S.	Screw—A hélice	52	0	19	2	5	0	32	22	J. D. Warren, Victoria, B.C.
83,078	Thousand (1,000) Island Rambler	Ottawa	1874	Pendleton, Ont.	do	54	0	11	8	5	8	20	14	E. G. Laverdure, Ottawa, Ont.
100,411	Thurso	do	1892	Rockland, Ont	Wheels—A roues	63	5	6	9	3	0	20	9	W. H. Dwyer, Thurso, Que.
65,203	Tiber	Montreal	1870	Govan, G.B.	Screw—A hélice	253	6	33	0	24	4	1736	1134	The Tiber Steamship Co. (Ltd.), Montreal.
75,532	Tim Doyle	do	1894	Lachine, Que.	do	40	6	11	8	6	2	15	10	I. Clement, Montreal.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistre.			
96,909	Tit Willow.	Ottawa	1891	Kingston, Ont.	Screw—A hélice	49 9	9 1	4 3	17	11	S. Daniels, Ottawa, Ont.		
75,581	Tolford	Brockville	1875	Brockville, Ont.	do	25 0	7 8	3 5	4	3	H. T. Fitzsimmons, Brockville, Ont.		
71,142	Tommy Wright	Goderich	1873	Goderich, Ont.	do	44 0	9 7	5 0	12	6	James Anderson, Midland, Ont.		
88,576	Toneata	Ottawa	1885	Kingston, Ont.	do	48 0	9 0	4 2	14	10	Lake Temiscamingue Col. Ry. Co.		
75,582	Topay	Brockville	1876	Brockville, Ont.	do	19 0	5 0	2 3	1	1	S. B. Merrill, Prescott, Ont.		
80,572	Toronto Belle	Toronto	1880	Toronto, Ont.	do	44 5	11 0	4 3	17	12	American Lumber Co., Toronto, Ont.		
90,757	Tourist	St. John, N. B.	1875	Portland, Maine, U.S.	do	36 3	11 7	3 6	16	11	Wm. W. McLaughlan, St. John, N. B.		
103,034	Tourist	Ottawa	1887	Carleton Place, Ont.	do	25 2	6 3	2 3	1	1	T. G. Bell, Ottawa, Ont.		
100,794	Transfer	Victoria	1893	New Westminster, B.C.	Wheels—A roues	122 0	24 5	5 6	264	98	C. P. Nav. Co., Victoria, B.C.		
94,891	Transient Mill	New Westminster.	1888	Vancouver, B.C.	do	72 0	20 0	3 0	103	63	Joseph L. Leeson, Vancouver, B.C.		
	Transit	Toronto	1856	Toronto, Ont.	do	115 0	16 7	5 2	109	69	James Leigh, Orono, Ont.		
71,089	Transit	Prescott	1874	Clayton, N. Y.	Screw—A hélice	108 0	21 0	6 0	141	93	C. P. C. and P. Transfer Co., Prescott, Ont.		
72,569	Traveller	Kingston	1875	Garden Island, Ont.	Wheels—A roues	126 0	23 1	7 8	206	58	The Calvin Co., Ltd., Garden Island, Ont.		
92,430	Triton	Prescott	1882	Massena, N. Y.	Screw—A hélice	44 0	6 0	3 0	11	8	J. D. Reid, Cardinal, Ont.		

Marine and Fisheries—List of Shipping.

Ship Name	Company	Year	Port	Propulsion	Length	Beam	Depth	Speed	Registered Tonnage	Actual Tonnage	Classification
Trois Rivières	Montreal	1869	Sorel, Que	Wheels—A roues	218	5	31	9	9	4	1710
88,233 Tropic	Brockville	1885	Smith's Falls, Ont	Screw—A hélice	45	0	8	3	3	4	9
100,201 Try	Vancouver	1891	Vancouver, B.C.	Wheels—A roues	61	0	15	0	3	0	42
100,421 Turtle	Ottawa	1892	Caché Bay	Screw—A hélice	48	0	16	5	4	9	33
100,324 Tusket	Yarmouth	1893	Tusket, N.S.	do	29	5	7	8	3	1	3
88,327 Two Brothers	Quebec	1886	Quebec	do	44	5	11	2	5	5	23
96,097 Ulala	Halifax	1889	Dumbarton, G.B.	do	49	4	9	0	5	2	14
90,491 Ulunda	do	1885	Glasgow, G.B.	do	275	0	35	0	23	0	1717
92,658 Umbria	St. Catharines	1889	Port Dalhousie, Ont.	do	58	0	15	2	6	2	43
92,645 Uncle Jim	Wallaceburg	1886	Wallaceburg, Ont.	do	50	0	10	5	4	3	11
97,101 Uncle Tom	Port Burwell	1893	Port Burwell, Ont.	do	47	0	10	8	3	6	8
100,680 Uncle Tom	Vancouver	1892	Vancouver, B.C.	do	29	0	7	4	3	3	3
94,981 Undine	Toronto	1889	Toronto, Ont	do	49	0	8	7	4	4	17
96,719 Union	Ottawa	1890	Pembroke, Ont	do	87	0	23	8	5	2	75
92,654 Union	St. Catharines	1866	Kingston, Ont	Wheels—A roues	132	0	23	6	6	8	267
80,776 United Empire	Sarnia	1882	Sarnia, Ont	Screw—A hélice	252	8	36	0	15	0	1961
85,707 United Lumberman	Wallaceburg	1884	Dresden, Ont	do	139	2	31	6	11	7	399
100,653 Upar	Kingston	1893	Kingston, Ont	do	48	2	10	0	3	4	17
72,970 Utica	Pictou, Ont.	1873	Ogdensburg, U.S.	do	77	0	14	4	4	2	52
59,343 Utopia	St. Andrews	1879	St. George, Charlotte Co., N.E.	do	50	0	14	0	6	5	25
100,639 Vachie	Vancouver	1892	Victoria, B.C.	do	40	2	10	4	4	0	10

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registère.		
96,907	Valaria	Kingston	1891	Kingston, Ont.	Screw—A hélice	75 4	13 5	4 0	52	83	Joseph Dix, Kingston, Ont.	
103,230	Valida	Ottawa	1893	Pembroke, Ont.	do	30 0	6 4	3 0	2	2	Charles Lemoine, Pembroke, Ont.	
92,775	Vancouver	Victoria	1888	Vancouver, B.C.	do	72 0	13 7	5 2	50	34	C. J. U. Spratt, Victoria, B.C.	
	Vanderbilt	Chatham, Ont.	1873	Chatham, Ont.	do	97 0	24 0	8 6	170	114	J. W. Appleton, Collingwood, Ont.	
72,967	Varuna	Picton, Ont.	1880	Wolf Island, Ont.	do	94 4	17 0	5 1	134	85	W. B. Cooper, Picton, Ont.	
100,927	Varuna	Ottawa	1891	Carleton Place, Ont.	do	23 0	5 0	2 4	1	1	Geo. P. Spittal, Ottawa, Ont.	
85,578	Vega	Toronto	1884	Kingston, Ont.	do	37 0	6 6	3 5	7	5	J. K. Macdonald, Toronto, Ont.	
88,299	Vega	Quebec	1884	Lévis, Que.	do	109 2	18 0	8 6	132	83	The Lévis Maritime and Industrial Co., Lévis, Que.	
96,906	Ventura	Kingston	1890	Kingston, Ont.	do	35 5	7 5	2 8	7	5	Wm. Wilson, sr., Kingston, Ont.	
90,523	Vera	Chatham, Ont.	1891	Rondeau, Ont.	do	43 0	13 0	3 3	14	12	James Telfer, Blenheim, Ont.	
94,913	Verbena May	Saugeen	1888	Saugeen, Ont.	do	30 0	8 3	2 6	5	3	Richard Gawley, Mar, Ont.	
80,989	Vergey	Hamilton	1888	Picton, Ont.	do	54 0	9 0	3 5	18	14	Thos. H. Lawry, Hamilton, Ont.	
90,796	Vesper	Victoria	1887	Victoria, B.C.	do	27 0	6 4	2 9	6	4	Henry L. Mahon, Salt-spring Island, B.C.	
88,236	Vesper	Brockville	1887	Brockville, Ont.	do	30 7	6 2	2 6	2	2	T. Gibbard, Napanee, Ont.	

Marine and Fisheries—List of Shipping.

85,366	Vesta	Ottawa	1884	Ottawa, Ont.	do	45 0	8 4	8 3	14	8 H. F. & E. H. Bronson, Ottawa, Ont.
90,525	Vick.	Chatham, Ont.	1890	Chatham, Ont.	do	40 0	10 0	5 0	13	V. Robinson, Chatham, Ont.
96,728	Victor.	Chatham, N.B.	1889	Chatham, N.B.	Wheels—A rouses.	71 6	15 8	5 0	46	George Moffat, Dal- housie, N.B.
69,685	Victor.	Quebec	1875	Quebec	Screw—A helice	59 0	14 6	6 4	35	T. N. Tweddell, Quebec.
97,068	Victor.	Charlottetown.	1891	Charlottetown, P.E.I	do	31 3	8 6	4 0	10	Hiram Chapman, North- port, N.S.
94,917	Victoria.	Saugeen	1891	Port Elgin, Ont.	do	31 3	7 1	2 5	3	Peter Wagner, Stokes Bay, Ont.
85,312	Victoria	N. Westminster	1868	Quesnelle, B.C.	Wheels—A rouses.	115 0	23 0	4 5	365	Robert McLeese, Soda Creek, B.C.
77,797	Victoria	Winnipeg.	1878	St. Catharines, Ont.	Screw—A helice	60 0	10 3	4 2	23	The Department of Pub- lic Works, Ottawa, Ont.
88,480	Victoria.	do	1883	Rat Portage, Ont.	do	55 2	12 4	5 5	40	Douglas C. Cameron, Rat Portage, Ont.
	Victoria.	Port Pope.	1867	Lindsay, Ont.	Wheels—A rouses.	93 7	15 4	6 5	191	Whitby and Port Perry Ry. Co., Whitby, Ont.
	Victoria	Toronto	1858	Lake Simcoe, Ont.	Screw—A helice	73 0	16 3	7 0	64	Ada Burk, Toronto, Ont.
103,331	Victoria	Montreal	1895	Sorel, Que	do	76 8	17 1	4 6	59	W. Paul, jr., Sorel, Que.
	Victory.	do	1870	Montreal	do	65 9	13 4	7 0	55	Wm.O.Conners, Quebec.
85,744	Viola.	Toronto	1883	Lévis, Que.	do	100 0	16 3	6 0	68	The Viola Steam Yacht Co., Toronto, Ont.
90,577	Vivid	do	1886	Toronto, Ont.	do	83 8	12 0	6 6	56	Franklin B. Polson, To- ronto, Ont.
71,228	Vixen	Sault Ste. Marie	1886	Drummond's Islet, U.S.	do	48 0	13 8	5 0	68	Georgian Bay Fish Co., Collingwood, Ont.
100,694	Volunda	Pictou, N.S.	1894	New Glasgow, N.S.	do	73 4	9 4	5 9	30	T. Cantley, New Glas- gov, N.S.
103,442	Volunteer	Ottawa	1889	Ottawa, Ont.	do	35 4	6 6	3 0	3	A. Stewart, Ottawa, Ont.
103,553	Voyageur.	Montreal	1895	Montreal.	do	67 6	12 0	4 8	44	J. J. Drummond, Rad- nor Forges, Que.
92,756	Vulcan.	Quebec	1889	Dalhousie, N.B.	do	43 3	11 8	5 5	18	Andrew G. Wallace, Dalhousie, N.B.
	W. A. Rooth.	Port Colborne.	1871	Port Colborne, Ont.	do	81 0	15 7	7 6	52	Chas. E. Boyd, Nor- wich, Ont.
90,698	W. B. Hall	St. Catharines.	1885	St. Catharines, Ont.	do	157 6	27 9	12 4	608	Wm. B. Hall, Toronto, Ont.
69,526	W. C. Francis.	Montreal.	1873	Buffalo, U.S.	do	64 0	15 6	8 4	37	Sincennes-McNaughton Line, Montreal, Que.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage		Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gérant, s'il y en a plus d'un, et adresse.	Where Classed. Où classé.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Enregistré.		
					ft. 10ths	ft. 10ths	ft. 10ths				
96,942	W. E. Vroom.....	St. John, N.B.	1889 New Glasgow, N.S.	Screw—A hélice.....	32 8	7 0	2 5	10	7	John A. Gregory, Grand Bay-St. John Co., N.B.	
85,292	W. F. Logie.....	Montreal.....	1881 Buffalo, U.S.	do.....	47 6	12 0	6 0	17	11	Simcennes - McNaughton Lane, Montreal, Que.	
77,717	W. F. McRae.....	Wallaceburg.....	1880 Wallaceburg, Ont.	do.....	65 0	14 4	6 8	46	31	John Nisbet, Sarnia, Ont.	
90,763	W. H. Seibold.....	Goderich.....	1887 Goderich, Ont.	do.....	58 0	12 2	6 0	22	15	James Clark, Goderich, Ont.	
94,697	W. H. Weather- spoon.....	Digby.....	1890 Digby, N.S.	do.....	70 2	15 8	6 6	59	34	G. W. Churchill, Hantsport, N.S.	
71,247	W. J. Aikens.....	Toronto.....	1874 Buffalo, U.S.	do.....	60 0	15 0	6 5	42	25	James Morrow, Collingwood, Ont.	
100,922	W. J. Henry.....	Ottawa.....	1891 Carleton Place, Ont.	do.....	22 5	5 0	2 3	1	1	W. J. Henry, Ottawa, Ont.	
78,040	W. J. Taylor.....	Chatham, Ont.	1883 Chatham, Ont.	do.....	35 0	8 0	3 0	9	6	St. Clair Tunnel Co., Sarnia, Ont.	
96,811	W. L. Davis.....	Sault Ste. Marie.....	1882 Detroit, U.S.	do.....	46 0	12 0	5 0	46	37	W. H. Plummer, Sault Ste. Marie, Ont.	
92,655	W. M. German.....	St. Catharines.....	1888 Port Robinson, Ont.	do.....	58 0	12 0	5 0	28	19	John Spains, Port Dover, Ont.	
85,769	W. S. Ireland.....	Wallaceburg.....	1872 Wallaceburg, Ont.	do.....	86 5	24 2	6 7	105	71	John Cooper, Wallaceburg, Ont.	
83,375	Wales.....	Sarnia.....	1881 Sarnia, Ont.	do.....	126 0	24 0	11 0	350	238	Wescott Wrecking Co., Sarnia, Ont.	
90,774	Walter Scott.....	Windsor, Ont.	1876 Buffalo, U.S.	do.....	36 0	10 8	4 7	26	18	C. W. Gauthier, Windsor, Ont.	
85,720	Wanda.....	Prescott.....	1876 Watertown, N.Y.	do.....	26 0	8 0	3 0	4	2	O. Bascom, Kemptville, Ont.	

Marine and Fisheries—List of Shipping.

94,950	Wanda	Shelburne	1800	Lockeport, N.S.	do	60 0	15 0	7 9	38	32	Hugh B. Cann, Yarmouth, N.S.
100,651	Wapenao	Kingston	1893	Kingston, Ont.	do	40 7	8 2	3 0	5	3	T. Eaton, Toronto, Ont.
100,084	Waring	St. John, N.B.	1892	Rothesay, N.B.	do	49 8	13 1	5 7	29	20	Horace L. Waring, St. John, N.B.
77,829	Water Boat	Halifax	1874	Dartmouth, N.S.	do	30 4	9 4	3 7	4	2	Peter Judge, Halifax.
80,556	Water Lily	Pictou, Ont.	1881	Wooler	do	30 4	8 7	2 9	4	4	W. D. Garrett, Wellington, Ont.
94,923	ter Lily	do	1893	Pictou, Ont.	do	100 0	18 4	5 7	95	59	A. W. Hepburn, Pictou, Ont.
77,917	Water Witch	Port Hope	1880	Lindsay, Ont.	do	40 0	9 0	5 0	9	3	J. H. Dunsford, Lindsay, Ont.
80,905	Water Witch	Owen Sound	1880	Paisley	Wheels—A routes	40 4	7 7	2 3	6	4	Lauchlan McLean, Anabel, Ont.
85,415	Waubaushene	St. Catharines	1882	St. Catharines, Ont.	Screw—A hellice	71 2	18 2	8 8	97	47	Georgian Bay Lumber Co., Toronto.
96,721	Wee Laddie	St. John, N.B.	1888	Chatham, N.B.	do	42 8	11 8	4 7	17	11	L. B. Saunders, St. John, N.B.
85,500	Welcome	Collingwood	1886	Collingwood, Ont.	do	52 0	11 0	5 2	21	14	D. G. McAulay, Southampton, Ont.
90,806	Wellington	N. Westminister	1886	Victoria, B.C.	do	34 7	7 7	3 5	16	11	Thos. E. Ladner, Canoe Pass, B.C.
74,358	Wellington	Pictou, N.S.	1877	Antigonish, N.S.	Wheels—A routes	85 4	21 0	5 0	75	21	Neil McFarlane, Summerside, P.E.I.
	Welshman	Kingston	1873	Kingston, Ont.	Screw—A hellice	100 3	23 0	6 4	153	95	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
92,744	Wenola	Sackville	1892	Bay Verte, N.B.	do	49 0	11 0	4 7	25	17	Edward C. Goodwin, Bay Verte, N.B.
92,453	Wenonah	Toronto	1886	Burk's Falls, Ont.	Wheels—A routes	94 6	18 0	6 8	161	90	The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
100,940	Wenoway	Ottawa	1893	Quinze Bay	do	87 0	25 5	5 5	99	84	McLachlin, Bros., Arnprior, Ont.
103,441	Weslemkoon	do	1893	Lake Weslemkoon, Ont.	Screw—A hellice	37 0	15 8	3 6	17	9	John Ferguson, Renfrew, Ont.
64,594	Western Extension	St. John, N.B.	1871	Millidgeville, St. John, N.B.	Wheels—A routes	112 0	30 0	10 8	425	169	The Mayor, Aldermen and Commonalty of the City of St. John, N.B.
85,671	Westminster	N. Westminister	1882	Victoria, B.C.	Screw—A hellice	52 3	10 4	5 0	18	14	British Columbia Can-ning Co., Victoria, B.C.
71,179	Westport	Kingston	1862	Bedford Mills, Ont.	do	102 9	20 6	7 7	196	165	M. Scanlan, Quebec.
100,531	Westport	Digby	1892	Meteghan, N.S.	do	77 0	17 1	6 0	80	56	Insular SS. Co., Ltd., Westport, N.S.
94,824	Weymouth	Weymouth	1890	Weymouth, N.S.	do	102 0	19 0	7 6	154	106	Wm. A. Beattie, Pictou, N.S.

Classed American Record.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How propelled. Mode de propulsion.	Register Dimensions.			Tonnage	Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur-gerant, s'il y en a plus d'un, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
92,400	Where Now.....	Kingston.....	1889	Kingston, Ont.....	Screw—A hélice.....	77 0	12 8	6 6	48	Levi B. Spencer, Kingston, Ont.	
103,555	White Squall.....	Montreal.....	1895	Valleyfield, Que.....	do.....	42 2	9 9	3 4	7	Montreal Cotton Co., Valleyfield, Que.	
83,412	White Wing.....	Port Hope.....	1881	Peterboro', Ont.....	Wheels—A roues.....	74 0	13 0	4 0	88	H. Calcut, Peterboro', Ont.	
103,392	White Wings.....	Deseronto.....	1894	Deseronto, Ont.....	Screw—A hélice.....	35 0	6 1	1 8	3	T. McDonald, Thurlow, Ont.	
71,188	Warton Belle.....	Owen Sound.....	1871	Chicago, U.S.....	do.....	103 0	17 8	5 3	88	John, Ganley, Penetanguishene, Ont.	
103,383	Widgeon.....	Winnipeg.....	1894	do.....	do.....	24 0	6 0	3 0	2	Wm. McCarthy, Rat Portage, Ont.	
99,103	Wild Rose.....	Montreal.....	1891	Dartmouth, N.S.....	do.....	47 0	7 0	4 0	10	E. W. Parker, Montreal.	
75,524	William.....	do.....	1877	Montreal.....	do.....	57 4	15 0	7 4	48	Wm. W. Tate, Montreal.	
90,880	William Aitken.....	Charlottetown.....	1887	Yarmouth, N.S.....	do.....	73 9	18 3	7 8	75	W. H. Batt, Charlottetown, P.E.I.	
100,887	Wm. H. Murray.....	St. John, N.B.....	1894	St. John, N.B.....	do.....	74 1	17 4	8 2	73	J. Holly, St. John, N.B.	
100,690	Wm. Hunter.....	New Westminster.....	1892	New Denver, B.C.....	do.....	58 5	12 9	3 2	51	Slocan Trading & Nav. Co., Nelson, B.C.	
80,874	William Johnston.....	Kingston.....	1878	Garden Island, Ont.....	do.....	73 0	20 9	6 6	81	The Calvin Co., Ltd., Garden Island, Ont.	
92,549	William Paul.....	Montreal.....	1888	Sorel, Que.....	do.....	40 9	10 5	4 6	7	H. Larose, Pierreville.	
88,631	William Ross.....	St. Catharines.....	1884	Port Robinson, Ont.....	do.....	40 0	8 9	5 1	14	Wm. Wilson, Toronto.	

Marine and Fisheries—List of Shipping

90,704	William Wilson	St. Catharines	1892	Ridgeway, Ont.	do	40 0	10 8	4 6	12	8	Wm. Scott, Ridgeway, Ont.
80,780	Willie Scagel	Sarnia	1888	Sarnia, Ont.	do	37 0	8 6	4 0	22	15	J. Telfer, Blenheim, Ont.
100,923	Willis	Ottawa	1893	Ottawa, Ont.	do	30 4	7 6	3 0	2	1	D. O'Connor, Ottawa, Ont.
90,633	Wiloughby	Charlottetown	1886	Mount Stewart, P.E. Island	do	29 7	10 0	4 4	6	4	Jos. T. Lantz, Elden, P. E. I.
90,791	Wilna	Victoria	1879	United States	do	24 3	6 9	3 9	4	3	Samuel M. Robbins, Nanaimo, B. C.
100,121	Windsor	Wallaceburg	1871	Wallaceburg, Ont.	do	85 0	22 0	5 5	86	58	W. G. Scott, Wallaceburg, Ont.
74,073	Winnie	Halifax	1876	Halifax, N. S.	do	24 5	6 7	3 0	2	1	Alexander Fraser, Durham, Pictou Co., N. S.
69,084	Winnie	St. John, N. B.	1874	Dartmouth, N. S.	do	48 3	10 7	4 8	12	9	N. B. Cottle, St. John, N. B.
94,808	Winnifred	Victoria	1889	Victoria, B. C.	do	44 0	9 9	4 2	13	8	H. O. B. Irving, Vancouver, B. C.
100,938	Winona	Ottawa	1893	Monte Bello, Que.	do	44 8	8 4	4 4	12	9	O. E. Owens, Monte Bello, Que.
71,198	Witch of the Wave	do	1875	Kemptville, Ont.	do	39 8	9 0	3 2	27	18	Peter Harvie, Ottawa, Ont.
100,791	Worlock	Victoria	1893	Victoria, B. C.	do	64 0	14 6	7 0	45	30	C. R. M. Martin, Yokohama, Japan.
90,456	Wrigley	Winnipeg	1886	Fort Smith, Athabasca	do	83 0	14 5	7 0	90	61	The Hudson Bay Co., London, Eng.
72,208	Xiphias	St. John, N. B.	1874	Upper Gagetown, Queen's Co., N. B.	Wheels—A routes	61 0	12 0	5 3	46	29	J. A. Lyon, Upper Gagetown, Queen's Co., N. B.
92,480	Yantic	Charlottetown	1888	Lot 3, P. E. I.	Screw—A hélice	40 7	10 7	5 2	14	9	John Read, Tignish, P. E. I.
93,373	Yarmouth	Yarmouth	1887	Scotland	do	220 3	35 2	21 0	1451	724	Yarmouth S. S. Co., Yarmouth, N. S.
83,455	Yosemite	Victoria	1862	San Francisco, California, U. S.	Wheels—A routes	282 3	34 9	13 2	1525	1055	Can. Pacific Nav. Co., Ltd., Victoria, B. C.
75,723	Yuba	Yarmouth	1878	Yarmouth, N. S.	Screw—A hélice	40 2	11 3	4 0	12	6	F. Payzant, Lockeport, N. S.
100,650	Yvonne	Victoria	1890	Vancouver, B. C.	do	29 0	7 3	3 0	5	3	Henry G. Holman, Vancouver, B. C.

Classed, English
Lloyds.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Concluded.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Fin.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage		Owner, or Managing Owner, if more than one, and Address. Armateur ou armateur- gerant, s'il y en a plus d'un, et adresse.	Where Classéd. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registree.		
88,510	Zaidee.....	Sydney.....	1884	Dartmouth, N.S.....	Screw—A hélice ..	49 3	11 8	4 4	19	13	Wm. Purves, North Syd- ney, C.B.	
100,041	Zeila.....	Brockville.....	1890	Brockville, Ont.	do	36 8	7 1	3 7	3	3	B. D. Steacey, Brock- ville, Ont.	
92,616	Zena.....	Port Arthur.....	1886	Fort William, Ont..	do	27 9	8 6	2 8	4	4	James Whalen, Port Arthur, Ont.	
88,232	Zephyr.....	Toronto.....	1885	Brockville, Ont.....	do	52 0	10 0	4 5	19	11	The Polson Iron Works Co., Toronto, Ont.	
88,524	Zephyr.....	Hamilton	1886	Hamilton, Ont.....	do	27 0	6 0	3 0	3	2	Robert W. Leeming, Toronto, Ont.	
94,076	Zuleika.....	Halifax.....	1889	Dartmouth, N.S.....	do	51 0	8 5	4 2	12	8	Angus Fraser, Baddeck, C.B.	
75,910	Zulu	Chatham, N.B.....	1879	Chatham, N.B.....	Wheels—A roues....	56 0	10 8	4 6	18	10	New Brunswick Trading Co., of London, Eng.	

PART II.
ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books 31st December, 1895.

LISTE ALPHABETIQUE des navires à voiles canadiens inscrits sur les registres le 31 décembre, 1895.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built— Construit.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						FT. 10 IN.	FT. 10 IN.	FT. 10 IN.			
59,874	A.....	Quebec.....	Barge.....	1868	Quebec.....	100 0	23 4	8 2	144	Montreal Transportation Co., Montreal.	
97,034	A. D'E.....	Yarmouth.....	Schr—Glt.....	1891	Pubnico, N.S.....	38 0	13 8	5 5	14	A. D'Entremont, Pubnico, N.S.	
57,668	A. H. C.....	Halifax.....	do.....	1897	Marie Joseph, N.S.....	54 6	17 6	6 6	34	Wm. Moore, Burgeo, Nfld.	
78,892	A. J.....	St. John, N.B.....	do.....	1873	Noël, Hants Co., N.S.....	61 0	18 9	6 8	45	D. H. Christopher, Hillsboro', N.B.	
100,881	A. C. Bartlett.....	do.....	do.....	1892	Oromocto, N.B.....	45 7	14 3	5 1	20	William Bryson, Oromocto, N.B.	
103,222	A. C. Davies.....	Ottawa.....	Horse ferry.....	1890	Quyong, Que.....	43 0	24 8	2 1	12	A. Cutler, Quyong, Que.	
94,632	A. C. Greenwood.....	Shelburne.....	Schr—Glt.....	1888	Sand Point, N.S.....	41 0	13 7	6 0	15	H. M. Perry, Black Point, N.S.	
100,252	A. D. Mitchell.....	Halifax.....	do.....	1894	Jeddore, N.S.....	60 4	19 7	7 9	51	Alexander S. Mitchell, Jeddore, N.S.	
103,438	A. D. Smith.....	Ottawa.....	Barge.....	1895	Barry's Bay, Ont.....	32 3	11 3	3 6	14	D. Johnson, Combermere, Ont.	
92,621	A. G. Hoisler.....	Lunenburg.....	Schr—Glt.....	1887	Lunenburg, N.S.....	80 2	23 8	8 6	96	Howard Hebb, Lunenburg, N.S.	
.....	A. P. Waite.....	St. Catharines.....	Scow—Chd.....	1864	Dunnville, Ont.....	110 0	21 6	6 6	144	Estate of John Brown, Thorold, Ont.	
37,005	A. R. McKenzie.....	Shelburne.....	Schr—Glt.....	1860	Sable River, N.S.....	60 0	17 8	7 8	43	John B. Lawrence, Barrington, N.S.	
71,398	A. S. Townshend.....	Charlottetown.....	do.....	1878	Parrsboro', N.S.....	73 2	23 0	7 2	75	Charles Lyons, Charlottetown, P.E.I.	

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
90,461	A. Anthony	St. John, N. B.	Schr—Glt	1884	Lower Selmah, N.S.	71 1	21 3	7 8	78	Elijah Chase, Sackville, N. B.	
85,771	A. Gauthier	Ottawa	do	1884	Monte Bello, Que.	111 6	22 7	6 5	137	Ottawa Trans. Co., Ltd.	
88,413	A. Gibson	St. John, N. B.	Wdlt—Bab	1884	Greenwich, N. B.	80 0	28 2	7 1	97	Samuel F. Belyea, Greenwich, N. B.	
72,714	A. Muir	St. Catharines	Schr—Glt	1874	Port Dalhousie, Ont.	138 4	23 9	11 4	330	Wm. Muir, Port Dalhousie, Ont.	
97,199	A. Robillard	Montreal	Sloop	1890	Pierreville, Que.	110 1	22 8	7 8	163	A. Robilliard, Sorel, Que.	
	A. Shade	Goderich	Schr—Glt	1857	Goderich, Ont.	71 3	16 8	8 0	72	Nicholas Stark, Southwold, Ont.	
36,990	A. La Mode	Lunenburg	do	1876	La Have, N.S.	52 0	17 2	7 0	32	Geo. D'Entremont, Pubnico, N.S.	
83,323	Aaron	Ottawa	Barge	1881	Montreal	108 0	22 0	6 4	144	The Ottawa Transportation Co.	
94,790	Abana	Lunenburg	Schr—Glt	1889	La Have, N.S.	76 0	23 6	8 7	85	James Romkey, La Have, N.S.	
96,945	Abana	St. John, N. B.	do	1890	St. Martin's, N.B.	77 5	25 9	7 6	97	G. R. McDonough, St. Martin's, N.B.	
77,826	Abby G.	Halifax	do	1879	Ship Harbour, N.S.	54 6	15 8	6 2	30	Walter Glawson, Ship Harbour, N.S.	
92,603	Abby Jane	Sydney	do	1889	Aspy Bay, C. B.	45 5	15 6	6 1	19	John Fitzgerald, Aspy Bay, C. B.	
100,823	Abeona	Lunenburg	Bktn	1893	Mahone Bay, N.S.	134 5	32 2	13 0	497	J. H. Zwicker, Mahone Bay, N.S.	Classed Bureau Veritas.
103,373	Aberdeen	Winnipeg	Barge	1888	Minnesota, U.S.	119 0	26 9	5 5	130	William Robinson, Winnipeg, Man.	

Marine and Fisheries—List of Shipping.

37, 137	Abigail	Halifax	Schr—Glt	1842	Mahone Bay, N.S.	49	8	16	4	8	5	53	Geo. Hewitt, St. Mary's, N.S.	Classed Bureau Veritas.
88, 696	Abyssinia	St. John, N.B.	Bk—Bq	1885	St. John, N.B.	186	5	36	7	22	4	1127	J. F. and Charles E. Taylor, St. John, N.B.		Classed American Record.
83, 313	Acacia	Port Medway	Bgrtn—Bkglt.	1885	Port Medway, N.S.	98	4	25	6	10	1	186	Thomas Forhan, Halifax, N.S.	
92, 625	Acacia	Lunenburg	Schr—Glt	1887	Conquerall, N.S.	80	6	24	7	9	5	117	J. Norman Rafuse, La Have, N.S.	
	Acacia	Kingston	do	1872	Smith's Falls, Ont.	102	3	20	4	9	4	188	G. S. Oldreve, Kingston, Ont.	
35, 004	Acadia	Halifax	do	1848	Annapolis, N.S.	64	1	16	3	8	9	81	Joseph Whelock, Granville, N.S.	
72, 943	Acadia	Montreal	Barge	1875	Quebec	150	0	26	5	11	5	374	Montreal Transportation Co., Montreal.	
88, 641	Acadian	Charlottetown	Schr—Glt	1884	Rustico, P.E.I.	77	0	22	5	7	9	77	Joseph Gallant, Rustico, P.E.I.	
42, 304	Acadian	Halifax	do	1862	Londonderry, N.S.	62	2	18	5	8	5	57	Alfred Wood, Hillsboro', N.B.	
83, 431	Acadian	Weymouth	do	1886	Meteghan River, N.S.	54	5	17	5	7	0	32	James L. Stevens, M.O., Freeport, N.S.	
100, 839	Acacia	Lunenburg	do	1894	Mahone Bay, N.S.	52	6	16	2	7	2	34	N. Silver, Lunenburg, N.S.	
57, 742	Acara	Halifax	do	1869	Port Medway, N.S.	45	6	16	6	6	9	29	Daniel Cronan, Halifax, N.S.	
80, 861	Acme	Amherst, N.S.	do	1880	Wallace, N.S.	71	0	19	9	7	5	58	John C. Morris, Pugwash, N.S.	
74, 135	Acme	Lunenburg	do	1876	Mahone Bay, N.S.	64	0	20	6	8	3	52	John H. Zwicker, Mahone Bay, N.S.	
38, 432	Active	Aricbat	do	1847	Rocky Bay, N.S.	61	5	16	8	7	8	40	E. Marchand, Rocky Bay, N.S.	
90, 464	Active	Maitland	do	1884	Great Village, N.S.	35	0	10	9	4	6	11	J. Hiltz, Pembroke, N.S.	
34, 936	Active	Yarmouth	do	1846	Petit Passage, N.S.	42	0	11	0	5	6	16	W. Outhouse, Westport, N.S.	
38, 198	Active	do	do	1853	Argyle, N.S.	51	4	14	3	6	6	37	B. Bourque, Pubnico, N.S.	
	Active	Port Dover	do	1864	Port Dover, Ont.	50	0	13	0	5	0	32	W. C. Fagan, Sarnia, Ont.	
85, 710	Active	Wallaceburg	Barge	1887	Wallaceburg, Ont.	84	0	23	0	5	0	64	R. T. Riddell, Wallaceburg, Ont.	
42, 006	Ada	Digby	Schr—Glt	1869	Westport, N.S.	49	0	17	4	6	8	29	Albert Ingersoll, Grand Manan, N.B.	
59, 255	Ada	St. John, N.B.	do	1866	Cambridge, Queen's Co., N.B.	73	2	24	9	6	7	72	Joseph Finn, St. John, N.B.	
72, 192	Ada	do	do	1874	Point Lepreaux, St. John Co., N.B.	43	4	13	9	6	4	19	Robert Ferguson, Pisarinco, St. John Co., N.B.	
92, 517	Ada	St. Andrews	do	1888	Campobello, N.B.	26	0	11	0	5	0	10	A. B. Philips, Campobello, N.B.	
36, 496	Ada Ann	Halifax	do	1860	Mahone Bay, N.S.	44	8	16	7	6	7	22	Donald McDonald, Bay of Islands, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10chs Ft. 10chs					
72,249	Ada B.....	St. John, N.B....	Schr—Glt	1875	Southampton, York Co., N.B.	60 0	21 5	8 0	62	James Draper, Southampton, York Co., N.B.	
88,381	Ada L.....	Windsor, N.S.....	do	1884	Kempt, N.S.....	46 4	16 5	6 9	31	Bennett Brown, Walton, N.S.	
90,737	Ada Louise.....	Port Hawkesbury.	do	1888	Port Hawkesbury, C.B.	60 5	19 9	7 2	57	Margaret Embree, Port Hawkesbury, C.B.	
83,086	Ada M.....	do	do	1882	do	40 0	14 4	6 0	19	Wm. Burke, River Bourgeois, C.B.	
52,037	Adah.....	Annapolis.....	do	1865	Clements, N.S....	85 5	24 5	10 0	125	W. Y. Foster, Bridgetown, N.S.	
42,012	Adala.....	Digby.....	do	1859	Digby, N.S.....	36 3	10 8	4 8	8	Rachael Snow, Hillsboro', N.S.	
74,020	Addie.....	Halifax.....	do	1876	La Have, N.S....	40 5	14 6	5 6	16	Dennis Fagan, Ketch Harbour, N.S.	
.....	Addie Gordon.....	Port Colborne.....	Scow—Chd	1869	Welland, Ont....	115 0	26 0	5 0	165	Richard Graham, Fort Erie, Ont.	
33,141	Adelaide.....	Quebec.....	Barge	1855	Batiscan, Que.....	65 0	21 5	7 1	60	Eusebe Lacourcière, Batiscan, Que.	
33,220	Adelaide.....	do	Schr—Glt	1856	Portneuf, Que....	86 8	24 0	9 5	136	Francois Thibaudeau, Portneuf, Que.	
36,636	Adelaide.....	do	do	1860	L'Islet, Que.....	58 8	19 5	6 1	38	Jos. St. Pierre, Rimouski, Que.	
73,009	Adelaide.....	do	do	1875	St. Paul's Bay, Que..	49 4	17 2	6 2	30	Alban Tremblay, Les Eboulements, Que.	
38,390	Adelaide.....	Arichat.....	do	1859	River Bourgeois, C.B.	48 0	14 4	5 6	18	James Butler, Halifax, N.S.	
100,211	Adelaide.....	Halifax.....	do	1891	Great Village, N.S..	83 0	24 3	9 0	115	T. D. Blaikie, Great Village, N.S.	

Marine and Fisheries—List of Shipping.

100,714	Adèle.....	Montreal.....	Sloop.....	1893	Yamaska, Que.....	127	3	28	5	10	8	297	M. Kennedy, Montreal, Que.
88,697	Adelene.....	St. John, N.B.....	Schr—Glt.....	1886	Rothsay, N.B.....	102	0	28	6	9	9	193	George F. Baird, St. John, N.B.
81,186	Adelia.....	Halifax.....	do.....	1868	Lussino, Picolo, Italy.....	77	1	39	1	22	3	138	Hy. J. Whitlock, Oxford, G.B.
72,099	Adelina.....	Chatham, N.B.....	do.....	1876	Shippegan, N.B.....	35	0	11	2	4	6	12	A. Paulin, fisherman, Shippegan, N.B.
36,608	Adeline.....	Liverpool.....	do.....	1859	Parrsboro', N.S.....	65	3	19	8	8	3	63	A. P. Mills, Summerside, P.E.I.
103,009	Adeline Gladys.....	Chatham, N.B.....	do.....	1890	Carsquet, N.B.....	35	5	12	6	5	0	12	R. Young, Shippegan, N.B.
103,370	Adjutor.....	Quebec.....	Sloop.....	1895	Trois Saumons, Que.....	60	6	20	5	5	4	41	C. Methat, Trois Saumons, Que.
54,321	Admiral.....	Digby.....	Schr—Glt.....	1843	Granville, N.S.....	66	5	16	5	9	1	72	Robert M. Kelly, Yarmouth, N.S.
43,483	Admiral.....	Quebec.....	do.....	1842	Niagara, Ont.....	161	0	23	0	10	2	260	Edmond S. Vinden, Port Hope, Ont.
37,821	Adonia.....	St. John, N.B.....	do.....	1847	Windsor, N.S.....	69	0	21	3	8	8	83	Robt. T. Holman, Summerside, P.E.I.
77,543	Advance.....	Amherst, N.S.....	do.....	1878	Pugwash, N.S.....	63	0	19	0	7	0	54	James A. Elliott, Pugwash, N.S.
80,981	Advance.....	Arichat.....	do.....	1880	Isaac's Harbour, N.S.....	79	1	24	4	10	3	99	Fannie M. Malzard, Arichat, N.S.
72,080	Advance.....	Chatham, N.B.....	do.....	1875	Chatham, N.B.....	48	2	16	1	6	5	23	George Orr, jr., Richibucto, N.B.
92,377	Advance.....	St. John, N.B.....	do.....	1888	St. Martin's, N.B.....	80	0	27	0	7	0	99	Wm. E. Vroom, St. John, N.B.
61,989	Adventure.....	Port Hawkesbury.....	do.....	1871	Wallace, N.S.....	60	0	21	1	7	7	53	Dougal McDonald, Port Hood, C.B.
100,822	Advertiser.....	Charlottetown.....	do.....	1893	La Have, N.S.....	61	8	20	8	8	3	55	Thomas Kicham, Souris, P.E.I.
90,876	Aeronaut.....	Yarmouth.....	Bgtn—Bkgt.....	1886	Clare, N.S.....	139	5	31	5	13	0	446	W. D. Lovitt Est., Yarmouth, N.S.
100,735	Africa.....	Windsor, N.S.....	do.....	1893	Hantsport, N.S.....	170	0	36	0	16	6	679	E. Churchill & Sons, Hantsport, N.S.
34,969	Agenor.....	St. John, N.B.....	Schr—Glt.....	1840	Hillsboro', N.B.....	51	0	13	3	6	1	32	James Thomson, St. John, N.B.
92,730	Aggie.....	Toronto.....	Yacht.....	1887	Oakville, Ont.....	47	3	12	0	5	4	13	Christopher Armstrong, Oakville, Ont.
46,649	Aggie Davidson.....	Chatham, N.B.....	Schr—Glt.....	1864	Richibucto, N.B.....	76	5	23	1	9	4	108	J. R. Calhoun, merchant, St. John, N.B.
36,996	Agile.....	Lunenburg.....	do.....	1961	Lunenburg, N.S.....	54	6	16	4	6	9	27	Henry A. Shatford, St. Margaret's Bay, N.S.
36,146	Agility.....	Arichat.....	do.....	1858	Port Medway, N.S.....	75	6	21	8	8	2	72	Isidore Pointier, West Arichat, N.S.
57,727	Agnes.....	Halifax.....	do.....	1868	Chezetcook, N.S.....	42	0	15	0	6	1	21	W. C. Boak, Halifax, N.S.
69,149	Agnes.....	do.....	do.....	1871	do.....	40	5	14	0	6	0	17	Atlantic Sugar Co., Halifax, N.S.

Classed Bureau
Veritas.
Classed Bureau
Veritas and
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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths Ft. 100ths Ft. 100ths					
85,660	Agnes.....	Halifax.....	Schr—Glt.....	1877	Chezetcook, N.S.....	34 0	12 7	5 1	11	Jacob Lapiere, Chezetcook, N.S.	
78,046	Agnes Hudson.....	Richibucto.....	do.....	1880	Richibucto, N.B.....	34 8	12 6	4 2	8	Jas. Foley, Welford, P. E. I.	
96,972	Agnes Macdonald.....	Victoria.....	do.....	1891	Shelburne, N.S.....	100 0	23 7	10 0	107	John Collister, Victoria, B. C.	
48,128	Agro.....	Halifax.....	do.....	1864	Barrington, N. S.....	49 7	14 5	6 5	26	Terrance Rodgers, Argyle, N.S.	
64,874	Aid.....	do.....	do.....	1872	Ship Harbour, N.S.....	30 0	14 4	5 9	16	William Orchard, Pugwash, N.S.	
90,533	Aid.....	Prescott.....	Barge.....	1885	Montreal.....	153 0	24 0	11 0	368	James Buckley, Prescott, Ont.	
50,728	Aigle de Mer.....	Quebec.....	Schr—Glt.....	1864	Bathiscan, Que.....	97 6	22 0	8 6	130	Daniel Sterling, Hamilton, Ont.	
85,511	Aileen.....	Toronto.....	Yacht.....	1882	Toronto, Ont.....	65 0	11 8	8 3	25	Robt. Myles, Toronto, Ont.	
36,205	Aim Well.....	Halifax.....	Schr—Glt.....	1839	Port Piswick, N.S.....	55 8	16 9	7 4	36	Leonard Bayers, Port Piswick, N.S.	
38,485	Ajax.....	Arichat.....	do.....	1867	River Bourgeois, N.S.....	61 1	18 1	8 3	40	Wm. Martel, Petit de Grat, C.B.	
64,964	Alabama.....	Quebec.....	do.....	1871	St. Alexis, Que.....	53 5	16 4	7 1	37	Wm. Luce, Jersey.	
64,970	Alabama.....	do.....	Barge.....	1871	Grand Bay, Saguenay.....	100 2	21 6	8 5	151	John Torrance, Montreal.	
74,395	Alarm.....	Toronto.....	Yacht.....	1874	Goderich, Ont.....	54 0	14 0	5 5	23	Joseph Adamson, Toronto, Ont.	
61,306	Alarm.....	Victoria.....	Sloop.....	1860	Victoria, B. C.....	35 0	12 6	4 2	15	Henry Saunders, Victoria, B. C.	

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77,897	Alaska	Sackville	Schr—Glt	1884	Sackville, N.B.	94 0	29 9	8 5	118	Thos. Egan, Sackville, N.B.	Classed American Record.
94,783	Alaska	Lunenburg	do	1889	Lunenburg, N.S.	76 3	23 5	9 2	87	Benjamin Anderson, Lunenburg, N.S.	
64,512	Alba.	Arichat.	do	1874	St. John, N.B.	87 4	26 5	9 4	157	John D. Hayes, Holbrook, Eng.	
85,974	Alba.	St. John, N.B.	do	1882	Waterborough, N.B.	83 4	27 0	7 2	92	John G. Walter, River Hebert, N.S.	
100,243	Alba.	Halifax.	Sloop	1894	Shelburne, N.S.	36 5	9 3	3 8	5	James Fraser, Halifax, N.S.	
74,890	Albacore	Bowmanville.	Schr—Glt	1877	Port Dalhousie, Ont.	136 5	26 3	11 4	327	Wm. Cann, Bowmanville, Ont.	
85,777	Albani	Montreal	Sloop	1885	Yamaska, Que.	107 5	22 6	7 4	158	H. F. Cummings, Cornwall, Ont.	
88,428	Albania	St. John, N.B.	Ship—3 m.	1884	St. John, N.B.	204 7	39 5	24 2	1438	J. F. and Charles E. Taylor, St. John, N.B.	Classed Bureau Veritas.
75,633	Albatross	St. Catharines	Schr—Glt	1871	Port Dalhousie, Ont.	136 6	26 3	11 9	317	(Geo. Houston, Port Dalhousie, Ont.	
85,501	Albatross	St. John, N.B.	Bgtn—Bkgt.	1882	Tynemouth, N.B.	139 2	30 3	13 0	400	Schofield & Co., Ltd., St. John, N.B.	do
92,371	Albatross	do	Schr—Glt	1887	Greenwich, N.B.	60 3	19 2	5 2	45	Rolla F. Walton, Greenwich, N.B.	
92,766	Albatross	Quebec	do	1889	Ste. Anne de la Pêrade.	93 8	24 6	9 0	130	N. E. Angers, Ste. Anne de la Pêrade, Que.	
103,081	Albatross	Chatham, N.B.	do	1894	Shippegan, N.B.	35 3	12 3	5 1	13	T. Ahter, Shippegan, N.B.	
100,846	Albatross	Lunenburg	do	1894	Mahone Bay, N.S.	44 4	15 7	6 4	26	J. F. Zwicker, Mahone Bay, N.S.	
	Albert	Montreal	Barge	1873	Lévis, Que.	110 5	22 6	8 9	191	Montreal Transportation Co.	
100,378	Albert P	Sydney	Schr—Glt	1892	New Harris, C.B.	69 5	19 8	7 1	60	Peter Terrio, Arichat, C.B.	
92,495	Alberta	Windsor, N.S.	Bktn—Bkgt.	1888	Newport, N.S.	157 1	36 1	15 7	610	E. D. Shand, Windsor, N.S.	Classed Bureau Veritas and American Record.
100,586	Alberta	Montreal	Sloop	1892	Yamaska, Que.	136 2	27 4	11 2	262	J. L. Michaud, Yamaska.	
100,179	Alberta	do	do	1891	Kingston, Ont.	163 5	23 2	10 2	314	Montreal Transportation Co.	
100,990	Alberta	Chatham, N.B.	Schr—Glt	1890	Caracquet, N.B.	36 0	12 2	4 4	11	P. Rive, Caracquet, N.B.	do
94,736	Albertina	Windsor, N.S.	Bktn—Bqtn	1890	Newport, N.S.	157 0	36 5	16 0	654	E. D. Shand, Windsor, N.S.	
54,227	Alberton	Halifax.	Schr—Glt	1866	Cascumpec, P.E.I.	53 7	16 5	6 4	29	Michael Wells, Guysboro', N.S.	
92,533	Albina	Montreal	Barge	1887	Sorel, Que.	110 9	22 8	8 8	180	Montreal Transportation Co., Montreal.	
37,467	Albion	Liverpool	Schr—Glt	1842	LaHave, N.S.	43 4	13 0	6 6	23	Ira Pride, Port Medway, N.S.	
59,678	Albion	Charlottetown	do	1868	Pinette, P.E.I.	48 0	15 7	6 4	28	H. C. Murray, Buctouche, N.B.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.				
94,628	Albion	Ottawa	Barge	1888	Rockland, Ont.	110 0	22 8	7 3	148	The Ottawa Transportation Co. Ltd.		
74,284	Alec	Quebec	do	1875	Yamaska, Que.	93 8	22 0	6 1	90	Ephrem Paul, Sorel, Que.		
88,595	Aldine	Yarmouth	Bgm—Bkgt.	1884	Belliveau Cove, N.S.	131 0	29 5	12 8	344	W. D. Lovitt, Est., Yarmouth, N.S.		Classed Bureau Veritas and American Record.
69,693	Alert	Digby	Schr—Glt	1883	Meteghan, N.S.	58 3	17 9	7 5	39	S. Eldridge, Sandy Cove, N.S.		
36,784	Alert	Halifax	do	1862	Bermuda	64 5	18 3	8 0	61	George C. Harvey, Halifax, N.S.		
37,536	Alert	Lunenburg	do	1854	LaHave, N.S.	56 1	17 0	7 9	57	John McLean, St. Ann's, C.B.		
35,584	Alert	Chatham, N.B.	do	1858	Buctouche, N.B.	43 2	13 7	5 8	20	H. B. Smith, marchand, Buctouche, N.B.		
80,640	Alert	Yarmouth	do	1877	Jebogue, N.S.	31 5	11 0	4 2	7	Robert K. Rose, Yarmouth, N.S.		
37,400	Alert	Guyssboro'	do	1857	Guyssboro', N.S.	58 5	18 7	7 6	47	A. N. Whitman, Canso, N.S.		
90,735	Alert	Port Hawkesbury	do	1879	Little Harbour, N.S.	31 6	12 3	4 7	11	Wm. A. Keating, Port Mulgrave, N.S.		
94,823	Alert	Weymouth	do	1889	Gilbert's Cove, N.S.	108 0	26 8	12 0	229	C. A. Bowly, Port Medway, N.S.		Classed American Record.
94,831	Alert	St. Andrews	do	1879	Green Cove, N.S.	29 0	12 8	6 0	15	Wm. Lamb, Campobello, N.B.		
96,950	Alert	St. John, N.B.	Bk—Bq	1890	Harvey, N.B.	163 3	34 6	13 3	531	J. N. Smith, Coverdale, N.B.		Classed Bureau Veritas.
42,265	Alexander	Chatham, N.B.	Schr—Glt	1861	Buctouche, N.B.	61 8	17 3	7 5	47	Alex. Roxborough, marchand, Richibucto, N.B.		

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36,635	Alexander	Quebec	Bk—Bq	1857	Port Dalhousie, Ont.	154	0	26	5	11	0	302	M. P. Hayes, Seaforth, Huron Co.
38,669	Alexander	Sydney	Bgtn—Bkgt	1867	United States	118	0	27	5	9	7	238	Wm. Thomas, Economy, N.S.
74,046	Alexander	do	Schr—Glt	1877	Little Narrows, C.B.	75	2	22	3	8	3	78	John McDonald, Boularderie, C.B.
79,920	Alexander	St. Catharines	do	1857	Port Dalhousie, Ont.	134	0	23	0	11	0	351	Bryce Muir, Port Dalhousie, Ont.
36,474	Alexander Fraser	Dorchester	Bk—Bq	1801	Harvey, N.B.	165	8	34	9	13	3	575	Alex'r Black, Dorchester, N.B.
88,515	Alexander Gordon	Lunenburg	Schr—Glt	1852	Lunenburg, N.S.	53	3	17	1	7	0	32	A. Sanson, Cape Breton.
71,007	Alexina	Sydney	do	1886	North Sydney, C.B.	38	0	10	8	5	4	12	Elijah Moffat, North Sydney, C.B.
83,258	Alfred	Montreal	Barge	1873	Lachine, Que.	85	2	22	0	7	0	97	G. Matte, Lachine, Que.
103,178	Alfred	Yarmouth	Schr—Glt	1875	Pubnico, N.S.	61	5	19	5	7	6	47	J. Amiro, Pubnico, N.S.
103,343	Alfred	Digby	do	1883	Granville, N.S.	47	4	16	3	6	5	29	Milton Haines, Freeport, N.S.
80,694	Alfred	Shelburne	do	1895	Shelburne, N.S.	89	0	23	7	9	5	116	J.A. McCowan, Shelburne, N.S.
	Alfred	Montreal	Sloop	1895	Yamaska, Que.	125	4	26	4	10	8	266	C. Lasalle, Yamaska, Que.
	Alfred	do	do	1881	do	110	0	22	3	7	7	165	J. Williamson, Grenville, Que.
	Alfred	do	Barge	1873	Quebec	100	9	22	7	8	9	190	Jos. Kerr, Farnieres Point, Ont.
	Alfred	Kingston	do	1870	Kingston, Ont.	101	0	22	5	6	2	120	F. McCarthy, Prescott, Ont.
77,577	Alfred Demers	Montreal	Sloop	1878	Three Rivers, Que.	105	0	22	5	7	6	131	The Department of Public Works, Ottawa.
95,327	Alfred J. Hackett	Owen Sound	Schr—Glt	1884	Warton, Ont.	43	0	12	0	4	7	11	H. F. Eby, Warton, Ont.
94,878	Alfred R. Davidson	Montreal	Barge	1885	Whitehall	97	4	17	6	7	0	99	Amadé Mallette, Rigaud, Que.
46,902	Alfred Taylor	Port Hawkesbury	Schr—Glt	1864	Margaree, C.B.	43	0	14	6	6	0	20	Henry Taylor, Margaree, C.B.
100,489	Algoma	Lunenburg	do	1892	Dublin Shore, N.S.	62	6	20	8	8	1	56	J. Publicover, Dublin Shore, N.S.
77,549	Alice	Amherst, N.S.	do	1879	Parrsboro', N.S.	37	0	11	5	4	4	8	B. W. Manning, Amherst, N.S.
71,303	Alice	Charlottetown	do	1881	Kingston, N.B.	37	0	12	0	4	7	10	Alex. McArthur, Lot 14, P.E.I.
35,999	Alice	Halifax	do	1852	Bay of Islands, N.S.	46	5	14	5	7	3	23	John Gillam, Port au Basque, Nfld.
36,004	Alice	do	do	1856	Clam Harbour, N.S.	47	3	16	2	7	0	27	David Bears, Murray Harbour, P.E.I.
61,432	Alice	Chatham, N.B.	do	1864	Shippegan, N.B.	34	5	11	0	4	5	11	M. Dignard, Tracadie, N.B.

Classed Bureau
Veritas.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classified. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Pl. 100 lbs Pl. 100 lbs			
75,794	Alice	Ottawa	Barge	1878	Ottawa	108 0	22 8	7 6	163	The Ottawa Transportation Co. Ltd.		
50,724	Alice	Quebec	Schr—Glt	1864	Chicoutimi, Que.	83 0	20 5	8 6	107	Ephrem Tremblay, Chicoutimi, Que.		
75,612	Alice	Yarmouth	do	1877	Shelburne, N.S.	43 0	15 7	6 8	17	Edmund Trask, Little River, N.S.		
64,628	Alice	Parrsboro'	do	1872	St. Martin's, N.B.	66 0	21 0	6 6	54	W. F. Conlon, Parrsboro', N.S.		
90,866	Alice	Halifax	do	1885	LaHave, N.S.	36 0	11 4	4 4	12	Jas. Morash, West Dover, N.S.		
92,776	Alice	New Westminster	Sloop		Mud Bay, B.C.	32 6	10 5	3 0	9	Donald Urquhart, Vancouver, B.C.		
103,440	Alice	Ottawa	Barge	1890	Buckingham, Que.	68 4	14 9	3 4	30	O. M. Harris, Buckingham, Que.		
100,382	Alice	Sydney	Schr.		Newfoundland	37 6	12 0	5 3	10	Wm. Hunt, Sydney, C.B.		
100,561	Alice	do	Barge	1894	Lunenburg, N.S.	120 7	25 8	12 9	248	Dominion Coal Co., Ltd., Glace Bay, C.B.		
100,712	Alice	Montreal	Sloop	1893	Yamaska, Que.	109 6	22 9	9 6	186	J. N. Fulton, Montreal.		
100,984	Alice	Chatham, N.B.	Schr—Glt	1888	Carquet, N.B.	35 0	12 5	4 8	11	C. DeGruchy, Carquet, N.B.		
66,931	Alice Ada	St. John, N. B.	Bgtm—Bkglt.	1873	Port Elgin, N.B.	121 0	28 8	12 2	293	J. W. Seannell, New York, U.S.		
72,167	Alice Bradshaw	Windsor, N.S.	do	1875	Kempt, Iltants Co., N.S.	116 0	28 8	12 5	293	Ed. E. Hutchings, New York.	Classed American Record.	
74,085	Alice Butt	Halifax	Schr—Glt	1876	Bay St. George, Nfld.	50 0	18 3	7 6	39	Nathanial Butt, Bay St. George, Nfld.		

Marine and Fisheries—List of Shipping.

85,375	Alice E. L.	Halifax	do	1882	Moser's River, N.S.	63	4	20	9	7	7	58	Alexander F. Smith, Moser's River, N.S.
	Alice Grover	Napanee	Bgtn—Bkgt.	1856	Napanee, Ont.	111	4	21	5	10	1	206	G. H. Wyatt, Toronto, Ont.
80,372	Alice Holmes	Parrsboro'	Schr—Glt	1881	Parrsboro', N.S.	33	0	11	9	4	7	7	John Dossou, St. John, N.B.
80,805	Alice M. Claridge	Windsor, N.S.	Bk—Bq	1880	Newport, Hants Co., N.S.	192	2	39	0	23	4	1120	W. H. Mosher, Newport, N.S.
92,487	Alice Maud	do	Schr—Glt	1887	Grand Manan, N.B.	32	0	11	0	6	0	12	John F. Paul, Cornwallis, N.S.
64,550	Alice Maud	St. John, N.B.	do	1871	St. John, N.B.	43	0	16	4	5	4	25	Wm. Langwith, Minudie, Cumberland Co., N.S.
96,955	Alice Maud	do	do	1890	Greenwich, N.B.	86	0	27	9	7	5	125	N. C. Scott, St. John, N.B.
103,279	Alice Maud	Chatham, N.B.	do	1895	Caraquet, N.B.	36	0	12	0	4	4	10	P. Fiotte, Caraquet, N.B.
88,271	Alice May	St. John, N.B.	do	1884	Musquash, N.B.	35	3	12	5	5	0	10	Addison G. Thompson, Musquash, N.B.
90,660	Alice May	Yarmouth	do		United States	46	5	15	4	5	7	18	George W. Nickerson, Barrington, N.S.
88,456	Alice May	Aricat	do	1888	Port Hawkesbury, C.B.	54	1	18	6	6	7	39	Wm. Levesconte, Desconsse, C.B.
42,234	Alice Mills	Annapolis	do	1862	Granville, N.S.	64	0	18	5	7	9	49	C. E. Morton, Milton, N.S.
	Alice Pacy	Montreal	Barge	1871	Montreal	115	8	25	0	9	2	240	Miller Jones, Montreal.
90,719	Alice Phebe	Halifax	Schr—Glt	1886	Ship Harbour, N.S.	62	0	20	5	9	4	70	Angus Brien, Crapaud, P.E.I.
74,033	Alice Xebec	Sydney	do	1875	Aspy Bay, C. B.	42	3	13	2	5	2	13	John Burke, Ingonish, C.B.
77,725	Alice & Nelly	Digby	do	1878	Freeport, N.S.	50	6	17	3	6	2	30	A. F. Thurber, Freeport, N.S.
100,739	Alida A.	Windsor, N.S.	do	1891	Cambridge, N.S.	27	9	9	4	3	4	4	R. J. Skaling, Cambridge, N.S.
97,194	Alika	Chatham, N.B.	do	1894	Shippagan, N.B.	37	5	12	2	4	6	12	L. Paulin, Shippagan, N.B.
100,620	Alina	Shelburne	do	1894	Sable River, N.S.	79	7	22	4	8	8	96	Churchill Locke, Lockeport, N.S.
71,248	Alina	Montreal	Sloop	1876	St. David, Que.	72	0	22	2	5	0	58	J. Bibaud, St. Thomas, Que.
100,857	Alix	Quebec	Schr—Glt	1893	Montmagny, Que.	32	8	12	8	5	6	13	R. Lesperance, Montmagny, Que.
61,973	Allegro	Halifax	do	1855	New Dublin, N.S.	58	0	18	6	7	6	36	John McDonald, Little Harbour, N.S.
100,079	Allen A. McIntyre	St. John, N.B.	do	1891	Perry's Point, N.B.	121	9	28	6	9	2	200	Peter McIntyre, St. John, N.B.
74,410	Alliance	Chatham, N.B.	Bgtn—Bkgt.	1877	Shippagan, N.B.	90	0	19	5	11	4	99	Geo. M. Luce, Jersey.
78,034	Alliance	Chatham, Ont.	Schr—Glt	1867	Port Dover, Ont.	47	0	16	8	5	0	33	Arnold Winegarden, Chatham, Ont.

Classed Bureau Veritas.

Classed American Record.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Ft. 10ths Ft. 10ths					
36,176	Alliance	Liverpool	Schr—Glt	1858	Petite Rivière, N.S.	56 2	17 9	7 5	39	C. H. Inness, Liverpool, N.S.	
109,740	Allie B. Dyer	Windsor, N.S.	do	1886	Salisbury, Mass., U.S.	79 2	21 8	8 4	86	Isaac Cook, Harboursville, N.S.	
103,478	Allie I. Algar	Victoria	do	1886	Seattle, U.S.	76 0	25 0	8 5	75	S. Verge, Victoria, B.C.	
35,272	Alligator	St. John, N.B.	do	1858	St. Martins, N.B.	36 2	10 6	4 6	12	Peter Connor, Cornwallis, N.S.	
48,034	Alma	Annapolis	do	1863	Clements, N.S.	56 0	16 6	7 0	29	Samuel Potter, Clements, N.S.	
34,876	Alma	Halifax	Bk—Bq	1858	Weymouth, N.S.	121 0	29 0	11 9	249	James W. Biglow, Cape Canso, N.S.	
36,487	Alma	Charlottetown	Schr—Glt	1881 1860	Lunenburg, N.S.	67 5	21 2	8 4	65	James E. Grant, Charlottetown, P.E.I.	
85,755	Alma	Quebec	do	1882	St. Jean Port Joli	31 2	11 0	4 3	9	Pierre Bernier, Rimouski, Que.	
36,629	Alma	do	do	1855	Saguenay, Que.	74 5	23 0	8 7	98	Thomas Simard, Ha Ha Bay, Chicoutimi, Que.	
46,167	Alma	do	do	1856	L'Islet, Que.	50 8	17 0	5 2	27	Prudent Lizotte, Quebec.	
59,844	Alma	do	do	1894	Gentilly, Que.	69 0	21 0	5 2	58	Felix Mailhot, Gentilly, Que.	
73,038	Alma	do	Barge	1866	Batiscan, Que.	71 5	20 0	5 1	48	P. Carrier, Boucherville, Cham-bly Co., Que.	
92,554	Alma	Montreal	Sloop	1881	Sorel, Que.	85 3	19 6	4 1	47	J. Daneau, François du Lac, Que.	
94,946	Alma Cook	Halifax	Schr—Glt	1889	Shelburne, N.S.	68 0	21 6	8 0	67	W. Vincent, Bay St. George, Nfld.	

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66,080	Alma Maria	Quebec	do	1872	L'Islet, Que	55 0	15 5	5 6	28	Jean François Giasson, L'Islet, Que.
48,108	Almanda	do	do	1861	St. Thomas, Que	74 0	24 8	9 1	98	Jas. Bergeron, Les Eboulements, Que.
64,982	Almanda	do	do	1871	Chateau Richer, Que	74 0	20 0	6 7	58	X. Cimon, Bay St. Paul, Que.
73,972	Almanda	do	do	1876	Les Eboulements, Que.	59 9	19 0	7 9	58	Justineau Bouchard, Malbaie, Que.
74,266	Almanda	do	do	1876	Cap St. Ignace, Que.	60 5	19 0	6 6	41	Joseph Chartier, Cacouma, Que.
38,160	Almira	St. Andrews	do	1861	Plymouth, N.S.	50 0	14 1	6 8	34	I. D. Harvey, Grand Manan, N.B.
37,335	Alma	Yarmouth	do	1861	United States	53 2	14 4	6 3	30	S. Calhoon, Canso, N.S.
88,598	Alph B. Parker	St. John, N.B.	do	1885	Tusket Wedge, N.S.	63 6	19 1	6 7	39	H. Outhouse, Tiverton, N.S.
77,544	Alpha	Aricbat	do	1878	Wallace, N.S.	58 2	19 0	6 9	42	Wm. Le Vesconte, Desconsue, N.S.
61,625	Alpha	Halifax	do	1878	Isaac Harbour, N.S.	46 6	15 2	6 2	18	C. A. Shatford, Chester Basin, N.S.
66,380	Alpha	Charlottetown	do	1873	North Lake, King's Co., P.E.I.	47 2	15 7	6 0	26	John Stewart, Charlottetown, P.E.I.
100,500	Alpha	Victoria	Scow—Chd	1890	Victoria, B.C.	66 0	22 4	4 2	44	E. C. Baker, Victoria, B.C.
100,364	Alphonse Pierre	Quebec	Schr—Glt	1891	Bon Desir, Que.	52 6	17 0	5 8	29	X. Simard, Bon Desir, Que.
64,034	Alphratex	Digby	do	1873	Port Gilbert, N.S.	76 6	21 4	8 3	86	Robert H. Warner, Plympton, N.S.
77,899	Alphaea	Quebec	do	1886	Botsford, N.B.	61 3	21 0	8 4	56	T. Ahier, Shippegan, N.S.
97,175	Altona	Windsor, N.S.	Bktn—Bgmt	1890	Farrsboro, N.S.	149 4	34 7	12 9	491	Thos. A. Masters, Hantsport, N.S.
100,617	Altona	Shelburne	Schr—Glt	1894	Sable River, N.S.	47 1	16 2	7 2	28	A. Lowansbury, Little Harbour, N.S.
94,842	Alzora	Windsor, Ont.	Scow—Chd	1890	Belle River, Ont.	65 0	18 0	3 8	43	Peter Dumond, Belle River, Ont.
90,426	Amanda	Barrington	Schr—Glt	1886	Shelburne, N.S.	58 6	17 7	6 8	38	Isaac Nickerson, Barrington, N.S.
83,278	Amanda	Maitland	Bk—Bq	1883	Noël, N.S.	184 0	37 7	21 3	1073	Osmund, O'Brien, Noël, N.S.
92,374	Amanda S.	St. John, N.B.	Schr—Glt	1887	Kingston, N.B.	54 3	17 9	4 8	24	W. C. Derry, Dover, N.B.
74,270	Amarilda	Quebec	do	1876	St. Luce, Que.	45 9	14 9	5 8	24	Pierre Bernier, St. Cecile du Bic, Que.
100,810	Amateur	Victoria	do	1892	Seattle, U.S.	43 5	15 3	5 9	18	C. Gipson, Nitinat, B.C.
88,176	Amazon	Lunenburg	do	1882	Lunenburg, N.S.	70 6	23 3	8 5	73	J. Eastman, Cape Ray, Nfld.
42,436	Amelia	Gaspé	do	1872	Esquimaux Pt., Que.	57 5	19 0	8 6	50	Paul Cormier, Esquimaux Pt., Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. 10ths	ft. 10ths	ft. 10ths			
97,196	Amelia	Montreal	Sloop	1890	Yamaska, Que	104 3	22 9	7 1	108 0	O. Desrosiers, Yamaska, Que.	
36,797	Amelia	Quebec	Schr—Glt	1859	Prince Ed. Island	60 0	20 0	8 3	63	W. J. M. Hamington, Westmoreland, N.B.	
55,934	Amelia	do	do	1867	St. André, Que	85 0	23 0	10 4	118	David Desjardins, St. André, Que.	
94,892	Americo	New Westminster	Sloop	1887	New Westminster	48 0	14 3	3 3	32	Bernard Beck, Vancouver, B.C.	
46,476	Amiel Corkum	Lunenburg	Schr—Glt	1880	La Have, N.S.	62 6	19 6	7 6	53	Wm. A. Conrad, Halifax, N.S.	
66,242	Amorette	Charlottetown	do	1871	Georgetown, P.E.I.	43 0	14 0	5 9	18	Wm. McLure, Pictou, N.S.	
59,372	Anos M. Holt	Digby	do	1876	New Brunswick	53 0	19 3	6 0	33	David R. Graves, Granville, N.S.	
79,946	Amy B.	Chatham, N.B.	do	1878	Waterborough, Queen's Co., N.B.	74 0	25 5	6 0	60	New Brunswick Trading Co., London, Eng.	
85,544	Amy D.	Parrsboro'	do	1883	Meteghan, N.S.	89 2	21 4	9 0	99	R. Ackman, Parrsboro', N.S.	
85,988	Amy J.	St. John, N.B.	Wdgt—B&B	1882	Canning, N.B.	66 3	24 9	6 6	62	David T. Alexander, Point Wolfe, N.B.	
77,802	Anastasia F.	Parrsboro'	Schr—Glt	1879	Moncton, N.B.	66 0	21 6	8 0	64	L. Lovely, Parrsboro', N.S.	
33,212	Anastasia.	Quebec	do	1855	Bay St. Paul, Que	54 3	15 1	6 5	28	Henry Parker, Rivière-du-Loup, Que.	
64,988	Andora	do	Schr—Glt	1870	St. André, Que	46 8	15 0	6 5	27	Théod. Charette, Rivière du Loup, Que.	
88,263	Andreta.	St. John, N.B.	Ship, 3 m.	1883	Stocton-on-Tees	253 8	39 0	24 5	1635	C. M. Roberts, Liverpool, Eng.	Classed English Lloyds and Bureau Veritas.

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Classed Bureau Veritas and American Recort.	Classed Bureau Veritas.	Classed Bureau Veritas and American Recort.	
88,610	Angara	Lunenburg	
38,511	Angé Dugas	Arichat	
96,739	Angeline	Chatham, N.B.	
36,053	Angélique	Arichat	
38,360	Angélique	do	
38,505	Angélique	Halifax	
78,991	Anglésea	Windsor, N.S.	
103,071	Anglésea	Chatham, N.B.	
72,265	Anglo-America	St. John, N.B.	
71,213	Anglo-Saxon	Sarnia	
	Anglo-Saxon	Chatham, Ont.	
97,176	Angola	Windsor, N.S.	
84,483	Angola	Liverpool	
85,507	Anita	St. John, N.B.	
54,182	Ann	Halifax	
94,708	Ann Eliza	Digby	
69,656	Ann Jane	Quebec	
48,050	Ann J. Taylor	Sydney	
52,032	Anna	Annapolis	
53,583	Anna	Halifax	
69,579	Anna	Quebec	
92,419	Anna	Chatham, N.B.	
80,716	Anna	New Carlisle	
103,073	Anna	Chatham, N.B.	
103,244	Anna	Montreal	
630	Robert A. Logan, Bridgewater, N.S.	630	Robert A. Logan, Bridgewater, N.S.
15	Picarde Dugas, River Bourgeois N.S.	15	Picarde Dugas, River Bourgeois N.S.
14	O. Gionet, Caraquette, N.B.	14	O. Gionet, Caraquette, N.B.
31	Richard McLean, North Sydney, C.B.	31	Richard McLean, North Sydney, C.B.
16	Marin Pate, L'Ardoise, C.B.	16	Marin Pate, L'Ardoise, C.B.
20	Josiah Spencer, Maria Gut, N.S.	20	Josiah Spencer, Maria Gut, N.S.
978	And. Gibson, Liverpool, Eng.	978	And. Gibson, Liverpool, Eng.
12	H. LeBouthellier, Caraquette, N.B.	12	H. LeBouthellier, Caraquette, N.B.
1533	William Roberts, Liverpool, Eng.	1533	William Roberts, Liverpool, Eng.
253	Estate D. D. Calvin, Kingston, Ont.	253	Estate D. D. Calvin, Kingston, Ont.
446	J. Dawson, Sombra, Ont.	446	J. Dawson, Sombra, Ont.
1552	W. H. Mosher, Newport, N.S.	1552	W. H. Mosher, Newport, N.S.
94	C. A. Larder, New Ross, N.S.	94	C. A. Larder, New Ross, N.S.
122	John M. Taylor, St. John, N.B.	122	John M. Taylor, St. John, N.B.
243	Jeffrey McCol, New Glasgow, N.S.	243	Jeffrey McCol, New Glasgow, N.S.
62	D. & O. Sproul, Digby, N.S.	62	D. & O. Sproul, Digby, N.S.
17	Fideline Blouin, St. Jean, Island, of Orleans, Que.	17	Fideline Blouin, St. Jean, Island, of Orleans, Que.
311	Dominion Coal Co., Ltd., Glace Bay, C.B.	311	Dominion Coal Co., Ltd., Glace Bay, C.B.
88	Wm. Y. Foster, Bridgetown, N.S.	88	Wm. Y. Foster, Bridgetown, N.S.
242	James Crow, Truro, N.S.	242	James Crow, Truro, N.S.
18	Mrs. H. Brassard, Malbaie, Que.	18	Mrs. H. Brassard, Malbaie, Que.
12	Dosithe Chiasson, Shippegan, N.B.	12	Dosithe Chiasson, Shippegan, N.B.
10	Robert Rivers, Miscou, N.B.	10	Robert Rivers, Miscou, N.B.
11	W. S. Loggie, Chatham, N.B.	11	W. S. Loggie, Chatham, N.B.
76	P. Letendre, Yamaska, Que.	76	P. Letendre, Yamaska, Que.
Bgtn—Bkglt.	1884 Bridgewater, N.S.	139	2
Schr—Glt	1852 River Bourgeois, N.S.	40	1
do	1890 Caraquette, N.B.	37	0
do	1841 Harbour au Bouche, N.S.	48	1
do	1857 L'Ardoise, C.B.	43	6
do	1870 River Bourgeois	48	3
Bk—Bq	1879 Newport, Hants Co., N.S.	180	0
Schr—Glt	1893 Carquette, N.B.	36	2
Ship—3 m	1876 Portland, St. John, N.B.	218	9
Schr—Glt	1894 Port Dalhousie, Ont.	133	8
do	1864 do	136	0
Bk—Bq	1890 Newport, N.S.	219	2
Schr—Glt	1883 Jordon Bay, N.S.	82	4
do	1882 Clifton, N.B.	87	0
Brig—Brk	1865 Hillsboro', P.E.I.	111	4
Schr—Glt	1860 United States	71	0
do	1874 Bic, Que.	41	4
Bargo	Danzig	129	0
Schr—Glt	1865 Wilmot, N.S.	74	8
Bgtn—Bkglt.	1865 Black Rock, N.S.	106	0
Schr—Glt	1865 Chicoutimi, Que.	40	5
do	1889 Shippegan, N.B.	34	7
do	1880 Miramichi, N.B.	33	9
do	1892 Shippegan, N.B.	35	2
Sloop	1890 Yamaska, Que.	93	0

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						Length. Longueur.	Breadth. Largeur.	Depth. Fondéneur.			
100,137	Anna B	Winnipeg	Barge	1892	Rat Portage, Ont.	43 2	22 2	5 1	14	Angus McKinnon, Rat Portage Ont.	
57,171	Anna Bell	St. Andrews	Schr—Glt	1867	Cornwallis, King's Co., N.S.	43 0	13 9	6 3	19	Wm. Stinson, Pisarino, St. John Co., N.B.	
59,956	Anna Craig	Quebec	do	1870	Quebec	129 0	26 2	11 0	260	John McArthur, jun., Toronto.	
77,772	Anna E. Foster	Goderich	do	1877	Shelobgan, Ont.	66 0	17 0	6 6	39	W. Foster, Owen Sound, Ont.	
103,275	Anna Helen	Chatham, N.B.	do	1894	Tracadie, N.B.	38 5	12 5	5 0	12	C. C. Turner, Tracadie, N.B.	
80,093	Anna K	St. John, N.B.	do	1881	Greenwich, N.B.	40 4	13 3	5 8	14	Albert E. Spicer, Harborville, Kings Co., N.S.	
37,306	Anna Lenora	Digby	do	1856	Port Gilbert, N.S.	67 9	24 0	8 7	73	Henry L. Mallett, Port Gilbert, N.S.	
103,453	Anna Maud	Aricat.	do	1892	Georgetown, P.E.I.	34 2	13 7	4 6	10	R. H. Munro, Whitehaven.	
37,319	Anna Miller	Digby	do	1856	Annapolis, N.S.	73 0	20 0	9 3	94	George Ogilvie, Annapolis, N.S.	
88,511	Annabell	Sydney	do	1884	Ingonish, C.E.	33 7	13 8	6 0	11	George H. Murray, North Sydney, C.B.	
72,572	Annaudale	Kingston	do	1879	Port Dalhousie, Ont.	118 8	24 9	9 1	180	Frank W. Master, Deseronto, Ont.	
88,275	Annawan	St. Andrews	do		Lincoln, Maine, U.S.	38 0	11 7	5 0	16	Robert T. Cross, Pennfield, N.B.	
54,104	Anne C. Brown	Halifax	do	1866	Shelburne, N.S.	69 0	20 6	8 5	58	David McAlmon, Richibucto, N.B.	
80,768	Anne Prudence	Quebec	do	1881	Cap St. Ignace, Que.	41 5	14 7	6 2	24	Louis Mercier, Quebec.	

Marine and Fisheries—List of Shipping

	Quebec	do	1889/Anse St. Jean, Que.	42 0	15 0	6 4	21/M. Bliss, Labrador.
92,759 Annette	Quebec	do	1889/Anse St. Jean, Que.	42 0	15 0	6 4	21/M. Bliss, Labrador.
Annexation	Goderich	do	1850/Goderich, Ont	76 0	18 0	7 8	91/James O'Brien, Wolfe Island, Ont.
72,081 Annie	Chatham, N.B.	do	1875/Richibucto, N.B.	41 3	13 8	4 7	13/John P. Brennan, Alberton, P.E.I.
71,106 Annie	Chatham, Ont.	do	1877/Snow Creek, Ont.	55 4	16 0	4 4	30/F. Dumas, Dover East, Ont.
57,260 Annie	Halifax	do	1867/La Have, N.S.	70 0	22 0	8 8	68/Edward LeBlanc, West Arichat, N.S.
88,219 Annie	do	do	1874/Lunenburg, N.S.	41 0	13 2	5 5	14/George H. Graham, Three Fathoms Harbour, N.S.
38,745 Annie	Chatham, N.B.	do	1867/Kouchibougaic, N.B.	41 0	12 5	5 2	17/T. Redmond, Glencleg, N.B.
69,956 Annie	Port Hawkesbury	do	1874/Margaree, C.B.	38 0	14 0	6 0	19/Hector K. McLean, Margaree, C.B.
80,886 Annie	St. Andrews	do	1881/St. Andrews, N.B.	68 0	18 1	6 2	41/William Glass, St. Andrews, N.B.
50,565 Annie	St. John, N.B.	Bk—Bq	1864/Moncton, N.B.	115 0	29 0	18 2	428/John Punton, New York, U.S.
83,030 Annie	Wallaceburg	Barge	1888/Dresden, Ont.	96 0	24 0	4 7	70/W. S. McLean, Wallaceburg, Ont.
75,888 Annie	Yarmouth	Schr—Glt	1890/Pictou, N.S.	43 3	16 4	5 6	22/Edith M. Taylor, Joggins, N.S.
Annie	Montreal	Barge	1869/Williamstown	121 1	22 9	7 6	185/A. Lavallée, Montreal.
92,699 Annie	Winnipeg	do	1889/Norman, Ont.	59 0	14 4	5 7	30/Douglas C. Cameron, Norman, Ont.
94,897 Annie	New Westminster	Sloop	1889/Vancouver, B.C.	31 0	10 0	5 0	9/Emma L. Spring, Victoria, B.C.
103,061 Annie	Yarmouth	Schr—Glt	1895/Salmon River, N.S.	77 6	25 0	6 5	71/Alf. Perry, Salmon River, N.S.
83,084 Annie A.	Port Hawkesbury	do	1881/Whycocomagh, C.B.	40 0	14 0	5 0	21/Duncan Campbell, Whycocomagh, B.C.
103,027 Annie Blanche	Parrsboro'	do	1895/Parrsboro', N.S.	68 7	23 3	7 1	68/J. W. Randall, Parrsboro', N.S.
72,378 Annie Coggins	Digby	do	1876/Freepport, N.S.	67 7	18 0	8 4	22/David Hayden, Granville, N.S.
71,261 Annie Cuthbert	Cobourg	Sloop	1874/Cobourg, Ont.	55 4	17 4	7 2	36/C. D. A. Heath, Hamilton, Ont.
80,627 Annie D.	Yarmouth	Schr—Glt	1882/Pubnico, N.S.	72 8	23 0	7 9	70/George D'Entreunont, Pubnico, N.S.
90,731 Annie E. Paint	Victoria	do	1885/Port Hawkesbury, C.B.	77 0	24 1	9 2	82/John G. Cox, Victoria, B.C.
79,916 Annie E. Wright	Dorchester	Ship—3 m.	1885/Harvey, N.B.	237 9	43 0	24 2	1763/J. Nelson Smith, Coverdale, N.B.
90,487 Annie Eliza	Halifax	Schr—Glt	1880/Jeddore, N.S.	35 3	14 3	5 6	14/Arthur Day, Jeddore, N.S.
85,654 Annie F.	do	do	1883/St. Margaret's Bay, N.S.	41 0	15 5	5 8	20/John Johnson, St. Margaret's Bay, N.S.

Classed Bureau
Veritas.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classéd. Où classé.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
					ft. 10lbs.	ft. 10lbs.	ft. 10lbs.			
100,380	Annie F.....	Sydney.....	Schr—Glt.....	1895 Main-à-Dien, C.B.....	37 4	13 2	5 2	13 John Farrel, Main-à-dieu, C.B.		
83,285	Annie Falconer.....	Kingston.....	do.....	1867 Kingston, Ont.....	108 0	24 3	9 0	175 T. F. Taylor, Kingston, Ont.		
92,506	Annie G.....	St. Andrews.....	do.....	1876 West Isles, N.B.....	30 0	10 9	6 3	10 Stephen Mitchell, Campobello, N.B.		
79,917	Annie G.....	Yarmouth.....	do.....	1886 Dorchester, N.B.....	86 8	27 5	7 3	99 A. W. Blauvelt, Tusket, N.S.		
75,827	Annie G.....	Halifax.....	do.....	1878 Indian Harbour, N.S.....	58 8	18 5	8 0	38 J. Rogers, Fortune, Nfld.		
85,981	Annie Gale.....	St. John, N.B.....	do.....	1882 Waterboro', N.B.....	77 8	26 4	7 0	97 John Wolf, River Hebert, N.S.		
85,502	Annie Harper.....	do.....	do.....	1882 Chipman, N.B.....	80 0	26 5	7 4	93 John P. Maloney, St. John, N.B.		
75,600	Annie J. Marshall.....	Digby.....	Bk—Bq.....	1877 Bear River, N.S.....	181 0	36 5	22 4	1057 Alpheus Marshall, Bear River, N.S.		
57,673	Annie L.....	Halifax.....	Schr—Glt.....	1868 Sheet Harbour, N.S.....	73 5	22 0	9 3	87 Edward Leary, Newduquoddy, N.S.		
100,063	Annie Laura.....	St. John, N.B.....	do.....	1891 Douglas Harbour, N.B.....	78 0	27 3	7 2	99 R. LeB. Palmer, Canning, N.B.		
38,521	Annie Laurie.....	Arichat.....	do.....	1847 Essex, U.S.....	64 6	17 6	8 0	54 Chas. Stewart, Fourche, C.B.		
74,081	Annie Linwood.....	Sydney.....	do.....	1875 Aspy Bay, C.B.....	37 5	13 3	5 2	13 Wm. Gwinn, Aspy Bay, C.B.		
61,595	Annie Lousia.....	Barrington.....	do.....	1876 Jordan River, N.S.....	56 6	20 0	7 5	40 Placide Criayo, Harbour au Bouche, N.S.		
100,960	Annie M.....	Chatham, N.B.....	do.....	1890 Shippegan, N.S.....	36 2	12 3	4 8	11 W. S. Loggie, Chatham, N.B.		

Marine and Fisheries—List of Shipping.

80,647	Annie M. Bell.	Yarmouth	do	1883	Pubnico, N.S.	71 0	21 3	8 1	64	Léon V. Amiro, Pubnico, N.S.	Classed Bureau Veritas.
71,025	Annie M. Law.	Quebec	Ship—3 m.	1875	Argyle, N.S.	185 0	36 6	23 6	1124	Richard Turner, Quebec.	
94,696	Annie M. Sproul.	Digby	Schr—Glt	1878	United States.	75 0	20 7	7 6	70	John W. Sproul et al, Digby, N.S.	
59,172	Annie McNairn.	Halifax.	do	1868	Buctouche, N.B.	128 6	30 7	12 8	368	Geo. E. Franklyn, Halifax, N.S.	
83,413	Annie Minnis.	Port Hope.	do	1867	Portsmouth, Ont.	101 9	24 9	8 6	155	W. H. Braund, Port Hope, Ont.	
	Annie Mulvey.	Toronto	do	1867	St. Catharines, Ont.	123 5	25 5	11 0	295	William Hall, Toronto, Ont.	
54,475	Annie Olive.	St. John, N.B.	Wdht—Bab.	1867	Grand Lake, Queen's Co., N.B.	73 5	24 4	6 6	72	Jos. W. Belyea, Greenwich, N.B.	
100,512	Annie Pearl.	Parrsboro'	Schr—Glt	1882	Parrsboro', N.S.	56 2	17 8	6 4	40	W. S. Downey, Joggins, N.S.	
80,985	Annie Roy.	Guysboro'	do	1883	Guysboro', N.S.	77 5	23 6	8 8	90	George E. Jost, Guysboro, N.S.	
90,495	Annie S.	Halifax.	do	1885	Ship Harbour, N.S.	49 3	17 6	7 0	34	Benjamin Keating, Ship Harbour, N.S.	
74,049	Annie S. Christie.	Sydney.	do	1877	Bras d'Or, C.B.	45 5	16 6	6 4	22	J. H. Christie, Bras d'Or, C.B.	
90,622	Annie T. McKie	Charlottetown.	do	1884	New London, P.E.I.	69 0	21 0	9 0	68	James Cameron, Pictou, N.S.	
80,992	Annie W.	Guysboro'	do	1883	Wine Harbour, N.S.	37 5	11 0	4 4	10	Elijah Walters, Wine Harbour, N.S.	
97,048	Annie and Lizzie.	St. John, N.B.	do	1891	Port Matou, N.S.	53 0	17 8	7 0	39	H. Outhouse, Tiverton, N.S.	
90,635	Annina.	Yarmouth.	do	1886	Eel Brook, N.S.	40 4	13 0	4 3	11	Hilaire Bourque, Eel Brook, N.S.	
64,720	Antelope.	Port Hawkesbury.	do	1874	Margaree, C.B.	48 5	16 0	6 0	24	Geo. D. McLeod, Broad Cove, C.B.	
75,641	Antelope.	St. Catharines.	Bk—Bq	1873	Port Dalhousie, Ont.	138 6	26 3	11 4	334	Wm. Muir, Port Dalhousie, Ont.	
	Antelope.	Hamilton.	Schr—Glt	1864	Port Robinson, Ont.	106 5	19 7	9 7	180	Joseph Glass, Sarnia, Ont.	
88,412	Anthem.	St. John, N.B.	Wdht—Bab.	1884	Greenwich, N.B.	48 6	17 0	5 1	24	W. McVicar, St. George, N.B.	do
94,728	Antigua.	Windsor, N.S.	Bktn—Bkgl.	1889	Newport, N.S.	165 6	36 7	16 0	735	H. H. Greeno, Cheverie, N.S.	do
96,946	Antilla.	St. John, N.B.	do	1890	Moss Glen, N.B.	145 8	33 3	12 7	442	R. C. Elkin, St. John, N.B.	
53,820	Appolinaire.	Quebec.	Schr—Glt	1865	St. Antoine, Que	63 5	21 4	6 8	56	Delphis LeBeuf, St. Jean Des-chailions, Que.	
38,498	Appoline.	Arichat.	do	1868	River Inhabitants, C.B.	51 8	18 9	8 1	40	C. D. Terrio, Arichat, N.S.	
100,671	April.	Vancouver.	Scow.	1888	Vancouver, B.C.	80 8	23 2	6 2	96	Union Steamship Co., Limited, Vancouver, B.C.	Classed American Record.
92,474	Aquila.	Charlottetown.	Bgtn—Bkgl.	1886	Georgetown, P.E.I.	92 8	24 6	10 7	150	Wm. Sencabaugh, Georgetown, P.E.I.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
71,205	Arab	Montreal	Barge	1876	Montreal	122 9	26 9	7 5	204	D. Anderson, Montreal	
41,796	Arabecca	Pugwash	Schr—Glt	1858	Tidish, N.S.	37 6	10 7	5 3	11	John McEachern, Arichat, N.S.	
100,987	Arabi	Chatham, N.B.	do	1890	Shippegan, N.B.	34 6	13 1	4 8	12	P. Rive, Caraquet, N.B.	
	Arabian	Montreal	Barge	1865	Yamaska, Que.	76 3	20 9	5 5	61	Narcisse Forcier, St. Aimé, Que.	
38,355	Arbutus	Arichat	Schr—Glt	1852	Essex, U.S.	64 0	19 0	7 0	46	Saml. Lawrence, Margaree, C.B.	
88,420	Arbutus	St. John, N.B.	Bgtn—Bkght.	1884	St. John, N.B.	134 0	36 2	13 0	386	Herbet J. Olive, St. John, N.B.	Classed Bureau Veritas.
100,472	Arcana	Lunenburg	Schr—Glt	1892	Lunenburg, N.S.	78 5	24 1	9 0	87	A. Knickle, Lunenburg, N.S.	
64,560	Arcilla	Annapolis	do	1871	Cambridge, Queen's Co., N.B.	81 9	25 0	8 9	95	Israel Lettenay, Granville, N.S.	
54,154	Arcola	Port Hawkesbury	do	1859	Essex, Massachusetts, U.S.	59 0	17 3	6 7	37	E. P. Flynn, Arichat, N.S.	
35,699	Arctic	Halifax	Bgtn—Bkght.	1850	Shelburne, N.S.	71 1	20 3	10 5	91	Edward Vigneau, Three Rivers, Que.	
	Arctic	St. Catharines	Schr—Glt	1888	Port Dalhousie, Ont.	130 0	21 0	8 2	172	John Sidley, Belleville, Ont.	
97,094	Arctic	Lunenburg	do	1890	Lunenburg, N.S.	90 4	25 5	10 3	147	S. W. Oxner, Lunenburg, N.S.	Classed American Record.
100,612	Ardella	Shelburne	do	1892	Sand Point, N.S.	27 6	12 0	5 6	10	John Belong, Green Harbour, N.S.	
69,149	Arequipa	Arichat	do	1875	New Dublin, N.S.	51 5	17 5	7 0	36	Philip Gruchy, D'Esconusse, N.S.	

Marine and Fisheries—List of Shipping.

94,861	Argentina	Parrsboro	Bk—Bq	1890	Eatonville, N.S.	156 0	33 0	18 3	588	Lauchlan McKay, New York, U.S.	Classed Bureau Veritas.
92,682	Argentina	Pictou, N.S.	Bgtn—Bkgt.	1890	River John, N.S.	155 7	38 1	15 3	583	D. Sutherland, Pictou, N.S.	
103,085	Argentina	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	37 4	13 3	5 0	12	Vetal Lanteigne, Caraquet, N.B.	
96,831	Argo	Lunenburg	do	1890	La Have, N.S.	58 0	17 6	7 4	42	Geo. A. Parker, Lunenburg, N.S.	
94,778	Argosy	do	do	1888	Lunenburg, N.S.	73 5	23 5	9 0	84	Chas. Smith, Lunenburg, N.S.	
83,478	Argyle	St. Andrews	do	1888	Argyle, N.S.	34 4	11 0	5 0	10	Andrew Magee, St. George, N.B.	
	Argyle Lass	Kingston	Sloop	1869	Kingston, Ont.	77 2	16 2	4 2	33	John Tuttle, Stonnington, Ont.	
85,975	Argyll	St. John, N.B.	Bgtn—Bkgt.	1882	Harvey, N.B.	119 2	29 9	12 1	299	Gains S. Turner, Harvey, N.B.	
57,710	Ariel	Halifax	do	1868	Barrington, N.S.	101 7	24 0	10 9	170	Patrick Foley, Charlottetown, P.E.I.	
80,045	Ariel	Victoria	Schr—Glt	1880	St. John, N.B.	72 5	25 4	7 3	91	J. Boscowitz, Victoria, B.C.	
88,612	Ariel	do	do	1884	Bridgewater, N.S.	70 5	22 5	8 4	74	H. F. Bishop, Victoria, B.C.	
	Ariel	Port Hope	do	1867	Quebec	111 0	25 2	8 7	162	D. C. Strong, Goderich, Ont.	
90,870	Arietis	Victoria	do	1887	Lunenburg, N.S.	77 6	23 5	8 8	86	Wm. Munsie, Victoria, B.C.	
88,313	Arinda	Quebec	Sloop	1885	St. Thomas, Que.	50 8	17 0	4 6	23	Hamilton Powder Co., Montreal	
85,756	Aristile	do	Schr—Glt	1883	Natashquan	40 8	15 2	6 1	19	P. Vézina, St. Michel, Que.	
83,307	Arizona	Liverpool	do	1883	Port Medway, N.S.	84 0	25 0	9 8	99	D. McKay, Bridgewater, N.S.	
85,983	Arizona	St. John, N.B.	Bk—Bq	1889	St. John, N.B.	183 9	36 5	22 4	1085	J. F. and Charles E. Taylor, St. John, N.B.	
71,030	Arizona	Yarmouth	Schr—Glt	1875	Pubnico, N.S.	81 9	22 6	8 8	85	Louis D'Entremont, Pubnico, N.S.	
90,739	Arizona	Port Hawkesbury	do	1857	Essex, Mass., U.S.	65 3	18 8	7 2	49	J. Roberts, Gaspé, Que.	
72,957	Ark	St. Catharines	do	1875	Dalhousie, Ont.	175 6	35 6	10 4	521	Wm. Muir, Port Dalhousie, Ont.	
90,450	Ark	Winnipeg	Barge	1886	Rat Portage, Ont.	45 0	14 0	2 9	48	Patrick Neeter, Rat Portage, Ont.	
64,957	Arlina	Quebec	do	1871	Gronines, Que.	89 4	23 0	8 6	116	Thos. Frenette, Portneuf, Que.	
52,464	Arline	do	do	1864	Ste. Anne de la Pér- ade, Que.	70 0	22 0	7 0	70	Elzéar Gagné, Les Eboulements, Que.	
37,614	Armada	Lunenburg	Schr—Glt	1858	Port Medway, N.S.	60 7	19 5	7 8	45	Benjamin Wentzel, La Have, N.S.	
90,844	Armada	Guyaboro'	do	1890	Codde's Harbour, N.S.	45 3	17 4	6 5	25	George Selig, Port Medway, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,887	Armand.....	Montreal.....	Sloop.....	1892	Yamaska, Que.....	131 6	27 9	11 2	256	J. Lariviere, Yamaska.....	
88,339	Armenia.....	Ottawa.....	Barge.....	1881	Ottawa.....	110 0	22 2	7 6	142	The Ottawa Transportation Co.	
80,025	Armenia.....	St. John, N.B.....	Bk—Bq.....	1890	St. John, N.B.....	183 5	36 5	22 4	1097	J. F. and Charles E. Taylor, St. John, N.B.	Classed Bureau Veritas.
92,407	Armenia.....	Chatham, N.B.....	do.....	1875	Savona, Italy.....	152 3	32 5	21 2	671	E. Hutchison, Douglastown, N.B.	Classed Ameri- can Record.
36,508	Arno.....	Liverpool.....	Schr—Glt.....	1860	Petite Rivière, N.S.....	46 0	16 7	6 1	23	J. E. Sperry, Petite Rivière, N.S.	
80,683	Arno.....	Ottawa.....	Barge.....	1831	Montreal.....	111 9	22 6	7 0	152	Ottawa Transportation Co., Ltd., Ottawa.	
35,242	Arno.....	St. John, N.B.....	Wdht—Bab.....	1857	Long Reach, King's Co., N.B.....	63 6	19 8	4 5	56	Peter D. Spragg, Springfield, N.B.	
97,190	Arona.....	Windsor, N.S.....	Schr—Glt.....	1891	Newport, N.S.....	159 7	35 0	12 9	532	E. D. Shand, Windsor, N.S.....	Classed Bureau Veritas & Am- erican Record.
34,165	Arrival.....	Halifax.....	do.....	1850	Placentia Bay, Nfld.....	49 8	14 9	6 9	28	Nicholas Murphy, Port Hood, N.S.	
85,694	Arrow.....	Chatham, NB.....	do.....	1883	Bathurst, N.B.....	41 4	13 2	5 0	14	Timothy Daley, Bathurst, N.B.	
46,478	Arrow.....	Lunenburg.....	do.....	1864	Mahone Bay, N.S.....	52 0	17 5	6 7	27	Jas. Young, Codroy, Nfld.....	
38,151	Arrow.....	Yarmouth.....	do.....	1854	Argyle, N.S.....	46 0	13 9	6 5	33	J. Bourque, Pubnico, N.S.....	
83,170	Arthur.....	Sydney.....	do.....	1888	LaHave, N.S.....	85 4	24 4	10 0	99	Chas. Archibald, Halifax, N.S.	
37,082	Arthur.....	Quebec.....	do.....	1860	St. Thomas, Que.....	37 4	10 7	4 8	14	Onésime Talbot, St. Thomas, Que.	

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100,356	Arthur	Quebec	Sloop	1888	Bay St. Paul, Que...	62	4	19	2	5	3	41	T. Bouchard, Bay St. Paul, Que.	Classed Bureau Veritas.
71,032	Arthur	Yarmouth	Schr—Glt	1876	Meteghan, N.S.....	47	5	16	7	5	7	21	George E. German, Meteghan, N.S.	
96,947	Arthur M. Gibson	St. John, N.B.....	do	1890	Gibson, N.B.....	131	0	31	5	11	0	206	John Gibson, Marysville, N.B.	
85,299	Arthur P.	Montreal	Barge	1882	Sorel, Que.....	116	5	24	3	8	7	181	Prosper Laplante, Lachine	
80,068	Artisan	St. John, N.B.....	Bk—Bq	1881	St. John, N.B.....	189	6	37	7	22	4	1083	Robert, Jr., & John H. Thomson, St. John, N.B.	do
80,044	Ashlow.	do	do	1880	St. Martin's, N.B.....	147	7	32	3	18	6	639	Oliver Emery, St. John, N.B....	do
75,870	Ashton	Weymouth	Schr—Glt	1861	Weymouth, N.S.....	78	0	24	0	8	8	92	Joseph S. McNeill, Barton, Digby Co., N.S.	
85,599	Asia	St. John, N.B.....	Ship—3 m	1883	St. John, N.B.....	201	3	38	8	24	0	1398	J. F. and Charles E. Taylor, St. John, N.B.	
92,363	Assyria	do	Bk—Bq	1887	do	189	1	36	7	22	5	1648	Taylor Bros., St. John, N.B....	do
80,991	Atalanta	Guysboro'	Schr—Glt	1884	Isaac's Harbour, N.S.....	79	4	24	2	9	5	96	S. Sweet, Isaac's Harbour, N.S.	
41,771	Atalia	do	do	1838	LaHave, N.S.....	50	0	16	8	6	9	84	Thos. H. Peeples, Pirate Harbour, N.S.	
103,372	Athabasca	Winnipeg	Barge	1891	Athabasca Landing, N.W.T.	51	6	12	8	3	1	18	The Hudson Bay Co., London, England.	
92,498	Athens	Windsor, N.S.....	Bktn—Bkgt	1888	Newport, N.S.....	164	4	36	5	16	1	663	E. D. Shand, Windsor, N.S.....	do
90,852	Athlete	Lunenburg	Schr—Glt	1886	Lunenburg, N.S.....	73	6	22	8	9	0	78	John B. Young, Lunenburg, N.S.	
83,200	Athlete	Pictou, N.S.....	do	1887	Tatamagouche, N.S.....	59	5	18	5	7	5	53	Alexander Weatherby, Tatamagouche, N.S.	
100,528	Athlete	Parrsboro'	do	1893	Advocate, N.S.....	114	8	29	2	10	4	197	A. C. Elderkin, Advocate, N.S.	do
80,802	Athlon	Windsor, N.S.....	Bk—Bq	1879	Parrsboro' Cumberland Co., N.S.	200	0	40	8	23	7	1308	D. M. Dickie, Halifax, N.S.....	
103,495	Athlon	Lunenburg	Schr—Glt	1895	LaHave, N.S.....	87	5	23	6	9	4	99	J. N. Rafuse, LaHave, N.S.....	
100,107	Athol	Parrsboro'	do	1891	Advocate, N.S.....	73	6	24	4	6	5	70	A. C. Elderkin, Advocate, N.S.	
100,170	Atlanta	Lunenburg	do	1892	Lunenburg, N.S.....	77	6	23	5	8	9	96	F. Anderson, Lunenburg, N.S.	
71,393	Atlanta	Parrsboro'	do	1877	Parrsboro', N.S.....	58	9	17	7	7	0	37	D. H. Fullmore, Five Islands, N.S.	
77,601	Atlas	Lunenburg	do	1878	LaHave, N.S.....	64	4	20	0	7	9	52	Simon Naas, Lunenburg, N.S....	
69,695	Atwood	Parrsboro'	do	1876	Digby, N.S.....	84	6	24	0	8	5	93	M. Benjamin, Parrsboro', N.S.	
73,964	Audrey, S.	Halifax	do	1876	Broad River, N.S.....	43	5	15	5	6	4	20	Jeffrey Gilbert, Petpiswick, N.S.	
83,433	Audacieux	Weymouth	do	1886	Meteghan River, N.S.....	79	7	23	4	9	0	99	John L. Comeau, Meteghan River, N.S.	Classed American Record.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
85,422	Augusta	St. Catharines	Schr—Glt	1872	St. Catharines, Ont.	139 0	23 2	11 8	321	S. Neelon, St. Catharines, Ont.	
100,360	Auguste	Quebec	do	1890	St. Thomas, Que.	67 5	21 4	5 6	49	Evan John Price, Quebec.	
96,919	Augustus	Kingston	do	1893	Garden Island, Ont.	177 5	39 6	15 0	802	The Calvin Company, Ltd., Garden Island, Ont.	
97,134	Aurelia	Quebec	do	1886	Mille Vaches, Que.	38 8	14 8	4 6	14	J. L. Fequet, Labrador.	
94,727	Aurelia	St. John, N.B.	do	1889	Haal's Harbour, N.S.	40 8	15 5	6 0	22	James Scovil, Grand Manan, N.B.	
73,058	Aurélie	Quebec	Barge	1873	Yanaska, Que.	102 4	22 2	7 5	127	Alexander Laplaute, Lachine, Que.	Classed English Lloyds.
88,045	Auriga	Charlottetown	Bk—Bq	1884	Biddeford, P.E.I.	193 0	35 2	19 9	887	James W. Richards, Biddeford, P.E.I.	
80,388	Aurora	Parrsboro'	Schr—Glt	1882	Parrsboro', N.S.	80 1	23 5	7 6	85	W. W. Graves, Aylesford, N.S.	
55,801	Aurora	Port Hope	do	1867	Quebec	125 0	26 2	10 5	284	Blind River Manfg. Co., Sarnia, Ont.	
90,795	Aurora	Victoria	do	1888	Mayne Island, B.C.	66 7	18 4	6 4	41	Thos. Harold, Victoria, B.C.	
77,881	Aurore	Quebec	do	1879	Rimouski, Que.	74 5	22 5	9 6	106	Epiphane Tremblay, Rimouski, Que.	
94,980	Aurore	Yarmouth	do	1890	Pubnico, N.S.	81 1	22 2	7 6	86	Leon D'Eon, Pubnico, N.S.	
83,469	Austin P.	St. Andrews	do	1882	West Isles, N.B.	32 0	13 5	6 0	12	Daniel L. Richardson, West Isles, N.B.	
80,070	Austria	St. John, N.B.	Bk—Bq	1881	St. John, N.B.	183 6	36 5	22 5	1106	J. F. and Charles E. Taylor, St. John, N.B.	Classed Bureau Veritas.

Marine and Fisheries—List of Shipping.

88,385	Austria.	Windsor, N.S.	(Ship—3 m.	1884	Hantsport, N.S.	245	5	44	4	1868	E. Churchill & Sons, Hantsport, N.S.	Classed Bureau Veritas.
66,999	Autumn Belle	Chatham, N.B.	Schr—Glt	1874	Johnson, Queen's Co., N.B.	77	6	26	4	75	New Brunswick Trading Co., of London.	
94,791	Autumn Belle	Richibucto.	do	1888	Richibucto, N.B.	37	2	13	4	15	John Robertson, Kingston, N.B.	
42,409	Ava.	Pugwash.	do	1862	Wallace, N.S.	72	4	20	1	62	John G. Bellong, Pope's Harbour, N.S.	
100,527	Ava	Parrsboro'	do	1893	Parrsboro', N.S.	86	5	27	5	100	P. S. Blake, Parrsboro', N.S.	
92,500	Avalon.	Windsor, N.S.	do	1888	Advocate, N.S.	93	9	28	2	121	J. Willard Smith, St. John, N.B.	
88,699	Avenue.	St. John, N.B.	Wdbrt—Bab.	1885	Waterborough, N.B.	65	4	23	0	51	J. W. Keast, St. John, N.B.	
85,978	Avis.	do	Schr—Glt	1882	Rochesay, N.B.	86	0	26	0	125	W. McGuire, Lancaster, N.B.	
88,392	Avoca.	Windsor, N.S.	Bk—Bq	1885	Newport, N.S.	209	0	41	0	1430	Thos. Aylward, Windsor, N.S.	do
100,276	Avols.	do	Bktn—Bqtn	1892	do	149	0	36	0	450	Thos. A. Marsters, Hantsport, N.S.	do
103,216	Avon	Ottawa.	Scow	1890	Buckingham, Que.	50	0	14	4	16	George Bothwell, Buckingham, Que.	
100,578	Avon	Lunenburg.	Schr—Glt	1893	LaHave, N.S.	57	9	20	1	49	T. A. Wilson, LaHave, N.S.	
66,502	Avon	Windsor, N.S.	do	1873	Cornwallis, King's Co., N.S.	97	3	27	0	182	E. Churchill & Sons, Hantsport, N.S.	
71,359	Avon	Weymouth.	do	1847	United States.	59	0	17	4	42	Ephraim Melanson, Plympton, N.S.	do
92,493	Avon	Windsor, N.S.	Ship—3 m.	1887	Newport, N.S.	222	8	41	5	1590	Andrew Gibson & Co, Liverpool England.	do
92,483	Avonia	do	Bk—Bq	1886	Horton, N.S.	229	0	42	0	1629	J. B. North, Hantsport, N.S.	do
75,643	Ayr	St. Catharines.	Schr—Glt	1858	Port Dalhousie, Ont.	133	0	23	4	269	McArthur Bros., Toronto, Ont.	
92,353	Ayr	St. John, N.B.	do	1886	Black River, N.B.	89	4	27	5	121	N. C. Scott, St. John, N.B.	
48,255	Azalea	Yarmouth.	do	1861	Sable River, N.S.	45	8	15	7	20	R. Thomas, Wood Harbour, N.S.	
38,167	Azof	Charlottetown.	do	1861	Argyle, N.S.	58	9	18	5	38	Wm. C. Trenholm, Port Elgin, P.E.I.	
	Azov.	Hamilton.	do	1866	Wellington Square, Ont.	108	4	23	7	195	John Shaw, Forest, Ont.	
	"B"	Montreal.	Barge.	1866	Batiscan, Que.	115	5	21	3	193	Montreal Transportation Co.	
100,463	"B. C"	Quebec.	Schr—Glt	1891	St. Thomas, Que.	37	4	12	6	5	E. Caron, Montmagny, Que.	

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classified. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10 In.	Ft. 10 In.	Ft. 10 In.			
103,016	B. C. Borden	Parrboro.	Schr—Glt	1894	Port Greville, N. S.	149 8	34 6	12 3	385	Jas. E. Pétis, Port Greville, N. S.	Classed American Record.
66,681	B. K. Kelly	Halifax	do	1873	Argyle, N. S.	56 6	18 0	6 3	35	Robt. Joyce, D'Escouse, N. S.	
80,888	B. R. Stevenson	St. Andrews	do	1881	West Isles, N. B.	41 0	15 4	6 0	17	J. K. Osborn, Grand Manan, N. B.	
83,066	B. Donaldson	Ottawa	Barge	1881	Hull, Que.	111 2	22 5	7 8	162	Ottawa Transportation Co., Ottawa, Ont.	
38,501	B. Wier & Co.	Aricbat.	Schr—Glt	1869	L'Ardoise, C. B.	54 3	16 0	5 6	25	John Shannon, Grandique Ferry, N. S.	
50,717	Babineau & Gaudry	Quebec	do	1864	Grondines, Que.	95 5	23 5	9 8	156	H. Ives, Windsor, Ont.	
41,621	Baccalieu	Aricbat.	Bgtn—Bkgt.	1857	Antigonish, N. S.	88 3	24 4	9 9	120	Patrick Doyle, Halifax, N. S.	
103,477	Badger	Victoria	Scow—Chd.	1891	Victoria, B. C.	67 4	14 7	5 5	36	W. Stephens, Victoria, B. C.	
100,504	Badger No. 2	do	do	1891	do	70 0	21 0	4 2	44	do	
100,280	Bahama	Windsor, N. S.	Bktn—Bqtn	1892	Canning, N. S.	129 0	32 8	11 5	321	Alfred Potter, Canning, N. S.	Classed Bureau Veritas.
103,534	Balance	Halifax	Schr—Glt	1898	Essex, U. S.	66 5	18 3	7 5	63	Vital Petipas, D'Escouse, N. S.	
74,368	Bald Eagle	Yarmouth	do	1876	Short Beach, N. S.	40 2	15 3	5 2	13	A. O. H. Wilson, St. John, N. B.	
97,039	Baldwin	do	Bktn—Bqtn	1891	Meteghan, N. S.	107 1	34 2	13 2	561	The Belmont Ship Co., Yarmouth, N. S.	Classed Bureau Veritas.
100,221	Baleka	Halifax	Schr—Glt	1892	Dartmouth, N. S.	56 5	15 9	6 7	31	Chas. E. Smith, Sambro, N. S.	

Marine and Fisheries—List of Shipping.

Ship Name	Port	Year	Owner	80	89	17	77	64	87	65	99	132	35	30	63	14	81	299	94	96	99	361	32	38	79	49	8	334	103	74	65																													
90,814 Ballon, H. M.	Port Hope	1867	Oak Orchard, U. S.	80	89	17	77	64	87	65	99	132	35	30	63	14	81	299	94	96	99	361	32	38	79	49	8	334	103	74	65																													
103,847 Balmoral	Montreal	1894	Montreal	104	4	23	2	87	179	J. Gagnon, St. Henri, Que	52	E. Goldring, Toronto, Ont.	179	J. Gagnon, St. Henri, Que	130	E. Lapointe, St. Henri, Que	164	John T. Beard, St. Thomas, Ont.	296	Hugh Ryan, Toronto, Ont.	132	St. Clair Jones, Weymouth, N.S.	35	A. W. Eakins, Yarmouth, N.S.	30	Simeon Giffin, Isaac's Harbour, N.S.	63	Jas. Burns, St. Lawrence, Nfld.	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.
Baltic	do	1873	Rivière du Loup, Que	103	0	20	8	65	130	E. Lapointe, St. Henri, Que	164	John T. Beard, St. Thomas, Ont.	296	Hugh Ryan, Toronto, Ont.	132	St. Clair Jones, Weymouth, N.S.	35	A. W. Eakins, Yarmouth, N.S.	30	Simeon Giffin, Isaac's Harbour, N.S.	63	Jas. Burns, St. Lawrence, Nfld.	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.						
72,600 Bangalore	Kingston	1877	Kingston, Ont.	136	0	26	2	12	0	296	Hugh Ryan, Toronto, Ont.	132	St. Clair Jones, Weymouth, N.S.	35	A. W. Eakins, Yarmouth, N.S.	30	Simeon Giffin, Isaac's Harbour, N.S.	63	Jas. Burns, St. Lawrence, Nfld.	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.									
64,024 Banner	Digby	1872	Port Gilbert, N. S.	85	3	23	5	9	0	132	St. Clair Jones, Weymouth, N.S.	35	A. W. Eakins, Yarmouth, N.S.	30	Simeon Giffin, Isaac's Harbour, N.S.	63	Jas. Burns, St. Lawrence, Nfld.	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.											
36,452 Banner	Shelburne	1860	Sable River, N. S.	56	9	17	1	7	1	35	A. W. Eakins, Yarmouth, N.S.	30	Simeon Giffin, Isaac's Harbour, N.S.	63	Jas. Burns, St. Lawrence, Nfld.	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.													
35,709 Banquet	Halifax	Isaac's Harbour, N.S.	52	8	16	8	7	5	30	Simeon Giffin, Isaac's Harbour, N.S.	63	Jas. Burns, St. Lawrence, Nfld.	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																
72,069 Barbara Fritchie	Arichat	1866	Kennebunk, Maine, U. S.	72	6	20	4	7	3	63	Jas. Burns, St. Lawrence, Nfld.	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																	
74,381 Bark Swallow	Toronto	Port Credit, Ont.	42	4	11	5	4	0	0	14	J. H. Hill, Port Credit, Ont.	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																			
94,021 Barrington	Ottawa	1887	Shelburne, N. S.	75	0	22	4	9	8	81	Hon. G. E. Foster, Ottawa.	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																					
100,004 Bartholdi	Annapolis	1891	Granville, N. S.	126	0	30	0	12	2	299	Edgar McCormick, Granville, N.S.	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																							
Baskatongue	Ottawa	1873	Ottawa, Ont.	87	0	18	0	6	0	94	Hebron Harris, Ottawa, Ont.	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																									
Bass	do	1870	Montreal	93	0	19	0	6	2	96	T. H. Kirby et al., Ottawa, Ont.	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																											
94,648 Batavia	Lunenburg	1888	Pleasantville, N. S.	81	2	24	0	9	0	99	James Spearwater, La Have, N.S.	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																													
72,595 Bavaria	Kingston	1878	Garden Island, Ont.	145	0	26	1	12	5	361	Alex. Kidd, Sarnia, Ont.	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																															
97,188 Bay Queen	Digby	1891	Hants Co., N.S.	51	0	16	2	6	5	32	Luvania McKay, Tiverton, N.S.	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																	
75,009 Bear River	do	1878	Bear River, N. S.	57	0	18	6	6	3	38	A. J. Winchester, Bear River, N.S.	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																			
85,345 Béatrice	Halifax	1883	Lunenburg, N. S.	74	4	25	6	8	4	79	Edward F. Hart, Halifax, N.S.	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																					
100,194 Béatrice	Vancouver	1891	Vancouver, B. C.	60	0	19	6	8	0	49	Chas. G. Doering, Vancouver, B. C.	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																							
97,077 Béatrice	Charlottetown	1893	Souris, P. E. I.	32	8	11	1	5	3	8	Wm. Burke, Bay Fortune, P. E. I.	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																									
66,075 Beauport	Kingston	1873	Point Lévis, Que.	145	6	29	3	9	9	334	Kingston & Montreal Forwarding Co., Kingston.	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																											
66,080 Beaupré	Quebec	1872	Yamaska, Que	107	6	23	7	9	8	103	A. Ferrault, Montreal	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																													
74,239 Beaurosier	Montreal	1875	St. Thomas, Que.	89	0	21	0	5	6	74	Paul Mongeau, Ste. Aime, Que.	65	J. N. Rafuse, La Have, N.S.																																															
100,163 Beauty	Lunenburg	1891	La Have, N. S.	65	7	21	4	8	5	65	J. N. Rafuse, La Have, N.S.																																																	

Classed American Record.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.
LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classified. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
33,654	Beaver.....	Chatham, N. B.	Sloop.....	1878	Paspébiac, Que.....	45 0	16 4	6 6		28	A. Loggie, Chatham, N. B.	
80,582	Beaver.....	Quebec.....	Barge.....	1377	Gravenhurst, Mus- koka.	70 5	18 0	5 0		55	Jas. Gibb Ross, Quebec	
	Beaver.....	Kingston.....	Sloop.....	1873	Dog Lake, Ont.....	76 4	17 9	4 3		47	W. Newman, Kingston, Ont....	
	Beaver.....	St Catharines.....	Scow—Clhd	1863	Port Robinson, Ont.	76 0	20 0	7 0		111	W. E. Hartley, Thorold, Ont.,	
100,056	Beaver.....	St. John, N. B.	Schr—Glt	1890	Perry's Point, N. B.	117 8	28 0	9 2		192	A. D. Wilson, St. John, N. B.	Classed Ameri- can Record.
54,130	Bedford	Halifax.....	do	1864	Halifax, N. S.....	54 9	16 0	8 2		41	Robert Forman, Londonderry, N. S.	
	Bedford	Kingston.....	None—Aucun.....	1863	Kingston, Ont.....	103 0	22 6	5 2		107	The Deseronto Navigation Co. (Limited) Deseronto, Ont.	
64,011	Bee	St. Andrews.....	Schr—Glt	1871	Port Gilbert, N. S.	40 0	13 0	6 0		18	Blair J. Fletcher, Campobello, N. B.	
37,361	Bee	Halifax.....	do	1848	Guyssboro', N. S.....	46 5	14 8	7 8		35	Augustus F. Cunningham, Guys- boro', N. S.	
61,431	Bee.....	Chatham, N. B.	do	1874	Shippagan, N. B.....	35 0	11 4	4 5		11	Paul Nesi, Fisherman, Shippe- gan, N. B.	
100,975	Bee	do	Schr—Glt	1888	Caraquet, N. B.....	35 6	12 0	5 0		11	C. DeGruchy, Caraquet, N. B.:	
	Bee	Montreal.....	Barge.....	1858	Montreal.....	93 8	18 1	5 1		82	Amb. Bertrand, Vaudreuil, Que.	
72,986	Belknap	Wallaceburg.....	do	1874	Pt. Huron, Mich.....	81 5	19 0	4 3		46	John Cooper, Wallaceburg, Ont.	
37,999	Bell	Yarmouth.....	Schr—Glt	1854	Argyle, N. S.....	36 7	11 6	5 2		17	C. Himeon, Plymouth, N. S.....	

Marine and Fisheries—List of Shipping.

88,569	Bella	Kingston	Barge	1870	Garden Island, Ont.	166 0	26 5	11 9	434	Montreal Transportation Co., Montreal.
46,500	Bella Barry	Lunenburg	Schr—Glt	1866	Chester, N.S.	59 0	20 0	7 4	41	Henry Mapplebeck, Annapolis, N.S.
100,604	Bella H. McKinnon	Shelburne	do	1893	Lockeport, N.S.	53 0	17 3	7 5	35	Stronech Decker, Lockeport, N.S.
36,500	Bella Young	Lunenburg	do	1860	Lunenburg, N.S.	53 6	17 8	6 8	33	Wm. Grant, Halifax, N.S.
74,199	Belle	Charlottetown	do	1846	Gloucester, Mass., U.S.	62 0	17 5	7 2	43	Wm. Bigger, New London, P.E.I.
74,141	Belle	Guyssboro'	do	1876	Lower Dublin, N.S.	52 0	17 3	7 0	31	Alex. Jackson, Murray Harbour, P.E.I.
36,201	Belle	Halifax	do	1838	Port Piswick, N.S.	44 8	14 8	6 9	21	John Smith, Chezetcook, N.S.
48,116	Belle	do	do	1863	Chezetcook, N.S.	49 4	15 3	6 5	24	William E. Gardner, Louisbourg, C.B.
57,698	Belle	do	do	1864	Laurencetown, N.S.	44 0	15 0	4 7	15	Wm. Sarty, La Have, N.S.
61,417	Belle	Chatham, N.B.	do	1872	Miramichi, N.B.	36 0	12 0	5 0	12	P. Brenner, jun., Chatham, N.B.
61,448	Belle	do	do	1874	Caracquet, N.B.	34 0	12 0	4 6	12	R. Young, merchant, Caracquet, N.B.
41,874	Belle	St. John, N.B.	do	1859	St. Martin's, N.B.	78 3	22 3	8 9	98	Christopher Bottehouse, Sackville, N.B.
100,783	Belle	Chatham, N.B.	do	1889	Caracquet, N.B.	34 6	12 5	4 6	11	R. Young, Caracquet, N.B.
	Belle	Hamilton	do	1857	Oakville, Ont.	89 6	20 0	7 5	101	Wesley Farrington, Marys- burgh, Ont.
	Belle Case	Pictou, Ont.	do	1864	Marysburgh, Ont.	63 0	13 0	5 0	37	John J. Watson, Adolphus- town, Ont.
88,507	Belle of Rome	Sydney	do	1884	George's River, C.B.	37 0	13 8	6 2	14	Alex. LeBlanc, Bras d'Or, C.B.
69,132	Belle of the Bay	Guyssboro'	do	1875	Strait of Canso, N.S.	41 5	15 6	5 8	20	John Gosbie, Murray Harbour, P.E. Island.
92,609	Belle of the Bay	Sydney	do	1889	George's River, C.B.	33 7	12 5	4 6	11	Patrick Burke, Mira Bay, C.B.
80,808	Bellona	Windsor, N.S.	Bk—Bq	1880	Newport, Hants Co., N.S.	188 8	38 4	22 7	1123	Andrew Gibson & Co., Liver- pool, G.B.
61,409	Belmont	Chatham, N.B.	Schr—Glt	1871	Caracquet, N.B.	38 5	13 7	5 4	13	P. Gallachan, fisherman, Cara- quet, N.B.
83,050	Belmont	Shelburne	do	1882	Shelburne, N.S.	63 0	20 5	7 9	54	Jos. McGill, Shelburne, N.S.
83,432	Belmont	Weymouth	do	1846	Gilbert's Cove, N.S.	80 0	23 4	8 2	98	Martin Melanson, Gilbert's Cove, N.S.
98,630	Belmont	Yarmouth	Bk—Bq	1891	Glasgow, G.B.	236 4	38 1	21 8	1415	The Belmont Ship Co., Yar- mouth, N.S.
103,430	Beluga	Lunenburg	Schr—Glt	1895	La Have, N.S.	75 8	23 0	9 2	85	R. Conrad, LaHave, N.S.
72,182	Belvidere	Windsor, N.S.	do	1876	Windsor, Hants Co., N.S.	157 0	34 5	20 0	761	Wm. Young, Lunenburg, N.S.

Classed Bureau
Veritas.

Classed English
Lloyds.

Classed Ameri-
can Record.

Classed Bureau
Veritas.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classéd. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 10ths	Pt. 10ths	Pt. 10ths			
103,320	Ben Hur	Port Hawkesbury	Schr—Glt	1895	Port Hawkesbury, N.S.	65 4	19 4	7 8	61	W. H. Paint, Port Hawkesbury, N.S.	
100,372	Ben Hur	Chatham, N.B.	do	1892	Tracadie, N.B.	34 0	12 2	5 2	11	J. Young, Tracadie, N.B.	
96,787	Benecia Bay	Halifax	do	1889	Strait of Canso, N.S.	34 2	10 8	6 6	11	Michael Crispo, Harbour au Bouche, N.S.	
	Bengor	Montreal	Barge—Chd	1872	Pierreville, Que	97 7	19 0	6 1	105	N. Paul, Sorel, Que	
55,866	Bérénice	Quebec	Schr—Glt	1866	Cap St. Ignace, Que.	58 3	18 0	5 9	34	Léandre Méthot, Cap St. Ignace, Que.	
88,477	Berens River	Winnipeg	Barge	1882	Winnipeg, Man	133 3	22 8	7 8	335	The Manitoba Fish Co. (Ltd.), Windsor, Ont.	
59,403	Bernah	Dorchester	Schr—Glt	1868	Maccan, N.S.	74 5	22 9	9 3	94	John Stewart, Rockport, N.B.	
88,300	Bernadette	Quebec	do	1883	Bay St. Paul, Que	49 8	16 5	6 5	28	Luce Guilmet, wife of Hector Boily, Bay St. Paul, Que.	
77,789	Bertha	Port Medway	do	1881	Port Medway, N.S.	54 5	18 9	7 4	42	Isiah Sabean, Port Medway, N.S.	
72,273	Bertha	St. John, N.B.	Wdnt—Bab.	1876	Scotch Town, Queen's Co., N.B.	40 7	14 3	4 5	15	Joanna McDevitt, St. John, N.B.	
97,028	Bertha	Yarmouth	Schr—Glt	1880	Port Maitland, N.S.	33 0	11 3	4 6	10	Alex. Shaw, Yarmouth, N.S.	
100,253	Bertha Belle	Halifax	do	1894	Mosers River, N.S.	52 2	17 2	6 6	32	J. W. McDonald, Harrigan Cove, N.S.	
73,969	Bertha E.	do	do	1877	Liverpool, N.S.	44 4	16 3	6 6	20	Henry A. Shatford, Hubbard's Cove, N.S.	
90,899	Bertha Gray	Yarmouth	Bgtn—Bkgt.	1889	Salmon River, N.S.	128 6	28 5	12 5	319	S. E. Messinger, Yarmouth, N.S.	Classed Bureau Vertas.

Marine and Fisheries—List of Shipping.

97,183	Bertha H.	Windsor, N.S.	Schr—Glt	1890	Cornwallis, N.S.	88 0	28 0	9 0	124	R. W. Kinsman, Canning, N.S.	Classed American Record.
90,900	Bertha Kelley	Yarmouth	do	1889	Tusket Wedge, N.S.	84 0	13 3	5 1	11	Wm. Grow, Port La Tour, N.S.	
88,251	Bertha Maud	St. John, N.B.	do	1883	Waterborough, N.B.	74 6	26 3	6 8	82	J. S. Atkinson, Albert, N.B.	
92,707	Bertha McKay	Winnipeg	Barge—Chd	1890	Rainy River, Ont.	110 0	19 5	8 5	158	Wm. Morissette, Rat Portage, Ont.	
92,637	Bertie C. H.	Lunenburg	do	1888	Lunenburg, N.S.	73 2	23 0	8 9	87	Thomas Hamin, Lunenburg, N.S.	
100,111	Bess	Parrsboro'	Schr—Glt	1891	Port Greville, N.S.	46 1	16 3	5 9	24	Frank Cassidy, Lepreaux, N.B.	
75,901	Bessie	Chatham, N.B.	do	1878	Newcastle, N.B.	35 0	12 3	4 5	13	Wm. Wyse, Chatham, N.B.	
100,373	Bessie	Sydney	do	1891	Bras d'Or, C.B.	44 8	16 5	6 2	20	Sylvester Shanehan, Low Point, C.B.	
94,971	Bessie	Yarmouth	do	1889	Yarmouth, N.S.	108 0	24 5	9 8	194	Wm. W. Lewis, Sydney, C.B.	Classed American Record.
103,132	Bessie	Quebec	do			47 2	15 7	5 8	24	L. Langlois, Pointe aux Anglaises, Que.	
94,651	Bessie, A.	Lunenburg	do	1888	Pleasantville, N.S.	81 3	24 0	9 0	99	Albert McKean, LaHave, N.S.	
79,988	Bessie Carson	Parrsboro'	do	1879	St. Martin's, N.B.	74 0	22 6	8 0	78	Joseph A. Haws, Parrsboro', N.S.	Classed American Record.
90,503	Bessie E. Crane	do	do	1885	Parrsboro', N.S.	105 6	27 6	10 7	184	Wm. Brown, Auburn, N.S.	Classed American Record.
94,662	Bessie Florence	Halifax	do	1888	Mahone Bay, N.S.	33 6	12 3	5 5	12	Charles Twohig, Pennent, N.S.	
85,622	Bessie G	Parrsboro'	do	1884	Parrsboro', N.S.	76 0	25 5	6 9	68	Sarah Holmes, Granville, N.S.	
100,286	Bessie Jennex	Halifax	do	1893	Jeddore, N.S.	71 6	22 8	9 4	81	Herbert Jennex, Jeddore, N.S.	
96,839	Bessie L.	Lunenburg	do	1890	Mahone Bay, N.S.	55 0	19 3	7 9	49	Aug. Lantz, Mahone Bay, N.S.	
77,839	Bessie Louise	New Carlisle	Brig—Brick	1879	Barrington, N.S.	90 0	24 0	10 0	138	W. T. Smith, New Carlisle, Que.	Classed Bureau Veritas.
75,894	Bessie Markham	Chatham, N.B.	Bl—Bq	1878	Kouchibouguac, N.B.	169 4	34 3	19 4	778	Geo. K. McLeod, St. John, N.B.	Classed Bureau Veritas.
88,267	Bessie May	St. John, N.B.	Schr—Glt	1884	Carleton, N.B.	50 0	16 4	5 8	23	Chas. B. Bowers, Westport, N.S.	
80,010	Bessie P. Brown	do	do	1879	St. Martin's, N.B.	43 8	15 0	4 9	20	Samuel McKay, Pennfield, N.B.	
96,763	Bessie Parker	do	do	1889	Tynemouth, N.B.	117 0	29 6	10 4	228	Robert C. Elkin, St. John, N.B.	Classed American Record.
96,931	Bessie S. Keefer	Charlottetown	do	1890	Murray Harbour, P.E.I.	68 5	23 2	8 5	79	J. W. Horton, Murray Harbour, P.E.I.	
96,725	Bessie T.	Chatham, N.B.	do	1889	Tracadie, N.B.	31 6	12 3	4 5	10	Colin C. Turner, Tracadie, N.B.	
85,564	Bessie Williams	Barrington	do	1884	Shelburne, N.S.	77 0	22 0	8 1	77	A. W. Hendry, Liverpool, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths	Ft. 100ths	Ft. 100ths			
100,214	Bessie Willis.....	Halifax	Schr—Glt	1891	Ship Harbour, N.S.	74 5	25 2	9 5	99	Walter Mitchell, Ship Harbour, N.S.	Classed American Record.
100,509	Beta	Victoria	Scow—Chd	1891	Victoria, B.C.	71 0	22 0	4 5	53	E. C. Baker, Victoria, B. C.	
73,985	Bethleen.....	Quebec	Barge	1874	St. Jean Deschail- lons, Que.	94 3	24 0	7 8	122	Jean B. Houde, St. Jean Deschailons, Que.	
72,079	Betsey	Chatham, N.B.	Schr—Glt	1871	Shippegan, N.B.	86 0	11 6	4 4	13	Sebastian Noël, Shippegan, N.B.	
	Betsey.....	Toronto	do	1868	Toronto, Ont.	45 0	12 0	3 7	19	Lionel Yorke, Toronto, Ont.	
100,372	Betsy Jane.....	Sydney	do	1891	Bras D'Or, C.B.	32 9	13 2	5 0	11	Samuel Moore, Bras D'Or, C.B.	
85,730	Beulah.....	Lunenburg	do	1883	Summerside, N. S.	81 3	23 6	9 2	97	Benj. LeBlanc, Arichat, N.S.	
94,742	Beulah.....	St. John, N.B.	do	1888	Canning, N. B.	76 4	26 2	6 9	81	James A. Wasson, Cambridge, N.B.	
71,362	Benlah Benton.....	Weymouth.....	do	1881	Shelburne, N.S.	56 2	18 6	7 0	36	Jas. Mitchell, Sandy Cove, N.S.	
94,722	Bianca	Windsor, N.S.	do	1888	Newport, N.S.	94 6	28 6	10 6	17	George B. Lockhart, New York	
100,967	Big Bear.....	Chatham, N.B.	do	1888	Caracquet, N.B.	34 0	12 1	4 4	10	R. Young, Caracquet, N.B.	
83,210	Billow.....	St. Andrews	do	1881	Cornwallis, N.S.	62 0	18 8	8 0	54	Hugh McKay, St. Stephen, N.B.	
72,276	Birnam Wood	St. John N.B.	Bk—Bq	1876	St. John, N.B.	198 4	38 4	23 5	1263	Robert, Jr., & John H. Thomson, St. John, N.B.	Classed Bureau Veritas.
72,578	Bismarok.....	Kingston	Schr—Glt	1871	Port Dalhousie, Ont.	131 7	26 0	11 5	302	Kingston and Montreal Forwarding Co., Kingston, Ont.	

Marine and Fisheries—List of Shipping.

Number	Name	Home	Year	Tonnage	Registered	Net	Capacity	Remarks
38,785	Bismarck	New Carlisle	1871	520	136	51	19 C. L. Caldwell, New Carlisle, Quebec.	
75,648	Bismarck	St. Catharines	1876	542	140	50	Wm. Joyce, Bronté, Ont.	
57,169	Black Bird	Yarmouth	1867	460	173	58	James E. Slocomb, Harbourville, N.S.	
100,506	Black Mike	Victoria	1890	700	200	46	Geo. Byrnes, Victoria, B.C.	
90,496	Black Prince	Halifax	1876	388	138	58	J. W. Slaunwhite, Terrence Bay, N.S.	
103,293	Black Prince	New Westminster	1892	1280	290	70	A. Ewen, New Westminster, B.C.	
71,310	Black Watch	Charlottetown	1884	450	153	60	Ben Perry, Tignish, P.E.I.	
100,299	Blanchard	Chatham, N.B.	1892	342	122	50	P. Fiott, Caraquet, N.B.	
100,813	Blanche	Barrington	1894	452	163	70	J. F. Duncan, Cape Island, N.S.	
100,838	Blanche A. Colp.	Lunenburg	1894	862	238	95	C. W. Mader, Mahone Bay, N.S.	
97,122	Blanche Alma	Quebec	1890	782	228	83	L. Bouillon, Ste. Anne, Que.	
88,651	Blanche M. Thoburn.	Shelburne	1884	830	233	90	John H. Thobourn, Jordan Bay, N.S.	
103,196	Blenheim	Liverpool	1895	1120	274	108	R. B. Smith, Quebec.	
103,421	Blenheim	Lunenburg	1895	828	220	94	D. Smith, Lunenburg, N.S.	
100,262	Blomidon	Windsor, N.S.	1891	1230	310	115	Alfred Potter, Canning, N.S.	
77,640	Bloomer	Kingston	1874	1026	216	58	J. F. Swift, Kingston, Ont.	
38,658	Bloomer	Sydney	1865	641	190	77	Robt. Sears, Port au Basque, Nfld.	
64,914	Blooming Dale	Halifax	1872	370	129	53	James R. York, Eastern Passage, N.S.	
59,311	Blooming Rose	St. Andrews	1861	385	142	64	A. Cook, West Isles, N.B.	
35,996	Blue Ball	Aricbat.	1866	488	159	60	Marin Beausejour, Martinique, N.B.	
75,599	Blue Jay	Digby	1877	391	142	57	Arnie E. Stevens, Grand Manan, N.B.	
38,156	Blue Jay	Yarmouth	1861	390	140	66	R. Coggins, Westport, N.S.	
74,044	Blue Wave	Guysboro'	.....	686	187	81	Norman Fraser, Tatamagouche, N.S.
80,370	Blue Wave	Parrsboro'	1880	558	185	67	Wm. A. Downey, Amherst, N.S.	
100,909	Bluenose	Chatham, N.B.	1889	360	126	45	J. Sewell, Caraquet, N.B.	
.....	Bob O'Link	Toronto	1870	350	113	48	Zeno Orton Quick, Point Pelee Island, Ont.	

Classed American Record.

Classed Bureau Veritas.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft 10ths Ft 10ths Ft 10ths					
9,658	Bolina	Gaspé	Schr—Glt	1837	Jersey	81 3	19 4	9 9	83	C. Veit, Gaspé, P.Q.	
94,782	Bonā Fides	Lunenburg	do	1889	Lunenburg, N.S.	76 6	23 6	8 7	90	J. Joseph Rudolf, Lunenburg, N.S.	
72,666	Bonanza	Victoria	do	1875	Victoria, B.C.	92 0	26 0	6 3	96	J. A. Sayward, Victoria, B.C.	
96,828	Bonanza	Lunenburg	do	1890	Lunenburg, N.S.	74 7	23 5	9 1	87	Charles L. Silver, Lunenburg, N.S.	
91,723	Boniform	Windsor, N.S.	do	1888	Cornwallis, N.S.	99 4	27 1	9 8	148	Alfred Potter, Canning, N.S.	Classed American Record.
85,702	Bonita	Halifax	do	1884	La Have, N.S.	54 0	18 0	7 0	38	Malcolm McLeod, Big Bras d'Or, C.B.	
37,834	Bonita	do	do	1882	Barrington, N.S.	73 0	20 2	8 2	59	Charles D. Lory, Arichat, N.S.	
94,994	Bonita	Charlottetown	Bktn—Bkgt.	1889	Bideford, P.E.I.	140 0	29 9	14 0	384	Wm. Richards, Bideford, P.E.I.	Classed English Lloyds.
96,952	Bonnie Doone	St. John, N.B.	Schr—Glt	1890	St. Martin's, N.B.	92 0	27 2	7 6	125	Wm. Chapman, St. Martin's, N.B.	
94,680	Bornie Glen	Halifax	do	1889	Owl's Head, N.S.	88 5	14 2	5 5	17	S. Boudrot, Arichat, N.S.	
75,802	Bonnie Kate	do	do	1877	Sheet Harbour, N.S.	57 8	19 0	7 7	56	Donald Munroe, Broularderie, C.B.	
88,506	Bonnie Kate	Sydney	do	1884	Bras d'Or, C.B.	44 0	14 4	5 7	14	Robert Moore, North Sydney, C.B.	
94,647	Bonus	Lunenburg	do	1888	Conquerall, N.S.	73 5	23 0	8 7	86	George Fraser, La Have, N.S.	
97,159	Borealis	Victoria	do	1891	Victoria, B.C.	71 5	21 4	7 8	37	Thos. Harold, Victoria, B.C.	

Marine and Fisheries—List of Shipping.

75,561	Boreas	Lunenburg	do	1876	La Have, N.S.	55 5	19 0	7 6	41 John Colford, Port Hawkesbury, N.S.	Classed American Record.
103,091	Bosphore	Montreal	Sloop	1890	Pierreville, Que.	109 0	22 9	7 4	137 Adolphe Marchand, Champlain, Que.	
85,545	Boston Marine	Yarmouth	Egtn—Bkgt.	1883	Tusket Wedge, N.S.	92 6	26 0	11 0	149 Anselme O. Porter, Tusket Wedge, N.S.	
46,678	Boule d'Or	Quebec	Schr—Glt	1858	Quebec	55 0	15 5	6 1	34 Francois Bourgoing, Tadoussac, Que.	
37,953	Boundary	Yarmouth	do	1855	Argyle, N.S.	49 0	16 4	7 3	47 F. Belliveau, Meteghan, N.S.	
103,110	Bout de L'Ile	Montreal	Horse boat	1887	Bout de L'Ile, Que.	63 6	26 3	2 8	10 S. Beaudry, Pointe aux Trembles, Que.	
90,074	Bowman B. Lew	Yarmouth	Bk—Bq	1885	Scotland	231 4	37 0	21 7	1359 Wm. Law, Yarmouth, N.S.	Classed English Lloyds.
38,622	Bradorian	Sydney	Schr—Glt	1861	Bras d'Or, C.B.	44 0	14 4	5 7	17 Paschal LeBlanc, Bras d'Or, C.B.	
88,396	Brant	Windsor, N.S.	do	1886	Cornwallis, N.S.	37 0	13 3	5 5	12 William Hamilton, Cornwallis, King's Co., N.S.	
103,497	Bravo	Lunenburg	do	1895	Lunenburg, N.S.	99 7	25 5	10 0	147 A. Emno, Lunenburg, N.S.	
83,217	Brazil	Windsor, N.S.	Bktn—Bkgt.	1882	Hantsport, N.S.	126 0	32 0	12 0	344 E. Churchill & Sons, Hantsport, N.S.	Classed Bureau Veritas.
73,177	Bremen	do	Bk—Bq	1876	Cornwallis, N.S.	165 0	35 0	19 8	852 E. Churchill & Sons, Hantsport, Hants Co., N.S.	
100,102	Brenton	Parrsboro'	Schr—Glt	1891	Port Greville, N.S.	98 0	27 4	9 1	159 James A. Hatfield, Port Greville, N.S.	
74,320	Brenton	Yarmouth	do	1895	Tusket, N.S.	72 0	23 0	8 1	69 A. M. Malouin, Clare, N.S.	
77,758	Bride	Shelburne	do	1890	Shelburne, N.S.	75 0	22 6	8 7	78 James Fraser, Halifax, N.S.	
69,970	Bridget Ann	Port Hawkesbury	do	1890	Margaree, C.B.	49 5	18 5	7 0	32 Walter Laurencé, Margaree, C.B.	
38,386	Bright Star	Arichat	do	1859	River Bourgeois, C.B.	47 6	14 7	5 4	18 Jeffrey LeBlanc, West Arichat, C.B.	
74,065	Brill	Halifax	do	1877	Sheet Harbour, N.S.	42 0	16 7	6 5	27 John Fagan, Ketch Harbour, N.S.	
35,668	Brilliant	do	Brig—Bk	1855	St. Mary's, N.S.	88 0	21 2	11 0	190 Israel Nickerson, St. Mary's, N.S.	
86,347	Brilliant	Charlottetown	Schr—Glt	1882	Summerside, La. Have, N.S.	73 0	21 8	9 3	76 George Coombe, Charlottetown, P.E.I.	
35,977	Brilliant Star	Halifax	do	1856	Broad Cove, N.S.	59 8	18 6	7 3	39 Stephen Smith, Broad Cove, N.S.	
37,601	Brilliant Star	do	do	1857	La Have, N.S.	50 0	17 0	7 2	39 Edmund F. Russell, Halifax, N.S.	
90,721	Brilliant Star	do	do	1886	Jeddore, N.S.	47 6	18 0	7 2	35 Peter Hartin, Jeddore, N.S.	
42,210	Brisk	Liverpool	do	1853	Ragged Island, N.S.	41 6	11 0	6 6	18 Nathan Gardner, Brooklyn, N.S.	
46,484	Brisk	Lunenburg	do	1865	Mahone Bay, N.S.	53 8	17 0	7 2	32 Thos. Kirby, St. John, Nfld.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
59,319	Brick	St. Andrews	Schr—Glt	1851	St. Patrick, Charlotte Co., N. B.	42 0	13 7	5 1	20	Chas. A. Wadlin, Beaver Harbour, N. B.		
78,988	Bristol	Windsor, N.S.	Bk—Bq	1878	Hantsport, Hants Co., N.S.	196 9	39 7	23 6	1305	E. Churchill & Sons, Hantsport, Hants Co., N.S.		Classed Bureau Veritas.
100,571	Britannia	Lunenburg	Schr—Glt	1883	Lunenburg, N.S.	81 3	24 0	9 0	90	C. Smith, Lunenburg, N.S.		
100,848	Britannia	do	do	1894	La Have, N.S.	64 2	21 0	8 5	59	L. Lohnes, La Have, N.S.		
100,780	Britannic	Chatham, N.B.	do	1892	Caracquet, N.B.	37 1	12 6	5 0	12	C. Hubbard, Caracquet, N.B.		
61,467	British America	Windsor, N.S.	Ship—3 m	1869	Hantsport, N.S.	184 0	35 2	21 7	1050	E. Churchill & Sons, Hantsport, N.S.		Classed American Record.
35,748	British Eagle	Halifax	Schr—Glt	1855	New Dublin, N.S.	65 5	19 7	7 5	44	Alex. E. Kennedy, Summer side, P. E. I.		
52,029	British Eagle	Yarmouth	do	1866	Jordan River, N.S.	67 0	20 4	8 2	63	Cyprien Briand, Arichat, C. B.		
34,797	British Hero	Halifax	do	1846	Bay Verte, N.B.	50 4	14 1	7 4	40	Wm. Spence, Amherst, N.S.		
54,156	British Lady	do	do	1867	Lunenburg, N.S.	40 0	14 6	6 0	18	Albert Joyce, River Inhabitant, C. B.		
36,123	British Lass	do	do	1858	Shelburne, N.S.	46 4	16 9	6 0	24	Joshua Snow, Shelburne, N.S.		
80,577	British Lion	Windsor, Ont.	do	1883	Pike Creek, Ont.	84 6	22 6	5 5	80	Thomas Lucas, Maidstone, Ont.		
52,083	British Queen	Annapolis	Brig—Brick	1865	Granville, N.S.	82 3	23 2	9 4	113	Ed. C. Foster, Cornwallis, King's Co., N.S.		
37,619	British Queen	Halifax	Schr—Glt	1858	La Have, N.S.	52 5	16 7	7 0	34	George Hutt, Chester, N.S.		

Marine and Fisheries—List of Shipping.

British Queen	Picton, Ont	do	1863	Marysburgh, Ont	90 3	23 9	7 9	117 N. Phelps, St. Catharines, Ont.
41,775 British Tar	Halifax	do	1853	La Have, N.S.	57 6	18 3	7 5	40 J. W. Baker, Jeddore, N.S.
85,237 Brodeur Demers	Montreal	Sloop	1882	Sorel, Que	106 1	22 8	7 7	141 D. Leroux, Vaudreuil, Que
96,924 Brother and Sisters	Charlottetown	Schr—Glt	1890	Souris, P.E.I.	49 3	16 4	6 3	26 John McLean, Souris, P.E.I.
35,742 Brothers	Arichat	do	1847	Wallace, N.S.	47 3	14 6	7 2	36 John Hubert, Arichat, N.S.
71,143 Brothers	Goderich	do	1874	Ashfield, Ont	44 8	13 8	4 8	14 Jas. Thorburn, Kincardine, Ont.
35,869 Brothers	Halifax	do	1855	Mira River, N.S.	54 1	14 7	6 7	26 Wm. Kelly, Little Canso, N.S.
37,555 Brothers	Lunenburg	do	1852	LaHave, N.S.	43 5	14 5	6 9	33 Alex. Corkum, LaHave, N.S.
38,728 Brothers	Chatham, N.B.	do	1867	Richibucto, N.B.	36 0	12 0	5 5	15 J. A. Matheson, Campbellton, P.E.I.
Brothers	Oakville	do	1869	Bronte, Ont	53 0	14 5	4 9	31 Thomas and Richard Joyce, Bronté, Ont.
96,929 Brudenell	Charlottetown	do	1890	Georgetown, P.E.I.	83 3	23 9	9 4	95 Daniel Gordon, Georgetown, P.E.I.
83,379 Bruin	Toronto	Scow—Chd	1881	Gravenhurst, Ont	97 0	25 0	5 3	104 The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
103,228 Buckingham	Ottawa	Barge	1893	Buckingham, Que	74 0	15 0	4 0	43 Frank Ross, Quebec
100,092 Bud	St. John, N.B.	Schr—Glt	1892	Greenwich, N.B.	51 9	17 7	4 4	35 G. H. Williams, Westfield, N.B.
80,795 Buda	Digby	do	1882	Clare, N.S.	42 0	15 0	5 6	20 P. W. Connors, Black Harbour, N.B.
80,072 Buena Vista	St. John, N.B.	do	1881	St. Martin's, N.B.	43 0	14 0	4 4	14 DeWalden L. Brown, St. Martins, N.B.
85,425 Buffalo	St. Catharines	Scow—Chd	1865	Port Robinson, Ont	104 0	25 0	4 5	88 Abram Bradley, Dunnville, Ont
53,597 Barbeck	Halifax	Schr—Glt	1866	Ship Harbour, N.S.	67 5	21 5	8 3	70 John B. Fay, Halifax, N.S.
Burgess	Kingston	Barge	1862	Bedford Mills, Ont	102 3	20 7	7 8	196 N. Vigneau, Lachine, Que
96,823 Burnham H.	Lunenburg	Schr—Glt	1890	Lunenburg, N.S.	74 8	23 5	9 1	88 Benjamin Morash, Lunenburg, N.S.
59,468 Busy	Quebec	do	1870	Liverpool, N.S.	57 0	19 2	6 5	39 Joseph Desgagner, Saguenay, Que
72,277 Busy Bee	St. John, N.B.	Wdht—Bab	1876	Canning, N.B.	57 0	19 0	5 2	31 Lizzie Newcomb, St. John, N.B.
72,281 Buteshire	do	Bk—Eq	1876	Black River, N.B.	179 5	34 8	21 0	899 Robert Jr., and John H. Thomson, St. John, N.B.
85,293 Butte St. Anne	Montreal	Sloop	1881	St. Thomas, Que	87 2	22 5	6 0	79 J. Mallette, Sorel, Que
77,851 Buxton	Sydney	Schr—Glt	1882	Catalone, C.B.	32 3	13 1	4 4	11 C. J. Christie, Bras D'Or, C.B.

Classed English
Lloyds.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
100,176	C. A.	Montreal	Sloop	1887	Gentilly, P.Q.	78	4	4	3	47	Elise Daneau, Pierreville, P.Q.	
83,370	C. M. G. P.	Quebec	Schr—Glt	1882	Esquimaux Point, Que	58	8	17	5	46	Napoléon Picard, Esquimaux Point, Que.	
72,061	C. P. M.	Arichat	do	1880	Riv. Bourgeoise, C.B.	48	2	15	4	22	Désiré Bourke, River Bourgeoise, C.B.	
100,508	C. P. N. No. 1	Victoria	Scow—Chd.	1887	Burrard Inlet, B.C.	101	0	26	0	91	Canadian Pacific Navigation Co. (Limited) Victoria, B.C.	
80,373	C. R. S.	Parrsboro'	Schr—Glt	1881	Parrsboro', N.S.	77	0	23	1	83	D. P. Soley, Economy, N.S.	
68,310	C. A. Bell	Charlottetown	do	1872	Cape Traverse, P.E.I.	53	8	18	6	32	Robt. Carruthers, Cape Traverse, P.E.I.	
94,645	C. A. Chisholm	Lunenburg	do	1888	Mahone Bay, N.S.	73	7	23	8	82	Abraham Ernst, Mahone Bay, N.S.	
94,658	C. A. Ernst	do	do	1888	do	62	2	20	6	57	do do	
90,434	C. A. Goreham	Barrington	do	1880	Tusket, N.S.	51	3	18	4	33	C.A. Goreham, Woods Harbour, N.S.	
75,788	C. A. Meniac	Port Medway	do	1877	Port Medway, N.S.	83	9	23	6	112	H. G. Bauld, Halifax, N.S.	
	C. A. Renaud	Montreal	Barge	1873	Yamaska, Que	90	3	17	2	80	J. B. Picard, Lachine, Que.	
87,210	C. C. Van Horn	Windsor, N.S.	Bgtn—Bkght.	1868	Windsor, N.S.	116	7	29	5	376	E. Churchill & Sons, Hantsport, Hants Co., N.S.	
100,193	C. D. Rand	Victoria	Schr—Glt	1891	Vancouver, B.C.	76	6	21	7	51	J. Boscowitz, Victoria, B.C.	
61,536	C. D. Stacey	Shelburne	do		Essex, U.S.	63	5	20	6	60	John McLean, Shelburne, N.S.	

Marine and Fisheries—List of Shipping.

100,147	E. Robertson	Winnipeg	Barge	1804	Rat Portage, Ont.	52	0	12	2	6	0	28	A. McKinnon, Rat Portage, Ont.
42,300	C. H. Sampson	Halifax	Egtn—Bkglt.	1851	Bath, U.S.	83	1	22	4	7	6	103	Thomas Winniette, Annapolis, N.S.
46,952	C. J. Brydges	Gaspé	Schr—Glt	1871	Quebec	75	5	22	0	8	7	77	Thomas Enright, Port Daniel, Que.
96,743	C. J. Colwell	St. John, N.B.	do	1889	Cambridge, N.B.	78	9	27	0	6	9	82	John L. Colwell, Cambridge, N.B.
83,460	C. L. Taylor	Victoria	Barge		Unknown	171	0	25	0	11	0	345	R. P. Rithet & Co., Victoria, B.C.
79,906	C. U. Chandler	St. John, N.B.	Schr—Glt	1881	Rockland, N.B.	81	3	22	I	8	3	100	E. Lantallun, St. John, N.B.
100,159	C. U. Mader	Lunenburg	do	1891	Malone Bay, N.S.	77	0	23	6	9	4	88	Charles U. Mader, Mahone Bay, N.S.
92,294	C. W. Bangs	Ottawa	Barge	1886	Ottawa, Ont.	105	0	22	0	7	4	152	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.
88,588	C. W. Janes	Quebec	Egtn—Bkglt.	1884	Meteghan River, N.S.	165	3	36	0	20	5	825	Frank Ross, Quebec.
90,841	C. W. Lundy	Guyaboro'	Schr—Glt	1887	Larry's River, N.S.	37	6	12	4	4	8	12	Louisa Hadley, Guysboro, N.S.
66,722	C. Averett	Liverpool	do	1871	Port Medway, N.S.	41	0	14	2	6	0	18	Alex. Goreham, Shelburne, N.S.
55,921	C. Bernier	Quebec	do	1867	Cap. St. Ignace, Que.	86	0	26	0	10	3	117	Aristée Bélanger, Cap St. Ignace, Que.
100,596	C. Bibean	Montreal	Sloop	1891	Pierreville, P.Q.	107	2	22	8	7	2	132	Alexis Rondeau, Lanoraie, Que.
69,589	C. Colomb	do	Barge	1872	St. Aime, Que.	106	2	22	5	8	8	142	Géon Goyer, Montreal
85,464	C. Duessault	Quebec	Schr—Glt	1883	Ste. Emélie, Que.	65	0	17	5	5	2	36	Come Duessault, Les Ecureuils, Que.
54,335	C. Lovette	Digby	Egtn—Bkglt.	1866	Weymouth, N.S.	91	6	25	6	12	0	197	Robert Morrow, Halifax, N.S.
90,550	C. Richard	Ottawa	Barge	1887	Sorel, Que.	111	9	22	8	8	1	172	The Ottawa Trans. Co. (Ltd.).
64,152	C. Stephens	Victoria	Schr—Glt	1878	Sooke, B.C.	62	6	18	8	4	1	45	M. Muir, Sooke, B.C.
92,602	Cabodol	Halifax	do		United States	88	6	24	3	8	8	93	Jas. A. Farquhar, Halifax, N.S.
59,375	Cadet	St. Andrews	do		Rockland, Me., U.S.	40	5	12	6	5	3	19	Charles Savage, fisherman, Cambridge, N.B.
	Cæsar	Kingston	Sloop	1863	Stonington, Ont.	79	2	16	9	4	5	40	Eli Latour, Valleyfield, Que.
100,988	Cæsar	Chatham, N.B.	Schr—Glt	1893	Shippegan, N.B.	34	3	13	0	4	6	10	P. Rive, Caraquet, N.B.
90,478	Calbarga	Maitland	Bk—Bq	1890	Maitland, N.S.	210	0	39	2	23	2	1350	Thomas Douglas, Halifax, N.S.
83,195	Caldera	Pictou, N.S.	Ship—3 m.	1864	River John, N.S.	230	5	39	5	24	1	1575	Daniel Sutherland, Pictou, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Depth. Profondeur.			
103,428	Caldera	Lunenburg	Schr—Glt	1895	La Have, N.S.	67 7	21 8	8 4	8 4	69	J. A. Keizer, La Have, N.S.	
78,013	Caldwell	Winnipeg	Barge	1883	Pine River	76 0	19 0	6 0	6 0	64	John Gardner, Rat Portage, Ont	
34,907	Caledonia	Halifax	Schr—Glt	1845	Londonderry, N.S.	50 5	14 0	7 5	7 5	40	Gilbert T. Roy, St. John, N.B.	
97,084	Calla Lily	Toronto	do	1842	Port Credit, Ont	87 5	18 0	8 9	8 9	129	Henry Maitland, Brighton, Ont	
100,774	Calliope	Lunenburg	do	1890	La Have, N.S.	61 9	21 8	8 3	8 3	62	Edmond Hutle, La Have, N.S.	
96,701	Calumet	Chatham, N.B.	do	1892	Caracquet, N.B.	37 8	11 0	5 0	5 0	12	P. Rive, Caracquet, N.B.	
88,311	Cambria	Ottawa	Barge	1889	Grenville, Que.	111 0	23 8	7 3	7 3	154	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
92,579	Cambridge	Quebec	Bk—Bq	1884	Lévis, Que.	201 6	38 0	23 5	23 5	1252	Frank Ross, Quebec	Classed Bureau Veritas and American Record.
80,096	Cambusdoon	Halifax	Schr—Glt	1885	Cambridge, N.S.	63 4	18 3	6 8	6 8	42	Patrick Hayes, Herring Cove, N.S.	
64,839	Cameleon	St. John, N.B.	Bk—Bq	1881	Gardner's Creek, N.B.	194 0	38 8	22 5	22 5	1132	James Kennedy, St. John, N.B.	Classed Bureau Veritas.
35,957	Campeges	Halifax	Schr—Glt	1871	Clam Harbour, N.S.	46 0	14 9	6 3	6 3	24	Jas. Parker, Clam Harbour, N.S.	
96,778	Campania	do	do	1844	Indian Harbour, N.S.	53 8	15 6	7 8	7 8	47	Donald Jackson, Murray Harbour, P.E.I.	
53,841	Canada	Port Hawkesbury	do	1894	Cheticamp, C.B.	35 6	11 8	5 3	5 3	11	A. W. De Gruchy, Cheticamp, C.B.	
		Quebec	Barge	1865	Batiscan, Que.	72 0	20 0	5 0	5 0	69	F. X. Gouin, Batiscan, Que.	

Marine and Fisheries—List of Shipping.

66,003	Canada	Quebec.	do	1872	Point Lévis, Que.	137 0	27 9	10 5	300	Montreal Transportation Co., Montreal, Que.
74,293	Canada	do	Schr—Glt	1877	St. Luc, Que.	57 5	18 0	7 2	44	Joseph St. Pierre, Bic, Que.
75,674	Canada	do	do	1877	Cap. St. Ignace, Que.	59 8	17 5	5 5	35	Jos. Deslauriers, Fraserville, Que.
100,262	Canada	Windsor, N.S.	Ship—3 m.	1891	Kingsport, N.S.	257 0	45 0	26 6	2137	C. R. Burgess, Wolfville, N.S. <small>Classed Bureau Veritas and Am. Record.</small>
	Canadian	Montreal	Barge	1863	Pierreville, Que.	98 7	22 6	7 7	125	Ed. Vallières, St. Ours, Que.
73,047	Canadian	Quebec	Schr—Glt	1875	Lotbinière, Que.	68 9	21 4	6 0	59	Z. Marchand, Three Rivers, Que.
80,770	Canadian	do	Barge	1881	Batiscan, Que.	102 3	22 5	8 5	137	Narcisse Paul, Sorel, Que.
73,495	Canadienne	Halifax.	Schr—Glt	1883	Magdalen Islands.	62 5	20 2	8 0	52	J. N. Arseneau, Magdalen Islands.
73,096	Canadienne	Montreal	Sloop	1875	Yamaska, Que.	102 0	22 2	7 0	112	Jean L. Rondeau, Lanoraie, Que.
69,635	Canadienne	Quebec	Schr—Glt	1874	Groindines, Que.	33 0	23 7	9 6	128	Aime Rivard, Groindines, Que.
86,674	Canara	St. John, N. B.	Ship—3 m.	1884	St. John, N. B.	217 6	40 4	24 3	1489	Robt. Thomson, jun., and Jno. H. Thomson, St. John, N. B. <small>Classed Bureau Veritas and Am. Record.</small>
100,735	Canaria	Windsor, N.S.	Schr—Glt	1893	Salmon River, N.S.	128 0	30 6	10 4	242	The Schooner Canaria Co. (Ltd), Lancaster, N.B.
100,071	Canary	St. John, N. B.	do	1891	Canning, N. B.	78 3	27 2	7 1	98	Jas. A. Wasson, St. John, N. B.
74,100	Candid	Aricbat.	do	1877	Chezetcook, N.S.	45 2	16 2	7 0	23	Désairé Burke, River Bourgeois, C.B.
36,051	Candidate	Halifax.	do	1840	Lunenburg, N.S.	39 7	12 4	6 2	20	John Monk, Ship Harbour, N.S.
55,827	Candor.	Shelburne	do	1867	Clyde River, N.S.	78 2	21 9	9 1	77	Charles Treeholm, Port Elgin, N.B.
72,143	Canning	Windsor, N.S.	Bktn—Blight	1874	Cornwallis, King's Co., N.S.	151 0	34 9	18 9	608	C. A. Palmer, St. John, N. B. <small>Classed American Record.</small>
85,438	Canning Packet.	Annapolis	Schr—Glt	1883	Cornwallis, N.S.	79 5	26 0	8 3	98	D. J. Melanson, Port Gilbert, N.S. <small>Classed American Record.</small>
92,675	Can't-help-it.	Pictou, N.S.	do	1888	Murray Harbour, P.E.I.	53 1	18 0	7 4	40	John Herring, Murray Harbour, P.E.I.
64,985	Cap Rouge	Quebec	Sloop	1871	Point Lévis, Que.	61 5	19 0	5 2	38	Hospice Fournier, Quebec.
100,494	Cape Beale	Victoria	Schr—Glt	1892	James Island, B.C.	39 5	12 8	3 8	13	Jim Eight Quap, Victoria, B.C.
74,126	Capello	Halifax.	do	1877	Port Medway, N.S.	41 0	16 2	6 6	19	James S. Cochrane, Halifax, N.S.
90,857	Capio	Lunenburg	do	1886	Pleasantville, N.S.	69 4	22 7	8 4	72	J. Backman, Rose Bay, N.S.
	Capital.	Ottawa	Barge	1867	Ottawa, Ont.	92 9	18 0	6 6	103	John Grant, Montreal.
42,798	Cappella.	Halifax.	Schr—Glt	1862	Barrington, N.S.	56 4	16 7	5 8	30	Wm. Garner, Louisburg, C.B.

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
100,461	Caprice	Quebec	Yawl	1891	Point St. Lawrence, Que.	31 0	11 2	4 2	9	J. T. Molson, Montreal	
33,160	Capricieuse	do	Schr—Glt	1855	Port aux Saumons Que.	64 0	19 5	8 5	63	Pierre Desseint, Kamouraska, Que.	
36,625	Capricieuse	do	do	1860	L'Islet, Que	57 0	15 0	5 9	25	Antoine Joncas, Berthier, Montmagny, Que.	
83,063	Captain Levi Young	Ottawa	Barge	1880	Hull, Que	112 1	22 8	6 9	153	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
96,923	Cardigan	Charlottetown	Schr—Glt	1890	Cardigan, P.E.I.	57 6	17 8	7 2	38	Minter Keeping, Georgetown, P.E.I.	Classed American Record.
90,826	Carita	Port Medway	do	1889	Port Medway, N.S.	84 0	25 0	10 0	99	W. H. Brookfield, Halifax, N.S.	
100,145	Carl	Winnipeg	Barge	1894	Rat Portage, Ont.	59 0	13 2	5 2	32	C. E. Laverdière, Rat Portage, Ont.	
85,977	Carlotta	St. John, N. B.	Schr—Glt	1882	Hopewell Cape, N.B.	104 9	27 7	11 3	210	G. F. Baird, St. John, N.B.	
97,154	Carlotta G. Cox	Victoria	do	1891	Victoria, B.C.	80 3	21 2	8 6	76	John G. Cox, Victoria, B.C.	
94,995	Carmena	Charlottetown	do	1889	Cardigan, P.E.I.	80 4	24 1	9 8	97	Neil Nicholson, Cardigan, P.E.I.	
92,822	Carmolite	Liverpool	do	1888	Liverpool, N.S.	82 0	24 2	9 8	99	Joseph W. Peppett, North Sydney, C.B.	
61,309	Carolena	Victoria	do	do	Washington, U.S.	45 0	15 6	5 0	32	Wm. Munste, Victoria, B.C.	
74,404	Caroline	Chatham, N. B.	do	1877	Kingston, N.B.	35 0	12 3	4 0	9	Simon Graham, Kingston, N.B.	
86,121	Caroline	Halifax	do	1843	Chester, N.S.	41 6	12 8	6 4	26	Wm. Munro, White Head, N.S.	

Marine and Fisheries—List of Shipping.

42,360	Caroline	Halifax	do	1863	Harbour au Bouche, N.S.	52 6	17 5	8 4	41	Stephen Crispo, Harbour au Bouche, N.S.	Classed Bureau Veritas.
42,325	Caroline	do	do	1849	Sable River, N.S.	48 1	13 9	6 9	35	James Frost, Argyle, N.S.	
	Caroline	Liverpool	do	1853	Blueberry, N.S.	45 4	15 7	7 1	30	John McKenzie, Canso, N.S.	
41,977	Caroline	Quebec	do	1859	Portneuf, Que.	72 2	21 5	8 1	77	Nazaire, E. Auger, Ste. Anne de la Pêrade, Que.	
43,482	Caroline	do	Barge	1858	Ste Anne de la Pêrade, Que.	72 0	19 7	6 1	52	Louis Asselin, jun., Ste. Anne de la Pêrade, Que.	
64,999	Caroline	do	do	1872	Point Lévis, Que.	103 8	22 6	8 3	133	The Department of Public Works, Ottawa.	
73,010	Caroline	do	Schr—Glt	1875	Lotbinière, Que.	70 8	19 8	5 7	50	Estras Bernier, Lotbinière, Que.	
35,338	Caroline	St. Andrews	do	1842	Beaver Harbour-Charlote Co., N.B.	39 4	11 0	6 3	18	James F. Stewart, fisherman, West Isles, N.B.	
88,459	Caroline	Arichat	do	1888	Dartmouth, N.S.	35 6	11 8	4 7	12	John B. Girroir, West Arichat, N.S.	
72,312	Carriek	St. John, N. B.	Bgtn—Bkgt.	1877	Tynemouth, St. John, N. B.	121 0	28 5	12 7	291	James Kennedy, St. John, N. B.	Classed Bureau Veritas.
88,409	Carrie	Digby	Schr—Glt	1884	Clare, N.S.	32 0	11 8	4 6	12	Thomas Cook, Grand Manan, N. B.	
36,270	Carrie	Halifax	do	1859	Cape Canso, N.S.	59 1	17 8	7 3	40	Alex. LeBlanc, Arichat, N.S.	
97,081	Carrie	Lunenburg	do	1890	La Have, N.S.	80 4	24 1	9 2	99	Albert McKean, La Have, N.S.	
100,823	Carrie	do	do	1893	La Have, N.S.	62 8	20 7	8 2	60	A. Barnes, La Have, N.S.	
80,979	Carrie A.	Sydney	do	1882	Christmas Island, C. B.	57 8	19 7	8 8	73	J. M. Blaikie, Great Village, N.S.	
94,646	Carrie C. W.	Victoria	do	1888	Mahone Bay, N.S.	76 4	23 6	9 1	92	G. N. Fulton, Truro, N.S.	
69,688	Carrie Delap.	Annapolis	Bk—Bq.	1874	Annapolis, N.S.	186 4	38 5	20 7	1109	Howard D. Troop, St. John, N. B.	
85,619	Carrie Easler.	Port Medway	Schr—Glt	1883	Parrsboro', N.S.	93 8	26 8	9 8	154	James D. Manthorn, Port Medway, N.S.	Classed American Record.
64,054	Carrie Golden.	Liverpool	do	1873	Musquodoboit, N.S.	45 0	15 0	6 0	19	Jason, Payzant, Port Mouton, N.S.	
94,698	Carrie H.	Digby	do	1890	Maitland, N.S.	47 2	15 0	6 1	20	Augustus Haycock, Westport, N.S.	
96,744	Carrie L. Smith.	St. John, N. B.	Bk—Bq.	1889	Harvey, N. B.	162 7	34 4	15 0	598	John N. Smith, Coverdale, N. B.	Classed Bureau Veritas.
94,643	Carrie M. C.	Lunenburg	Schr—Glt	1888	Mahone Bay, N.S.	55 7	18 3	7 4	39	Wm. Chandler, St. Margaret's Bay, N.S.	
71,386	Carrie Maud.	Parrsboro'	do	1876	Parrsboro', N.S.	55 7	19 0	7 4	43	D. P. Winters, Parrsboro', N.S.	
103,051	Carrie May	Yarmouth	do	1894	Pubnico, N.S.	47 1	16 4	6 4	25	P. A. Amiro, Pubnico, N.S.	
100,445	Carrie O.	Canso	do	1883	Country Harbour, N.S.	33 0	11 5	5 5	12	S. Crant, Whitehaven, N.S.	

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						Length. Longeur.	Breadth. Largeur.	Depth. Potondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
61,629	Carrie R.	Halifax.	Schr—Glt.	1880	Larry River, N.S.	39 0	14 0	5 7	17	James Leary, Halifax, N.S.	Classed English Lloyds.
77,962	Carrier Dove.	St. Andrews	do		United States.	35 0	13 6	4 2	13	Frank Ingersoll, Grand Manan, N.B.	
74,300	Cartier.	Quebec	Barge	1873	St. Jean Deschail- lons, Que.	93 1	23 5	7 6	109	Jos. Laliberté, St. Jean Des- chailons, Que.	
100,642	Casco.	Victoria.	Schr—Glt.	1878	San Francisco, U.S.	85 0	21 6	8 2	63	George Collins, Victoria, B.C.	
96,932	Caspian	Charlottetown	Bgtn—Bkglt.	1890	Cardigan, P.E.I.	123 9	28 7	12 7	207	James E. Macdonald, Cardigan, P.E.I.	
92,566	Cassie M.	Halifax.	Schr—Glt.	1887	Sheet Harbour, N.S.	33 8	12 6	5 7	12	Wm. H. Munro, Sheet Harbour, N.S.	
100,232	Castelar.	do	do	1871	Bergen, Norway	159 6	33 0	18 1	568	Geo. E. Franklin, Halifax, N.S.	
55,867	Castor	Quebec	Barge	1856	Lothinière, Que	53 0	15 0	4 3	23	Ludger Méthot, Lothinière, Que	
103,363	Castor	do	Sloop.	1894	Mille Vaches, Que	55 2	16 8	5 2	31	J. Saingelais, Mille Vaches, Que.	
72,963	Catarnet.	Picton, Ont.	Schr—Glt.	1875	Picton, Ont.	105 5	24 0	10 5	193	F. McGibbon, Sarnia, Ont.	
	Cataraqui.	Kingston.	Barge	1872	Kingston, Ont.	104 5	22 6	6 1	132	G. Chaffey, Kingston, Ont.	
38,439	Catherine.	Arichat.	Schr—Glt.	1864	L'Ardoise, N.S.	47 1	14 8	5 9	20	Pascal Benoit, West Arichat, N.S.	
53,875	Catherine.	do	do	1866	St. Jean, Port Joli, Que.	66 5	21 0	7 9	61	C. George, Janvrin's Island, C.B.	
64,872	Catherine.	Halifax.	do	1871	Chezetcook, N.S.	55 6	13 2	5 5	20	Wm. Doyle, Halifax, N.S.	

Marine and Fisheries—List of Shipping.

Number	Name	Home	Class	Year	Tonnage	Length	Breadth	Depth	Remarks
92,519	Catherine	St. Andrews	do	1885	26 0	11 4	6 0	13 Benjamin McKenzie, St. George, N.B.	
.....	Catherine	Cobourg	do	1857	83 1	19 8	7 5	97 N. Hudgin, Marysburgh, Ont.	
103,313	Catherine	Port Hawkesbury	do	1894	33 6	10 7	5 2	10 S. Chiasson, Cheticamp, C.B.	
96,799	Catherine, A. C.	Halifax	do	1890	38 5	14 3	5 6	17 Hezekiah Cleveland, Dover, N.S.	
75,905	Caughnawaga	Chatham, N. B.	do	1878	43 1	13 2	4 4	14 Geo. Dugay, Tracadie, N.B.	
55,982	Cavalier	Quebec	Blktn—Blglt.	1867	137 0	26 2	11 7	269 John McArthur, jun., Toronto.	
100,233	Cavalier	Halifax	Schr—Glt	1893	108 4	28 0	10 7	234 W. H. Dean, Walden, U.S.	
.....	Cecelia	Windsor, Ont.	do	1886	136 5	27 7	11 0	290 Isabella Cuddy, Detroit, U.S.	
36,184	Cecelia Ann	Halifax	do	1889	40 8	12 7	4 9	11 Wm. Abrial, Pope's Harbour, N.S.	
96,825	Cecelia W.	Lunenburg	do	1890	58 0	17 6	7 4	41 John D. Sperry, Petite Rivière, N.S.	
72,298	Cedar Croft	St. John, N. B.	Bk—Bq	1877	186 6	37 5	22 2	1099 Howard D. Troop, St. John, N.B.	
90,875	Celeste Burrill	Yarmouth	Ship—3 m.	1886	226 0	41 2	24 0	1763 Wm. Burrill, Yarmouth N.S.	
103,271	Celia	Chatham, N. B.	Schr—Glt	1891	35 4	12 1	4 8	11 D. Gallien, Caraquet, N.B.	
88,624	Celina	Windsor, Ont.	Scow—Ch'd.	1884	69 0	19 0	4 5	39 Joseph Lalond, jun., Bell River, Ont.	
103,239	Celina	Montreal	Horse boat	1888	56 4	23 0	2 3	7 J. Gariépy, Rivière des Prairies, Que.	
72,956	Centennial	St. Catharines	Barge	1876	81 6	21 2	5 3	66 H. O. Brown, Welland, Ont.	
88,680	Centennial	St. John, N. B.	Sloop	1884	35 2	15 0	4 6	15 J. D. Colwell, Cambridge, N.B.	
88,257	Centennial	do	Schr—Glt	1883	92 0	26 3	7 6	124 John M. Taylor, St. John, N.B.	
74,041	Centennial	Sydney	do	1876	87 5	24 2	10 5	118 E. Bonnell, Burgeo, Nfld.	
61,586	Cepola	Shelburne	do	1875	83 0	23 0	8 5	94 Wm. A. McDonald, Lockeport, N.S.	
92,358	Cerdic	St. John, N. B.	do	1886	82 9	26 2	7 6	120 Thos. A. French, St. John, N.B.	
90,824	Ceto	Lunenburg	do	1889	76 0	24 0	8 5	95 James Conrad, La Have, N.S.	
88,349	Ceylon	Port Hawkesbury	do	1884	77 0	23 7	9 2	96 Charlotte Boudrot, Arichat, C.B.	
96,915	Ceylon	Kingston	do	1891	204 4	36 3	15 2	908 The Calvin Co. (Ltd.), Garden Island, Ont.	
97,151	Chacheemah	Victoria	do	1890	39 3	12 2	4 0	10 Chacheemah, Barclay Sound, B.C.	

Classed American Record.

Classed Bureau Veritas & Am. Record.
Classed Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft 10ths	Ft 10ths	Ft 10ths			
57,246	Champion	Digby	Bgtn—Bkgt.	1866	Petite Rivière, N.S.	93 4	25 0	8 8	99	Percy H. Reed, Bear River, N.S.	
61,905	Champion	Liverpool	Schr—Glt	1870	Liverpool, N.S.	39 5	14 0	5 5	14	Wm. Cook, Fort Mouton, N.S.	
69,446	Champion	Pictou, N.S.	do	1875	River John, N.S.	66 5	19 6	7 0	55	G. McPherson, Fisher's Grant, N.S.	
83,351	Champion	Quebec	Sloop	1881	Ste. Anne de la Pocatière, Qué.	38 0	13 3	4 5	13	F. X. Nepton, Tadoussac, Que.	
35,267	Champion	St. John, N.B.	Schr—Glt	1856	Lepreaux, Charlotte Co., St. John, N.B.	35 0	11 0	4 2	10	Edward Brackett, St. John, N.B.	
66,956	Champion	do	do	1874	Waterbury, Queen's Co., N.B.	78 0	26 5	8 3	97	Frank E. Maxwell, Rockport, Westmoreland Co., N.B.	
72,988	Champion	Wallaceburg	do	1867	New Baltimore, Michigan, U.S.	49 0	15 0	4 0	18	W. C. Fyan, Sarnia, Ont.	
	Champion	Windsor, Ont.	Scow—Ch'd.	1872	River Fuce, Ont.	66 8	18 0	5 2	50	Thobent & Campeau, Bell River, Ont.	
	Champion	Kingston	Sloop	1865	Dog Lake, Ont.	88 5	18 9	4 4	49	C. F. Gildersleeve, Kingston, Ont.	
88,381	Champion	Sydney	Schr—Glt	1893	Louisburg, C.B.	49 5	15 3	5 8	16	John Williams, Louisburg, C.B.	
53,821	Champlain	Quebec	Barge	1865	Champlain, Que.	98 0	22 6	8 6	131	Louis Sauvageau, Champlain, Que.	
54,240	Chance	Digby	Schr—Glt	1866	Digby, N.S.	29 0	10 8	3 5	5	Everitt Drew, Wolfville, N.S.	
103,436	Chapeau	Ottawa	Barge	1889	Buckingham, Que.	63 0	19 8	5 0	42	W. J. Poupore, Morrisburg, Ont.	
75,756	Charles	Yarmouth	Ship—3 m.	1879	Tusket, N.S.	212 0	39 4	23 8	1500	John Murphy Est., Yarmouth, N.S.	Classed Bureau Veritas.

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71,649	Charles Alberic	Montreal	Sloop	1875	Yamaska, Que	100 0	22 3	6 6	103	Joseph Souillier, Sorel, Que.	Classed English Lloyds.
88,658	Charles E. Lefurgy	Charlottetown	Bk—Bq	1884	Summerside, P.E.I.	190 8	36 0	20 9	986	Dorothea Lefurgy, Summerside, P.E.I.	
88,295	Charles Edouard	Quebec	Sloop	1884	Cap St. Ignace, Que.	51 6	18 5	5 0	24	A. Boulliane, Bergeronnes, Que.	
88,249	Charles F. Surette	Yarmouth	Schr—Glt	1863	Surette Island, N.S.	35 0	11 5	4 5	9	S. Stanwood, Yarmouth, N.S.	
64,866	Charles Frederick	Halifax	do	1872	Harbour au Bouche N.S.	48 6	17 2	7 7	33	D. Farquharson, Charlottetown, P.E.I.	
94,704	Charles Haskell	Digby	do	1869	Essex, U.S.	72 0	21 2	7 3	67	H. Anderson, Digby, N.S.	
38,676	Charles Joseph	Sydney	do	1866	Bras d'Or, C. B.	44 4	15 0	6 5	22	W. Dunlop, North Sydney, C. B.	
90,505	Charles S. Whitney	Parrsboro	Ship—3 m	1885	Parrsboro', N.S.	236 7	42 0	23 8	1651	Geo. D. Spicer, Parrsboro', N.S.	Classed Bureau Veritas.
96,759	Charley Troop	St. John, N. B.	Schr—Glt	1879	Bath, U.S.	55 5	16 1	6 0	30	Patrick Conlin, St. John, N. B.	
82,086	Charlie	Charlottetown	do	1854	Beverley, Mass.	70 2	19 4	7 7	64	Jno. T. Crockett, Charlottetown, P.E.I.	
83,421	Charlie	Weymouth	do	1881	Weymouth, N.S.	30 0	10 4	4 6	10	W. H. Eldridge, Sandy Cove, N.S.	
96,970	Charlie Richardson	Shelburne	do	1891	Shelburne, N.S.	43 4	16 9	6 6	26	John B. Harding, Rockland, N.S.	
38,391	Charlotte	Arichat	do	1859	River Bourgeois, N.S.	48 1	15 4	6 2	27	Stewart McKinlay, Halifax, N.S.	
38,898	Charlotte	do	do	1847	Grand Ruisseau, N.S.	47 5	16 9	7 8	46	D. W. Palmer, Crapaud, P.E.I.	
92,551	Charlotte	Ottawa	Barge	1888	Montebello, Que.	133 5	22 8	6 0	154	The Ottawa Trans. Co. (Ltd.), Ottawa.	
103,452	Charlotte	Arichat	Schr—Glt	1876	Essex, Mass., U.S.	77 4	21 9	8 1	73	D. Walker, Basin, River Inhabitants, C. B.	
100,784	Charlotte	Chatham, N. B.	do	1889	Caracquet, N. B.	38 3	12 1	5 1	13	R. Young, Caracquet, N. B.	
59,249	Charlotte A.	St. John, N. B.	Wdht—Bab	1869	Cambridge, N. B.	55 4	19 0	5 4	32	John Wightman, St. John, N. B.	
85,642	Charlotte, E. C.	Lunenburg	Schr—Glt	1883	Mahone Bay, N.S.	74 5	23 0	8 8	80	Dan. McLean, Bay St. George, Nfld.	
43,109	Chatham Head	Chatham, N. B.	do	1862	Miramichi, N. B.	49 0	16 2	6 8	24	Alex. Campbell, Baddeck, C. B.	
100,789	Chazalie	do	do	1890	Caracquet, N. B.	37 8	12 8	4 6	11	R. Young, Caracquet, N. B.	
72,566	Cherokee	Kingston	Barge	1874	Garden Island, Ont.	151 0	26 0	11 2	365	Kingston and Montreal Forwarding Co., Kingston.	
77,586	Cherry	Montreal	do	1873	Montreal	111 5	22 3	6 0	97	F. W. Bertrand, Rigaud, Que.	
38,206	Cherub	Yarmouth	Schr—Glt	1852	Gloucester, U.S.	48 0	15 5	5 8	26	N. Moses, Yarmouth, N.S.	
.....	Chicago	Montreal	Barge	1872	Montreal	146 0	24 8	10 3	350	Montreal Transportation Co., Montreal.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Ft. 10ths P. 10ths			
92,679	Chief Commander	Pictou, N.S.	Schr—Glt	1889	Brulé, N.S.	50 4	17 7	6 8	39	George Clarke, Tatamagouche, N.S.		
67,000	Chieftain	St. John, N.B.	Wdbr—Bab	1874	Waterborough, Queen's Co., N.B.	74 0	26 3	6 5	72	John E. Moore, St. John, N.B.		
71,215	Chippewa	Sarnia	Sloop	1874	Muskoka, Ont.	94 0	23 8	7 8	182	Muskoka Mills Co., Toronto.		
	Chippewa	St. Catharines	Barge	1888	Wellandport, Ont.	110 0	22 7	7 0	165	John Flett, Chippewa, Ont.		
69,217	Chlorus	Yarmouth	Schr—Glt	1875	La Have, N.S.	64 0	20 6	8 2	57	A. F. Stoneman, Yarmouth, N.S.		
33,031	Christiana	Quebec	do	1855	Deschambault, Que.	66 6	22 0	7 6	73	Joseph Doyle, Kingston, Ont.		
96,730	Christina	Chatham, N.B.	do	1889	Carquet, N.B.	34 4	12 3	4 6	11	Octave Gionet, Carquet, N.B.		
80,816	Christina Moore	Windsor, N.S.	do	1891	Kempt, N.S.	103 0	27 5	11 9	216	Roderick Rose, Cheverie, N.S.		
85,536	Circassian	Yarmouth	do	1883	Shelburne, N.S.	87 0	23 9	10 0	115	Wm. Ryder, Lower Argyle, N.S.		
100,579	Citizen	Lunenburg	do	1893	Lunenburg, N.S.	83 0	24 0	9 0	98	J. Creaser, LaHave, N.S.		
100,533	Citizen	Digby	do	1893	Bear River, N.S.	66 0	20 6	7 0	47	W. W. Clark, Bear River, N.S.		
50,494	City Point	Halifax	do	1872	Mahone Bay, N.S.	62 0	20 2	7 8	42	Morgan H. Genge, Channel, Nfld.		
74,131	City Queen	Lunenburg	do	1876	do	65 0	20 6	8 4	53	James Freda, Chester, N.S.		
71,176	City of Kingston	Kingston	Barge	1874	Kingston, Ont.	102 0	19 7	6 8	107	John McKelvey, Kingston, Ont.		

Marine and Fisheries—List of Shipping.

100,645	City of San Diego	Victoria	Schr—Glt	1881	San Francisco, U.S.	67	5	20	5	6	5	46	Victoria Sealing and Trading Co., Victoria, B.C.
94,977	Civilian	Yarmouth	do	1890	Pubnico, N.S.	80	7	23	8	9	1	97	David L. Amiro, Pubnico, N.S.
72,948	Clairville	Quebec	Barge	1870	Ste. Emélie, Que.	94	6	21	5	6	3	84	F. Dussault, St. Jean Deschalis L'Ange, Que.
92,651	Clam Shell	St. Catharines	Dredge	1887	Tonawanda, Ont.	80	0	20	0	7	0	62	F. B. McNamee, Montreal.
55,864	Clara	Quebec	Schr—Glt	1866	Kamouraska, Que.	42	0	13	4	6	5	18	Pierre Levesque, Trois Pistoles, Que.
59,890	Clara	St. Andrews	do	1855	Baltimore, U.S.	95	0	24	3	9	1	132	John A. Wheaton, Salisbury, N.B.
90,869	Clara E. Mason	Lunenburg	do	1887	Lunenburg, N.S.	75	2	23	0	8	6	83	Isaac Mason, Lunenburg, N.S.
74,121	Clara Jane	Sydney	do	1880	United States	65	8	17	6	6	7	45	Donald McDougall, Main-à-Dieu, C.B.
90,693	Clara L.	St. Catharines	Scow—Chd.	1885	Black Creek, Ont.	75	3	14	6	4	9	46	Geo. W. Sutherland.
96,938	Clara May	Charlottetown	Schr—Glt	1891	Rustico, P.E.I.	61	7	19	0	7	1	51	Christopher LePage, Rustico, P.E.I.
83,071	Clarence	Ottawa	Barge	1881	Rockland, Ont.	110	0	22	3	6	4	139	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.
100,570	Clarence F.	Lunenburg	Schr—Glt	1893	Lunenburg, N.S.	65	7	20	2	8	1	52	D. Smith, Lunenburg, N.S.
103,415	Clarence Smith	do	do	1895	do	86	2	24	0	9	3	96	J. A. Smith, Lunenburg, N.S.
83,244	Claribel	Charlottetown	do	1881	Charlottetown, P.E.I.	42	5	13	4	6	0	19	Charles Doucet, Cheticamp, C.B.
72,270	Clarine	St. John, N.B.	do	1876	Alma, Albert Co., N.B.	76	8	25	9	7	2	96	Alma Lumber and Shipbuilding Co., Alma, Albert Co., N.B.
80,622	Clarke	Ottawa	Barge	1881	Montreal	108	0	22	0	6	5	145	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.
97,172	Clayola	Windsor, N.S.	Schr—Glt	1890	Maitland, N.S.	89	0	28	2	8	7	123	J. Willard Smith, St. John, N.B.
36,724	Clear	Lunenburg	do	1852	La Have, N.S.	53	2	17	2	7	3	31	John Conrad, Lunenburg, N.S.
36,088	Clear the Track	Halifax	do	1857	Jeddore, N.S.	40	6	12	5	5	0	12	Peter Webber, Jeddore, N.S.
38,213	Clementina	Weymouth	do	1862	Argyle, N.S.	53	0	17	0	6	7	34	Charles P. Thomas, Sandy Cove, Digby Co., N.S.
74,228	Cleopatra	Montreal	Sloop	1876	St. Aimé, Que.	76	0	21	6	5	2	54	Adolph Laperriere, St. Thomas, Que.
90,856	Cleta	Lunenburg	Schr—Glt	1886	La Have, N.S.	79	8	23	2	8	7	90	Thomas A. Wilson, Bridgewater, N.S.
96,973	Clifford	Cleveland	Barge	1872	Quebec	138	4	26	1	9	8	328	Montreal Transportation Co., Montreal.
90,592	Clifford	Lunenburg	do	1885	Lunenburg, N.S.	86	0	24	2	10	0	129	Alfred E. Jones, Halifax, N.S.
						88	0	25	0	10	1	132	Lewis Anderson & Co., Lunenburg, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.				
88,981	Clifford C.	St. John, N.B.	Schr—Glt	1882	Kingston, N.B.	81 0	26 5	7 5	97	Daniel J. Purdy, St. John, N.B.	Classed Bureau Veritas.	
85,446	Clifton	Windsor, N.S.	do	1883	Windsor, N.S.	149 0	32 6	16 0	473	C. H. Dimock, Windsor, N.S.		
42,334	Clio	Halifax	Bgtn—Bkgt.	1862	Halifax, N.S.	87 7	22 9	10 4	118	Emelie S. Delisle, St. Christopher, B. W. Indies.		
90,581	Clio	Lunenburg	do	1884	Chester, N.S.	94 6	25 0	10 4	168	J. Eisenhauer & Co., Lunenburg, N.S.		
38,357	Clipper	Arichat	Schr—Glt	1857	West Arichat, C.B.	45 6	13 9	6 4	20	Abramam Forest, West Arichat, N.S.		
55,896	Clorinthe	Quebec	do	1859	Deschambault, Que.	74 3	22 1	7 1	76	A. Chavigny de la Chevrotière, Deschambault, Que.		
66,040	Clorinthe	do	do	1871	Kamouraska, Que.	41 0	14 0	6 1	22	Joseph Guay, St. Etienne de la Malbaie, Que.		
100,893	Clotilde	Weymouth	do	1895	Belliveau's Cove, N.S.	38 0	26 8	10 2	149	Edward P. Rice, Weymouth Bridge, N.S.	Classed American Record.	
103,551	Clovis	Montreal	Sloop	1895	St. Thomas, Que.	92 1	22 2	5 7	84	Marcel Daneau, St. Thomas, Que.		
88,620	Clyde	Lunenburg	Bgtn—Bkgt.	1884	Mahone Bay, N.S.	109 9	27 0	11 9	237	J. Eisenhauer & Co., Lunenburg, N.S.	Classed American Record.	
	Cos	Montreal	Barge	1861	Montreal	92 3	17 1	5 8	92	C. Bertrand, Rigaud, Que.		
71,601	Colborn	do	do	1874	do	149 0	26 6	9 6	301	Montreal Transportation Co., Montreal		
85,392	Colibri	Port Hawkesbury	Schr—Glt	1884	Magdalen Islands	46 5	13 0	6 6	18	James Britt, Margaree Harbour, N.S.		
80,848	Collector	Halifax	do	1852	La Have, N.S.	38 5	12 0	6 0	21	Lewis Hefter, Halifax, N.S.		

Marine and Fisheries—List of Shipping.

100,359	Collinsie.	Quebec.	do	1889	Chicoutini, Que	64 0	20 4	6 7	57	E. J. Price, Quebec.
74,351	Col. Ellsworth.	do	do	1860	Essex, Mass	77 4	22 6	7 6	78	E. J. Price, Quebec.
80,697	Colonna	Montreal	Sloop	1882	St. Thomas, Que	74 5	19 5	4 2	50	E. Latour, Valleyfield, Que.
92,650	Colorado.	Wallaceburg	Schr—Glt	1866	Fairport, U.S.	119 0	26 8	8 2	184	W. D. McRae, Wallaceburg, Ont.
88,576	Columbia	Kingston	Barge	1885	Bedford Mills, Ont	101 0	22 7	4 8	84	Benjamin Tett, Bedford Mills, Ont.
71,100	Columbia.	Belleville.	Sloop.	1881	Belleville, Ont	72 0	18 9	7 0	47	Thos. Thomson, Belleville, Ont.
34,751	Comet	Digby	Schr—Glt	1843	Granville, N.S.	51 6	15 2	7 6	53	James Ray, Wilnot, N.S.
36,350	Comet.	Port Hawkesbury	do	1861	Neumtah, N.S.	63 6	19 6	9 3	62	A. D. Cormier, Buctouche, N.B.
88,387	Comet.	Windsor, N.S.	do	1885	Cornwallis, N.S.	32 0	12 6	4 5	10	Thos. Carter, Red Head, N.B.
36,257	Comet	Halifax.	do	1839	Green Harbour, N.S.	45 4	12 2	7 0	29	Charles Boucher, Ragged Island, N.S.
59,162	Comrade.	St. John, N.B	Wdht—Bab.	1863	Grand Lake, Queen's Co., N.B	76 7	26 5	7 0	77	H. Cameron, Kars, King's Co., N.B.
100,834	Comrade.	Lunenburg	Schr—Glt	1893	Lunenburg, N.S.	86 8	24 6	9 3	99	W. N. Reinhardt, La Have, N.S.
74,071	Condor.	Halifax.	do	1873	Chezetook, N.S.	39 5	14 2	5 7	15	Geo. Julian, Chezetook, N.S.
74,331	Condor.	Yarmouth.	do	1877	Beaver River, N.S.	36 3	12 2	4 2	10	S. Perry, Yarmouth, N.S.
92,553	Condor	Montreal	Barge	1888	Montreal	180 7	34 5	11 6	565	Kingston and Montreal Forwarding Co., Kingston Ont.
101,000	Condor.	Chatham, N.B	Schr—Glt	1888	Shippagan, N.B.	33 0	12 3	4 4	10	T. Aher, Shippagan, N.B.
80,804	Conductor.	Windsor, N.S.	Bk—Bq.	1880	Cornwallis, King's Co., N.S.	176 0	37 5	22 8	1063	C. R. Burgess, Wolfville, King's Co., N.S.
66,354	Confederate	Charlottetown	Schr—Glt	1873	New London, P.E.I.	62 5	18 2	7 4	49	James Barrett, Charlottetown, P. E. I.
94,944	Congo.	Shelburne	do	1889	Shelburne, N.S.	104 0	28 4	11 0	197	Chas. B. Whidden, Antigonish, N.S.
59,224	Conquest.	St. John, N.B	Wdht—Bab.	1869	Springfield, King's Co., N.B.	64 5	22 5	5 9	47	E. Straight, Cambridge, N.B.
100,721	Conrad.	Montreal.	Sloop	1893	Pierreville, Que.	102 2	22 8	7 1	125	C. La Frenière, Quebec.
36,533	Conservative.	Port Hawkesbury	Schr—Glt	1863	Margaree, C.B	50 0	16 0	6 6	21	Jno. McFarlane, Margaree, C.B.
.....	.....	Montreal.	Barge	1862	Montreal	92 1	18 9	9 2	145	Montreal Transportation Co., Montreal.
46,189	Constance	Quebec.	Schr—Glt	1860	St. Jean Deschailions, Que.	64 2	19 2	5 8	42	Joseph Plaisance, St. Jean Deschailions, Que.
88,673	Constance	St. John, N.B.	Ship—3 m.	1864	Harvey, N.B.	221 3	41 1	24 3	1550	Arthur W. Adams, St. John N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
85,684	Constitution	Digby	Schr—Glt	1850	Rockport, U.S.	50 0	16 5	6 7	28	Joseph Anthony, N.S.	Granville,
163,945	Coquette	Montreal	Yacht	1892	Montreal	35 5	10 0	2 6	3	Arthur Hamilton, Montreal.	Montreal.
100,053	Cora B	St. John, N.B.	Schr—Glt	1890	Canning, N.B.	81 5	27 2	7 2	99	James R. Granville, N.B.	St. John,
96,835	Cora L.	Lunenburg	do	1890	La Have, N.S.	78 7	23 8	8 6	99	Ephraim McGillivray, C.B.	Gabarus,
94,758	Cora May	St. John, N.B.	do	1889	Black River, N.B.	93 9	27 9	7 4	125	Nathaniel C. Scott, N.B.	St. John,
	Coral	Oakville	do	1874	Oakville, Ont.	47 6	13 0	5 0	26	George Blowers, Ont.	Port Credit,
59,866	Coral Leaf	Quebec	Barge	1868	Lévis, Que.	90 0	22 5	5 8	88	Henri Vassal, Que.	Pierreville, Que.
80,605	Coral Leaf	Barrington	Schr—Glt	1880	Pubnico, N.S.	71 5	22 0	8 2	71	M. O'Brien, N.S.	Barrington, N.S.
103,419	Cordova	Lunenburg	do	1895	Lunenburg, N.S.	81 0	22 0	9 1	86	C. Smith, N.S.	Lunenburg, N.S.
78,990	Coringa	Windsor, N.S.	Ship—3 m	1879	St. John, N.B.	193 0	37 0	23 5	1289	Bennett Smith & Sons, Hants Co., N.S.	Windsor,
88,304	Corinne	Quebec	Schr—Glt	1884	Bay St. Paul, Que.	52 0	17 4	5 4	30	E. Bluteau, Que.	River St. François,
103,024	Corinto	Parrsboro'	do	1895	Port Greville, N.S.	76 8	25 3	7 9	98	George A. Morris, N.S.	Advocate,
71,163	Corisande	Port Hope	do	1873	Marine City, U.S.	137 0	26 0	11 1	275	John C. Miller, Ont.	Parry Sound,
	Corn Crib	Montreal	Barge	1868	Montreal	132 1	22 7	10 1	296	Montreal Transportation Co., Montreal.	Montreal.

Classed Bureau
Veritas.

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35,972	Cornelian.....	Halifax.....	Schr—Glt.....	1856	La Have, N.S.....	52 4	17 2	6 6	28	Casper Wentzel, La Have, N.S.
97,000	Cornelius.....	New Westminster.....	do.....	1884	New Westminster, B.C.....	42 6	15 5	4 0	19	William F. Kent, Vancouver, B.C.
94,889	Cornwall.....	Montreal.....	Barge.....	1890	Kingston, Ont.....	178 6	35 2	10 7	586	Montreal Transportation Co., Montreal, Que.
92,442	Coronet.....	Toronto.....	Schr—Glt.....	1887	Port Credit, Ont.....	58 0	16 5	3 6	24	Lionel Yorke, Toronto, Ont.....
94,942	Coronilla.....	Shelburne.....	do.....	1889	Sable River, N.S.....	43 0	15 0	6 0	23	Wm. H. Kenney, Cape Island, N.S.
77,888	Corrina.....	Quebec.....	do.....	1879	Les Eboulements, Que.....	48 3	17 5	6 9	36	Charles Bertrand, Isle Verte, Que.
103,063	Corsair.....	Chatham, N.B.....	do.....	1893	Caracquet, N.B.....	33 6	12 0	4 8	10	T. Ahier, Shippegan, N.B.....
74,014	Corsica.....	Sydney.....	do.....	1888	Lunenburg, N.S.....	73 0	22 8	8 5	79	W. Hickey, North Sydney, C.B.
100,104	Coryl.....	Parrsboro'.....	do.....	1891	Port Greville, N.S.....	73 6	19 7	6 2	59	James H. Card, Parrsboro' N.S.
96,940	Cosmo.....	Charlottetown.....	Bktn—Bqtn.....	1891	Grand River, P.E.I.....	149 0	30 0	14 9	385	John Yeo, Port Hill, P.E.I.....
88,485	Couchiching.....	Winnipeg.....	Barge.....	1880	Fort Francis, Ont.....	82 0	21 0	5 3	77	Rainy Lake Lumber Co., Ltd., Winnipeg.
88,582	County of Yarmouth.....	Yarmouth.....	Ship—3 m.....	1884	Belliveau's Cove, N.S.....	243 0	44 5	24 0	2154	W. D. Lovitt Est., Yarmouth, N.S.
90,650	Coup d'Etat.....	do.....	Sloop.....	1885	Puabico, N.S.....	38 0	11 7	4 2	11	M. D'Entremont, Pubnico, N.S.
103,368	Courageux.....	Quebec.....	do.....	1895	Les Escoumains, Que.....	59 2	19 2	5 4	37	A. Gagnon, Les Escoumains, Que.
83,295	Craftsman.....	Kingston.....	Barge.....	1883	Kingston, Ont.....	99 0	16 6	5 1	65	B. Smith, Stonington, Ont.....
71,277	Craftsman.....	do.....	Schr—Glt.....	1873	Port Burwell, Ont.....	132 0	25 8	10 4	266	Jas. Cunningham, Collingwood, Ont.
88,678	Creedmoor.....	St. John, N.B.....	Ship—3 m.....	1884	Gardner's Creek, N.B.....	214 4	40 2	24 0	1399	Jas. Kennedy, St. John, N.B.....
80,054	Crestline.....	Moncton.....	Schr—Glt.....	1881	St. Martin, N.B.....	85 9	27 8	7 6	117	Fred. W. Sumner, Moncton, N.B.
64,710	Crown Prince.....	Port Hawkesbury.....	do.....	1871	Port Hawkesbury, N.S.....	42 0	14 6	5 7	18	Francis C. Cook, Port Mulgrave, N.S.
66,921	Crown Prince.....	St. John, N.B.....	do.....	1873	Westfield, King's Co., N.B.....	75 6	25 8	6 5	81	Chas. Pickard, Sackville, N.B.
71,332	Crusade.....	Digby.....	do.....	1831	Essex, U.S.....	61 0	17 8	6 8	44	W. R. Covert, Granville, N.S.....
88,290	Crusoe.....	St. Andrews.....	do.....	1886	St. Andrews, N.B.....	30 9	12 4	5 6	13	Jas. Starkie, St. Andrews, N.B.
85,441	Cuba.....	Windsor, N.S.....	Bktn—Bqtn.....	1883	Hantsport, Hants Co., N.S.....	140 0	34 0	13 8	453	E. Churchill & Sons, Hantsport, N.S.
88,693	Culdoon.....	St. John, N.B.....	do.....	1885	Gardner's Creek, N.B.....	138 1	31 4	13 0	373	Jas. Kennedy, St. John, N.B.....
75,578	Cultivateur.....	Montreal.....	Sloop.....	1875	Yamaska, Que.....	90 8	22 0	5 4	79	C. H. Machildon, St. Pierre.....

Classed English
Lloyds.

Classed Ameri-
can Record.

Classed Bureau
Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
74,081	Cumminger.....	Halifax.....	Schr—Glt.....	1876	St. Mary's River, N.S.	92 6	26 3	10 4	154	J. W. O'Hara, Isaac's Harbour, N.S.	Classed Bureau Veritas.
100,741	Curacao.....	Windsor, N.S.....	Bgtn—Bkgtl.....	1894	Hantsport, N.S.....	128 0	29 0	10 8	289	Geo. B. Lockhart, New York, U.S.	Classed Bureau Veritas.
100,483	Curfew.....	Lunenburg.....	Schr—Glt.....	1892	La Have, N.S.....	58 2	20 0	7 8	49	J. D. Sperry, Petite Rivière, N.S.	Classed Bureau Veritas.
61,407	Curlew.....	Chatham, N.B.....	do.....	1872	Shippegan, N.B.....	45 2	14 3	6 2	22	P. Luce, Island of Jersey.....	Classed Bureau Veritas.
88,301	Curlew.....	Quebec.....	Yawl.....	1884	Island of Orleans.....	44 3	14 0	5 4	19	Stuart H. Dunn, Quebec.....	Classed Bureau Veritas.
80,085	Curlew.....	St. John, N.B.....	Bgtn—Bkgtl.....	1881	Gardner's Creek, N.B.	125 8	29 5	13 0	307	Schofield & Co., Ltd., St. John, N.B.	Classed Bureau Veritas and American Record.
103,181	Curlew.....	Shelburne.....	Schr—Glt.....	1895	Shelburne, N.S.....	75 0	19 6	8 5	63	Arthur Hood, Shelburne, N.S.	Classed Bureau Veritas and American Record.
80,389	Cygnet.....	Parrsboro'.....	do.....	1882	Parrsboro', N.S.....	74 1	24 3	8 5	86	W. J. Dalton, St. John, N.B.....	Classed Bureau Veritas.
83,381	Cygnet.....	Toronto.....	Yacht.....	1879	Buffalo, U.S.....	44 0	15 5	5 0	27	Thos. McGaw, Toronto, Ont.....	Classed Bureau Veritas.
37,153	Cygnet.....	Yarmouth.....	Schr—Glt.....	1869	Plymouth, N.S.....	42 5	15 2	5 5	18	C. Perry, Plymouth, N.S.....	Classed Bureau Veritas.
100,916	Cygnet.....	Chatham, N.B.....	do.....	1889	Caraquet, N.B.....	38 3	12 3	5 0	12	G. Romeril, Paspébiac, Que.....	Classed Bureau Veritas.
88,348	Cymbeline.....	Lunenburg.....	do.....	1884	Conquerall, N.S.....	80 2	23 9	9 2	97	J. N. Rafuse, La Have, N.S.....	Classed Bureau Veritas.
103,427	Cymbrian.....	do.....	do.....	1895	La Have, N.S.....	65 2	21 0	8 5	60	D. Fralick, La Have, N.S.....	Classed Bureau Veritas.
100,971	Cyprian.....	Chatham, N.B.....	do.....	1892	Caraquet, N.B.....	36 6	12 8	4 4	10	S. E. Surette, Caraquet, N.B.....	Classed Bureau Veritas.

Marine and Fisheries—List of Shipping.

100,731	Cyprus.....	Toronto	Yacht.....	1879	Fairlie, G. B.	30	0	6	4	5	4	6	Dugald J. MacMurely, Toronto, Ont.
85,649	Cyrene.....	Lunenburg	Schr—Glt.....	1883	Bridge-water, N.S.	81	2	23	9	9	2	107	C. A. Richardson, Sydney, C.B.
	D.....	Montreal	Barge.....	1868	Batiscan, Que.	114	8	22	9	8	2	196	Montreal Transportation Co., Montreal.
88,418	D. W. B.....	St. John, N.B.	Schr—Glt.....	1884	Westfield, N.B.	88	3	26	8	7	7	121	W. B. McLean, St. John, N.B.
88,355	D. A. Mader.....	Lunenburg	do.....	1884	Mahone Bay, N.S.	73	3	22	9	9	0	85	Nathan Mader, Mahone Bay, N.S.
100,501	D. N. Salvaile.....	Montreal	Barge.....	1887	Yanaska, Que.	107	7	22	7	8	4	169	John Cronie, J. Hurtubise, Montreal.
100,638	D. W. Gordon.....	Victoria	Sloop.....	1892	Victoria, B.C.	39	0	13	0	5	4	12	J. P. Bendrodt, Victoria, B.C.
61,966	D. Cronan.....	Halifax	Schr—Glt.....	1870	Mosers River, N.S.	51	8	18	0	7	4	39	Peter LeMarquand, Esquimaux Point, Que.
97,085	D. Cronan.....	Lunenburg	do.....	1890	Mahone Bay, N.S.	63	8	20	3	8	0	59	Wm. F. Tidmarsh, Charlottetown, P.E.I.
42,359	D. Grant.....	Halifax	do.....	1863	Antigonish, N.S.	82	7	23	4	10	0	116	Wm. Boudroit, D'Escousse, C.B.
83,368	D. Talbot.....	Quebec.....	do.....	1881	Kekaaska, Labrador.	33	0	11	5	4	4	10	Desiré Talbot, Natashquan, Labrador.
100,913	Daffodil.....	Chatham, N.B.	do.....	1891	Carasquet, N.B.	35	6	12	7	4	4	10	T. Ahier, Shippegan, N.B.
46,667	Daisy.....	Digby.....	do.....	1864	Port Gilbert, N.S.	35	0	12	1	4	9	11	Hayden C. Guptall, Digby, N.S.
72,058	Daisy.....	Artichat.....	do.....	1877	St. Peter's, C. B.	54	9	17	0	7	5	34	P. Richard, Arichat, C.B.
88,445	Daisy.....	Halifax	Sloop.....	1884	Dartmouth, N.S.	38	8	12	6	5	5	14	Alfred E. Jones, Halifax, N.S.
85,655	Daisy.....	do.....	Schr—Clt.....	1883	St. Margaret's Bay, N.S.	39	3	14	0	5	7	15	Samuel Richardson, Indian Harbour, N.S.
92,584	Daisy.....	Gaspé.....	do.....	1890	Belle Anse, Que.	63	4	21	0	9	2	70	J. T. Girard, Malbaie, Que.
100,088	Daisy.....	St. John, N.B.	do.....	1892	Westfield, N.B.	61	7	18	9	4	6	45	J. H. Day, Westfield, N.B.
103,180	Daisy.....	Shelburne	do.....	1895	Green Harbour, N.S.	32	0	10	1	4	8	10	J. E. Lloyd, Brighton, N.S.
97,072	Daisy.....	Charlottetown	Bktn—Bkgt.....	1893	Grand River, P.E.I.	148	0	30	0	14	8	384	John Yeo, Port Hill, P.E.I.
100,890	Daisy.....	St. John, N.B.	Wdht—Bab.....	1894	St. John, N.B.	47	7	15	9	4	1	25	G. S. Belyea, St. John, N.B.
90,427	Daisy Vaughn.....	Liverpool	Schr—Glt.....	1886	Barrington, N.S.	69	0	22	0	7	5	70	J. V. Dexter et al., Liverpool, N.S.
88,579	Dakota.....	Kingston	Barge.....	1885	Garden Island, Ont.	170	4	30	6	11	9	516	Kingston and Montreal Forwarding Co., Kingston.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
71,602	Dalhousie.....	Montreal.....	Barge.....	1874 Montreal.....	136 0	23 0	9 3	245	Montreal Transportation Co., Montreal	
59,856	Damascus.....	Quebec.....	Schr—Glb.....	1868 St. Francois Xavier, Que.	60 5	19 0	6 2	45	Rennald Leclerc, St. Siméon, Que.	
	Dan.....	Montreal.....	Barge.....	1869 Machiche, Que.....	93 4	18 8	5 1	100	L. Delisle, Valleyfield, Que.	
100,655	Dandy.....	Kingston.....	Sloop.....	1894 Seely's Bay, Ont.....	80 7	17 9	4 6	40	G. H. Hawkins, Seely's Bay, Ont.	
42,987	Daniel.....	Charlottetown.....	Schr—Glb.....	1863 Murray Harbour, P. E.I.	53 0	17 0	7 1	37	Alexander Roberts, Tatum a- gouche, N.S.	
94,710	Daniel Simmons.....	Digby.....	do.....	1862 United States.....	66 6	22 1	7 3	70	Isaac G. Hutchesson, Brighton, N.S.	Classed Ameri- can Record.
83,115	Daphne.....	Halifax.....	Sloop.....	1875 Halifax, N.S.....	26 0	7 8	4 3	4	John Peters, Halifax, N.S.	
36,129	Daring.....	do.....	Schr—Glb.....	1847 Cape Negro, N.S.....	45 3	12 8	5 5	26	Geo. Laffoley, Westport, N.S.	
35,896	Daring.....	do.....	do.....	1845 Halifax, N.S.....	60 2	22 9	33 7	80	Peter McPhee, Halifax, N.S.	
85,663	Daring.....	do.....	do.....	1880 Sambro, N.S.....	44 2	14 7	6 3	17	Charles Slaunwhite, Terrence Bay, N.S.	
72,287	Darva.....	St. John, N.B.....	Brig—Bk.....	1877 Carleton, St. John, N.B.	131 5	29 0	12 9	324	F. Tufts, St. John, N.B.....	Classed Ameri- can Record.
59,470	Dart.....	Guysboro'.....	Schr—Glb.....	1871 Mahone Bay, N.S.....	58 3	18 9	7 5	44	J. J. Sangster, Guysboro', N.S.	
85,667	Dart.....	Halifax.....	do.....	1882 Chezetcook, N.S.....	33 5	12 0	4 4	9	George Jullien, Chezetcook, N. S.	
35,537	Dart.....	Chatham, N.B.....	do.....	1849 Miramichi, N.B.....	34 2	12 8	5 1	10	James Girard, Gaspé, Que.	

Marine and Fisheries—List of Shipping.

85, 808	Dasher	Halifax	Bgtn—Blight	1845	Yarmouth, N.S.	67	3	18	8	10	1	76	Frederick McDonald, Hants- port, N.S.	
.....	Dauntless	Toronto	Schr—Glt	.....	1868	Port Severn, Ont.	67	5	19	8	5	72	John M. Appleton, Colling- wood, Ont.
83, 021	Dauntless	Wallaceburg	do	.....	1867	Oakville, Ont.	105	5	23	4	9	150	M. J. Glass, Sarnia, Ont.
96, 767	Dave	Port Hawkesbury	do	.....	1893	Port Hawkesbury, N.S.	58	0	18	6	7	49	W. H. Paint, Port Hawkes- bury, N.S.
100, 819	David James	Barrington	do	.....	1894	Lockeport, N.S.	55	0	16	8	7	27	Jas. F. Duncan, Cape Island, N.S.
100, 884	David Lynch	St. John, N.B.	do	.....	1894	St. John, N.B.	83	0	21	1	8	65	J. S. Thomas, St. John, N.B.
88, 403	David Sprague	Digby	do	.....	1866	United States	57	0	17	0	6	31	J. N. Gardner, Yarmouth, N.S.
83, 337	Davidson	Ottawa	Barge	.....	1883	Hull, Que	110	7	22	6	7	150	The Ottawa Trans. Co., Ltd., Ottawa.
100, 636	Davendeena	Victoria	Sloop	.....	1892	Victoria, B.C.	33	4	11	5	4	10	New England Co., London, Eng.
54, 341	Dawn	Digby	Schr—Glt	.....	1867	Long Island, N.S.	48	1	16	7	6	25	Ebenezer Gaskill, GrandManan, N.B.
96, 750	Dawn	St. John, N.B.	do	.....	1889	Upper Gagetown, N.B.	39	2	12	8	4	12	Chas. L. Currier, Upper Gage- town, N.B.
100, 605	Dawn	Barrington	do	.....	1893	Shelburne, N.S.	68	0	18	0	7	49	A. N. Smith, Barrington, N.S.
100, 915	Dawn	Chatham, N.B.	do	.....	1891	Carsquet, N.B.	37	0	12	7	4	12	G. Roneril, Paspébiac, Que....
72, 052	Day Spring	Arichat	do	.....	.....	United States	66	5	18	3	7	52	Charles LeBlanc, Port Royal, N.S.
59, 484	Day Spring	Halifax	do	.....	1866	Chester, N.S.	56	2	18	0	7	36	Colin J. Myers, Jeddore, N.S.
88, 365	Day Star	Victoria	Sloop	.....	1883	London, Eng	16	5	6	0	2	4	A. W. Sillitor, Est., New West- minster, B.C.
61, 384	Deceiver	Chatham, N.B.	Schr—Glt	.....	1870	Richibucto, N.B.	37	5	11	6	4	13	J. D. Richard, Richibucto, N.B.
100, 069	Deer Hill	St. John, N.B.	do	1891	Moss Glen, N.B.	136	5	33	2	11	0	341	Wm. H. Merritt, St. John, N.B.
103, 063	Defender	Yarmouth	do	1895	Pubnico, N.S.	43	2	14	7	6	1	20	A. D'Entremont, Pubnico, N.S.
37, 565	Defiance	Port Hawkesbury	do	1845	Lunenburg, N.S.	48	6	15	7	7	0	24	Anthony Walker, River Inhabi- tants, C.B.
30, 032	Defiance	Halifax	do	1838	Sheet Harlour, N.S.	58	8	18	9	9	8	59	John Cameron, Sheet Harbour, N.S.
92, 503	Defiance	St. Andrews	do	1884	Lubec, Maine, U.S.	33	0	12	8	7	0	17	F. Calder, Campobello, N.B....
75, 647	Defiance	St. Catharines	do	1859	Port Hope, Ont.	103	0	22	0	7	0	89	R. McLaren, St. Catharines, Ont.
.....	Defiance	Toronto	do	1845	Ekobicoke, Ont.	49	0	14	0	4	9	26	J. Adamson, Toronto, Ont....
83, 152	Delaware	Belleville	do	1880	Oswego, N. Y.	105	0	22	0	8	0	162	N. Allen, Belleville, Ont.....

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
36,107	Delhi.....	Halifax.....	Schr—Glt.....	1857	Country Harbour, N.S.	43 5	14 4	5 9	19	Jas. W. Cleaveland, Sheet Harbour, N.S.	
66,069	Delia.....	Quebec.....	Barge.....	1873	Pointe aux Pizeau, Que.	95 0	18 0	6 3	91	A. Malette, Lachine, Que.....	
97,078	Delight.....	Charlottetown.....	Schr—Glt.....	1894	Souris, P. E. I.....	85 0	23 9	9 2	109	W. McDonald, Souris, P. E. I.....	Classed American Record.
103,118	Della F. Tarr.....	St. Andrews.....	do.....	1883	Salem, U. S.....	56 0	17 0	5 7	34	Chas. H. Greenwood, Campbell, N. B.	
52,491	Delphinie.....	Quebec.....	do.....	1864	Les-Eboulements, Que	56 0	17 5	7 4	38	Elzéar Boucher, Trois Pistoles, Que.	
103,095	Delphis.....	Montreal.....	Sloop.....	1890	Sorel, Que.....	92 7	22 7	6 0	91	D. Lespérance, Montreal.....	
90,855	Delta.....	Shelburne.....	Schr—Glt.....	1886	Lunenburg, N. S.....	44 4	16 2	7 0	25	Penninah McKenzie, Lockeport, N. S.	
96,747	Delta.....	Kingston.....	Barge.....	1864	Bedford Mills, Ont.	102 7	20 7	6 0	127	J. Chaffey, Bedford Mills, Ont.	
100,277	Delta.....	St. John, N. B.....	Schr—Glt.....	1880	Waterborough, N. B.	40 8	13 7	5 0	20	James Donald, St. John, N. B.	
51,516	Delvina.....	Windsor, N. S.....	do.....	1892	Kempt, N. S.....	118 3	30 5	11 9	287	Rodk. Pratt, Cheverie, N. S.....	Classed Bureau Veritas and American Record.
92,380	Demozelle.....	Quebec.....	do.....	1863	St. Simon, Que.....	54 0	15 0	6 7	31	Theophile Dionne, St. André, Que.	
72,579	Denmark.....	St. John, N. B.....	do.....	1888	Hopewell Cape, N. B.	94 0	28 1	9 2	163	Ernest W. Lynds, Hopewell, N. B.	
38,368	Deseada.....	Kingston.....	do.....	1897	Garden Island, Ont.	134 8	25 6	10 9	305	Calvin Co. (Limited), Garden Island, Ont.	
		Arichat.....	do.....	1849	L'Ardoise, N. S.....	45 2	14 9	7 4	35	Chas. Boudrot, Poulamond, C. B.	

Marine and Fisheries—List of Shipping.

46,100	Despatch.....	Shelburne.....	Bgtn—Bkgt.	1863	Shelburne, N.S.....	105	3	26	0	12	6	226	Benj. Crawley, Boston, Mass...
38,306	Despatch.....	Arichat.....	Schr—Glt.....	1855	Margaree, C.B.....	52	7	17	0	7	1	32	Marcella Blancher, Margaree, C.B.
83,492	Dessie.....	Liverpool.....	do.....	1882	Brooklyn, N.S.....	32	6	11	0	5	1	10	Amasa H. Fiske, Lockport, N.S.
83,320	Dessie M.....	Port Medway.....	do.....	1886	Port Medway, N.S..	82	4	23	2	9	0	98	W.H. Brookfield, Halifax, N.S.
.....	Detroit.....	Montreal.....	Barge.....	1873	Montreal.....	149	6	25	7	10	4	350	Montreal Transportation Co., Montreal.
71,637	Deux Freres.....	do.....	Sloop.....	1872	Lanoraie, Que.	99	0	23	0	6	7	101	D. Lacomrière, Batican, Que..
80,986	Diamond.....	Halifax.....	Schr—Glt.....	1882	Guyshoro', N.S.....	80	6	24	0	9	4	101	Thos. Boudrot, Arichat, N.S..
94,811	Diana.....	Victoria.....	do.....	1880	Victoria, B.C.....	65	2	19	9	7	1	50	Geo. Collins, Victoria, B.C....
77,607	Dianthus.....	Halifax.....	do.....	1878	Petite Rivière, N.S.	57	0	18	7	7	3	45	G. Stevens, Musquodobit, N.S.
80,836	Dictator.....	Lunenburg.....	do.....	1881	Lunenburg, N.S.....	71	4	22	4	8	5	79	Geo. Cunningham, Halifax, N.S.
97,089	Dictator.....	do.....	do.....	1890	do.....	76	0	23	6	9	4	87	David Smith, Lunenburg, N.S.
80,988	Dido.....	Guyshoro'.....	do.....	1883	Isaac's Harbour, N.S.	64	8	21	0	7	8	59	Freeman McMillan, Isaac's Harbour, N.S.
90,834	Diego.....	Port Medway.....	do.....	1895	East Port Medway, N.S.	48	0	16	3	6	8	27	Harris Conrad, Cherry Hill, N.S.
46,483	Dielytris.....	Lunenburg.....	do.....	1865	Lunenburg, N.S.....	71	0	20	3	7	9	58	Alfred J. Cook, Montague, P.E.I.
41,936	Diligence.....	Quebec.....	Barge.....	1858	Champlain, Que.....	83	0	25	4	7	5	111	Joseph Durand, Champlain, Que.
66,679	Diploma.....	Yarmouth.....	Schr—Glt.....	1873	Pubnico, N.S.....	45	7	21	8	8	1	83	L. D'Eon, Yarmouth, N.S.....
103,076	Dipper.....	Chatham, N.B.....	do.....	1893	Shippegan, N.B.....	34	6	12	2	4	8	11	W. S. Loggie, Chatham, N.B.
96,826	Director.....	Lunenburg.....	do.....	1890	Lunenburg, N.S.....	75	0	23	5	9	0	87	Frederick W. Gilbert, Halifax, N.S.
61,305	Discovery.....	Victoria.....	do.....	1863	Victoria, B.C.....	57	0	19	3	4	2	40	N. Wassan, San Juan Bay, B.C.
92,515	Dispute.....	St. Andrews.....	do.....	1879	St. George's, N.B...	30	0	12	0	6	4	13	E. N. Patch, Campobello, N.B.
46,163	Dixie.....	Quebec.....	do.....	1854	Quebec.....	37	0	11	2	5	8	13	Jas. Gibb, jr., Quebec.....
100,583	Dollard.....	Montreal.....	Sloop.....	1892	Pierreville, Que.....	101	2	23	1	6	3	89	Chas. Yergeau, St. Thomas de Pierreville, Que.
92,412	Dollie Dutton.....	Chatham, N.B.....	Schr—Glt.....	1888	Tracadie, N.B.....	35	0	12	9	5	2	13	John Young, Tracadie, N.B....
83,027	Dolly Morden.....	Wallaceburg.....	do.....	1881	Dresden, Ont.....	120	7	26	1	9	0	198	Geo. H. Morden Oakville, Ont.
75,426	Dolphin.....	Annapolis.....	do.....	1878	Port Williams, N.S.	32	0	12	3	4	8	11	Joseph Mitchell, Hantsport, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
75,480	Dolphin	Annapolis	Schr—Glt	1878	Granville, N.S.	35 3	12 3	5 2	11	W. C. Woodworth, Granville, N.S.	
39,275	Dolphin	Halifax	do	1847	Three Rivers, Que.	48 5	14 8	6 9	29	John McNeil, Mabou, C.B.	
38,374	Dolphin	do	do	1844	Janvin Island, C.B.	47 4	14 7	6 7	23	James Stoddard, Clam Harbour, N.S.	
80,080	Dolphin	St. John, N.B.	Wtbl—Bab	1880	Salmon Bay, Queen's Co., N.B.	58 5	20 9	5 3	36	Clarence A. Cannon, Harvey, N.B.	
38,418	Dolphin	Arichat	Schr—Glt	1861	Cheticamp, C.R.	59 1	17 4	7 0	36	Wm. S. Peart, Guysboro, N.S.	
33,211	Dolphin	Quebec	do	1856	Gentilly, Que.	80 4	23 2	8 7	110	Theophile Chenevert, St. Cuthbert, Montreal.	
103,533	Dolphin	Halifax	do	1895	Sheet Harbour, N.S.	44 7	14 0	6 0	21	Samuel Kenney, Sheet Harbour, N.S.	
85,736	Dominion	Lunenburg	do	1883	Lunenburg, N.S.	77 2	23 7	9 2	96	Andrew Gray, Sambro, N.S.	
38,526	Donnille	Sydney	do	1866	Cape George, C.B.	48 3	14 2	5 7	18	P. LeBlanc, St. Peter's, C.B.	
90,883	Donald Cann.	Yarmouth	do	1888	Shelburne, N.S.	93 0	24 0	9 6	99	H. B. Cann, Yarmouth, N.S.	Classed American Record.
64,048	Donna Bell	Digby	do	1851	United States.	67 6	18 9	6 8	46	Edward F. Doncette, Meteghan, N.S.	
85,344	Donzella	Lunenburg	do	1883	Vogler's Cove, N.S.	82 4	24 0	10 1	119	L. Anderson & Co., Lunenburg, N.S.	
90,871	Dora	Yarmouth	do	1886	Yarmouth, N.S.	73 0	20 8	7 9	63	A. F. Stoneman, Yarmouth, N.S.	

Marine and Fisheries—List of Shipping.

100,841	Dora	Lunenburg	do	1894	Lunenburg, N.S.	78 0	22 9	9 5	80	W. F. Acker, Lunenburg, N.S.
100,917	Dora	Chatham, N.B.	do	1890	Carsquet, N.B.	36 0	12 6	4 6	11	G. Romeril, Paspebiac, Que.
100,168	Dora Seward	Victoria	do	1891	Lunenburg, N.S.	81 1	24 4	9 3	94	Mrs. H. F. Seward, Victoria, B. C.
74,280	Dorchester	Montreal	Barge	1876	Quebec	148 5	27 1	11 1	375	Montreal Transportation Co., Montreal.
92,630	Doris	Lunenburg	Bgtn—Bkgt.	1887	Chester Basin, N.S.	96 2	26 4	10 5	187	James Eisenhauer & Co., Lunenburg, N.S.
100,713	Doris	Montreal	Sloop	1893	Pierreville, Que.	109 0	22 8	10 4	186	J. N. Fulton, Montreal
41,871	Dot	St. John, N.B.	Schr—Glt	1859	Indiantown, N.B.	54 0	15 0	7 3	30	William Hicks, St. Andrews, N.B.
92,331	Douglas	do	Bk—Bq	1896	St. John, N.B.	161 7	33 4	13 0	509	Chas. McL. Troop, St. John, N.B.
35,173	Dove	Halifax	Schr—Glt	1839	Cornwallis, N.S.	54 4	15 0	6 9	32	Wm. Gornley, Truro, N.S.
85,972	Dove	St. John, N.B.	do	1882	Musquash, N.B.	35 0	12 9	5 3	11	Samuel McGuire, Irishtown, N.B.
94,721	Dove	Windsor, N.S.	do	1888	Cornwallis, N.S.	43 0	12 7	4 8	17	R. George, Parrsboro', N.S.
75,711	Dove	Yarmouth	do	1877	Tusket Wedge, N.S.	43 7	15 1	5 1	19	W. D. Porter, Yarmouth, N.S.
100,333	Dove	Maitland	do	1891	Noel, N.S.	97 1	27 2	10 0	168	E. A. O'Brien, Noel, N.S.
100,613	Dove	Shelburne	do	1894	Shelburne, N.S.	86 0	21 4	8 7	90	Arthur Hood, Shelburne, N.S.
100,999	Dove	Chatham, N.B.	do	1891	Shippegan, N.B.	33 6	12 3	4 8	11	T. Ahier, Shippegan, N.B.
92,597	Dread Not	Sydney	do	1888	Bras d'Or, C.B.	35 4	13 3	5 1	10	Peter LeBlanc, Bras d'Or, C.B.
57,472	Dreadnaught	Annapolis	do	1870	Granville, N.S.	35 5	13 5	5 6	11	Joseph Mitchell, Hantsport, N.S.
90,760	Dreadnaught	St. John, N.B.	do	1886	Johnston, N.B.	48 9	16 4	4 7	29	John Cole, Johnston, N.B.
74,326	Dreadnaught	Yarmouth	do	1877	Richmond, N.S.	46 6	16 0	5 5	19	J. D. Payson, Westport, N.S.
53,901	Dreadnaught	Parrsboro'	do	1865	Parrsboro', N.S.	34 8	11 9	4 9	10	John Lake, Parrsboro', N.S.
74,357	Dreadnot	Halifax	do	1877	Brule', N.S.	51 0	17 8	6 3	28	Reuben Smith, Cape Sable Island, N.S.
59,318	Dreadnot	St. Andrews	do	1850	Gloucester, Mass., U.S.	42 5	12 8	6 0	18	Jas. Brayley, Grand Manan, N.B.
53,562	Dream	Halifax	do	1865	Newtiquoddy, N.S.	52 0	17 7	6 5	31	Wm. B. Herbert, Halifax, N.S.
74,103	Drucilla May	do	do	1877	Sheal Bay, N.S.	39 5	14 8	6 0	18	J. G. Morrison, Englishtown, N.S.
90,097	Druid	St. John, N.B.	do	1882	Portland, N.B.	81 3	27 2	7 5	97	Simeon H. White, Sussex, N.B.

Classed Bureau
Veritas.

Classed Ameri-
can Record.

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Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classified. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths Ft. 100ths Ft. 100ths					
100,507	Dry Dock	Victoria	Scow—Chd.	1886	New Westminster, B.C.	80 0	19 0	4 0	44	Geo. Byrnes, Victoria, B.C.	
90,812	Dude	Port Hope	Schr—Glt	1880	Sodus Point, U.S.	28 0	9 0	3 0	3	A. Campbell, Lakeport, Ont.	
	Duluth	Montreal	Barge	1873	Quebec	139 0	26 0	10 0	337	Montreal Transportation Co., Montreal.	
55,926	Dundee	Quebec	do	1867	St. Anne de la Pêrade, Que.	88 0	23 0	6 9	90	Mrs. Marie A. Proudhomme, Longueuil, Que.	
	Dundee	Montreal	Bk—Bq	1870	St. Catharines, Ont.	125 2	23 6	10 0	262	Hugh Kelly, Toronto, Ont.	
103,250	Dunmore	do	Schr—Glt	1895	Kingston, Ont.	182 5	34 9	11 9	530	Montreal Transportation Co., Montreal.	
103,384	Dunrobin	Winnipeg	Barge	1895	Keewatin, Ont.	47 6	13 2	5 4	20	H. Armstrong, Portage la Prairie, Man.	
80,945	Dunvegan	Chatham, N.B.	Bk—Bq	1881	Kouchelbougnae, N.B	172 7	35 0	19 0	786	Geo. K. McLeod, St. John, N.B.	Classed Bureau Veritas.
42,352	Durham	Halifax	Schr—Glt	1840	New Dublin, N.S.	52 9	16 4	7 0	29	Wm. Slade, Musquodoboit, N.S.	
42,213	Dusky Lake	Guysboro'	do	1861	East Port Medway, N.S.	62 0	19 9	7 5	44	McGillivray & McLean, Guysboro', N.S.	
75,624	Dwina	Shellburne	do	1878	Port le Bear, N.S.	67 0	21 0	7 0	52	Daniel Lloyd, Brighton, N.S.	
90,497	E. M.	Halifax	Sloop	1880	Lunenburg, N.S.	28 5	7 7	3 0	3	W. A. Smith, Halifax, N.S.	
100,762	E. A. Fulton	Toronto	Schr—Glt	1863	Toledo, U.S.	137 0	25 0	10 3	228	E. A. Jackman, Toronto, Ont.	

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37,016	E. A. Nickerson	Shelburne	do	1865	Barrington, N.S.	40 0	13 7	5 9	16	Josiah Christopher, Parrsboro', N.S.	Classed Bureau and Veritas American Record.
90,479	E. A. O'Brien	Maitland	Bk—Bq	1891	Noel, N.S.	185 0	37 4	21 3	1037	Osmond O'Brien, Noel, N.S.	
88,253	E. B. Colwell	St. John, N.B.	Schr—Glt	1883	Carleton, N.B.	44 6	14 3	5 9	19	George F. Paul, Beaver Harbour, N.B.	
88,280	E. B. Lane	St. Andrews	do	1875	Green Cove, N.S.	34 0	11 5	5 1	12	Theo. H. McConnell, St. George, N.B.	
94,810	E. B. Marvin	Victoria	do	1884	Kennebunk, U.S.	98 2	24 4	8 8	96	J. G. Cox, Victoria, B.C.	
77,604	E. D. Myra	Halifax	do	1878	La Have, N.S.	60 0	19 8	7 5	43	James H. Beaver, Pleasant Harbour, N.S.	
61,132	E. G. Benedict	Montreal	do	1869	Mill Point, Ont.	104 5	26 2	8 3	154	Thomas Lucas, Windsor, Ont.	
75,797	E. H. Bronson	Ottawa	Barge	1878	Hull, Que.	109 3	22 4	8 0	158	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
83,510	E. H. Foster	St. John, N.B.	Schr—Glt	1883	St. Martin's, N.B.	85 0	27 6	7 7	124	Rainsford W. Williams, St. John, N.B.	
77,694	E. H. Rutherford	Hamilton	do	1881	Port Dalhousie, Ont.	133 6	22 2	10 7	286	A. Campbell, Colbourne, Ont.	
100,220	E. I. Smith	Halifax	do	1882	Sambro, N.S.	35 4	11 7	5 0	11	Wm. McC. Boak, Halifax, N.S.	
71,250	E. J. Peters	Toronto	do	1875	Port Dalhousie, Ont.	96 9	21 6	7 3	130	Edward Winton, St. Catharines, Ont.	
80,369	E. J. Spicer	Parrsboro'	Ship—3 m.	1880	Parrsboro', N.S.	203 5	39 7	23 8	1317	George W. Cochran, Windsor, N.S.	Classed Bureau Veritas.
100,377	E. M. G. Hardy	Sydney	Schr—Glt	1892	Gabarouse, N.S.	74 9	23 5	9 5	91	James Hardy, Gabarouse, N.S.	
83,401	E. M. McDonald	Halifax	do	1879	Fouche, N.S.	39 0	14 0	5 3	14	Malcolm A. McDonald, Fouche, N.S.	
59,373	E. M. Oliver	St. Andrews	do	1876	Back Bay, N.B.	37 2	14 0	6 1	14	Annie Harkins, Dipper Harbour, N.B.	
71,267	E. R. C. Proctor	Cobourg	do	1878	Brighton, Ont.	109 4	25 5	9 2	163	J. E. Proctor, Brighton, Ont.	
52,004	E. W. Forrest	Halifax	do	1852	Essex, U.S.	61 4	17 5	7 4	41	W. Stewart, Pope's Harbour, N.S.	
90,666	E. W. Merchant	Digby	do	1850	United States	69 0	19 8	6 6	48	Emily H. Dillon, Digby, N.S.	
73,083	E. Bonaventure	Montreal	Sloop	1874	Lanoraie, Que.	99 9	22 9	6 9	111	Oliver Paul, Sorel, Que.	
71,411	E. Brown	Halifax	Schr—Glt	1832	Thomaston, Maine, U.S.	51 2	15 2	5 7	23	Robt. Dooks, West Dover, N.S.	
43,484	E. Lacourcière	Quebec	do	1862	Batiscan, Que.	91 2	22 0	7 4	109	James Myles, Toronto, Ont.	
80,395	E. Merriam	Parrsboro'	do	1882	Parrsboro', N.S.	132 1	31 3	12 9	331	E. Merriam, jr., Parrsboro', N.S.	Classed American Record.
94,744	E. Norris	St. John, N.B.	do	1888	St. Martin's, N.B.	81 7	27 1	7 1	95	Clarence O. Anthony, Bear River, N.S.	Classed American Record.
88,585	E. Raymond	Yarmouth	do	1884	Maitland, N.S.	79 4	24 2	8 6	96	W. C. Warner, Plympton, N.S.	

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
37,894	Eagle	Digby	Schr—Glt	1848 Port Gilbert, N.S.	65 0	16 2	8 5	65	G. Johnson, Granville, N.S.		
42,511	Eagle	Lunenburg	do	1861 La Have, N.S.	38 0	12 8	5 6	16	John Lohnes, Lunenburg, N.S.		
88,286	Eagle	St. Andrews	do	1877 Salmon River, N.S.	32 1	11 6	5 0	11	J. Mowatt, St. Croix, N.B.		
72,690	Eagle	Victoria	Sloop	1860 Dungeness, U.S.	32 0	11 0	2 5	9	J. Wilson, Victoria, B.C.		
97,192	Eagle	Montreal	Barge	1872 Quebec	136 5	26 0	9 8	316	Montreal Transportation Co., Montreal.		
100,998	Eagle	Chatham, N.B.	Schr—Glt	1891 Tracadie, N.B.	48 6	17 1	5 8	29	Wm. Ferguson, Tracadie, N.B.		
83,113	Eagle	do	do	1892 Shippegan, N.B.	33 0	12 2	4 4	10	T. Ahier, Shippegan, N.B.		
103,013	Earl of Aberdeen	Halifax	Sloop	1880 Lunenburg, N.S.	24 4	9 7	3 5	3	Douglas G. Prinsep, Halifax, N.S.	Classed Bureau Veritas.	
64,711	Early Dawn	Parrsboro'	Schr—Glt	1894 Parrsboro', N.S.	154 7	35 2	12 6	416	D. S. Howard, Parrsboro', N.S.		
100,167	Earncliffe	Arichat	do	1872 Port Hawkesbury, N.S.	45 3	15 7	5 8	25	(Geo. H. Bissett, Bourgeois, N.S.)		
75,814	East Lynn	Lunenburg	Bgtn—Bkgt.	1891 Bridgewater, N.S.	142 7	33 8	12 9	422	Robert Dawson, Bridgewater, N.S.	Classed American Record.	
74,091	Eastern Clipper	Halifax	Schr—Glt	1877 Chezetook, N.S.	50 0	18 3	7 5	35	Isaac E. Arseneau, Magdalen Islands.		
88,281	Eastern State	do	do	1861 Georgetown, P.E.I.	58 5	18 4	6 3	35	Henry Fader, Dover, N.S.		
		St. Andrews	do	1899 Bristol, Maine, U.S.	45 2	16 5	6 0	22	Nelson Dick, St. George, N.B.		

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33, 109	Ebouloise	Quebec	do	1855	Les Eboulements, Que.	105 0	22 0	6 6	120	Thomas Forsyth, Montreal.
37, 445	Echo	Liverpool	do	1851	Shelburne, N.S.	48 1	12 9	7 3	33	David Condon, Halifax, N.S.
37, 537	Echo	Lunenburg	do	1854	Lunenburg, N.S.	48 6	14 8	7 0	38	(Geo. W. Richardson, Chester, N.S.)
103, 479	Echo	Victoria	do	1891	Fairhaven, U.S.A.	47 8	13 7	5 7	24	Mary L. Jones, Brookville, N.B.
	Echo	Toronto	do	1869	Toronto, Ont.	69 0	14 4	5 7	50	D. C. Smith, Belleville, Ont.
37, 867	Eclipse	Halifax	do	1833	Sackville, N.B.	50 6	13 9	6 8	37	John McNeill, Newport, N.S.
75, 313	Eclipse	do	do	1877	Port-Piswick, N.S.	55 0	19 8	8 0	51	Constant Garmier, Bay St. George, Nfld.
83, 261	Economist	Digby	do	1833	Granville, N.S.	36 5	14 3	5 6	14	James E. Oglvie, Parrsboro', N.S.
42, 726	Ecosseise	Quebec	do	1860	Malbaie, Que.	46 4	15 8	6 0	23	Bernardin Caron, Malbaie, Que.
103, 115	Eddie C.	St. Andrews	do	1856	Plymouth, U.S.	31 0	10 2	4 3	10	C. Cumberland, St. Stephen, N.B.
103, 053	Eddie C.	Yarmouth	do	1892	Argyle, N.S.	32 0	10 5	5 0	10	J. F. Harding, Argyle, N.S.
85, 799	Eddy	Charlottetown	do	1884	New Glasgow, P.E.I.	69 5	21 7	7 4	66	David McAlmon, Kingston, N.B.
77, 859	Eddy	Sydney	do	1880	Bras d'Or, C.B.	32 6	11 8	4 4	8	John H. Christie, Bras d'Or, C.B.
96, 821	Edgar T. Richard	Lunenburg	do	1889	Pleasantville, N.S.	60 3	20 0	7 5	55	Elias Richard, La Have, N.S.
85, 741	Edinburgh	Quebec	Bk—Bq	1833	St. Joseph, Lévis, Que.	203 5	38 6	23 9	1299	Frank Ross, Quebec.
61, 611	Edith	Guysboro'	Schr—Glt	1874	Guysboro', N.S.	63 1	19 4	7 4	49	C. H. Clements, Shelburne, N.S.
64, 889	Edith	Halifax	Bk—Bq	1872	Maitland, N.S.	131 2	29 4	18 2	448	George Douglas, Maitland, N.S.
38, 078	Edith	Yarmouth	Schr—Glt	1858	Barrington, N.S.	72 3	20 1	8 5	70	J. Kendrick, Barrington, N.S.
96, 976	Edith	Shelburne	do	1892	Sable River, N.S.	54 0	17 5	7 4	40	Enos Churchill, Lockeport, N.S.
85, 683	Edith L.	Digby	do	1883	Westport, N.S.	46 6	12 8	5 2	16	Fisherman's Co-operative Co., Westport, N.S.
103, 060	Edith M.	Yarmouth	do	1895	Argyle, N.S.	48 0	15 5	5 3	19	W. Kenney, Argyle, N.S.
92, 050	Edith R.	St. Andrews	do	1883	West Isles, N.B.	58 1	17 2	8 9	47	T. Richardson, West Isles, N.B.
90, 084	Edith Sheraton	Shelburne	Bgtn—Bqgt.	1887	Shelburne, N.S.	122 0	29 0	11 0	314	G. B. Lockhart, New York, U.S.
83, 358	Edmonton	Quebec	Bk—Bq	1882	Lévis, Que.	200 5	38 5	23 7	1298	Frank Ross, Quebec.
61, 006	Edmund Russell	Arichat	Schr—Glt	1871	Isaac Harbour, N.S.	47 0	15 6	6 0	27	William T. Harris, Chatham, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Beam. Largeur.			
						Feet.	Feet.	Feet.	Feet.			
94,669	Edna S.	Halifax	Schr—Glt	1889	Ship Harbour, N.S.	59 1	19 8	7 5	51	John H. Sitouan, Ship Harbour, N.S.		
103,449	Edward	Ottawa	Barge	1889	Buckingham, Que	67 8	15 7	5 0	30	Geo. Bothwell, Buckingham, Que.		
90,662	Edward A. Horton	Digby	do	1870	United States	76 0	20 8	7 7	67	Joseph E. Snow, Digby, N.S.		
72,955	Edward Baxter	St. Catharines	Barge	1875	Welland Port, Ont.	118 0	22 0	8 0	198	Edward Baxter, Fort Erie, Ont.		
83,087	Edward Blake	Halifax	Schr—Glt	1882	Lewis Head, N.S.	83 0	23 9	9 9	99	Joseph W. Nickerson, Port La Tour, N.S.	Classed American Record.	
73,912	Edward Blake	Kingston	do	1872	Port Burwell, Ont.	138 6	25 8	12 2	312	Thos. Mills, Kingston, Ont.		
83,430	Edward D.	Weymouth	Bgtn—Bkglt	1884	Meteghan River, N.S.	97 1	26 8	10 0	103	U. Doucett, Meteghan River, N.S.	do	
100,317	Edward E. Hutchings	Yarmouth	do	1892	Plympton, N.S.	113 0	27 6	11 3	259	James J. Warner, Bridgewater, N.S.	do	
108,114	Edward Morse	St. Andrews	Schr—Glt	1888	Friendship U.S.	56 0	17 6	6 3	32	Jas. Butler, Pennfield, N.B.		
74,101	Edward S. Falt	Halifax	do	1877	Petite Riviere, N.S.	68 5	20 6	8 2	68	William Young, Boone Bay, Nfld		
103,106	Edwidge	Montreal	Sloop	1894	Yamaska, Que	107 2	23 0	9 6	173	J. Raymond, Ste. Anne de Bellevue, Que.		
97,080	Edwin A. Grozier	Charlottetown	Schr—Glt			69 0	19 8	7 4	57	Neil McDougall, Charlottetown, P.E.I.		
97,023	Edwina	Barrington	do	1889	Shag Harbour, N.S.	34 0	11 9	5 3	11	Moses Penney, Cape Island, N.S.		

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57,741	Effie	Halifax	do	1869	Issac's Harbour, N.S.	71	0	21	6	8	5	79	C. R. Peters, Westport, N.S.
80,721	Effie Maud.	Quebec	do	1879	Métis, Que	68	1	20	9	7	5	66	E. J. Price, Quebec
100,875	Effie Maud.	St. John, N.B.	Wdvt—Báb	1893	Newcastle, N.B.	62	1	22	0	5	9	62	J. N. Chapman, Canning, N.B.
75,421	Effie Young	Annapolis	Schr—Glt	1877	Granville, N.S.	83	4	24	0	8	5	119	A. Elliott, Port George, N.S.
92,649	Effort	Wallaceburg	Barge	1889	Wallaceburg, Ont.	72	8	20	8	4	5	51	Marion Ribble, Dresden, Ont.
80,008	Egeria	St. John, N.B.	Bk—Bq	1879	Harvey, Albert Co., N.B.	173	1	35	9	19	5	897	Arthur W. Adams, St. John, N.B.
.....	Eight (8)	Montreal	Barge	1871	Pierreville, Que.	93	3	19	0	4	0	99	N. Vigneau, Montreal.
85,662	Eithne	Halifax	Sloop	1881	French Village, N.S.	24	5	9	0	4	1	4	M. H. Orr, Halifax, N.S.
37,272	Elba	Digby	Schr—Glt	1855	Port Gilbert, N.S.	75	9	27	0	5	6	91	Lewis A. McDonald, St. Mary's Bay, N.S.
77,003	Eldon, C.	Barrington	do	1878	LaHave, N.S.	50	0	17	0	6	5	27	Jas. F. Snow, Port La Tour, N.S.
90,584	Eldora	Lunenburg	do	1885	Lunenburg, N.S.	70	8	22	8	8	7	75	H. S. Nickerson, Port Clyde, N.S.
53,593	Eleanor	Halifax	do	1866	Sheet Harbour, N.S.	36	7	12	6	5	9	16	Edward Thorpe, Sheet Harbour, N.S.
35,719	Electra	do	do	1848	Petite Rivière, N.S.	49	2	17	0	7	3	29	Jas. E. Redden, Chester, N.S.
53,811	Electric Flash	do	do	1869	Vogler's Cove, N.S.	67	0	21	0	7	6	53	Dominique Fougare, De Escoise, N.S.
80,790	Electric Light	Digby	do	1881	Freeport, N.S.	52	4	18	3	6	8	34	John F. Leonard, St. John, N.B.
33,077	Eléonore	Quebec	do	1854	St. Pierre les Bécquets, Que.	93	6	23	0	9	2	135	L. Gariépy, Deschambault, Que.
55,945	Eléonore	do	Bk—Bq	1868	Quebec	154	2	31	0	19	6	680	P. V. Valin, Quebec
69,650	Elephant	do	Barge	1856	do	85	6	21	0	11	0	114	Joseph U. Laird, Quebec
83,305	Elerie	Halifax	Schr—Glt	1882	Clam Harbour, N.S.	44	8	17	0	7	0	29	Lewis A. Murray, Port Richmond, N.S.
46,186	Elie	Quebec	do	1861	St. Jean, Port Joli, Que.	57	0	20	5	6	1	41	Pierre Lafrance, jun., Notre-Dame de Lévis, Que.
88,048	Elithu Bunete	Digby	do	1858	United States.	63	6	18	6	7	0	50	H. B. Allen, Digby, N.S.
73,012	Elissa	Quebec	Barge	1875	St. Jean Deschaillons Que.	82	7	21	5	6	4	81	Gédéon Goyer, Montreal.
103,109	Elise	Montreal	Sloop	1894	St. Thomas, Que.	130	2	29	3	11	4	321	J. N. Fulton, Montreal
92,465	Elisha Crowell	Halifax	Schr—Glt	1869	Essex, U.S.	72	5	20	9	7	7	69	Wellington M. Maskell, Jed-dore, N.S.
37,259	Eliza	Digby	do	1869	Cornwallis, N.S.	43	0	10	4	5	9	18	Hayden Gupteale, Grand Manan, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100lbs.	Ft. 100lbs.	Ft. 100lbs.			
49,498	Eliza.....	Digby.....	Schr—Glt.....	1865	Westport, N.S.....	47 0	13 8	6 4	21	Isaac Peters, Westport, N.S.....	
35,992	Eliza.....	Halifax.....	do.....	1844	Little River, N.S.....	36 3	10 8	5 7	15	John Esler, Crow Harbour, N.S.....	
36,333	Eliza.....	do.....	do.....		Pomquet, N.S.....	48 8	15 7	6 8	31	E. Dayson, Pomquet, N.S.....	
54,075	Eliza.....	do.....	do.....	1844	Barrington, N.S.....	39 0	12 8	5 5	13	Richard Smith, Barrington, N.S.....	
71,616	Eliza.....	Montreal.....	Sloop.....	1873	Yamaska, Que.....	107 0	22 6	7 2	117	Pacific Plante, Sorel, Que. . .	
49,461	Eliza.....	Pugwash.....	Schr—Glt.....	1865	Tidnish, N.S.....	94 9	23 3	10 5	139	S. A. Taylor, Amherst, N.S.....	
36,680	Eliza.....	Sydney.....	do.....	1868	Bras d'Or, C.B.....	63 1	18 2	6 9	42	Jas. Rudderham, Sydney, C.B..	
64,141	Eliza.....	Victoria.....	do.....	1872	Saanich, B.C.....	79 8	25 1	4 8	48	J. A. Sayward, Victoria, B.C..	
100,293	Eliza.....	Chatham, N.B.....	do.....	1891	Shippegan, N.B.....	37 6	13 6	5 0	15	R. Young, Caraquet, N.B.....	
71,138	Eliza Allan.....	Port Dover.....	do.....	1875	Port Dover, Ont.....	84 6	21 1	7 7	110	John Allan, Port Dover, Ont..	
35,954	Eliza Ann.....	Halifax.....	do.....	1850	Musquodoboit, N.S.....	42 0	13 6	6 4	28	Simeon Pelrine, Molasses Har- bour, N.S.....	
59,391	Eliza Ann.....	St. Andrews.....	do.....	1871	Grand Manan, Char- lotte Co., N.B.....	31 2	12 0	5 0	12	Geo. Morse, Grand Manan, N.B.....	
57,722	Eliza Bell.....	Digby.....	do.....	1868	New Dublin, N.S.....	46 0	16 9	6 9	30	H. Outhouse, Tiverton, N.S....	
	Eliza Fisher.....	Port Hope.....	do.....	1867	Portsmouth, U.S.A.....	94 2	24 4	9 3	137	R. C. Smith, Port Hope, Ont..	

Marine and Fisheries—List of Shipping.

92,464	Eliza M.	Charlottetown	do	1888	New London, P.E.I.	43	5	14	2	5	3	18	Wm. Bell, New London, P.E.I.
.....	Eliza Quinlan	Port Hope	do	1870	Port Hope, Ont.	97	3	18	8	9	0	131	A. Campbell, Lakeport, Ont.
77,882	Eliza Smith	Aricat	do	1878	Chezetcook, N.S.	53	0	18	4	7	6	44	P. Poirier, Descousse, N.S.
90,557	Eliza White	Port Burwell	do	1887	Port Burwell, Ont.	93	0	23	3	8	3	105	D. Rooney, Cobourg, Ont.
38,335	Elizabeth	Aricat	do	1856	River Bourgeois, N.S.	44	6	14	0	5	6	17	Basil Boucher, River Bourgeois, N.S.
38,463	Elizabeth	do	do	1865	do	59	9	16	5	7	4	29	Allan McKinnon, Whycomagh, C.B.
38,477	Elizabeth	do	do	1865	do	48	0	14	5	6	4	18	Gilbert Bourque, River Bourgeois, N.S.
77,843	Elizabeth	Halifax	do	1879	Beaver Cove, N.S.	52	3	18	1	6	7	29	John Stairs, Halifax, N.S.
57,791	Elizabeth	Liverpool	do	1866	Liverpool, N.S.	40	0	14	8	6	5	20	Thos. F. Campbell, Liverpool, N.S.
71,480	Elizabeth	Charlottetown	do	1875	Pinette, P.E.I.	39	3	14	1	5	7	19	Stephen Cahill, Kildare, P.E.I.
59,909	Elizabeth	Quebec	do	1869	Malbate, Que.	50	0	15	0	5	7	27	J. Caron, L'Assomption, Que.
64,998	Elizabeth	do	Barge	1872	Point Lévis, Que.	104	0	22	6	8	1	131	John Baile, Quebec.
59,128	Elizabeth	St. John, N.B.	Schr—Glt	1867	Shenogue, Westmoreland Co., N.B.	41	7	15	0	6	6	23	Francis Dugay, Botsford, Westmoreland Co., N.B.
55,812	Elizabeth	Shelburne	do	1866	Shelburne, N.S.	51	6	15	8	7	2	28	Donald Nickerson, Barrington, N.S.
88,159	Elizabeth	Yarmouth	do	1861	Meteghan, N.S.	44	8	15	0	7	0	20	Jas. Nickerson, Argyle, N.S.
.....	Elizabeth	Kingston	Sloop	1869	Smith's Falls, Ont.	83	8	17	8	4	8	83	D. Eligh, Marlborough, Ont.
52,156	Elizabeth Ann	Halifax	Schr—Glt	1865	Botsford, N.B.	59	4	18	2	7	9	46	Kenneth McKenzie, Victoria Co., N.S.
61,148	Elizabeth Ann	Montreal	do	1869	Mill Point	44	0	10	5	5	4	17	J. Adamson, Toronto, Ont.
71,390	Elizabeth Ann	Parsboro'	do	1877	Parsboro', N.S.	28	3	11	3	4	0	6	C. R. Church, Fort Lawrence, N.S.
54,103	Elizabeth Ann	Pictou, N.S.	do	1866	Harbour au Bouche, N.S.	94	0	28	3	10	6	17	Wm. Gerrior, Tracadie, N.S.
96,768	Elizabeth Ann	Port Hawkesbury	do	1891	Cheticamp, C.B.	32	3	11	2	4	9	11	Magloise Porrier, Cheticamp, C.B.
38,743	Elizabeth Jane	Chatham, N.B.	do	1867	Miramichi, N.B.	46	5	14	3	5	7	18	H. C. Murray, Wellington, N.B.
88,503	Elizabeth Nash	Sydney	do	1884	Bras d'Or, C.B.	50	0	18	8	7	2	36	J. H. Christie, Bras d'Or, C.B.
97,002	Elizabeth Staats	St. Catharines	Scow—Chd	1878	Lockeport, Ont.	95	0	17	9	8	2	124	Carter Bros., Port Colborne, Ont.
.....	Elk	Hamilton	Schr—Glt	1856	Port Robinson, Ont.	102	0	21	2	10	0	180	E. H. Butters, Oswego, N.Y.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 10ths	Pt. 10ths	Pt. 10ths			
83,308	Ella	Liverpool	Schr—Glt	1883	Port Medway, N.S.	33 5	10 6	4 5	10	J. C. Hanson, Mahone Bay, N.S.	
46,003	Ella	Parrsboro'	Pgtn—Bkgl.	1863	River Hébert, N.S.	97 0	25 0	11 2	167	J. B. Reid, Sackville, N.B.	
85,961	Ella	St. John, N.B.	Schr—Glt	1878	Portland, N.B.	32 4	13 8	5 0	13	Alex. W. Baird, St. John, N.B.	
75,824	Ella B.	Halifax	do	1878	Sheet Harbour, N.S.	62 8	20 5	8 1	61	P. Murphy, Sheet Harbour, N.S.	
92,452	Ella Blanche.	Charlottetown	do	1866	Clarksville, P.E.I.	71 0	22 2	8 2	76	Thos. Kickham, Souris, P.E.I.	
83,069	Ella Clarissa Eddy	Ottawa	Barge	1881	Hull, Que	111 4	22 2	7 0	141	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
90,481	Ella D.	Halifax	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32	F. Darrah, Herring Cove, N.S.	
80,707	Ella H.	Digby	do	1878	Beaver River, N.S.	38 2	12 6	4 8	13	Melton Haines, Freeport, N.S.	
80,882	Ella Mabel.	St. Andrews	do	1880	St. George, Charlotte County, N.B.	34 6	12 4	7 0	14	Walter Calder, jr., Campobello, N.B.	
88,545	Ella Maud.	Shelburne	do	1884	Lockeport, N.S.	61 0	21 0	7 0	55	Thos. Hayden, Lockeport, N.S.	
90,712	Ella May	Halifax	do	1885	Chester, N.S.	40 2	14 7	6 3	18	B. Mitchell, Chester, N.S.	
80,882	Ella May	Lunenburg	do	1880	West Dublin, N.S.	37 0	12 1	5 4	16	Amos Murphy, St. Margaret's Bay, N.S.	
94,753	Ella May	St. John, N.B.	do	1889	St. Martin's, N.B.	75 1	26 1	7 5	96	Jas. Kourke, St. Martin's, N.B.	
61,790	Ella Moore	Windsor, N.S.	Bk—Bq	1867	Cornwallis, King's County, N.B.	136 0	30 1	14 6	301	S. Cunard & Co., Halifax, N.S.	

Marine and Fisheries—List of Shipping.

71,067	Ella Murton	Kingston	Schr—Glt	1875	Mill Point, Ont.	118	3	26	2	10	1	229	James L. Terzel, Hamilton, Ont.
64,044	Ella P.	Digby	do	1874	Freeport, N.S.	47	0	17	4	5	5	23	John Denton, Freeport, N.S.
92,520	Ella & Jennie	St. Andrews	do	1888	Shelburne, N.S.	79	0	23	8	8	1	78	Irvin Ingalls, Grand Manan, N.B.
38,493	Ellen	Arichat	do	1882	River Bourgeois, N.S.	41	0	11	0	5	5	16	John T. Wylde, Halifax, N.S.
61,965	Ellen	Halifax	do	1870	Chezetcook, N.S.	47	8	16	7	7	0	32	Angus McFarlane, Antigonish, N.S.
88,594	Ellen A. Reid	Yarmouth	Ship—3 m	1884	Tusket, N.S.	230	5	41	6	24	0	1750	Wm. Law, Yarmouth, N.S.
38,263	Ellen Augusta	do	Schr—Glt	1889	Yarmouth, N.S.	30	1	10	5	4	5	10	B. Landers, Argyle, N.S.
61,948	Ellen Eliza	Arichat	do	1870	Chezetcook, N.S.	42	0	15	0	5	9	21	J. Keefe, jun., Pt. Micheau, C.B.
100,379	Ellen F.	Sydney	do	1893	North Sydney C.B.	61	7	20	8	7	6	53	T. Voight, North Sydney, C.B.
38,693	Ellen Jane	do	do	1871	Bras d'Or, C.B.	45	0	18	2	5	9	22	John Moore, Bras d'Or, C.B.
90,726	Ellen Maud	Halifax	do	1887	Mahone Bay, N.S.	40	4	13	9	6	0	16	George Schnare, Penment, N.S.
69,173	Ellen May	Pictou, N.S.	do	1873	Lunenburg, N.S.	60	8	20	6	8	5	60	D. Arthur Foster, Pictou Landing, N.S.
75,443	Elie	Gaspé	do	1874	St. Augustin, Que.	38	6	13	0	5	6	16	H. Corboneau, Natashquan
74,074	Ellie	Halifax	do	1876	West Dublin, N.S.	84	0	24	0	9	7	116	Charles Archibald, Halifax, N.S.
75,702	Ellie	Sydney	do	1878	Benacadie, C.B.	37	3	10	9	5	2	9	Charles R. King, Victoria, B.C.
	Elm	Kingston	Barge	1873	Kingston, Ont.	150	0	23	6	6	3	146	Alex. Gunn, Kingston, Ont.
100,012	Elma	Annapolis	Schr—Glt	1892	Margaretsville, N.S.	130	1	31	0	11	4	299	Simeon Baker, Margaretsville, N.S.
94,978	Elma D.	Yarmouth	do	1890	Cape St. Mary, N.S.	65	0	19	8	8	0	68	Stephen A. Doucet, Salmon River, N.S.
77,740	Elmer	Digby	do	1879	Bear River, N.S.	41	4	14	0	5	4	15	Walter Coggins, Westport, N.S.
38,620	Elmina	Quebec	Barge	1889	Grondives, Que.	86	0	22	6	7	2	96	Olivier Portelance, Grondives, Que.
59,975	Elmina	do	do	1870	Deschambault, Que.	92	0	23	6	8	7	131	do
96,737	Elmina	Chatham, N.B.	Schr—Glt	1890	Shippigan, N.B.	36	0	12	4	4	4	11	Jacques Noel, Shippegan, N.B.
36,316	Elmira	Quebec	do	1860	Country Harbour, N.S.	57	8	17	9	7	1	34	Charles E. Parsons, Bay of Islands, Nfld.
85,465	Elmire	do	do	1888	Anse St. Jean, Que.	57	6	20	0	7	8	49	R. Gagnon, Anse St. Jean, Que.
94,672	Elmo	Halifax	do	1889	Pugwash, N.S.	77	0	22	1	9	2	96	David Redmand, Pugwash, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,827	Elmora	Lunenburg	Schr—Glt	1893	LaHave, N.S.	57 6	20 5	8 0	52	H. Geahardt, Lunenburg, N.S.	
32,873	Eloise	Quebec	Barge	1854	St. Pierre les Becquet Que.	78 6	23 5	8 7	113	E. Chailliez, St. Pierre les Becquets, Que.	
51,548	Eleonor	do	Schr—Glt	1864	St. Croix, Que	59 0	19 0	5 9	37	F. Lemay, dit Poudrier, St. Christophe d'Arthabaska, Que	
83,205	Elsie	Windsor, N.S.	do	1881	Farrsboro', N.S.	34 9	13 4	4 9	10	J. B. Card, Burlington, N.S.	
94,650	Elsie	Lunenburg	do	1888	LaHave, N.S.	59 3	19 3	7 4	47	John Schmesser, La Have, N.S.	
100,189	Elsie	Montreal	Sloop	1880	Boston, U.S.	20 4	6 8	1 9	1	Robt. C. Nelles, Montreal, Que.	
92,360	Eltie	St. John, N.B.	Schr—Glt	1887	Moss Glen, N.B.	92 9	26 6	7 6	117	Gabriel W. Merritt, St. John, N.B.	
103,424	Elva M.	Lunenburg	do	1895	Mahone Bay, N.S.	79 6	23 3	9 3	92	C. U. Mader, Mahone Bay, N.S.	
88,307	Elzear	Quebec	Sloop	1883	Montmagny, Que	65 2	19 9	5 0	42	P. Tétu, St. Thomas, Que	
74,432	Emary	Ottawa	Barge	1877	Ticonderoga, U.S.	86 0	14 7	6 6	79	Nelson Flowers, Ottawa, Ont.	
80,729	Emelia	Quebec	Schr—Glt	1880	St. Irénée, Que	44 5	16 5	5 9	25	A. Duchesné, St. Irénée, Que.	
53,819	Emelia	do	do	1864	Lotbinière, Que	63 8	20 0	6 5	47	Eugène Singelet, Escoumains, Que.	
52,460	Emélie	do	do	1864	Saguenay, Que	51 0	17 1	6 2	30	Jos. Gagnon, Saguenay, Que	
71,068	Emerald	Collingwood	Barge	1875	St. Catharines, Ont.	137 0	26 3	9 0	463	G. J. Cook, Toronto, Ont.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10chs	Ft. 10chs	Ft. 10chs			
53,849	Emma.....	Quebec.....	Schr—Glt.....	1851	L'Islet, Que.....	59 0	20 0	5 5	40	Jos. Fafard, L'Islet, Que.....	
42,697	Emma.....	Parrsboro'.....	do.....	1862	Dorchester, N.B.....	59 7	18 1	7 5	45	John Bowden, Parrsboro', N.S.	
92,685	Emma.....	Gaspé.....	do.....	1890	Sydenham, Gaspé, Que.....	39 5	13 1	5 5	19	Thos. Adams, Sydenham, Gaspé, Que.....	
	Emma.....	Montreal.....	Barge.....	1864	Yamaska, Que.....	87 8	22 3	5 6	81	Moïse Lamirande, St. Thomas, Que.....	
92,516	Emma.....	St. Andrews.....	Schr—Glt.....	1873	Essex, U.S.....	47 0	13 3	5 0	22	Wm. Shaw, Lepreaux, N.B.....	
96,723	Emma.....	Chatham, N.B.....	do.....	1889	Shippagan, N.B.....	36 5	13 0	5 0	15	L. Dugay, Shippagan, N.B.....	
75,558	Emma B.....	Barrington.....	do.....	1882	Shelburne, N.S.....	84 0	23 5	9 1	94	J. B. Brannen, Barrington, N.S.	
77,932	Emma B.....	Charlottetown.....	do.....	1879	New London, P.E.I.	33 2	10 7	4 4	11	James Bowness, Kensington, P.E.I.	
79,913	Emma C.....	Annapolis.....	do.....	1883	Dorchester, N.B.....	76 7	25 1	8 3	100	F. W. Everett, Port Gilbert, N.S.	
100,155	Emma C.....	Lunenburg.....	do.....	1891	LaHave, N.S.....	47 6	17 6	6 9	29	Jacob Croft, New Dublin, N.S.	
57,476	Emma E. Potter.....	Annapolis.....	do.....	1894	Clements, N.S.....	93 6	24 5	8 0	98	Samuel Potter, Clements, N.S.	Classed Ameri- can Record.
85,738	Emma F.....	Lunenburg.....	do.....	1881	Port Medway, N.S.....	35 3	11 8	5 6	18	James Boutillier, Bayswater, N.S.	
69,080	Emma F. Prindle.....	Halifax.....	do.....	1853	Essex, U.S.....	68 0	19 6	7 1	50	John R. Graham, Antigonish, N.S.	
71,357	Emma Gidney.....	do.....	do.....	1876	Mink Cove, N.S.....	61 0	18 5	7 5	47	J. P. Savage, Magdalen Islands	

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61,544	Emma Jane	Halifax	do	1866	Jordan River, N.S.	42 3	14 9	5 8	21	W. C. Boak, Halifax, N.S.	
94,692	Emma L. Gregory	Digby	do	1867	United States	74 1	21 1	7 8	75	Chas. R. Aymar, Metaghban, N.S.	
72,141	Emma L. Shaw	Windsor, N.S.	Bgtn—Bkgt.	1874	Walton, Hants Co., N.S.	149 6	32 4	17 9	567	Mark Shaw, New York, U.S.A.	
83,083	Emma Proctor	Port Hawkesbury	Schr—Glt	1881	Port Hawkesbury, N.S.	58 0	20 0	7 8	40	E. Proctor, Port Hawkesbury, N.S.	
85,439	Emma R. Smith	Windsor, N.S.	do	1883	Horton, N.S.	131 0	30 0	15 8	386	R. D. G. Faulkner, Hantsport, N.S.	Classed American Record.
59,382	Emma T. Storey	St. Andrews	do	1865	Bristol, U.S.	48 3	18 8	6 4	40	Henry E. Fraser, Grand Manan, N.B.	
64,978	Emmanuel	Quebec	do	1871	St. Antoine de Tilly, Que.	89 8	23 0	7 4	104	Olivier Gignac, St. Colomban, Que.	
74,211	Empereur du Fleuve	Montreal	Sloop	1873	St. François, Que.	96 5	22 6	6 1	95	Pierre Paul, Sorel, Que.	
85,333	Empereur	Lunenburg	Schr—Glt	1882	Mahone Bay, N.S.	61 3	20 9	7 7	51	Aaron Forsy, Channel, Nfld.	
35,250	Emperor	St. John, N.B.	do	1857	Dorchester, N.B.	42 0	11 3	5 6	20	Frank Colmais, Dorchester, N.B.	
100,912	Emperor	Chatham, N.B.	do	1892	Carquet, N.B.	36 3	12 3	4 4	10	T. Ahier, Shippegan, N.B.	
75,904	Empress	do	do	1873	Escuminac, N.B.	50 5	16 4	6 9	26	R. R. Call, Newcastle, N.B.	
72,576	Empress	Kingston	Sloop	1876	Seely's Bay, Ont.	84 0	19 3	5 3	62	James Doherty, Belleville, Ont.	
75,569	Empress	Lunenburg	Schr—Glt	1877	LaHave, N.S.	60 0	20 0	7 6	47	Simon Porrier, D'Esouse, C.R.	
77,968	Empress	St. Andrews	do	1877	Grand Manan, Charlotte Co., N.B.	34 0	12 6	5 0	14	M. Caffrey, Lepreaux, N.B.	
100,796	Empress	Chatham, N.B.	do	1888	Carquet, N.B.	38 0	12 9	4 8	12	R. Young, Carquet, N.B.	
72,236	Emu	St. John, N.B.	Wdht—B&b	1873	Cambridge, Queen's Co., N.B.	75 5	24 9	6 5	68	H. Douglas, St. George, N.B.	
83,202	Enchantress	St. Andrews	Schr—Glt	1881	Cornwallis, N.S.	34 6	12 0	5 2	10	Peter Dixon, Grand Manan, N.B.	
83,024	Endeaour	Wallaceburg	Barge	1881	Wallaceburg, Ont.	98 7	22 6	5 2	79	J. Hackett, Amherstburg, Ont.	
88,356	Energy	Lunenburg	Schr—Glt	1884	Mahone Bay, N.S.	78 3	24 0	9 3	97	Chas. U. Mader, Mahone Bay, N.S.	
	Energy	Montreal	Barge	1872	Montreal	109 0	23 2	9 3	194	J. T. Scanlan, Montreal	
94,852	Energy	Parrsboro'	Schr—Glt	1889	Parrsboro', N.S.	79 5	25 2	8 9	98	J. W. Smith, St. John, N.B.	
92,425	England	Prescott	Barge	1863	Brookville, Ont.	148 0	28 0	9 0	341	James Buckley, Prescott, Ont.	
94,735	Ensenada	Windsor, N.S.	Bkn—Bkgt.	1869	South Maitland, N.S.	196 0	37 0	19 1	999	John Keith, Windsor, N.S.	
77,774	Enterprise	Goderich	Schr—Glt	1877	Kincardine, Ont.	46 8	11 9	4 0	14	James Mahaffy, Port Albert, Ont.	

Classed Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Fe. 10ths	Fe. 10ths	Fe. 10ths			
36,280	Enterprise	Halifax	Schr—Glt	1860	St. Margaret's Bay, N.S.	46 8	15 7	6 5	22	Abraham V. Malone, Barrington, N.S.	
35,971	Enterprise	do	do	1847	Sable River, N.S.	50 5	15 1	6 9	26	John McKinnon, Chebogue, N.S.	
41,538	Enterprise	do	do	1859	Indian Harbour, N.S.	49 3	17 2	6 9	29	Edward Sterling, Sheet Harbour, N.S.	
61,941	Enterprise	do	do	1869	Chester, N.S.	37 0	15 3	5 8	16	Nathan Eisnor, Chester, N.S.	
80,386	Enterprise	Parrsboro'	do	1881	Parrsboro', N.S.	45 3	14 3	5 6	15	T. R. Terrace, Parrsboro', N.S.	
33,274	Enterprise	Quebec	do	1856	Quebec	86 0	23 0	8 3	124	Louis Beaudoin, Champlain, Que.	
94,659	Enterprise	Lunenburg	do	1888	LaHave, N.S.	74 4	23 2	8 9	86	Robt. Dawson, jun., Bridge-water, N.S.	
80,958	Enterprise	Picton, Ont.	Scow—Chd.	1887	Wellington, Ont.	58 6	15 4	.....	8	D. R. Murphy, Trenton, Ont.	
100,432	Enterprise	Moncton.	Bktn—Bgtn.	1891	Hopewell Cape, N.B.	159 3	33 4	13 0	499	W. B. Jamieson, Hopewell Cape, N.B.	Classed Bureau Veritas.
100,498	Enterprise	Victoria	Schr—Glt	1892	Victoria, B.C.	76 0	21 5	7 5	69	Robt. Ward & Co., Ltd., Victoria, B.C.	
.....	Enterprise	St. Catharines	Scow—Chd	1863	Port Robinson, Ont.	89 0	21 7	7 0	136	F. McGuire, St. Catharines, Ont.	
.....	Enterprise	Port Dover	Schr—Glt	1864	Long Point, Ont.	40 0	11 0	4 0	16	Lionel York, Toronto, Ont.	
.....	Enterprise	Port Hope	do	1871	Port Hope, Ont.	90 0	17 0	6 8	105	Ontario Bank, Toronto	
59,446	Eolian	Weymouth	do	1874	Parrsboro', N.S.	70 9	19 8	8 2	66	Chas. R. Aymar, Meteghan, N.S.	

Marine and Fisheries—List of Shipping.

40,025	Eolus	Digby	do	1853	Westport, N.S.	66 0	17 2	9 3	80	Robert Brown, Yarmouth, N.S.	
85,695	Epopt	Chatham, N.B.	do	1868	Paspébiac, Que.	40 9	13 3	5 5	14	Wm. J. O'Brien, Bathurst, N.B.	
75,729	Equator	Yarmouth	Ship—3 m.	1878	Salmon River, N.S.	200 5	38 3	22 6	1298	Wm. F. Robinson, Chester, Eng.	Classed Bureau Veritas and American Record.
96,941	Erie	St. John, N.B.	Schr—Glt	1890	St. John, N.B.	94 1	27 1	7 5	125	Nathaniel C. Scott, St. John, N.B.	
64,941	Erie	Quebec	Barge	1871	Quebec	123 5	24 8	9 3	207	W. W. Tate, Montreal	
73,913	Erie Belle	Port Hope	Schr—Glt	1873	Bort Burwell, Ont.	125 5	24 4	9 8	275	D. Manson, Port Hope, Ont.	
77,816	Erie	Port Rowan	do	1874	Port Rowan, Ont.	113 0	23 6	10 2	207	James O'Gay, Oshawa, Ont.	
71,131	Erie Stewart	Port Dover	do	1874	Port Dover, Ont.	117 6	23 0	10 6	230	John S. Allan, Port Dover, Ont.	
100,151	Ermynie	Lunenburg	do	1891	Lunenburg, N.S.	75 3	23 7	9 1	92	Wm. Young, Lunenburg, N.S.	
100,581	Ernest	Montreal	Barge—Chd	1892	Pierreville, Que.	108 2	23 6	7 8	109	A. Daneau, St. François, Que.	
96,786	Ernest de Costa	Halifax	Schr—Glt	1890	Sheet Harbour, N.S.	79 5	23 6	9 4	107	Augustus Benoit, Arichat, N.S.	Classed American Record.
94,707	Ernest F. Norwood	Digby	do	1871	United States	76 6	21 6	7 6	79	J. E. Snow, Digby, N.S.	
80,885	Ernest Fisher	St. Andrews	do	1881	St. Patrick, N.B.	50 8	19 4	5 0	31	G. P. Newton, Grand Maun, N.B.	
52,041	Escort	Halifax	do	1866	Granville, N.S.	60 2	19 5	7 9	52	John LeBrun, Arichat, N.S.	
50,403	Escort	Lunenburg	do	1872	Petite Rivière, N.S.	64 0	20 6	8 0	59	Wm. Morrison, Bay St. George, Nfld.	
88,393	Eskasoni	Windsor, N.S.	Ship—3 m.	1886	Stockton-on-Tees, Eng.	260 0	39 0	23 5	1715	Eskasoni Ship Co., Ltd., London, Eng.	Classed English Lloyds.
80,860	Esne	Lunenburg	Sloop	1881	Halifax, N.S.	28 0	8 4	4 4	5	Jos. Rudolf, Lunenburg, N.S.	
80,994	Espérance	Guyshoro'	Schr—Glt	1883	St. Mary's, N.S.	33 0	12 6	5 0	10	Henry E. Duff, Arichat, N.S.	
61,446	Espérance	Chatham, N.B.	do	1871	Shippegan, N.B.	31 8	11 4	4 4	10	Thos. Ahier, Shippegan, N.B.	
92,386	Espérance	Quebec	do	1884	Natashquan, Que.	49 6	16 2	6 4	28	Henry Cormier, Natashquan, Que.	
75,691	Espérance en Marie	do	do	1878	St. Alexts, Que.	42 3	17 0	5 8	23	Joseph Birly, Bay St. Paul, Que.	
88,698	Essie C.	St. John, N.B.	Wdht—Bab.	1885	Jamseg, N.B.	74 7	26 0	6 5	73	James H. Lloyd, Cambridge, N.B.	
100,443	Essie M.	Canso	Schr—Glt	1894	Sherbrooke, N.S.	59 0	19 4	7 4	45	F. Myres, Coal Harbour, N.S.	Classed American Record.
88,406	Estella	Digby	Egtn—Ukght.	1884	Bear River, N.S.	117 4	27 7	11 6	270	James W. Edgett, New York.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100lbs.	Ft. 100lbs.	Ft. 100lbs.			
88,429	Estella R.	St. John, N.B.	Wdbr—Bab.	1884	Canning, N.B.	63 5	22 5	5 8	49	James G. Dykeman, Cambridge, N.B.	Classed Bureau Veritas.
80,748	Estelle.	Quebec	Schr—Glt	1880	Sault-au-Mouton, Que.	75 0	23 5	8 1	90	E. J. Price, Quebec	
100,772	Estelle.	Chatham, N.B.	do	1882	Carquet, N.B.	37 1	13 5	5 0	13	P. Rive, Carquet, N.B.	
72,625	Esther Roy.	Maitland	Ship—3 m	1877	Maitland, N.S.	219 1	41 3	23 7	1533	Alex. Roy, Maitland, N.S.	
94,674	Evelka	Halifax	Sloop.	1888	La Have, N.S.	21 5	7 0	3 0	2	James N. Duffus, Halifax, N.S.	
80,835	Ethel	Lunenburg	Bgtn—Bkgt.	1880	Lunenburg, N.S.	90 2	24 9	10 1	162	Lewis Anderson & Co., Lunenburg, N.S.	
85,551	Ethel.	Yarmouth	Schr—Glt	1884	Tusket Wedge, N.S.	88 5	23 6	9 5	93	A. O. Porter, Tusket Wedge, N.S.	
103,113	Ethel.	St. Andrews	do	1881	Pubnico, N.S.	30 0	11 0	5 0	10	W. J. Galbraith, Lepreaux, N.B.	
100,787	Ethel.	Chatham, N.B.	do	1891	Carquet, N.B.	38 6	12 8	4 5	11	R. Young, Carquet, N.B.	
83,238	Ethel Aggie	Charlottetown	do	1882	Cape Traverse, P.E.I.	58 7	19 4	7 5	48	Geo. D. Longworth, Charlottetown, P.E.I.	
85,962	Ethel B	Moncton	do	1883	Coverdale, N.B.	78 2	24 0	8 2	97	Isaac Cook, Harbourville, N.S.	
83,196	Ethel Blanche	Pictou, N.S.	do	1884	Murray Harbour, P.E.I.	43 2	15 0	5 7	17	Wm. T. Beck, Murray Harbour, P.E.I.	
94,075	Ethel Clarke.	Digby	Bktn—Bkgt.	1891	Bear River, N.S.	142 3	32 0	12 2	397	W. J. Clarke, Bear River, N.S.	
80,091	Ethel Granville.	Parrsboro'	Schr—Glt	1881	St. John, N.B.	87 0	26 5	8 0	99	J. P. Maloney, St. John, N.B.	

Marine and Fisheries—List of Shipping.

33, 126	Echelind	Quebec	Barge	1855	Sorel, Que.	104 6	23 1	7 1	129	Joseph Duquette, Lachine, Que.
96, 788	Etienne	Halifax	Sloop	1888	Halifax, N.S.	28 3	9 0	3 7	4	John E. Butler, Halifax, N.S.
100, 353	Etna	Quebec	do	1886	St. Michel, Que.	37 6	13 8	5 0	14	Joseph Bergeron, Les Eboulements, Que.
103, 090	Etna	Chatham, N.B.	Schr—Glt	1888	Cararquet, N.B.	35 6	12 6	4 8	11	P. Rive, Cararquet, N.B.
46, 681	Etoile	Quebec	do	1849	Baie St. Paul, Que.	53 5	18 7	8 0	46	Octave Tremblay, Chicoutimi, Que.
103, 231	Etoile	Montreal	Sloop	1894	St. Thomas, Que.	83 6	20 1	4 8	61	E. Daneau, Pierreville, Que.
50, 923	Etoile-du-Matin	Charlottetown	Schr—Glt	1869	Les Ebolements, Que.	66 0	19 4	8 6	71	Wm. Davis, Charlottetown, P.E.I.
73, 965	Etta	Lunenburg	do	1876	Port Mouton, N.S.	50 2	17 3	6 3	28	Herman Green, Grand Manan, N.B.
75, 757	Etta	Yarmouth	do	1879	Brookville, N.S.	44 0	14 5	5 5	16	Geo. W. Ellis, Green Cove, N.S.
97, 141	Etta E. Tammer	St. Andrews	do	1867	Salisbury, U.S.	73 3	20 6	7 3	63	Sylvain Cameron, Mavillette, Digby Co., N.S.
72, 218	Ettawanda	St. John, N.B.	Wdht—Bab	1875	Greenwich, King's Co., N.B.	78 0	26 4	6 7	80	J. G. Walter, River Hebert, N.S.
85, 372	Endora	Halifax	Bk—Bq	1882	Maccan, N.S.	185 4	38 9	22 3	1110	Jotham O'Brien, Maccan, N.S.
80, 684	Eugène Demers	Montreal	Sloop	1881	Gentilly, Que.	99 8	24 2	8 9	158	C. Labrecque, Lanoraie, Que.
75, 652	Eugénie	Quebec	Schr—Glt	1877	Cap St. Ignace, Que.	101 9	23 5	11 7	196	Elbear Méthot, Cap St. Ignace, Que.
80, 754	Eugénie	do	do	1880	Esquimaux Point, Que.	62 0	19 5	8 0	48	André Vigneault, Esquimaux Point, Que.
50, 740	Eugénie Charlevoix	do	do	1864	River St. François, Que.	55 0	17 0	7 5	41	N. Carbonneau, Berthier, Que.
80, 683	Euphemia	Yarmouth	Ship—3 m.	1882	Salmon River, N.S.	205 0	39 6	23 5	1340	The Euphemia Ship Co., Yarmouth, N.S.
94, 960	Eureka	Lunenburg	Schr—Glt	1889	La Have, N.S.	81 0	24 2	9 1	99	Rueben Smith, La Have, N.S.
90, 708	Euretta King	St. Catharines	Scow	1887	Welland, Ont.	110 9	23 2	6 6	136	Allan J. Holloway, Ridgeway, Ont.
72, 941	Europa	Montreal	Sloop	1870	Quebec	129 0	23 1	9 6	243	Montreal Transportation Co., Montreal.
97, 086	Eva	Yarmouth	Schr—Glt	1891	Tusket, N.S.	35 4	11 9	4 7	10	Gabriel Bourque, Tusket, N.S.
80, 672	Eva	Montreal	Barge	1881	Yamaska, Que.	106 0	22 6	7 0	153	Canada Forwarding and Export Co., Montreal.
103, 041	Eva	Ottawa	Scow—Chd	1891	Montebello, Que.	50 5	18 8	1 6	7	Joseph Nadon, Montebello, Que.
85, 731	Eva L. H.	Shelburne	Schr—Glt	1883	Mahone Bay, N.S.	65 2	22 0	8 2	62	Bradford P. Thorburn, Shelburne, N.S.
88, 677	Eva Lynch	St. John, N.B.	Bktn—Bkgt.	1884	Portland, N.B.	154 6	32 0	13 2	458	Howard D. Troop, St. John, N.B.

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Veritas.

Classed Bureau
Veritas and
American Re-
cord.

Classed Bureau
Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
96,785	Eva M. B.	Halifax	Schr—Glt	1890	Chezetcook, N.S.	55 4	19 9	8 0	45	Daniel Bonaing, Chezetcook, N.S.	
90,644	Eva Mc.	Yarmouth	do	1884	Argyle, N.S.	44 6	14 5	5 5	19	James McCarthy, Pubnico, N.S.	
83,136	Eva Stewart	Parrsboro'	do	1881	Bridgewater, N.S.	82 6	24 2	9 3	98	E. Moore, Parrsboro', N.S.	
64,896	Evangeline.	Halifax	Egtn—Bkgt.	1872	Indian Harbour, N.S.	90 7	24 3	10 8	142	Wm. Lovegrove, Halifax	Classed American Record.
92,417	Evangeline	Chatham, N.B.	Schr—Glt	1889	Tracadie, N.B.	33 8	11 4	5 0	11	John Young, Tracadie, N.B.	
92,594	Evangeline.	Halifax	do	1885	Chezetcook, N.S.	42 5	15 8	6 3	23	Henry Young, Port Piswick, N.S.	
100,905	Evangeline.	Chatham, N.B.	do	1890	Caracquet, N.B.	36 0	12 3	4 4	10	P. Rive, Caracquet, N.B.	
66,987	Evelyn.	St. John, N.B.	Wdlt—Bab	1874	Salmon Bay, Queen's Co., N.B.	72 8	24 4	6 8	70	George R. McDonough, St. Martin's N.B.	
	Evelyn.	Kingston	Schr—Glt	1867	Stonington, Ont.	90 1	22 2	5 7	97	Wm. Myles, Kingston, Ont.	
35,565	Evening Star	Chatham, N.B.	do	1857	Shippegan, N.B.	34 0	15 2	6 0	28	Octave Aché, Shippegan, N.B.	
77,777	Evening Star	Goderich	do	1867	Ashfield, Ont.	58 0	19 2	6 8	50	Thos. Petrie, Goderich, Ont.	
100,737	Eventide	Windsor, N.S.	do	1893	Prince Port, N.S.	75 2	25 4	8 6	97	Edward Sinclair, Miramichi, N.B.	Classed American Record.
	Eventide	Port Dover	do	1866	Port Dover, Ont.	43 0	12 0	5 0	15	D. G. Huff, Dresden, Ont.	
75,730	Everest.	Yarmouth	Ship—3 m	1878	Belliveau Cove, N.S.	218 0	41 3	24 9	1615	W. D. Lovitt, Est., Yarmouth, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
80,891	F. Billingsby.	Ottawa.	Barge	1880	Hull, Que	111 6	21 0	6 9	150	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
100,682	F. C. No. 1.	Victoria	Scow—Chd	1891	Nanaimo, B.C.	60 0	20 0	4 9	49	J. D. Foreman, Nanaimo, B.C.	
75,798	F. Dudley	Ottawa.	Barge	1879	Hull, Que	108 1	22 3	7 1	154	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
90,818	F. H. Burton	Port Hope	Schr—Glt	1883	Dundas, Ont.	103 0	20 5	9 0	164	John Wright, Port Hope, Ont.	
80,898	F. J. Boswell	Ottawa	Barge	1880	Hull, Que	110 0	22 8	7 2	153	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
90,711	F. L. Danforth	St. Catharines	do	1872	Tonawanda, U.S.	187 0	33 0	14 0	643	Thos. Conlon, Thorold, Ont.	
	F. Martin	Chatham, Ont.	Schr—Glt	1869	Chatham, Ont.	63 0	17 8	5 9	62	T. Fraser, Maidstone, Ont.	
83,424	F. Richard	Weymouth	do	1883	Meteghan, N.S.	81 5	23 0	8 2	94	Anselm Thibedeau, Meteghan River, N.S.	
90,614	F. & E. Givan	Moncton	do	1886	Cambridge, N.B.	78 1	27 0	7 9	99	F. W. Givan, Moncton, N.B.	
72,577	Fabiola	Pictou, Ont.	do	1876	Portsmouth, Ont.	95 0	22 3	9 0	131	Ira B. Folger, Kingston, Ont.	
66,058	Fabiola	Quebec	do	1872	Deschambault, Que.	100 0	22 6	9 6	147	Thonas Frenette, Portneuf, Que.	
100,852	Fabiola	do	do	1893	Anse St. Jean, Que.	70 2	21 9	8 5	81	R. Hudson, Quebec.	
85,550	Fair Play	Yarmouth	do	1882	Tusket Wedge, N.S.	40 0	13 5	4 5	10	John Sollows, Maitland, N.S.	
100,535	Fair Play	Digby	do	1893	Clare, N.S.	83 9	11 8	4 4	11	C. Comeau, Clare, N.S.	

Marine and Fisheries—List of Shipping.

103,390	Fairford	Winnipeg	Barge	1894	Fairford, Man	200 0	38 6	6 4	487	P. McArthur, Westbourne, Man.
77,776	Fairlins	Goderich	Schr—Glt	1881	Kincardine, Ont	46 0	12 0	5 0	17	Jas. Johns, Southampton, Ont.
74,329	Fairy Queen	Yarmouth	do	1877	Cape St. Mary, N.S.	38 0	12 6	6 0	12	A. Mallet, Meteghan, N.S.
100,247	Fairy Queen	Halifax	do	1894	Sambro, N.S.	35 6	11 5	5 0	11	G. H. Nickerson, Sambro, N.S.
43,490	Falcon	Quebec	Barge	1892	Quebec	139 0	30 4	9 5	282	James H. Henderson, Montreal.
88,276	Falcon	St. Andrews	Schr—Glt	1881	Eastport, U.S.	39 0	13 0	5 7	12	James Lawson, Grand Manan, N.B.
103,001	Falcon	Chatham, N.B.	do	1889	Shippegan, N.B.	33 0	12 6	4 4	10	T. Altier, Shippegan, N.B.
100,502	Falcon No. 8	Victoria	Scow—Chd.	1891	Vancouver, B.C.	78 0	23 4	4 2	56	Jesse N. Cowper, Victoria, B.C.
100,593	Falcon No. 9	do	do	1891	do	90 0	26 0	5 0	79	do do
72,184	Falmouth	Windsor, N.S.	Bktn—Bkgt.	1876	Windsor, Hants Co., N.S.	138 2	30 8	17 6	501	E. Churchill & Sons, Hantsport, Hants Co., N.S.
103,120	Falmouth	St. Andrews	Schr—Glt	1890	Campobello, N.B.	30 0	11 4	6 0	10	W. Dalzelle, sen., Grand Manan, N.B.
74,116	Fama	Halifax	do	1877	Sheet Harbour, N.S.	54 0	18 4	7 3	43	Wm. Levisconte, D'Escousse, C.B.
88,274	Fame	St. Andrews	do	1882	Maine, U.S.	50 0	15 0	6 7	24	Geo. Leonard, West Isles, N.B.
103,077	Fame	Chatham, N.B.	do	1891	Shippegan, N.B.	34 7	12 0	4 8	10	W. S. Loggie, Chatham, N.B.
.....	Fane	Montreal	Barge	1867	Montreal	92 1	18 8	6 8	105	T. Laplante, Lechine, Que.
59,393	Fannie	St. Andrews	Schr—Glt	1878	West Isles, Charlotte Co., N.B.	31 0	13 3	5 6	12	Geo. Leonard, West Isles, N.B.
103,105	Fannie	Montreal	Sloop	1894	Yamaaka, Que.	133 4	28 6	10 8	305	J. L. Michaud, Ste Anne de Bellevue, Que.
61,910	Fannie Ellis	Liverpool	Schr—Glt	1870	Liverpool, N.S.	52 0	19 0	6 6	36	P. Farrell, Liverpool, N.S.
83,466	Fannie May	St. Andrews	do	1882	St. Patrick, N.B.	41 0	15 1	6 3	19	B. Cheney, Grand Manan, N.B.
83,399	Fannie R. C.	Halifax	do	1882	Mahone Bay, N.S.	42 0	15 5	6 5	21	Charles Power, Dalhousie, N.B.
88,462	Fannie S.	Arichat	do	1892	River Bourgeois, C.B.	49 4	17 0	6 7	28	Daniel Sampson, jr., River Bourgeois, C.B.
75,608	Fanny	Digby	do	1874	Cape Cove, N.S.	34 8	11 6	4 5	7	E. Payson, Digby, N.S.
38,877	Fanny	Halifax	do	1882	Prince Edward Isl'd.	47 3	14 0	7 2	28	Gilbert W. Sanders, Annapolis, N.S.
61,972	Fanny	do	do	1870	Chezetcook, N.S.	40 0	14 0	5 8	17	Gilbert Kemp, Petpiswick, N.S.
75,571	Fanny	Liverpool	do	1877	La Have, N.S.	40 0	13 3	5 8	16	Stephen Colvey, Little Bras d'Or, C.B.

Classed Bureau
Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
92,479	Fanny	Kingston.	Schr—Glt	1868	Batterssea, Ont.	43 6	12 5	4 3	18	John Courson, Brighton, Ont.	
100,142	Fanny	Charlottetown	do	1888	Covehead, P.E.I.	52 0	16 0	5 4	26	Joseph Gallant, Rustico, P.E.I.	
100,872	Fanny	Winnipeg.	Barge	1888	Moorhead, Minn.	128 8	25 3	5 6	159	The North-west Nav. Co. (Ltd.) Winnipeg, Man.	
74,112	Fanny B.	St. John, N.B.	Schr—Glt	1893	Perry's Point, N.B.	78 5	27 3	7 0	91	J. A. Likely, St. John, N.B.	
96,846	Fanny Campbell.	Halifax.	do	1877	Sherbrooke, N.S.	68 7	22 1	8 4	65	R. H. Cann, Louisbourg, N.S.	
103,493	Fanny McLean	Sarnia	do	1868	St. Catharines, Ont.	139 0	26 2	11 5	346	J. Buckley, Sarnia, Ont.	
96,665	Fanny R.	Lunenburg	do	1881	La Have, N.S.	33 8	12 4	4 7	9	D. Hume, East Chester, N.S.	
77,763	Fanny Young.	Digby	do	1859	United States.	66 3	20 3	6 9	61	R. T. Morehouse, Sandy Cove, Bridge, P.E.I.	
80,689	Farewell.	Port Hawkesbury.	do	1880	Shelburne, N. S.	80 0	22 5	9 1	85	Richard W. Sprague, Montague Bridge, P.E.I.	
80,971	Farewell.	Montreal.	Sloop.	1861	St. Thomas, Que.	95 0	23 0	6 3	92	Joseph Paul, Sorel, Que.	
100,467	Faucon.	Sydney	Schr—Glt	1881	North Sydney, C.B.	31 8	12 5	4 9	9	Benjamin Cann, Louisbourg, C.B.	
97,098	Fauna.	Quebec.	Sloop.	1889	Quebec	44 8	14 2	4 6	18	J. N. Lapointe, Quebec.	
85,008	Favonius.	Lunenburg	Schr—Glt	1890	Chester Basin, N.S.	92 0	25 6	10 4	146	J. R. Rudolf, Lunenburg, N.S.	Classed American Record.
		St. John, N.B.	Ship—3 m.	1863	St. John, N.B.	213 6	40 3	24 3	1462	Robt. Thomson, jr., and John H. Thomson, St. John, N.B.	Classed Bureau Veritas.

Marine and Fisheries—List of Shipping.

.....	Favorite	Montreal.....	Barge	1873 St. Aimé, Que.	118 1	23 0	7 2	169 Hugh McKinnon, Dundee, Que.
85,639	Favourite	Lunenburg	Schr—Glt	1883 La Have, N.S.	61 2	19 6	8 0	55 David McAlmon, Kingston, N.B.
61,302	Favourite	Victoria	do	1868 Sooke, B.C.	71 5	22 0	8 5	80 L. McLean, Victoria, B.C.
75,614	Fawn	Digby	do	1877 Shelburne, N.S.	43 6	15 7	6 2	17 James E. Ogilvie, Parrsboro', N.S.
36,103	Fawn	Halifax	do	1846 Little Harbour, N.S.	43 5	12 0	6 0	17 Nehemiah Crowell, Barrington, N.S.
100,495	Fawn	Victoria	do	1892 Chemainus, B.C.	71 8	22 2	9 2	59 Thos. Earle, Victoria, B.C.
42,227	Fearless	Annapolis	Bgtn—Bkgt.	1861 Granville, N.S.	111 0	26 9	12 4	225 John Johnson, Granville, N.S. .
50,749	Félicité.	Quebec	Schr—Glt	1864 Kamouraska, Que. .	57 6	17 9	7 8	42 Alex. Simard, St. Alexis, Que. .
71,275	Fellow Craft.	Port Burwell	do	1875 Port Burwell, Ont. .	115 7	26 0	10 5	209 J. Lawrence & Son, Sarnia, Ont.
103,429	Fern	Lunenburg	do	1895 La Have, N.S.	69 8	21 6	8 4	70 C. Walters, La Have, N.S.
43,493	Feu Follet.	Quebec	do	1854 Grondines, Que.	87 8	23 5	8 6	117 Lemprère Murray, Kingston, Ont.
34,798	Fidelis.	Halifax	do	1849 Parrsboro', N.S.	58 9	16 9	8 0	53 John H. Morris, Parrsboro', N.S.
94,952	Finance	Lunenburg	do	1889 La Have, N.S.	66 8	21 2	7 8	58 James Powers, Bridgewater, N.S.
71,303	Finn.	Richibucto.	do	1881 Richibucto Village, N.B.	37 3	14 0	4 5	10 Henry Perry and Patrick Callaghan, P. E. Island.
90,860	Fiona.	Lunenburg	Sloop	1878 Shelburne, N.S.	28 0	7 0	3 6	4 William A. Gaetz, Lunenburg, N.S.
92,607	First Trial	Sydney	Schr—Glt	1889 Ingonish, C.B.	31 6	14 7	5 9	9 W. H. Moore, North Sydney, C.B.
71,338	Fish Hawk	Lunenburg	do	1858 Essex, U.S.	63 5	19 5	7 0	49 Hiram Corkum, La Have, N.S.
38,198	Fish Hunter	Yarmouth	do	1862 Yarmouth, N.S.	44 5	13 5	5 3	15 P. Surette, Pubnico, N.S. .
100,298	Fisher	Chatham, N.B.	do	1891 Shippegan, N.B.	33 4	11 6	5 0	12 Elie Chiasson, Shippegan, N.B.
100,797	Fisher Maid	Victoria	do	1893 Astoria, U.S.	45 0	15 2	7 4	21 C. Cripps, Natinat, B.C.
88,487	Fisher River	Winnipeg	Barge	1882 Winnipeg, Man.	124 6	22 6	4 6	111 The Department of Public Works, Ottawa.
.....	Five (5).	Montreal	do	1873 Pierreville, Que.	90 8	23 5	5 8	86 M. Lespérance, St. Aimé, Que.
37,966	Five Sisters	Yarmouth	Schr—Glt	1853 Barrington, N.S.	40 0	11 6	5 7	17 S. Crowell, Barrington, N.S.
75,601	Flash	Digby	do	1877 Maitland, N.S.	34 0	12 2	4 2	10 James A. Peters, Westport, N.S.
66,749	Flash	Halifax	do	1875 Liverpool, N.S.	47 0	16 0	6 7	24 C. Johnson, Hubbard's Cove, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10 lns.	Ft. 10 lns.	Ft. 10 lns.			
80,065	Flash.....	St. John, N.B.	Schr—Glt	1861	Indiantown, N.B.	76 4	26 0	7 6	94	Fred. C. Beateay, St. John, N.B.	
61,445	Flavie.....	Chatham, N.B.	do	1874	Shippegan, N.B.	36 5	12 2	4 5	13	Théophile Dugay, Shippegan, N.B.	
92,511	Fleet Wing.....	St. Andrews	do	1887	Westport, N.S.	29 5	11 3	5 0	11	Addison Mathews, St. George, N.B.	
00,013	Fleet Wing.....	Annapolis	do	1859	Essex, U.S.	68 0	20 9	7 4	54	W. W. Gaucher, Margareville, N.S.	
88,227	Fleetwing.....	Halifax.	do	1884	Chezetcook, N.S.	47 5	18 2	7 8	31	Francis Lapiere, Chezetcook, N.S.	
85,476	Fleetwing.....	Shelburne	do	1877	Jordan River, N.S.	37 0	13 1	4 6	11	Wilson Sperry, Green Harbour, N.S.	
88,376	Fleetwing.....	Victoria.....	Wherry— Batelet.	unk	San Francisco.	26 0	9 0	3 0	4	Warburton Pike, Saturna Island, B.C.	
46,107	Fleetwing.....	Quebec.	Schr—Glt	1861	United States.	65 0	19 0	8 0	47	X. Lachance, Crane Island, Que.	
90,776	Fleetwing.....	Windsor, Ont.	do	1863	Wilson, N.Y.	108 0	24 6	7 9	162	James and Joseph Cochrane, Collourne, Ont.	
100,891	Fleur-de-lis.....	Weymouth	do	1894	Belliveau Cove, N.S.	41 0	13 0	5 0	17	Ambrose M. Theriau, Belliveau Cove, N.S.	
70,585	Fleur de Marie.....	Montreal.	Sloop.....	1878	Lanoraie, Que	99 5	23 0	7 0	113	E. Haynemand, Lanoraie, Que.	
83,353	Fleur de Marie.....	Quebec.	Schr—Glt	1881	Bay St. Paul, Que	72 7	22 5	6 7	61	C. Bélanger, Escoumains, Que.	
100,868	Fleur de Marie.....	do	do	1893	St. Siméon, Que	61 4	20 2	6 4	49	W. Bouchard, St. Siméon, Que.	
59,487	Flight.....	Lunenburg	do	1872	Mahone Bay, N.S.	66 0	20 3	7 8	56	John A. Tait, Cape Canso, N.S.	

Marine and Fisheries—List of Shipping.

54,143	Flirt	Halifax	do	1846	Yarmouth, N.S.	42 0	14 2	5 8	17	John Cameron, Sheet Harbour, N.S.
41,673	Flirt	Chatham, N.B.	do	1847	Richibucto, N.B.	34 4	10 7	3 8	10	John Graham, Richibucto, N.B.
42,061	Flora	Amherst, M.I.	do	1859	Cabin Cove, Gaspé Co., Que.	52 0	17 7	7 4	34	R. McDonald, Cardigan, P.E.I.
75,500	Flora	Charlottetown	Bk—Bq	1877	Bideford, P.E.I.	193 5	37 3	21 6	977	William Richards, Bideford, P.E.I.
85,644	Flora	Halifax	Schr—Glt	1883	Mahone Bay, N.S.	58 0	18 9	7 2	42	Susan Scallion, Herring Cove, N.S.
72,968	Flora	Pictou, Ont.	do	1890	Bath, Ont.	90 3	18 0	6 0	76	J. Adamson, Toronto, Ont.
83,367	Flora	Quebec	do	1880	Portneuf, Que.	76 1	20 2	6 3	65	J. B. Dussault, Portneuf, Que.
69,640	Flora	do	Barge	1873	Chicoutimi, Que.	78 0	18 5	7 1	75	Magloire E. Charpentier, Montreal.
49,416	Flora	St. John, N.B.	Schr—Glt	1864	Maitland, N.S.	41 5	14 0	5 3	14	Wm. Vail, jun., St. John, N.B.
90,654	Flora	Yarmouth	do	1866	Pubnico, N.S.	75 4	21 6	8 0	63	David D'Entremont, Pubnico, N.S.
83,098	Flora Bell	Port Hawkesbury	do	1884	Mabou, C.B.	50 5	19 2	7 1	39	Gabriel White, Margaree, C.B.
71,167	Flora Carveth	Whitby	do	1873	Mill Point, Ont.	115 0	23 5	8 9	190	D. Galbraith, Whitby, Ont.
77,751	Flora Dell	Halifax	do	1879	Shelburne, N.S.	67 0	21 6	7 9	62	G. Hagar, N.E. Harbour, N.S.
	Flora Emma	Pictou, Ont.	do	1872	Pictou, Ont.	97 0	23 0	8 0	154	Thos. Fox, Port Hope, Ont.
85,543	Flora P. Stafford	Windsor, N.S.	Ship—3 m.	1883	Cornwallis King's Co., N.S.	198 5	40 0	23 8	1250	Charles S. Smith, Cardiff, Wales, G.B.
103,319	Flora Temple	Port Hawkesbury	Schr—Glt	1888	Essex, Mass.	67 2	20 1	6 8	55	John J. Hennessy, Port Hawkesbury, N.S.
94,834	Flora Wooster	St. Andrews	do	1873	Wiscasset, Maine, U.S.	40 4	13 0	5 7	22	Henry Burnham, Grand Manan, N.B.
33,072	Flore	Quebec	Barge	1884	St. Jean Deschaillons, Que.	72 8	21 6	7 3	63	Wilbrod Demers, St. Pierre les Becquets, Que.
38,436	Florence	Arichat	Schr—Glt	1864	Margaree, C.B.	50 0	15 7	6 0	24	Samuel Laurence, Margaree, C.B.
34,741	Florence	Digby	do	1884	Granville, N.S.	52 9	14 1	7 2	39	A. W. Corbett, Annapolis, N.S.
35,674	Florence	Halifax	do	1845	Dennis, U.S.	64 3	17 2	7 8	65	William Smith, Ferguson's Cove, N.S.
90,717	Florence	do	do	1886	Bridgewater, N.S.	76 8	23 4	8 8	89	Peter Martell, Arichat, N.S.
43,494	Florence	Quebec	Barge	1868	St. Jean Deschaillons, Que.	60 0	22 0	6 2	53	T. Barabé, St. Jean Deschaillons, Que.
55,855	Florence	do	do	1866	do	93 0	22 6	8 0	105	Simeon Germain, Notre-Dame de Portneuf, Que.
80,001	Florence	St. John, N.B.	Schr—Glt	1879	Chance Harbour, St. John Co., N.B.	37 8	14 4	6 0	15	Harting Weaver, Victoria, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
61,524	Florence.....	Shelburne.....	Schr—Glt.....	1864	Barrington, N.S.....	37 0	12 2	5 6	15	Hiram Nickerson, Barrington, N.S.	
	Florence.....	Windsor, Ont.....	Scow—Ch'd.....	1862	Belle River, Ont.....	60 0	15 6	3 4	32	G. Ouilette, Belle River, Ont.	
94,972	Florence.....	Yarmouth.....	Schr—Glt.....	1880	Tusket Wedge, N.S.....	37 0	12 5	5 0	11	Joseph Boudreau, Tusket Wedge, N.S.	
92,594	Florence.....	Sydney.....	do.....	1887	Ingonish, C.B.....	40 1	14 5	6 3	17	R. Sheppard, Bonne Bay, Nfld.	
100,481	Florence.....	Lunenburg.....	do.....	1892	Lunenburg, N.S.....	44 6	16 6	6 0	29	W. A. Pickles, Mahone Bay, N.S.	
96,774	Florence.....	Port Hawkesbury.....	do.....	1894	Cheticamp, C.B.....	33 0	11 4	5 1	11	Thos. Poirier, Cheticamp, C.B.	
100,864	Florence.....	Quebec.....	do.....	1893	Chateau Richer, Que.	63 2	20 3	6 0	46	N. Trepanier, Chateau Richer, Que.	
103,104	Florence.....	Montreal.....	Sloop.....	1894	St. Thomas, Que.....	108 0	23 0	7 8	153	J. Yergeau, St. Thomas, Que.	
72,623	Florence Abbott.....	Sydney.....	Schr—Glt.....	1890	Maitland, N.S.....	84 0	24 6	9 5	115	Thomas Townsend, Louisbourg, C.B.	
80,829	Florence B.....	Lunenburg.....	do.....	1880	New Dublin, N.S.....	52 4	17 9	7 2	32	John Pearl, Tancock, N.S.	
94,699	Florence B. Edgett.....	Digby.....	Bktn—Bkgt.....	1890	Bear River, N.S.....	148 7	32 7	13 0	491	John W. Parker, Belle Isle, N.S.	Classed Bureau Veritas and American Record.
46,907	Florence C. Lawrence.....	Port Hawkesbury.....	Schr—Glt.....	1864	Margaree, C.B.....	71 6	21 6	9 1	69	William Buckles, Margaree, C.B.	
100,259	Florence G.....	Halifax.....	do.....	1891	Sambro, N.S.....	36 6	12 5	5 4	15	Caleb Gray, Sambro, N.S.	
75,603	Florence Guest.....	Annapolis.....	do.....	1878	Tiverton, N.S.....	53 6	18 5	6 9	36	David Robinson, Granville, N.S.	

Marine and Fisheries—List of Shipping.

100,383	Florence L.	Sydney	do	1894	Bras D'Or, C. B.	34	8	12	5	5	1	10	Peter LeBlanc, Bras D'Or, C. B.	Classed American Record.
92,638	Florence M.	Lunenburg	do	1888	Lunenburg, N. S.	74	8	23	0	8	5	83	Alexander Silver, Lunenburg, N. S.	
94,771	Florence M. Smith.	do	do	1888	do	82	5	24	0	9	1	99	Cereno J. Kelly, Yarmouth, N. S.	
96,729	Florence May.	Chatham, N. B.	do	1889	Church Point, N. B.	69	7	22	0	8	0	74	James Anderson, Church Point, N. B.	
100,522	Florence R. Hewson.	Parrsboro'	do	1893	Parrsboro', N. S.	133	9	31	3	12	0	289	J. W. Seaman, Shulee, N. S.	Classed Bureau Veritas.
88,357	Floresta	Halifax	do	1884	Mahone Bay, N. S.	65	0	21	0	7	9	57	Wm. F. Gilchrist, Moser's River, N. S.	
85,459	Florida	Quebec	do	1877	Bic, Que.	37	0	13	5	4	3	13	Wm. Michaud, Isle Verte, Que.	
83,754	Florida	do	do	1882	Betchouan, Labrador	48	0	17	5	6	4	26	Alphonse Letellier, Quebec.	
100,567	Florida	Lunenburg	do	1892	Chester Basin, N. S.	92	0	25	4	10	4	148	Levi Oxner, Chester Basin, N. S.	Classed American Record.
103,351	Floride	Quebec	do	1894	Natashquan, Que.	46	6	16	6	6	0	27	D. Talbot, Natashquan, Que.	
94,856	Florin.	Lunenburg	do	1888	La Have, N. S.	63	0	21	0	7	6	58	Edward Weagle, LaHave, N. S.	
83,255	Floyd	Annapolis	do	1883	Granville, N. S.	43	2	15	8	5	8	20	John W. Sproul, Granville, N. S.	
37,990	Fly.	Digby	do	1860	Yarmouth, N. S.	42	8	13	6	6	1	20	David Scott, Long Island, N. S.	
90,645	Fly.	Yarmouth	do	1885	Tusket, N. S.	44	7	14	2	5	1	15	Solon Hubbard, Tusket, N. S.	
96,736	Fly.	Chatham, N. B.	do	1890	Tracadie, N. B.	38	2	13	0	4	8	14	John Young, Tracadie, N. B.	
100,977	Fly.	do	do	1888	Caraquet, N. B.	35	6	12	3	5	0	12	C. De Gouchy, Caraquet, N. B.	
61,405	Fly.	do	do	1894	Tracadie, N. B.	36	1	12	1	4	8	11	A. McLoughlin, Tracadie, N. B.	
61,903	Flying Cloud.	Liverpool	do	1870	Liverpool, N. S.	47	0	17	7	6	2	20	J. Brooks, Ketch Harbour, N. S.	
41,823	Flying Cloud.	St. John, N. B.	Wdht—Bab.	1886	Kingston, King's Co., N. B.	68	3	21	7	5	4	78	Sannuel J. Holder, Holdersville, N. B.	
37,985	Flying Fish.	Halifax	Schr—Glt	1842	Argyle, N. S.	45	7	10	3	4	7	13	Israel Wilson, Barrington, N. S.	
100,782	Flying Foam.	Chatham, N. B.	do	1892	Caraquet, N. B.	38	4	12	8	4	8	12	R. Young, Caraquet, N. B.	
80,976	Flying Robin.	Sydney	do	1882	Aspy Bay, C. B.	40	1	14	7	4	8	12	John Fitzgerald, Aspy Bay, C. B.	
103,317	Flying Star.	Port Hawkesbury.	do	1895	Cheticamp, C. B.	32	5	10	8	5	5	11	Polite Deveaux, Eastern Harbour, N. S.	
88,672	Flying Yankee.	St. John, N. B.	Wdht—Bab.	1894	Newcastle, N. B.	54	8	19	6	5	7	35	Sarah R. Holmes, Waterborough, N. B.	
36,922	Foam.	Charlottetown.	Schr—Glt	1861	La Have, N. S.	60	0	19	4	7	6	41	Richard Moran, Charlottetown, P. E. I.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Pondéneur.			
						ft. 10ths.	ft. 10ths.	ft. 10ths.			
100,912	Foam.....	Chatham, N.B.	Schr—Glt	1892	Caracquet, N.B.	34 3	12 9	4 7	10	T. Ahier, Shippegan, N.B.	
59,400	Foam Belle.....	St. Andrews	do	1863	Gloucester, U.S.	38 0	12 0	4 2	10	A. Ellsworth, Pennfield, N.B.	
42,276	Foaming Billow.....	Halifax	do	1861	Sheet Harbour, N.S.	66 8	21 8	8 4	66	A. J. Winsor, Halifax, N.S.	
35,663	Forest.....	do	do	1828	Clyde River, N.S.	49 1	14 3	7 6	39	Benjamin Perry, Shelburne, N.S.	
85,631	Forest Belle.....	Lunenburg	do	1883	Lunenburg, N.S.	74 3	22 5	9 1	83	Leonard Young, Lunenburg, N.S.	
79,994	Forest Belle.....	St. John, N.B.	Wdbr—Bab	1879	Canning, Queen's Co., N.B.	73 4	25 4	6 5	69	Edward P. Nichol's, St. John, N.B.	
75,464	Forest King.....	Windsor, N.S.	Ship—3 m.	1877	Horton, King's Co., N.S.	213 6	41 0	24 4	1692	J. B. North, Hantsport, N.S.	Classed Bureau Veritas
55,531	Forest Queen.....	Halifax	Schr—Glt	1867	Tracadie, N.S.	67 4	21 8	9 0	74	P. D. Landry, St. Mary's, N.B.	
	Forest Queen.....	Kingston	Sloop	1871	Cranberry Lake, Ont	76 6	16 6	4 5	37	James Mallon, Stonington, Ont	
85,893	Formosa.....	Amherst, M.I	Schr—Glt	1884	House Harbour, Magdalen Islands.	57 2	18 8	8 1	43	F. H. Delaney, House Harbour, Magdalen Islands.	
78,011	Fort Frances.....	Winnipeg	Barge	1879	Fort Frances, Ont.	52 9	14 8	4 9	26	Fredk. Thomas Hooper, Rat Portage, Ont.	
94,636	Fortuna.....	Halifax	Schr—Glt	1888	Lockeport, N.S.	77 5	23 0	9 3	97	Arthur N. Whitman, Halifax, N.S.	
74,407	Four Brothers.....	Chatham, N.B	do	1877	Caracquet, N.B.	50 6	17 3	5 6	25	R. Young, Caracquet, N.B.	
75,835	Four Brothers.....	Halifax	do	1878	Chezetcook, N.S.	42 8	16 0	6 8	26	John S. Walls, Whitehead, N.S.	

Marine and Fisheries—List of Shipping.

No.	Name	Port of Origin	Type of Vessel	Year	Dimensions				Registered Tonnage	Registered Port	Remarks	Classed American Record
					Length	Breadth	Depth	Beam				
85,699	Four Sisters	Chatham, N.B.	do	1884	32 4	11 9	4 6	10	M. Caron, Caraquet, N.B.			
38,116	Frances	Shelburne	do	1860	41 7	13 5	5 2	14	Daniel Cronan, Halifax, N.S.			
83,449	Frances	Victoria	Sloop	1864	32 0	10 6	4 0	8	Wm. T. Cotst. rd, Victoria, B.C.			
94,821	Frances A. Rice	Weymouth	Schr—Glt	1889	87 5	24 8	9 0	122	Thos. C. Rice, Weymouth, N.S.			
100,691	Frances F. Willard	Pictou, N.S.	do	1893	46 8	15 4	6 3	23	B. H. Herring, Murray Harbour, P. E. I.			
46,675	François Xavier	Quebec	do	1863	54 0	18 0	5 4	26	Ferdinand Simard, Petite Rivière, St. François, Que.			
103,612	François Xavier	do	Sloop	1894	61 0	18 2	4 8	33	F. X. Neron, St. Joachim, Que.			
80,938	Frank	Charlottetown	Schr—Glt	1881	46 7	16 0	5 5	21	James Miller, Tignish, P. E. I.			
36,480	Frank	Gaspé	do	1859	66 2	20 2	8 0	54	Louis Blanchette, Gaspé, Que.			
88,549	Frank	Halifax	do	1884	37 0	13 0	5 4	11	David M. Pettis, Parrsboro', N.S.			
85,294	Frank	Montreal	Barge	1881	106 8	17 5	6 1	93	Jos. Mondore, Sorel, Que.			
	Frank	do	do	1862	95 7	19 3	8 4	145	Montreal Transportation Co., Montreal.			
92,671	Frank	Pictou, N.S.	Sloop	1887	41 7	13 7	5 2	17	Francis K. Grant, Wallace, N.S.			
	Frank Chitley	St. Catharines	Scow—Chld	1866	120 0	25 6	7 6	140	Geo. A. Clark, Port Dalhousie, Ont.			
51,748	Frank L. Dickson	St. Andrews	Schr—Glt	1866	42 9	15 5	5 8	18	Geo. W. McKenzie, St. George, N.B.			
80,027	Frank L. P.	St. John, N.B.	do	1886	84 2	27 5	7 9	124	F. A. Peters, St. John, N.B.			
55,836	Frank Newton	Sydney	do	1880	60 4	19 3	6 4	40	Thomas Conrad, Spry Bay, N.S.			
59,990	Frank Russell	Toronto	Barge	1871	142 5	26 0	11 0	283	The Georgian Bay Wood Supply Co., Barrie, Ont.			
85,998	Frank W.	St. John, N.B.	Schr—Glt	1882	80 1	26 4	7 5	99	Martin Cole, Dorchester, N.B.			
103,254	Frank and Ira	do	do	1894	82 8	26 8	7 4	98	N. C. Scott, St. John, N.B.			
94,700	Franklin S. Schenck	Digby	do	1869	66 7	20 4	6 5	44	F. W. Thorne, Granville, N.S.			
90,617	Fraulien	Moncton	do	1889	93 2	28 4	8 0	148	J. Peck, Hillsboro', N.B.			
83,327	Fred	Ottawa	Barge	1881	110 7	21 2	7 8	157	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.			
80,987	Fred E. Cox	Guysboro'	Schr—Glt	1881	88 8	26 2	10 4	145	Arthur Marvin, Halifax, N.S.			
80,366	Fred E. Scammell	Parrsboro'	Ship—3 m	1880	196 0	39 2	23 1	1349	Hy. A. Eaton, Cornwallis, N.S.			

Classed Bureau Veritas.

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classé Où classé
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100lbs	Ft. 100lbs	Ft. 100lbs			
100,889	Fred H. Gibson.....	St. John, N. B.....	Schr—Glt.....	1894	St. John, N. B.....	143 0	33 6	12 4	419	John Gibson, Marysville, N. B.	Classed Bureau Veritas and American Record.
83,480	Fred Taylor.....	St. Andrews.....	do.....	1878	Eastport, Maine, U.S.	31 4	13 4	6 6	13	Jos. Boyd, Campobello, N. B.	
83,332	Fred Toms.....	Ottawa.....	Barge.....	1881	Ottawa, Ont.....	110 3	22 2	7 6	161	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
100,315	Freddie A.....	Yarmouth.....	Schr—Glt.....	1889	Barrington, N.S.....	33 0	11 5	5 1	10	E. Crosby, Yarmouth, N.S.....	
103,116	Freddie A. Higgins.....	St. Andrews.....	do.....	1882	Kennebunk, U.S.....	80 6	24 2	6 2	78	G. P. Newton, Grand Manan, N.B.	
80,798	Freddie G.....	Digby.....	do.....	1883	Bear River, N.S.....	44 0	15 5	6 1	18	Charles B. Bowers, Westport, N.S.	
71,333	Freddie M. Reynolds.....	Barrington.....	do.....	1875	Clyde, N.S.....	54 6	18 9	7 9	35	M. D. Newell, Cape Island, N.S.	
88,411	Frederica.....	St. John, N. B.....	Bktn—Bkgtl.....	1884	Portland, N. B.....	146 0	31 2	13 0	396	Fredk. E. Sayre, St. John, N.B.	Classed Bureau Veritas.
53,786	Frederick.....	Liverpool.....	Bk—Bq.....	1895	United States.....	93 0	22 8	10 2	162	F. Fader, Liverpool, N.S.....	
61,414	Frederick William.....	Chatham, N. B.....	Schr—Glt.....	1874	Richibucto, N. B.....	50 6	15 5	5 5	21	Wm. Hudson, Richibucto, N. B.	
97,046	Fredonia.....	Liverpool.....	do.....	1891	East Berlin, N.S.....	35 0	12 0	5 1	12	J. W. Remby, West Dublin, N.S.	
103,021	Free Trade.....	Parrsboro'.....	do.....	1895	Parrsboro' N.S.....	71 1	22 5	7 5	77	D. A. Huntley, Parrsboro', N.S.	
97,146	Free Trader.....	St. Andrews.....	Sloop.....	1885	West Isles, N.B.....	30 0	12 3	6 0	10	(Geo. Lahey, Grand Manan, N. B.	
61,624	Freedom.....	Guysboro'.....	Schr—Glt.....	1856	United States.....	64 0	18 8	7 1	48	H. A. Thorburn, Shelburne, N.S.	

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77,963	Freeman Colgate.....	St. Andrews.....	do	1876	South Bristol, Maine, U.S.	52 0	16 0	6 2	26	Geo. English, West Isles, N.B.
88,481	Freighter.....	Winnipeg.....	Barge.....	.....	Unknown	113 6	25 2	4 8	107	North-west Navigation (Ltd.) Winnipeg, Man.
83,180	Friend.....	Halifax.....	Schr—Glt.....	1882	Mahone Bay, N.S.	38 6	14 5	5 9	17	Luke Mannott, Tor Bay, N.S.
59,469	Friend.....	do	do	1871	do	57 0	18 5	7 5	41	Thomas Dix, Port au Basque, Nfld.
51,906	Friendlly.....	Digby.....	do	1885	Meteghan, N.S.	46 0	15 7	5 9	18	Henry Burnham, Grand Manan, N.B.
85,969	Friendship.....	St. John, N.B.	do	1882	St. Martin's, N.B.	70 8	25 0	6 6	66	George G. Seely, St. John, N.B.
73,000	Friendship.....	Toronto.....	do	1876	Bronte, Ont.	60 0	12 0	4 3	24	Margaret Warden, Bronte, Ont.
103,101	Frontenac.....	Montreal.....	Sloop.....	1894	St. Thomas, Que.	135 8	28 1	11 9	331	C. Daneau, St. Thomas, Que.
36,456	Fury.....	Chatham, N. B.	Schr—Glt.....	1859	Miramichi, N.B.	40 0	12 9	6 0	14	P. Labby, Quebec.
50,876	Fury.....	do	do	1866	do	48 5	15 6	6 5	33	T. W. Crocker, Newcastle, N.B.
90,540	G. D.....	Montreal.....	Sloop.....	1885	Yamaska.....	91 2	21 7	7 4	107	M. Lesperance, St. Aimé, Que.
36,481	G. H. B.....	Arichat.....	Schr—Glt.....	1866	River Bourgeois, C.B.	59 8	17 7	7 7	35	Placide Forgeron, West Arichat, N.S.
22,427	G. No. 1.....	Prescott.....	Barge.....	1867	Cardinal, Ont.	36 0	11 0	3 0	24	Gilbert Bros. Engineering Co., Montreal, Que.
92,428	G. No. 2.....	do	do	1867	do	36 0	11 0	3 0	24	do
80,688	G. No. 10.....	Montreal.....	do	1881	Montreal, Que.	7 0	18 5	5 5	56	E. E. Gilbert, Montreal, Que.
85,456	G. T. D.....	Quebec.....	Schr—Glt.....	1883	Lévis, Que.	95 0	27 0	10 6	196	G. T. Davie, Lévis, Que.
72,488	G. A. Good.....	Parrsboro'.....	do	1873	Maitland, N.S.	69 0	20 0	6 0	59	Patrick George, Parrsboro', N.S.
90,582	G. A. Smith.....	Lunenburg.....	do	1884	Lunenburg, N.S.	82 8	24 0	8 9	95	Wm. Young, Lunenburg, N.S.
92,494	G. B. Lockhart.....	Windsor, N.S.	Bgtn—Blight	1877	Horton, N.S.	120 4	29 0	10 7	296	G. B. Lockhart, New York, U.S.
100,185	G. B. Naylor.....	Montreal.....	Sloop.....	1889	Richelieu, Que.	68 5	17 3	5 2	49	Benjamin V. Naylor, Richelieu, Que.
75,796	G. B. Pattee.....	Ottawa.....	Barge.....	1878	Ottawa, Ont.	107 5	22 0	7 2	157	The Ottawa Trans. Co. (Ltd.) Ottawa, Ont.
88,565	G. C. Kelley.....	Yarmouth.....	Schr—Glt.....	1885	Shelburne, N.S.	81 0	23 9	9 3	98	Wm. LeBlanc, Arichat, N.S.
100,120	G. E. Bentley.....	Parrsboro'.....	do	1892	Port Greville, N.S.	131 1	32 2	10 8	250	Geo. E. Bentley, Port Greville, N.S.

Classed Ameri-
can Record.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Pl. 100ths Ft. 100ths			
	G. F. Cartier.....	Montreal.....	Barge.....	1870	St. Thomas, Que.	91 1	18 7	5 3		79	J. Heney, Ottawa, Ont.....	
80,078	G. G. King.....	St. John, N.B.....	Schr—Glt.....	1881	Cambridge, N.B.....	71 6	24 6	6 5		64	Winfield Y. Theall, St. John, N.B.....	
92,466	G. H. Gardiner.....	Charlottetown.....	do.....	1888	New London, P.E.I.....	43 9	14 5	5 2		17	George H. Pursey, Rustico, P.E.I.....	
85,382	G. H. Marryatt.....	Halifax.....	do.....	1883	Mahone Bay, N.S.....	42 2	16 0	6 6		23	Mintern S. Keeping, Murray Harbour, P.E.I.....	
92,282	G. H. Morse.....	Ottawa.....	Barge.....	1886	Ottawa, Ont.....	112 0	22 6	7 0		162	The Ottawa Trans. Co., (Ltd.) Ottawa, Ont.....	
74,243	G. H. Norman.....	Montreal.....	Sloop.....	1876	Iberville, Que.....	60 0	16 7	5 4		41	Eusebe Dubeau, Iberville, Que.....	
100,311	G. H. Perry.....	Yarmouth.....	Schr—Glt.....	1891	Meteghan, N.S.....	81 0	27 0	8 0		99	J. F. Watson, St. John, N.B.....	
75,607	G. M. Dutcher.....	Digby.....	do.....	1878	Digby, N.S.....	55 6	17 8	6 0		32	E. Burnham, Digby, N.S.....	
83,147	G. M. Neelon.....	St. Catharines.....	do.....	1873	Port Dalhousie, Ont.....	138 6	23 7	11 7		314	Sylvester Neelon, St. Catharines, Ont.....	
85,593	G. P. Taylor.....	Yarmouth.....	do.....	1882	Carleton, N.B.....	41 0	14 0	5 0		13	James N. Gardner, Yarmouth, N.S.....	
85,607	G. Walter Scott.....	St. John, N.B.....	do.....	1883	Cambridge, N.B.....	75 6	25 5	6 8		75	J. A. Likely, St. John, N.B.....	
42,218	G. Wheelwright.....	Halifax.....	Bgtn—Bkglt.....	1862	Liverpool, N.S.....	112 0	26 8	11 8		229	W. J. Howard, Halifax, N.S.....	
100,116	Gadabout.....	Parrsboro'.....	Schr—Glt.....	1892	Two Rivers, N.S.....	84 1	26 0	6 9		99	B. Barnhill, Two Rivers, N.S.....	
80,089	Galatea.....	St. John, N.B.....	Bk—Bq.....	1881	Harvey, N.B.....	194 0	38 3	22 7		1122	Arthur W. Adams, St. John, N.B.....	Classed Bureau Veritas.

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92,373	Galatea.....	St. John, N.B.....	Schr—Glt.....	1888	Gibson, N.B.....	83 3	28 2	7 5	111	John Gibson, Marysville, N.B.	Classed American Record.
94,773	Galatea.....	Lunenburg.....	do.....	1888	Lunenburg, N.S.....	81 6	24 0	9 0	98	John B. Young, Lunenburg, N.S.	
100,480	Gallant.....	do.....	do.....	1892	La Have, N.S.....	61 8	20 8	8 3	57	E. Richard, La Have, N.S.....	
100,778	Gambetta.....	Chatham, N.B.....	do.....	1891	Caraquet, N.B.....	34 0	12 5	4 9	12	C. Hubbard, Caraquet, N.B.....	
100,501	Gamma.....	Victoria.....	Scow—Chd.....	1890	Victoria, B.C.....	74 0	23 8	4 8	60	Edgar C. Baker, Victoria, B.C.	
100,993	Garfield.....	Chatham, N.B.....	Schr—Glt.....	1893	Shippagan, N.B.....	34 6	11 4	4 6	10	P. Rive, Caraquet, N.B.....	
94,864	Garfield White.....	Parrsboro'.....	do.....	1890	Apple River, N.S.....	80 8	26 8	7 1	99	C. T. White, Apple River, N.S.	
33,530	Garibaldi.....	Port Hope.....	do.....	1861	Port Huron, U.S.....	95 2	24 8	8 3	123	John Breen, M. O. and William Hickey.	
97,083	Garland.....	Lunenburg.....	do.....	1890	Petite Rivière, N.S.....	60 0	19 4	7 6	51	J. D. Sperry, Petite Rivière, N.S.	
97,097	Garnet.....	do.....	do.....	1890	Lunenburg, N.S.....	93 8	25 3	10 2	158	David Smith, Lunenburg, N.S.	Classed American Record.
89,693	Garnet.....	Montreal.....	Rarge.....	1882	Montreal, Que.....	109 2	22 7	7 0	153	Dickson Anderson, Montreal, Que.	
90,676	Garnet.....	Shelburne.....	Bgtn—Bkgt.....	1886	Lockeport, N.S.....	80 0	22 5	9 9	98	Churchill Locke, Lockeport, N.S.	
103,065	Garnet.....	Yarmouth.....	Schr—Glt.....	1895	Yarmouth, N.S.....	48 7	17 1	5 9	27	E. K. Snow, Port La Tour, N.S.	
83,085	Gasper Embree.....	Chatham, N.B.....	do.....	1881	Port Hawkesbury, C.B.	70 5	23 6	9 7	95	W. S. Loggie, Co. Chatham, N.B.	Classed American Record.
103,014	Gaza.....	Parrsboro'.....	do.....	1894	Port Greville, N.S.....	78 0	23 1	6 2	71	H. Elderkin & Co., Port Greville, N.S.	
83,260	Gazelle.....	Digby.....	do.....	1883	Granville, N.S.....	45 8	15 5	6 3	20	D. O. Spronl, Digby, N.S.....	
59,379	Gazelle.....	St. Andrews.....	do.....	1869	Pembroke, Maine, U.S.	57 0	18 5	8 0	47	Wm. Watt, Grand Manan, N.B.	
75,860	Gazelle.....	Weymouth.....	dc.....	1878	Clare, N.S.....	94 0	24 7	9 2	121	Charles T. Warner, Plympton, N.S.	
92,360	Gazelle.....	St. John, N.B.....	do.....	1887	St. John, N.B.....	123 7	30 0	10 5	264	George F. Baird, St. John, N.B.	Classed Bureau Veritas.
92,683	Gazelle.....	Pictou, N.S.....	Bgtn—Bkgt.....	1891	River John, N.S.....	179 8	36 0	20 8	999	Daniel Sutherland, Pictou, N.S.	
100,919	Gazelle.....	Chatham, N.B.....	Schr—Glt.....	1892	Caraquet, N.B.....	37 2	13 0	5 0	12	G. Romeril, Paspebiac, Que.....	
100,954	Gazelle.....	do.....	do.....	1890	do.....	36 8	12 2	4 6	10	C. Hubbard, Caraquet, N.B.....	
97,129	Gédéon.....	Quebec.....	Barge.....	1891	St. Thomas, Que.....	107 2	22 8	7 5	141	G. Desmarais, St. Thomas, Pictouville, Que.	
35,879	Gem.....	Halifax.....	Schr—Glt.....	1885	Newbury, U.S.....	52 2	14 6	6 5	29	Richard Potter, Mabou, C.B.	
85,985	Gem.....	St. John, N.B.....	do.....	1882	Canning, N.B.....	79 2	26 4	7 2	95	Alex. Cole, Dorchester, N.B.....	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100ths	Pt. 100ths	Pt. 100ths			
96,733	Gem	Chatham, N.B.	Schr—Glt	1880	Tracadie, N.B.	35 1	11 7	5 0	12	John Young, Tracadie, N.B.	
100,968	Gem	do	do	1888	Caracquet, N.B.	35 0	12 2	4 5	11	C. DeGruchy, Caracquet, N.B.	
108,339	General.	Montreal	Sloop	1895	Pierreville, Que.	104 0	23 0	6 8	116	Ida Bibeau, Pierreville, Que.	
88,668	General Middleton.	Chatham, N.B.	Schr—Glt	1885	Bate-du-Vin, N.B.	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.	
90,711	Genesta	Halifax	do	1885	Mahone Bay, N.S.	58 9	19 0	7 2	40	John Fleming, Ketch Harbour, N.S.	
92,673	Genesta	Pictou, N.S.	do	1887	Murray Harbour, P.E.I.	42 3	15 5	6 3	22	D. A. McKinnon, Murray Harbour, P.E.I.	
83,318	Genesta	Charlottetown	do	1885	East Port Medway, N.S.	45 5	17 9	7 0	29	Peter Stewart, Crapaud, P.E.I.	
92,361	Genesta	St. John, N.B.	do	1887	Gibson, N.B.	80 6	26 8	8 0	98	John Gibson, Marysville, N.B.	Classed American Record.
94,958	Genesta	Lunenburg	do	1889	Conquerall, N.S.	79 3	24 0	9 2	99	Leunel Romkey, LaHave, N.S.	
90,436	Genesta	Barrington	do	1891	Bear Point, N.S.	50 5	18 3	7 3	32	George Denton, Westport, N.S.	
96,939	Genesta	Charlottetown	Bktn—Bkgt.	1891	Bideford, P.E.I.	149 7	30 2	14 9	419	William Richards, Bideford, P.E.I.	Classed English Lloyd's.
88,347	Geneva	Victoria	Schr—Glt	1884	Lunenburg, N.S.	86 4	24 6	9 3	92	John Kinsman, Victoria, B.C.	Classed American Record.
100,818	Geneva Ethel	Barrington	do	1894	Lockeport, N.S.	54 7	17 2	7 6	29	C. E. Kenney, Cape Island, N.S.	
108,411	Genevieve	Lunenburg	do	1894	Mahone Bay, N.S.	82 4	23 5	9 6	96	Abram Ernst, Mahone Bay, N.S.	

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100,518	Genius.....	Annapolis.....	do	1888	Parrsboro', N.S.....	87	1	26	7	8	39; James E. Shafner, Granville, N.S.	Classed American Record.
72,170	Genoa.....	Windsor, N.S....	Bgtn—Bkgtl.	1877	Hantsport, N.S.....	133	0	31	4	17	461 E. Churchill & Sons, Hantsport, Hants Co., N.S.	
103,618	Genser.....	Quebec.....	Schr—Glt	1804	Chateau Richer, Que	58	2	19	4	7	44 A. Letellier, Quebec.....	
61,622	Gentile.....	Gruyborow'	do	1877	New Harbour, N.S.	53	0	16	8	6	34 Joseph M. Gillie, New Harbour, N.S.	
38,220	Gentile.....	Yarmouth.....	do	1862	Seal Island, N.S.....	42	7	14	7	6	18 R. Hitchens, Barrington, N.S..	
38,260	Genuine.....	do	do	1803	Pubnico, N.S.....	51	0	16	5	6	27 Wm. Welsh, Westport, N.S....	
35,625	George.....	Halifax.....	do .....	.....	United States.....	54	2	15	5	6	29 Norman McLeod, Coddles Harbour, N.S.	
73,073	George.....	do	do	1875	P. E. Island.....	81	1	22	1	8	92 Donald Anderson, Harbour au Bouche, N.S.	
54,091	George.....	do	Bgtn—Bkgtl.	1806	Peppiswick, N.S.	93	0	24	9	12	169 Phidime Menard, Que	
83,321	George.....	Ottawa.....	Barge.....	1881	Ottawa, Ont.....	109	6	22	2	7	152 The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
69,447	George Clark.....	Pictou, N.S....	Schr—Glt	1876	Brule, N.S.....	48	7	15	5	6	33 John Hingley, Tatamagouche, N.S.	
88,469	George Clark, jr.....	Arichat.....	do	1866	Essex, Mass., U.S..	72	2	21	0	7	64 E. Boudreau, Esquimaux Point, Que.	
75,465	George Davis.....	Windsor, N.S....	Bktn—Bkgtl.	1877	Windsor, Hants Co., N.S.	150	2	34	0	17	5	643 C. H. Dimock, Windsor, N.S..
77,819	George Dow.....	Port Rowan	Schr—Glt	1875	Long Point, Ont.....	42	0	13	0	4	6	15 Wm. McCulla, Port Credit, Ont.
72,073	George H. Weeks.....	Arichat.....	Sloop.....	1875	Maine, U.S.....	42	4	14	9	4	8	17 E. Brownell, Baie Verte, N.B..
35,831	George Henry.....	Halifax	Schr—Glt	1830	Lunenburg, N.S.....	42	5	12	6	5	8	23 John Scott, Dover, N.S.....
94,706	George J. Tarr.....	Digby.....	do	1869	United States.....	70	9	20	9	7	6	61 J. S. Hayden, Granville, N.S..
75,728	George Killam.....	do	do	1878	Meteghan, N.S.....	53	3	17	7	6	9	30 Sydney L. Justason, Pennfield, N.B.
83,437	George M. Warner.....	Weymouth.....	do	1887	Plympton, N.S.....	80	4	23	5	8	8	94 Joseph H. Potter, Plympton, N.S.
59,989	George Manley.....	Toronto.....	Barge.....	1871	Quebec.....	142	5	26	0	11	0	284 The Georgian Bay Wood Supply Co., Ltd., Barrie, Ont.
97,075	George P. Trigg.....	Charlottetown.....	Schr—Glt	1868	East Boston, U.S.....	84	5	24	9	7	3	100 Geo. H. Toombs, Charlotte-town, P.E.I.
.....	George Snuffel.....	Port Burwell.....	do	1866	Port Burwell, Ont	72	0	18	2	7	4	75 Wm. Fitzpatrick, Port Hope, Ont.
90,514	George T. Hay.....	Parrsboro'	Ship—3 m.....	1887	Parrsboro', N.S.....	235	6	42	0	23	6	1647 G. D. Spicer, Parrsboro', N.S.
77,918	Geo. W. Lee.....	Port Hope.....	Schr—Glt	1876	Oak Orchard, U.S..	32	0	11	2	4	0	8 A. Covell, Brighton, Ont.
100,054	George & Everett.....	St. John, N.B....	do	1890	Newcastle, N.B.....	77	6	26	0	7	4	87 Geo. W. Green, Newcastle, N.B.

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Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
					Ft. 10ths	Ft. 10ths	Ft. 10ths			
100,874	Georgia E	St. John, N.B.	Schr—Glt	1893 Cambridge, N.B.	80 0	27 1	7 0	89	W. H. White, Cambridge, N.B.	
69,607	Georgiana	Quebec	do	1874 Les Eboulements, P.Q.	60 5	19 2	7 7	47	Stanias Mercier, Berthier, Que.	
75,687	Georgiana	do	do	1878 St. Irénée, Que.	45 0	14 0	5 9	22	Annable Bouchard, La Petite Rivière, Que.	
100,454	Georgiana	do	do	1892 Crane Island, Que.	61 8	20 0	6 6	48	Wilfrid Vézina, Crane Island, Que.	
92,546	Georgiana	Montreal	Sloop	1886 Valleyfield, Que	83 6	19 0	4 9	45	O. Sicotte, Valleyfield, Que.	
90,885	Georgiana	Yarmouth	Schr—Glt	1888 Shelburne, N.S.	81 0	22 4	9 5	90	N. B. Lewis, Yarmouth, N.S.	
100,825	Georgiana	Lunenburg	do	1893 La Have, N.S.	48 2	17 8	7 0	34	James Bell, LaHave, N.S.	
85,568	Georgie Harold	Charlottetown	Schr—Glt	1884 Barrington, N.S.	83 5	23 4	9 1	94	John Aylward, Southport, P.E.I.	
94,835	Georgie Linwood	St. Andrews	do	1871 Bristol, U.S.	47 3	15 7	5 7	25	Joshua Hawkins, Pennfield, N.B.	
.....	Germany	Montreal	Barge	1870 Lanoraie, Que.	92 1	22 0	6 7	97	T. Pelouquin, St. Roch, Que.	
100,736	Gertie	Windsor, N.S.	Schr—Glt	1893 Walton, N.S.	63 6	20 0	6 6	45	E. Churchill & Sons, Hants- port, N.S.	
80,996	Gertie Bell	Guysboro'	do	1885 Country Harbour, N.S.	40 8	15 8	6 0	15	James Yorke, Eastern Passage, N.S.	
100,537	Gertie H	Digby	do	1894 Tiverton, N.S.	54 0	17 3	6 3	32	John Outhouse, Tiverton, N.S.	
.....	Gilderleeve	Goderich	do	1873 Chatham, Ont	103 0	12 8	7 7	91	H. N. Truesdell, Gananoque, Ont.	

Marine and Fisheries—List of Shipping.

103,282	Gilknoekie.....	Chatham, N.B.....	do	1890	Carsquet, N.B.	32	8	12	3	4	8	11 R. Young, Caraquet, N.B.
92,359	Gipsy	St. John, N.B.....	do	1887	Waterside, N.B.....	52	3	16	9	5	9	E. J. Rogers, Hillsboro', N.B.
103,086	Gipsy	Chatham, N.B.....	do	1894	Caraquet, N.B.	42	8	13	7	6	0	W. S. Loggie Co., Chatham, N.B.
.....	Gipsy Queen.....	Kingston	Barge	1870	Dog Lake, Ont	94	4	19	6	5	5	David Eligh, Marlborough, Ont.
59,497	Girl I Love.....	Lunenburg	Schr—Glt	1872	West Dublin, N.S....	50	6	17	0	6	9	Abraham Street, St. John, N.B.
51,771	Glad Tidings	Halifax.....	do	1864	Port Medway, N.S....	66	0	20	0	7	8	W. B. Smith, Barrington, N.S.
72,332	Glad Tidings.....	St. John, N.B.....	do	1878	Greenwich, King's Co., N.B.	77	0	26	4	6	7	Josiah Christopher, Hopewell, N.B.
100,576	Glad Tidings	Lunenburg	do	1893	Lunenburg, N.S.....	85	6	24	6	9	2	John Geldert, Lunenburg, N.S.
100,989	Gladiator.....	Chatham, N.B.....	do	1888	Carsquet, N.B.	36	0	12	3	4	6	P. Rive, Caraquet, N.B.
100,478	Gladiola	Lunenburg	do	1892	La Have, N.S.....	63	2	20	5	8	2	Charles Silver, La Have, N.S.
85,686	Gladstone	Digby	do	1883	Bear River, N.S.....	39	4	15	4	5	4	A. J. Haycock, Westport, N.S.
.....	Gladstone	Kingston	do	1869	Dog Lake, Ont.....	102	5	24	5	8	8	Thos. Currie, Seaforth, Ont.
100,109	Gladstone	Moncton	do	1891	Advocate, N.S.....	100	0	28	8	9	0	Fred. W. Summer, Moncton, N.B.
100,964	Gladstone	Chatham, N.B.....	do	1885	Carsquet, N.B.....	34	3	11	6	4	6	P. Rive, Caraquet, N.B.
85,597	Gladys	St. John, N.B.....	do	1882	St. Martin's, N.B....	92	2	27	6	8	5	Arthur W. Adams, St. John, N.B.
.....	Glasgow.....	Kingston	Sloop	1869	Battersea, Ont.....	86	0	17	7	4	3	John D. Palmer, Belleville, Ont.
97,150	Gleaner.....	St. Andrews	Schr—Glt	1879	West Point, N.S....	34	0	13	0	5	0	Victoria Cook, St. George, N.B.
80,366	Gleaner	Parrsboro'	do	1879	Parrsboro', N.S.....	40	8	12	5	5	2	Ross Chisholm, Londonderry, N.S.
85,463	Gleaner	Quebec	do	1883	Little Metis, Que....	64	5	20	0	7	0	Napoléon St. Pierre, Bic, Que.
75,679	Gleaner	do	do	1877	Esquimaux Point, Que.	56	7	18	0	7	3	Benj. Landry, Esquimaux Point, Que.
80,023	Gleaner	Parrsboro'	do	1880	Carleton, St. John, N.B.	82	7	26	2	8	5	Chas. O'Neil, Parrsboro', N.S.
94,979	Gleaner	Halifax.....	do	1871	Essex, U.S.	71	0	20	8	6	5	Alexander Jenner, Jeddore, N.S.
96,836	Gleaner	Lunenburg	do	1890	Lunenburg, N.S....	75	0	23	5	9	0	W. C. Acker, Lunenburg, N.S.
100,910	Gleaner	Chatham, N.B.....	do	1893	Caraquet, N.B.....	38	0	12	3	5	2	L. Lanteigne, Caraquet, N.B.
66,383	Glen	Charlottetown.....	do	1873	Pinette, P.E.I.	41	9	15	1	5	7	James W. Shea, Lot No. 1, P.E.I.

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						Length. Longeur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
100,003	Glenafton	Annapolis	Bktn—Bqtn	1890	Granville, N.S.	134	31	12	344	W. H. Weatherspoon, Granville, N.S.	Classed American Record.
100,114	Glenara	Parrsboro'	Schr—Glt	1891	Spencer's Island, N.S.	75	23	6	72	N. W. Eaton, Spencer's Island, N.S.	do
97,088	Glendale	Lunenburg	do	1890	La Have, N.S.	63	18	7	38	Charles Bell, La Have, N.S.	do
64,616	Glendon	St. John, N.B.	do	1872	St. John, N.B.	128	30	2	249	Edward Lantallun, St. John, N.B.	do
61,599	Glendora	Shelburne	do	1876	Jordan River, N.S.	41	12	5	12	Jacob L. Jones, Jordan River, N.S.	do
80,014	Glenara	St. John, N.B.	do	1880	St. Martin's, N.B.	81	0	26	99	Matthew Adams, St. John, N.B.	do
	Glengarry	Montreal	Barge	1872	Lancaster, Que.	126	0	22	260	Montreal Transportation Co.	do
80,699	Glenora	do	do	1882	Kingston, Ont.	165	8	34	627	do	do
85,478	Glenora	Liverpool	Schr—Glt	1883	Jordan River, N.S.	70	0	22	76	J. C. Inness and others, Liverpool.	Classed Bureau Veritas.
97,171	Glenora	Windsor, N.S.	Bktn—Bqtn	1890	Horton, N.S.	174	0	36	801	Allen Haley, Windsor, N.S.	Classed Bureau Veritas.
97,177	Glenrossa	do	do	1890	Cheverie, N.S.	142	6	35	487	do	Classed Bureau Veritas and American Record.
35,632	Glide	Halifax	Schr—Glt	1855	Liscombe, N.S.	63	0	16	29	Geo. McKinlay, Liscombe, N.S.	do
80,881	Glide	Lunenburg	do	1879	East Medway, N.S.	39	3	14	16	F. A. Smith, Cape Sable Island, N.S.	do
90,754	Gilde	St. John, N.B.	do	1886	Waterboro', Queen's Co., N.B.	76	5	26	80	Solomon Urquhart, St. John, N.B.	do

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96,782	Glide.	Halifax.	do	1888	Haggats Cove, N.S.	33	6	13	5	5	0	10	Sydney H. Garrison, Peggy's Cove, N.S.	Classed
100,108	Gloosecap	Parrsboro'	Ship—3 m.	1891	Spencer's Island, N.S.	238	1	42	9	23	9	1721	George D. Spicer, Spencer's Island, N.S.	Bureau Veritas.
31,974	Glory	Arichat.	Schr—Glt	1836	Arichat, N.S.	45	5	15	2	8	7	41	Michael Leblanc, West Arichat, N.S.	
100,634	Glydax R.	Digby	do	1893	Freeport, N.S.	47	0	14	9	6	0	18	Nelson Thurber, Freeport, N.S.	
64,573	Gold Finder	St. John, N.B.	Wdgt—B&B.	1871	Westfield, King's Co., N.B.	72	2	25	3	7	2	69	Douglas Spinney, Pennfield, N.B.	
77,612	Gold Hunter	Amherst, M.I.	Schr—Glt	1878	Mahone Bay, N.S.	57	5	18	5	7	1	41	J.N. Arseneau, House Harbour, Magdalen Islands.	
	Gold Hunter	Picton, Ont.	do	1862	Marysburg, Ont.	114	0	25	0	10	2	219	Mary A. McLeod, Goderich, Ont.	
92,467	Golden Ball	Charlottetown	do	1888	Margate, P.E.I.	33	5	12	9	5	0	12	H. A. Leslie, Kensington, P.E.I.	
92,586	Golden Bow	Gaspé	do	1891	Anticosti	61	2	20	0	8	7	61	Matthew Allison, Anticosti	
100,228	Golden Dawn	Halifax.	do	1893	Chezetcook, N.S.	53	8	18	9	8	8	46	G. J. Conrod, Chezetcook, N.S.	
	Golden Harbour	Windsor, Ont.	Scow—Chd	1873	Belle River, Ont.	68	6	17	7	4	6	42	Laurent Forcier, Detroit, U.S.	
97,060	Golden Hind	Liverpool	Schr—Glt	1893	Liverpool, N.S.	107	3	27	9	10	6	188	Charles Archibald, Cow Bay, N.S.	Classed American Record.
100,270	Golden Light	Windsor, N.S.	do	1892	Blomidon, N.S.	45	5	16	0	5	9	24	F. W. Borden, Canning, N.S.	
100,271	Golden Rod	do	Bktn—Bgtm	1892	Kingsport, N.S.	160	0	36	0	13	2	594	C. R. Burgess, Wolfville, N.S.	Classed Bureau Veritas.
36,038	Golden Rule	Guysboro'	Schr—Glt	1856	Chester, N.S.	45	9	13	7	5	8	15	D. Marchaud, Petit de Grat, N.S.	
96,766	Golden Rule	Port Hawkesbury	do	1892	Port Hawkesbury, N.S.	55	6	17	2	7	2	42	Osborne Maguire, Pirate Harbour, N.S.	
94,963	Golden Seal	Halifax.	do	1889	Pleasantville, N.S.	50	0	18	0	7	0	32	Walter C. Boak, Halifax, N.S.	
59,427	Gondola	Parrsboro'	do	1871	Parrsboro', N.S.	40	0	13	7	5	2	15	W. C. Derry, Dorchester, N.B.	
83,026	Gondola	Wallaceburg	Barge	1881	Wallaceburg, Ont.	102	4	23	8	6	0	91	E. Huston, Dresden, Ont.	
69,041	Good Intent	Halifax.	Schr—Glt	1872	Cor. of Beach, Percé	68	0	19	0	9	0	73	David McPherson, Halifax, N.S.	
83,038	Good Intent	Port Hawkesbury	do	1871	Grandique, C.B.	47	9	16	6	6	1	22	Edward J. Walker, River Inhabitants, C.B.	
35,023	Good Intent	St. Andrews	do	1846	St. John, N.B.	52	5	15	3	6	9	34	W. Willet, Granville, N.S.	
59,454	Good Templar	Halifax.	do	1869	Lunenburg, N.S.	43	5	15	4	6	0	22	Edward Eisner, Chester, N.S.	
72,563	Governor	Kingston	do	1875	Kingston, Ont.	113	0	24	0	9	5	176	William Power, Kingston, Ont.	
77,770	Gowan Gen	Shelburne	do	1890	Port le Bear, N.S.	50	0	17	0	6	5	30	Patrick O. Burke, St. Jacques, Nfld.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
100,850	Grace	Lunenburg	Schr—Glt	1894	Shelburne, N.S.	88 0	23 6	9 0	99	Daniel Getson, LaHave, N.S.	Classed American Record.
71,272	Grace Amelia	Port Burwell	do	1874	Port Burwell, Ont.	127 0	25 5	7 2	199	J. S. Nesbitt, Sarnia, Ont.	
83,425	Grace Rice	Weymouth	do	1883	Weymouth, N.S.	93 6	25 0	9 2	145	Thos. C. Rice, Weymouth, N.S.	
96,765	Granada	Port Hawkesbury	do	1857	Essex, U.S.	67 8	19 1	7 7	58	James T. Burchell, New Campbellton, N.S.	
42,075	Grand Pré	Digby	do	1861	Port Gilbert, N.S.	55 6	18 3	7 8	52	S. H. Pelton, Yarmouth, N.S.	
88,220	Grande	Halifax	do	1883	Mahone Bay, N.S.	37 5	12 9	6 0	13	John Martin, Pennant, N.S.	
90,463	Grande	Maitland	Ship—3 m.	1884	Maitland, N.S.	225 9	42 0	23 7	1500	A. & W. Smith & Co., Halifax, N.S.	Classed Bureau Veritas.
92,688	Grant	Ottawa	Berge	1887	Hull, Que	112 0	22 9	7 6	146	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
75,641	Grantham	St. Catharines	Schr—Glt	1873	Port Robinson, Ont.	140 0	23 7	11 7	325	Ira A. Breck, Garden Island, Ont.	
90,746	Grayling	St. John, N.B.	do	1885	Rothsay, Kings Co., N.B.	41 6	16 0	4 9	21	Percy W. Thomson, St. John, N.B.	
100,992	Great Mogul	Chatham, N.B.	do	1888	Caracquet, N.B.	34 0	13 0	4 4	11	P. Rive, Caracquet, N.B.	
66,503	Grecian Bend	Windsor, N.S.	do	1873	Hantsport, Hants Co., N.S.	97 0	27 4	11 0	187	E. Churchill & Sons, Hantsport, Hants Co., N.S.	
90,489	Green Leaf	Halifax	do	1885	Chezetcook, N.S.	56 2	19 8	8 8	43	James Julien, Chezetcook, N.S.	
90,862	Grenada	Lunenburg	do	1886	Conquerall, N.S.	76 8	23 0	9 0	93	Reuben Romkey, LaHave, N.S.	

Marine and Fisheries—List of Shipping.

	Windsor, N.S.	Bktn—Bgmt.	1888	Horton, N.S.	161 0	34 6	15 1	635	Allan Haley, Windsor, N.S.	Classed Bureau Veritas.
94,725	Grenada	Barge	1889	Grenville, Ont.	111 0	22 8	7 3	154	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
94,755	Greta	Schr—Glt	1889	Portland, N.B.	93 7	26 5	7 5	123	Nathaniel C. Scott, St. John, N.B.	
90,512	Greville	do	1887	Parrsboro', N.S.	65 6	19 1	7 6	57	L. H. Baird, Great Village, N.S.	
92,508	Grey Eagle	do		Booth's Bay, Maine, U.S.	32 6	11 9	7 0	13	Mary Ann Beatty, Campobello, N.B.	
90,756	Greyhound	Schr—Glt	1887	Goderich, Ont.	44 8	14 3	5 0	20	John Graham, Kincardine, Ont	
72,719	Grimsbys	do	1874	St. Catharines, Ont.	137 3	26 2	11 8	331	James Mathews, Toronto, Ont.	
92,418	Grip	do	1889	Tracadie, N.B.	37 3	13 2	5 0	12	James Davidson, Tracadie, N.B.	
66,602	Grizelda	do	1885	Bras d'Or, C.B.	63 8	20 0	8 9	61	Wm. Carey, Bras d'Or, C.B.	
80,999	Guardian Angel	do	1886	Larry's River, N.S.	45 0	15 4	5 7	21	J. Fongere, jr., Larry's River, C.B.	
57,760	Guardian Angel	do	1869	Chezetcook, N.S.	51 6	17 2	6 9	36	John Reyno, Herring Cove, N.S.	
80,631	Guiana	Bk—Bq	1882	Tusket, N.S.	190 0	38 3	22 6	1192	Thos. Killam, Yarmouth, N.S.	do
88,599	Guide	Schr—Glt	1885	Eel Brook, N.S.	59 2	18 9	6 5	38	Joseph Poirier, Descousse, C. B.	
100,790	Guiding Star	do	1890	Caraque, N.B.	35 9	12 6	4 4	11	R. Young, Caraque, N. B.	
100,488	Gurnet	do	1892	La Have, N.S.	64 2	20 6	8 1	56	Alvin Creaser, Ritey's Cove, N.S.	
59,896	Gurlic Westbrooke	do	1878	West Isles, N.B.	34 0	12 8	5 4	16	James Cline, West Isles, N.B.	
74,217	Gustave Adolphe	Sloop	1875	St. Aimé, Que.	93 0	23 2	6 2	90	Ignace Caron, St. Aimé, Que.	
100,279	Gypsum Emperor	Schr—Glt	1892	Parrsboro', N.S.	179 2	36 2	16 2	695	Gypsum Packet Co. (Limited), Windsor, N.S.	
100,731	Gypsum Empress	do	1892	Horton, N.S.	174 0	36 4	16 5	723	do	
94,865	Gypsum King	do	1890	Parrsboro', N.S.	161 0	37 4	17 6	639	E. W. Dimock, Windsor, N.S.	do
100,272	Gypsum Princess	do	1892	do	162 9	36 0	16 8	664	Gypsum Packet Co. (Limited), Windsor, N.S.	do
94,870	Gypsum Queen	do	1891	do	155 5	37 8	16 0	609	E. W. Dimock, Windsor, N.S.	do
85,750	H. B.	Schr—Glt	1888	Esquimaux Point, Que.	63 5	21 0	8 2	57	Hypolite Boudreault, Esqui- maux Point, Que.	
96,862	H. B.	Barge	1890	Montreal, Que.	170 0	33 0	13 9	541	Jas. Buckley, Prescott, Ont.	

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
96,756	H. A. Holder...	St. John, N.B.	Schr—Glt	1889	Greenwich, N.B.	81 7	27 0	7 1	94	A. A. McIntyre, St. John, N.B.	Classed Bureau Veritas.
94,745	H. B. Homan.....	do	do	1888	Portland, N.B.	131 6	31 2	10 6	230	Robt. C. Elkin, St. John, N.B.	
36,161	H. C. Brooks.....	Halifax.....	do	1858	Londonderry, N.S.	72 0	22 2	8 7	79	Jas. McCulloch, Londonderry, N.S.	
88,213	H. H. Belle.....	do	do	1880	Margaret's Bay, N.S.	35 0	13 2	5 8	13	John Longard, St. Margaret's Bay, N.S.	
61,616	H. L. Sangster.....	Charlottetown.....	do	1876	Coddes Harbour, N.S.	72 3	21 5	9 1	74	George H. Toombs, Charlottetown, P.E.I.	
72,689	H. L. Tibbals.....	Victoria.....	Sloop.....	1868	San Francisco, U.S.	29 3	11 0	2 3	8	F. E. Stratford Victoria, B.C.	
72,580	H. M. Stanley.....	Kingston.....	Schr—Glt	1873	Port Dalhousie, Ont.	132 3	26 6	11 7	305	George H. Morden, Oakville, Ont.	
96,957	H. M. Stanley.....	St. John, N.B.	do	1890	New Castle, N.B.	76 2	27 5	7 0	98	John B. Hawks, Canning, N.B.	
80,951	H. N. Todman.....	Picton, Ont.....	do	1867	Wellington, Ont.	92 2	22 6	8 3	110	Alex. Lawson, Goderich, Ont.	
	H. P. Murray.....	Oakville.....	do	1867	Wellington Square, Ont.	104 0	22 2	9 6	166	Mark Burry, Port Stanley, Ont.	
90,619	H. R. Emmerson.....	Moncton.....	do	1890	Coverdale, N.B.	78 5	24 8	7 7	98	H. R. Emmerson, Dorchester, N.B.	
80,899	H. T. Walcot.....	Ottawa.....	Barge.....	1880	Ottawa, Ont.	110 0	22 1	7 8	163	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
103,028	H. W. Pierce.....	Parrsboro'	Schr—Glt	1870	East Boston, Mass.	80 0	22 0	7 5	70	J. H. Newcomb, Parrsboro', N.S.	
100,866	H. Auger.....	Quebec.....	do	1892	Les Ecureuils, Que.	54 6	15 6	6 6	37	Hubert Auger, Les Ecureuils, Que.	

Marine and Fisheries—List of Shipping.

66,043	H. Labranche.....	Quebec.....	Barge.....	1872	Batiscan, Que.....	92	9	20	5	6	7	87	Z. LeBrun, St. Aimé, Que.
75,499	Halcyon.....	Charlottetown.....	Schr—Glt.....	1877	Burdene l River, P. E. I.	48	5	15	3	5	4	24	William Sencabaugh, George- town, P. E. I.
90,730	Halicia.....	Halifax.....	Cutter.....	1887	Dartmouth, N. S.....	33	2	6	4	5	5	5	Samuel Trott, Seaton, G. B.
92,482	Hamburg.....	Windsor, N. S.....	Bk—Bq.....	1886	Hantsport, N. S.....	216	2	43	0	24	0	1649	E. Churchill & Sons, Hantsport, Classed Bureau Veritas.
61,310	Hamley.....	Victoria.....	Sloop.....	unk	Unknown.....	39	5	14	1	3	2	23	Henry Saunders, Victoria, B. C.
100,798	Handy No. 1.....	do.....	Scow.....	1888	Tacoma, U. S.....	76	0	26	0	6	0	103	S. W. Gray, Victoria, B. C.
78,984	Hannah Blanchard.....	Windsor, N. S.....	Bk—Bq.....	1878	Newport, Hants Co., N. S.	173	9	35	5	22	3	991	G. P. Paysant, Windsor, Hants Co., N. S.
19,129	Hannah D.....	St. John, N. B.....	Schr—Glt.....	1868	St. John, N. B.....	75	6	22	6	7	9	76	James Donovan, Bershaven, Ireland.
75,552	Hannah Eldridge.....	Charlottetown.....	do.....	.....	United States.....	67	0	20	8	7	7	57	George H. Toombs, Charlotte- town, P. E. I.
80,650	Happy Home.....	Yarmouth.....	do.....	1883	Salmon River, N. S.....	41	0	13	8	6	1	14	L. LeBlanc, Salmon River, N. S.
100,815	Happy Home.....	Barrington.....	do.....	1894	Cape Negro, N. S.....	36	0	11	3	4	5	10	Harvey Slate, Cape Negro, N. S.
75,587	Happy Return.....	Weymouth.....	do.....	1877	Clare, N. S.....	36	7	14	0	7	0	13	Daniel Campbell, jun., Dipper Harbour, N. S.
64,877	Hard Scrabble.....	Halifax.....	do.....	1872	Sheet Harbour, N. S.....	36	0	12	2	10	7	12	Robert Corner, Sheet Harbour, N. S.
96,709	Hare.....	New Carlisle.....	do.....	1865	Paepesiac, Que.....	55	0	16	0	7	9	24	A. LeBlanc, New Richmond, Que.
35,678	Hariza.....	Halifax.....	do.....	1861	Petite Rivière, N. S.....	56	3	16	2	7	5	52	Abraham Terrio, West Arichat, N. S.
97,180	Harold Borden.....	Windsor, N. S.....	do.....	1890	Barter's Harbour, N. S.	99	0	26	8	9	9	142	F. W. Borden, Canning, N. S.
100,956	Harold N.....	Chatham, N. B.....	do.....	1893	Shippegan, N. B.....	36	4	12	1	4	7	12	W. S. Loggie, Chatham, N. B.
94,839	Harrie.....	St. Andrews.....	do.....	1882	Erter Island, N. B.....	30	0	12	2	6	2	14	Abram Matthews, Campobello, N. B.
38,426	Harriet.....	Arichat.....	do.....	unk	Buckport.....	61	4	18	9	7	1	49	John Cameron, P. E. I.
35,337	Harriet.....	Digby.....	do.....	1857	New Edinburgh, N. S.....	55	0	14	6	7	8	49	Daniel Walsh, Westport, N. S.
97,038	Harry.....	Yarmouth.....	do.....	1891	Beaver River, N. S.....	92	4	25	0	9	9	144	N. B. Lewis, Yarmouth, N. S.
80,895	Harry.....	Ottawa.....	Barge.....	1879	Ottawa, Ont.....	111	0	22	0	7	4	166	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
100,119	Harry.....	Parrsboro'.....	Schr—Glt.....	1892	Port Greville, N. S.....	153	8	35	0	12	5	422	J. E. Pettis, Port Greville, N. S.
80,825	Harry B.....	Liverpool.....	do.....	1880	Bridgewater, N. S.....	65	0	21	2	8	0	60	James E. Buchanan, Liverpool, N. S.
90,762	Harry Baird.....	Goderich.....	do.....	1885	Kincardine, Ont.....	52	0	17	0	6	0	39	James Leighton, Port Elgin, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Fe. 10lbs.	Fe. 10lbs.	Fe. 10lbs.			
75,545	Harry Mathers	Barrington	Schr—Glt	1877	Bridgewater, N.S.	59 0	19 3	6 9	41	Thomas Vooght, North Sydney, C.B.	
80,391	Harry Morris	St. John, N.B.	do	1882	Parrsboro', N.S.	77 4	24 1	8 0	98	Robert Carson, St. Martin's N.B.	
94,695	Harry Stewart	Digby	Egtn—Bkgt.	1889	Bear River, N.S.	112 6	27 0	10 8	244	W. G. Clark, Bear River, N.S.	Classed American Record.
96,758	Harry W. Lewis	St. John, N.B.	Schr—Glt	1889	Hopewell Cape, N.B.	121 6	31 5	11 0	297	Ernest W. Lynds, Hopewell, N.B.	do
49,456	Harry and Aubrey	Pugwash.	Egtn—Bkgt.	1864	Pugwash, N.S.	117 2	26 0	11 5	222	John Jaffray, Barbadoes, W.I.	
96,760	Harvard H. Havey	St. John, N.B.	Schr—Glt	1876	Hancock, U.S.	81 7	24 0	6 4	91	Wm. McGuire, Lancaster, N.B.	
	Harvest	Montreal	Barge	1870	Montreal.	120 4	22 3	10 5	262	Montreal Transportation Co.	
36,483	Harvest Home	Charlottetown	Schr—Glt	1859	Lunenburg, N.S.	51 0	17 0	6 9	29	Archibald Currie, Souris, P.E.I.	
5,081	Harvest Home	Lunenburg	do	1866	Mahone Bay, N.S.	68 7	20 1	8 1	68	Archibald Lord, Crapaud, P.E.I.	
2,491	Harvet Queen	Windsor, N.S.	Ship—3 m.	1887	Cornwallis, N.S.	257 0	45 0	24 6	1944	C. R. Burgess, Wolfville, N.S.	Classed Bureau Veritas.
100,287	Hathor	Halifax	Cutter	1895	Dartmouth, N.S.	34 0	8 9	5 3	6	Harry T. Jones, Halifax, N.S.	
8,644	Hattie	Charlottetown	Schr—Glt	1884	Lot II, P.E.I.	42 3	13 3	6 0	18	J. R. McDonald, Georgetown, P.E.I.	
88,401	Hattie	Digby	do	1884	Green Cove, N.S.	57 8	17 5	6 6	37	Wm. Fletcher Osinger, Westport, N.S.	
57,181	Hattie	Windsor, N.S.	do	1867	Cornwallis, King's Co., N.S.	36 0	12 9	5 3	12	S. Galbraith, Pisarico, N.B.	

Marine and Fisheries—List of Shipping.

...	Hattie.	St. Catharines	Scow—Ch'd.	1868	Port Robinson, Ont.	/ 93	0	20	0	6	4	112	M. Caffrey, Welland, Ont.
100,327	Hattie.	Yarmouth.	Schr—Glt	1892	Argyle, N.S.	33	0	12	6	5	0	10	R. Ellenwood, Yarmouth, N.S.
100,388	Hattie.	Sydney	do	1895	Aspy Bay, C.B.	54	7	17	0	5	8	27	John Fitzgerald, Aspy Bay, C.B.
83,296	Hattie Ann.	Kingston	Sloop.	1883	Cranberry Lake, Ont.	84	4	17	4	4	8	51	James Mullin, Belleville, Ont.
85,598	Hattie C.	St. John, N.B.	Schr—Glt	1883	Hopewell Cape, N.B.	97	5	28	4	10	0	182	S. L. Chapman, Dorchester, N.B.
75,782	Hattie E.	Charlottetown	do	1877	East Port, Medway, N.S.	35	5	18	3	7	0	35	Wallace Harding, French River, P.E.I.
90,647	Hattie Emeline.	Yarmouth.	do	1884	Pubnico, N.S.	31	1	13	7	4	9	11	Peter A. Amiro, Pubnico, N.S.
64,716	Hattie G.	Port Hawkesbury.	do	1836	Essex, Mass., U.S.	52	6	16	4	7	0	33	Abram Gerroir, Arichat, N.S.
94,682	Hattie H.	Ottawa.	Barge	1888	Ottawa, Ont.	108	0	23	0	6	0	134	John Heney, Ottawa, Ont
81,000	Hattie Louise.	Charlottetown	Bktn—Bkgt.	1886	Sherbrooke, N.S.	101	4	28	5	11	5	200	Robt. C. McLeod, Summerside, P.E.I.
83,259	Hattie May.	Annapolis	Schr—Glt	1883	Granville, N.S.	41	0	14	0	5	8	15	J. C. Winchester, Granville, N.S.
96,791	Hattie May.	Halifax.	do	1890	Old Barnes, N.S.	94	6	25	1	10	0	149	Jas. Crowe, Old Barnes, N.S.
100,888	Hattie Muriel.	St. John, N.B.	do	1894	Scotch Town, N.B.	79	5	26	4	6	8	85	J. P. McAllister, Scotch Town, N.B.
80,623	Hattie R.	Parrsboro'	do	1881	Matland, N.S.	75	6	20	8	8	3	78	Hugh Gillespie, Parrsboro', N.S.
80,799	Hattie T.	Digby.	do	1883	Bear River, N.S.	42	5	14	6	5	7	16	Stannel W. Kendrick, Shag Harbour, N.S.
38,373	Havelock.	Halifax.	do	1858	River Inhabitants, C.B.	67	5	20	4	9	1	78	W. Dixon, Louisburg, C.B.
83,463	Havelock.	St. Andrews.	do	1852	Newark, U.S.	48	0	17	0	7	0	33	W. James, Campobello, N.B.
88,372	Hawk-eye.	Victoria.	Sloop.	Un.	Washington, U.S.	29	6	11	6	3	0	6	Chas. N. Baker, Victoria, B.C.
37,284	Hazard	Digby.	Schr—Glt	1867	Granville, N.S.	78	0	17	5	8	4	52	F. W. Ruggles, Westport, N.S.
80,643	Hazel Dell.	Yarmouth.	do	1883	Pubnico, N.S.	79	9	21	9	9	1	87	E. F. Parker, Yarmouth, N.S.
85,554	Hazel Glen	do	do	1884	do	81	8	22	4	8	8	95	Thos. J. Perry, Yarmouth, N.S.
92,372	Hazlewoode.	St. John, N.B.	do	1888	Moss Glen, N.B.	93	3	26	6	7	6	114	Wm. H. Merritt, St. John, N.B.
69,154	Head Reaches.	Port Hawkesbury.	do	1872	Fourchie, C.B.	63	0	19	5	8	2	56	Lawrence LeBlanc, West Arichat, N.S.
77,732	Heather Bell.	Digby.	do	1879	Bear River, N.S.	40	2	13	3	5	1	13	W. A. Figgot, Annapolis, N.S.
96,960	Heather Belle.	St. John, N.B.	do	1890	Waterborough, N.P.	81	0	27	0	7	3	99	Thos. Gale, Waterborough, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
71,145	Heather Belle.....	Goderich.....	Schr—Glt.....	1868	Picton, Ont.....	93 0	22 3	7 8	121	R. Gawley, Eastner, Ont.....	
83,165	Hebe.....	Halifax.....	Cutter.....	1877	Halifax, N.S.....	25 8	7 6	4 1	4	Geo. E. Francklyn, Halifax, N.S.....	
38,468	Hector.....	Aricat.....	Schr—Glt.....	1865	River Bourgeois, N.S.....	59 8	17 9	7 6	34	Peter Paint, Port Hawkesbury, N.S.....	
36,535	Hector.....	Port Hawkesbury.....	do.....	1863	Whycocomagh, C.B.....	78 0	22 0	9 3	82	William Hackett, Sydney, C.B.....	
88,694	Hector.....	St. John, N.B.....	Bktn—Bgtn.....	1885	St. John, N.B.....	156 6	32 6	13 0	498	Chas. McL. Troop, St. John, N.B.....	Classed Bureau Veritas.
38,000	Hector.....	Yarmouth.....	Schr—Glt.....	1847	Yarmouth, N.S.....	36 5	10 0	6 2	14	C. Himson, Yarmouth, N.S.....	
90,735	Hector.....	Port Hawkesbury.....	do.....	1886	Basin River Inhabitants, C.B.....	31 0	10 5	4 7	11	Nicholas McDonald, River Inhabitants, C.B.....	
90,859	Hector W. McG.....	Lunenburg.....	do.....	1886	Lunenburg, N.S.....	79 9	23 5	9 0	99	John H. Grant, Gabarus, C.B.....	
77,879	Hedwidge.....	Quebec.....	do.....	1879	Cap St. Ignace, Que.....	62 0	20 3	5 6	44	Evan John Price, Quebec.....	
38,719	Helen.....	Chatham, N.B.....	do.....	1866	P. E. Island.....	36 0	11 4	5 2	13	Thos. Costain, Prince Co., P.E.I.....	
83,377	Helen.....	Toronto.....	do.....	1882	Oakville, Ont.....	79 3	19 7	5 4	61	J. H. Goldring, Toronto, Ont.....	
77,750	Helen Churchill.....	Shelburne.....	Bgtn—Bkgtl.....	1879	Port Le Bear, N.S.....	86 0	24 0	9 3	112	Arthur E. Curran, Halifax, N.S.....	
100,067	Helen E. Kenney.....	St. John, N.B.....	Schr—Glt.....	1891	Black River, N.B.....	126 8	30 2	11 5	294	Howard D. Troop, St. John, N.B.....	Classed Bureau Veritas.
66,894	Helen H.....	do.....	Wdbrt—B&B.....	1873	Newcastle, Queen's Co., N.B.....	67 3	24 0	6 3	55	David Murray, Cardiff, Wales, G.B.....	

Marine and Fisheries—List of Shipping.

103,020	Helen M	Parrsboro'	Schr—Glt ..	1895	Port Grenville, N.S.	64 0	21 6	7 2	62	B. Hatfield, Advocate, N.S.
90,734	Helen M. Crosby ..	Port Hawkesbury.	do	1865	Essex, U.S.	72 5	20 7	7 1	64	J. W. Cruickshank, Port Richmond, N.S.
80,800	Helen Maud	Digby	do	1883	Bear River, N.S.	43 5	15 0	6 1	20	Chas. McDormand, Westport, N.S.
48,035	Helena	Annapolis	do	1864	Wilnot, N.S.	82 0	24 0	10 1	118	H. V. Crandall, New York, U.S.
74,076	Helena	Halifax	do	1876	Bay St. George, Nfld.	49 9	18 3	7 0	38	Emanuel Legg, Bay St. George, Nfld.
100,326	Helena	Yarmouth	do	1889	Argyle, N.S.	34 0	12 2	5 0	13	W. McNair, Argyle, N.S.
100,585	Helena	Montreal	Sloop	1892	Yamaska, Que.	109 0	22 8	9 3	131	O. Latraverse, Sorel, Que.
100,117	Helena M	Parrsboro'	Schr—Glt ..	1892	Parrsboro', N.S.	62 3	19 7	7 2	55	P. McLaughlin, Parrsboro', N.S.
85,563	Helena Maud	Barrington	do	1883	Shelburne, N.S.	86 0	24 0	9 7	112	W. H. Swim, Barrington, N.S.
59,904	Helene	Quebec	Barge	1869	Notre Dame de Lévis, Que.	65 0	22 3	6 4	56	David E. Price, Quebec
52,471	Helene	do	Schr—Glt ..	1864	Cap St. Ignace, Que.	71 6	22 0	6 5	49	Louis Lavoie, St. Luce, Que.
72,672	Heilen	Victoria	Sloop	1877	Victoria, B.C.	37 5	11 4	4 0	11	Thos. Babbington, Victoria, B.C.
59,397	Hellen C. Young ..	St. Andrews	Schr—Glt ..	1854	Newbury Port, U.S.	49 0	16 1	5 8	21	Thos. W. Stuart, West Isles, N.B.
97,157	Henrietta	Victoria	do	1886	Washington, U.S.	52 6	19 6	5 0	31	Thos. Flewin, Victoria, B.C.
64,151	Henry	do	Sloop	1874	Skeena, B.C.	52 0	9 0	3 0	11	Wm. Moore, Victoria, B.C.
48,356	Henry Fenwick ..	Guyaboro'	Schr—Glt ..	1864	Booth Bay, U.S.	64 0	19 0	6 8	43	David Naas, Chester, N.S.
83,194	Henry G. Ives	Pictou, N.S. ..	do	1886	Merigomish, N.S.	68 4	22 1	7 8	68	Thos. C. Patton, Merigomish, N.S.
103,311	Henry L. Phillips ..	Port Hawkesbury.	do	1868	Booth Bay, Maine, U.S.	74 8	21 6	7 6	78	J. C. Skinner, Port Hastings, N.S.
90,825	Henry N. Batchelder	Port Medway	do	1889	Voglers Cove, N.S.	83 0	24 0	9 5	99	Samuel E. Teel, Vogler's Cove, N.S.
94,856	Henry Nickerson ..	Parrsboro'	do	1871	Bath, U.S.	74 7	21 4	7 7	70	Thompson Dinsmore, Economy, N.S.
74,302	Henry R	Yarmouth	do	1865	United States ..	53 7	14 8	7 1	34	A. D'Entremont, Pubnico, N.S.
75,902	Henry Swan	Chatham, N.B.	do	1878	Richibucto, N.B.	70 2	22 4	7 6	63	Edward Sinclair, Newcastle, N.B.
85,624	Herald	Parrsboro'	do	1884	Parrsboro', N.S.	77 8	22 3	8 8	85	C. Merriam, Parrsboro', N.S.
42,077	Herbert	Digby	do	1861	Clare, N.S.	68 3	22 0	8 6	80	St. Clair Jones, Weymouth, N.S.
83,061	Herbert	Ottawa	Barge	1880	Ottawa, Ont.	110 0	22 4	7 5	162	The Ottawa Trans. Co., Ltd., Ottawa, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
77,896	Herbert	Sackville	Bgtn—Bkgt	1883	Sackville, N.B.	114 7	27 5	10 8	198	Josiah Wood, Sackville, N.B.	Classed American Record.
72,566	Herbert Dudley	Kingston	Schr—Glt	1875	Portsmouth, Ont.	120 0	24 5	10 1	199	Daniel Rooney, Cobourg, Ont.	do
83,439	Herbert Rice	Weymouth	do	1888	Weymouth, N.S.	99 4	25 5	9 0	149	James Cosman, Meteghan River, N.S.	do
100,994	Hercules	Chatham, N.B.	do	1891	Shippagan, N.B.	34 6	12 8	4 6	10	P. Rive, Caraquet, N.B.	do
	Hercules	Hamilton	Bgtn—Bkgt	1863	Hamilton, Ont.	106 3	22 9	10 6	222	Martha R. Jones, Detroit, Michigan, U.S.	do
41,616	Henna	Quebec	Schr—Glt	1838	Rivière-du-Loup, Que.	57 5	17 8	7 8	44	Jos. Desrochers, St. Luce, Que.	do
50,745	Hermine	do	do	1864	Bic, Que.	64 0	18 2	7 8	51	James A. Butchart, Rimouski, Que.	do
59,949	Hermine	do	do	1869	Anse St. Jean, Que.	56 0	18 0	7 8	46	René Gagnon, St. Paul, Charlevoix, Que.	do
69,576	Hermine	do	do	1873	Rimouski, Que.	40 0	13 6	6 4	20	Théophile Bouchard, Bay St. Paul, Que.	do
55,923	Herminegilde	do	do	1889	Malbaie, Que.	33 0	11 0	4 6	9	Mathias Bugbold, Bay St. Paul, Que.	do
	Hermine	Montreal	Barge	1872	Yamaska, Que.	102 8	22 6	6 9	147	E. Ritter, Sorel, Que.	do
57,746	Hero	Halifax	Schr—Glt	1869	Chester, N.S.	50 0	17 9	6 6	35	George Bezanon, Lunenburg, N.S.	do
77,786	Hesperus	do	do	1880	Port Medway, N.S.	43 4	13 6	6 2	16	Joseph Reno, Herring Cove, N.S.	do
94,893	Hesperus	Victoria	do	1889	Vancouver, B.C.	35 5	12 3	5 5	20	James Hunter, Victoria, B.C.	Classed American Record.

Marine and Fisheries—List of Shipping.

103,448	Heyer.....	Ottawa.....	Barge.....	1889	Buckingham, Que ..	71	0	17	6	5	0	32	Geo. Bothwell, Buckingham, Que.
77,756	Hiawatha.....	Shelburne.....	Schr—Glt.....	1890	Jordan River, N.S..	71	0	21	5	8	8	66	C. Hardy, Mahone Bay, N.S..
96,904	Hiawatha.....	Kingston.....	Barge.....	1890	Garden Island, Ont.	176	5	30	0	11	9	518	Kingston and Montreal Forwarding Co., Kingston, Ont.
72,996	Highland Beauty.....	Toronto.....	Schr—Glt.....	1876	Oakville, Ont.	80	0	15	9	6	6	58	A. D. Williams, Toronto, Ont.
69,097	Highland Jane.....	Halifax.....	do.....	1874	Jeddore, N.S.	52	0	17	1	7	4	32	George Hartlin, Jeddore, N.S..
59,457	Highland Lass.....	Lunenburg.....	do.....	1869	Mahone Bay, N.S..	37	0	12	9	5	2	15	Placide LeBlanc, Cheticamp, C.B.
90,738	Highlander.....	Port Hawkesbury.....	Bgtn—Bkgt.....	1888	Port Hawkesbury, C.B.	92	0	26	1	10	9	170	Alex. Morrison, Port Hawkesbury, C.B.
88,255	Highlands.....	St. John, N.B.....	Bk—Bq.....	1883	Portland, N.B.....	199	6	38	2	22	6	1234	Chas. McL. Troop, St. John, N.B.
100,161	Hilda Maud.....	Lunenburg.....	Schr—Glt.....	1891	La Have, N.S.....	54	7	18	5	7	6	37	Adam Selig, Vogler's Cove, N.S.
92,563	Hildred.....	Halifax.....	Sloop.....	1887	Country Harbour, N.S.	22	6	8	0	4	0	3	Harry T. Jones, Halifax, N.S..
73,942	Hiram.....	Ottawa.....	Barge.....	1876	Ottawa, Ont.....	104	0	22	2	7	0	134	R. M. Easton, Merrickville, Ont.
59,991	Hiram Benson.....	Toronto.....	do.....	1871	Quebec.....	140	5	26	0	11	0	275	The Georgian Bay Wood Supply Co., Ltd., Barrie, Ont.
38,460	Hirondelle.....	Arichat.....	Schr—Glt.....	1846	Poullamond, C.B.....	47	5	14	6	6	0	19	Isaac Willet, Wine Harbour, N.S.
69,620	Hirondelle.....	Quebec.....	Barge.....	1873	St. Emdie, Que.....	78	5	22	0	6	6	73	Alf. Arcand, Portneuf, Que....
74,253	Hirondelle.....	do.....	Schr—Glt.....	1876	Mille Vaches, Que..	47	8	16	8	6	6	32	Joseph Gagné, jun., Malbaie, Que.
.....	Hirondelle.....	Montreal.....	Barge.....	1873	St. Aimé, Que.....	86	5	20	0	5	0	59	Mich. Laramie, St. Louis, Que..
85,993	Honolulu.....	St. John, N.B.....	Ship—3 m.....	1882	St. John, N.B.....	221	2	41	3	24	3	1545	Robt. Thomson, jr., and John H. Thomson, St. John, N.B.
51,818	Hon. David Price.....	Quebec.....	Schr—Glt.....	1868	Quebec.....	69	0	20	2	8	9	63	The Corporation of Pilots, Quebec.
66,006	Hon. Hector Langevin.....	do.....	do.....	1873	St. Jean, Island of Orleans, Que.....	80	5	22	0	9	2	90	Wm. Fruing & Co., Gaspé, Que.
66,052	Hon. P. J. O. Chauveau.....	do.....	do.....	1872	Quebec.....	65	0	19	5	8	7	59	Antoine Gagnon, Quebec.....
96,960	Hope.....	Shelburne.....	do.....	1892	Shelburne, N.S.....	84	0	23	0	9	3	96	Wm. W. Wickham, Summerside, P. E. I.
36,124	Hope.....	Halifax.....	do.....	1855	Chezetcook, N.S.....	40	6	14	2	5	7	15	John Smith, Chezetcook, N.S..
36,569	Hope.....	do.....	do.....	1859	Country Harbour, N.S.	53	2	18	4	7	0	34	Israel Letteney, Granville, N.S.
69,172	Hope.....	do.....	do.....	1873	Lunenburg, N.S.....	52	5	16	5	6	8	31	James Redmond, North Sydney, C.B.
83,400	Hope.....	do.....	do.....	1871	Musquodoboit, N.S..	35	8	12	0	5	0	13	George Cook, Country Harbour, N.S.

Classed Bureau
Veritas.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Ft. 10lbs Ft. 106lbs			
35,557	Hope	Chatham, N.B.	Schr—Glt	1855	Shippegan, N.B.	40 5	11 3	5 3	14	C. C. Arceneau, Tracadie, N.B.		
77,505	Hope	Montreal	Barge	1878	Sorel, Que.	100 0	21 3	7 2	104	E. Branley, Sorel, Que		
59,927	Hope	Quebec	do	1869	Quebec	135 8	27 0	9 7	260	Mary A. Seymour, (wife Isaac L. S.) Ogdensburg, N.Y.		
57,203	Hope	Halifax	Schr—Glt	1868	Walton, Hants Co., N.S.	77 0	23 2	9 2	85	S. H. Longard, Halifax, N.S.		
61,425	Hope	New Carlisle	do	1872	Shippegan, N.B.	36 5	11 8	4 2	13	G. Romeril, Paspébiac, Que.		
	Hope	St. Catharines	Scow—Chd	1861	Chippewa, Ont.	92 0	19 2	7 3	131	J. B. Smyth, Merriton, Ont.		
	Hope	Hamilton	do	1866	Port Nelson, Ont.	54 0	12 0	4 9	25	Joseph Adamson, Toronto, Ont.		
61,627	Hope	Guyssboro'	Schr—Glt	1879	Guyssboro', N.S.	49 5	15 5	6 0	22	Alex. Chaisson, Margaree, C.B.		
90,879	Hope	Barrington	do	1887	Beaver River, N.S.	46 0	15 9	6 0	22	H. Nickerson, Barrington, N.S.		
92,409	Hope	Chatham, N.B.	do	1888	Tracadie, N.B.	40 8	14 8	5 5	18	Wm. Ferguson, Tracadie, N.B.		
100,903	Hope	do	do	1885	Carasquet, N.B.	36 7	12 5	5 0	12	R. Young, Carasquet, N.B.		
97,057	Horace B.	Liverpool	do	1892	Port Le Bear, N.S.	38 0	13 6	5 8	14	G. H. Hiltz, Lockeport, N.S.		
75,800	Horace Donnelly	Ottawa	Barge	1879	Hull, Que.	110 0	22 7	7 3	188	The Ottawa Trans. Co., Ltd., Ottawa, Ont.		
85,506	Hornet	St. John, N.B.	Bktn—Bkgt.	1882	Carleton, N.B.	140 0	30 0	13 0	407	Howard D. Troop, St. John, N.B.	Classed Bureau Vertas.	

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108,119	Hortense.....	St. Andrews	Sloop	1895	Meteghan, N.S.....	31 0	13 0	6 4	15	W. J. Morse, Campobello, N.B.
48,142	Horton.....	Halifax.....	Schr—Glt	1864	Matland, N.S	82 0	24 3	10 2	121	George E. Boak, Halifax, N.S.
100,906	Hotspur.....	Chatham, N.B	do	1891	Carsquet, N.B.....	37 0	12 7	4 6	10	P. Rive, Carsquet, N.B.
100,860	Hovington.....	Quebec.....	do	1891	Escoumains, Que.....	38 4	14 4	4 6	17	T. Riverin, Murray Bay, Que..
80,653	Howard.....	Ottawa.....	Barge.....	1890	Montreal.....	110 0	22 0	7 5	168	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
52,024	Howard.....	Shelburne	Schr—Glt	1866	Jordan River, N.S.....	68 3	20 3	7 9	60	John Lennox, Pubnico, N.S.
96,822	Howard.....	Lunenburg.....	do	1889	Chester Basin, N.S.....	88 4	25 0	10 3	143	James Lohnes, La Have, N.S.
90,432	Howard L.....	Charlottetown	do .....	.....	Unknown.....	76 6	21 0	7 7	71	James G. Farrow, Hampton, P.E.I.
100,569	Howard Young.....	Lunenburg.....	do	1893	Lunenburg, N.S	82 5	24 4	8 9	99	James Young, Lunenburg, N.S.
37,566	Humming Bird.....	do	do	1854	La Have, N.S	37 0	13 2	5 6	17	Wm. Smith, East Medway, N.S.
79,993	Humming Bird.....	St. John, N.B.....	do	1879	Cumberland Bay, Queen's Co., N.B.....	43 5	15 0	4 7	18	Rufus C. Cole, St. John, N.B..
38,138	Hungarian.....	Yarmouth.....	do	1860	Meteghan, N.S.....	30 0	10 9	5 1	7	C. Killam, Yarmouth, N.S.
.....	Hunter.....	Kingston	Barge.....	1860	Opinicon Lake, Ont.....	82 0	16 8	5 2	64	G. Chaffey, Kingston, Ont.
80,873	Huron.....	do	do	1881	Garden Island, Ont.....	160 4	30 0	12 0	475	Kingston and Montreal For- warding Co., Kingston, Ont.
100,156	Hustler.....	Lunenburg.....	Schr—Glt	1891	La Have, N.S.....	54 3	19 0	7 2	41	L. B. Currie, West Dublin, N.S.
103,052	Hustler.....	Yarmouth.....	do	1894	Eel Brook, N.S.....	59 6	19 2	6 7	38	J. H. Spinney, Argyle, N.S.
80,664	Hyacinthe.....	Montreal.....	Barge	1831	Sorel, Que.....	108 0	22 0	7 2	155	J. B. Poirier, Lachine, Que.
83,481	Hyaline.....	Liverpool.....	Bktn—Bkgtk.....	1881	Brooklyn, N.S.....	101 7	27 0	10 8	187	Rupert H. Gardner, Brooklyn, N.S.
72,574	Hyderabad.....	Kingston.....	Schr—Glt	1876	Kingston, Ont.....	124 4	26 2	11 7	290	Hugh Ryan, Toronto, Ont.....
53,598	Hydra.....	Charlottetown	do	1866	Clyde River, N.S.....	75 0	21 0	8 8	68	Jas. Poudreau, Charlottetown, P.E.I.
77,883	I. G. C.....	Halifax.....	do	1879	Margaree, C. B.....	50 0	18 0	7 5	40	Bridget Keough, St. Johns, Newfoundland.
83,306	I. O. N. A.....	do	do	1883	East Port Medway, N.S.....	47 4	16 4	6 5	26	Andrew Sullivan, Herring Cove, N.S.
82,194	I. B. Saint.....	do	do	1879	Not known.....	67 6	20 5	9 2	74	Wm. E. Kennedy, Louisbourg, C.B.

Classed Ameri-
can Record.

do

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 10ths Ft. 10ths Ft. 10ths					
75,767	I. C. Dakin	Liverpool	Schr—Glt	1877	Liverpool, N.S.	52 5	17 4	6 7	30	Henry Romkey, Halifax, N.S.	
97,045	I. C. Hamlen, jr.	do	Bgtn—Bkgit.	1890	do	133 0	32 9	17 2	530	Lewis A. Sponagle, Liverpool, N.S.	Classed American Record.
97,054	I. H. Dexter	do	Bktn—Bgtm	1892	Brooklyn, N.S.	137 4	32 2	18 2	540	Duncan Mulhall, Liverpool, N.S.	do
61,789	I. H. Goudey	Shelburne	Schr—Glt	1870	Argyle, N.S.	50 0	17 8	6 5	27	Chas. Smith, Lockeport, N.S.	do
80,966	I. R. Washington	Halifax	do	1890	Gabarus, C. B.	50 6	18 4	7 8	39	John Campbell, St. Anns, N.S.	do
97,058	I. V. Dexter	Liverpool	do	1893	Brooklyn, N.S.	91 6	27 0	9 8	149	Edwin Dexter, Brooklyn, N.S.	do
69,124	I. W. Arnold	Halifax	do	1875	Peppiswick, N.S.	63 5	21 2	8 5	56	David H. Webber, Jeddore, N.S.	do
37,498	I. W. Johnston	Liverpool	Bgtn—Bkgit	1856	Cole Harbour, N.S.	104 3	24 2	12 1	186	E. A. Frink, New York, U.S.	do
72,944	I. Savard	Quebec	Schr—Glt	1875	Les Eboulements, Que.	87 8	24 5	10 5	139	Theodore Bouchard, Isle aux Coudres, Que.	do
42,425	Iberville	Gaspé	do	1864	Esquimaux Point, Que.	58 0	17 9	7 8	41	Mat. Boudreau, Esquimaux Point, Que.	do
94,850	Ice	Windsor, Ont.	Scow—Chd	1891	Sandwich, Ont.	47 0	16 4	2 0	41	Charles Perrault, Sandwich, Ont.	do
100,607	Iceida	Shelburne	Schr—Glt	1893	Sable River, N.S.	39 5	14 6	6 7	19	Mary E. Locke, Lockeport, N.S.	do
90,607	Ida	Ottawa	Barge	1885	Rockland, Ont.	69 0	20 0	4 6	58	James Wood, Rockland, Ont.	do
88,513	Ida	Sydney	Schr—Glt	1885	St. Anne, C. B.	30 5	13 4	5 7	9	Murdock Smith, St. Anne, C.B.	do

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64,914	Ida.....	Halifax.....	do.....	1872	Chesetcook, N.S.....	37 0	12 9	5 3	13	Andrew Conrod, Chesetcook, N.S.	Classed American Record.
.....	Ida.....	Kingston.....	Sloop.....	1859	Brewer's Mills, Ont.	71 5	10 8	3 9	77	Jordan & Brewer, Kingston, Ont.	
96,788	Ida.....	Halifax.....	Schr—Glt.....	1889	Barrington, N.S.....	93 0	24 8	10 3	149	George Mitchell, Halifax, N.S.	
88,671	Ida B.....	St. John, N.B.....	Wdvt—Bab.....	1884	Canning, Queen's Co., N.B.	62 9	25 5	6 0	53	Archibald Campbell, Maitland, N.S.	
71,251	Ida Belle.....	Windsor, Ont.....	Schr—Glt.....	1874	Kingsville, Ont.....	87 2	20 0	6 0	97	Wm. Wagle, Kingsville, Ont.....	
96,764	Ida C. Spoffard.....	Port Hawkesbury.....	do.....	1858	Essex, U.S.....	66 0	20 1	6 7	54	Robert Murray, Port Richmond, N.S.	
61,988	Ida E.....	Halifax.....	do.....	1870	Sheet Harbour, N.S.	68 6	21 7	8 5	66	C. Landry, St. Pierre et Miquelon.	
92,460	Ida M.....	Charlottetown.....	do.....	1887	Crapaud, P. E. I.....	60 0	19 6	7 7	54	Alex. McFadyen, Augustine Cove, P. E. I.	
75,777	Ida Maud.....	Liverpool.....	Bgtn—Bkgt.....	1880	Liverpool, N.S.....	98 8	26 4	10 0	171	Neil Curry, Sydney, C. B.....	do
54,136	Ida May.....	Halifax.....	Schr—Glt.....	1867	Tusket, N.S.....	74 8	21 0	8 0	70	W. G. Wyatt, Forteau, Labrador.	
49,442	Ida May.....	Yarmouth.....	do.....	1865	Yarmouth, N.S.....	33 5	11 3	4 7	8	Wm. Gardner, Yarmouth, N.S.	
67,194	Ida May.....	Lunenburg.....	do.....	1873	La Have, N.S.....	59 0	19 3	7 7	46	George Harris, Gabarouse, C. B.	
75,867	Ida Peters.....	St. John, N. B.....	do.....	1879	Meteghan River, Digby Co., N.S.	47 0	18 2	7 4	32	Thomas A. Crosby, Yarmouth, N.S.	
90,745	Ida Vaughan.....	do.....	do.....	1877	St. Martin's, N. B.....	39 8	13 2	6 0	15	Thos. Furna, St. John, N. B.....	
90,634	Ida Seleigh.....	Charlottetown.....	Bgtn—Bkgt.....	1886	Lot 13, P. E. I.....	128 0	28 8	12 8	300	Samuel B. Harvey, Plymouth, Devon, England.	Classed English Lloyd's.
89,291	Ida Wild.....	Kingston.....	Sloop.....	1882	Kingston, Ont.....	49 5	15 1	4 1	19	A. Rochefort, Kingston, Ont.....	
103,112	Igo.....	St. Andrews.....	Schr—Glt.....	1879	Annapolis, N.S.....	33 0	11 0	4 7	11	Henry Lambert, Grand Manan, N. B.	
53,877	Ida.....	Port Hawkesbury.....	do.....	1865	Clam Harbour, N.S.	47 4	16 9	6 6	27	Thomas England, Middle Melford, N.S.	
96,292	I'm Here.....	Halifax.....	do.....	1860	Isaac's Harbour, N.S.	41 2	16 8	6 6	19	James Ccwen, Ship Harbour, N.S.	
100,058	Iua.....	St. John, N. B.....	do.....	1890	Waterborough, N. B.	82 5	27 4	7 8	112	Leggett S. Hanespecker, St. John, N. B.	
88,584	Index.....	do.....	do.....	1890	Tusket, N.S.....	45 4	13 0	6 0	17	Chas. S. Smith, St. Martins, N. B.	
42,338	Indian Queen.....	Halifax.....	do.....	1861	Sedgwick, N.S.....	75 2	21 1	8 1	76	Thomas James, Halifax, N.S.	
74,254	Indiana.....	Quebec.....	Barge.....	1876	St. Thomas de Pierreville, Que.	102 8	22 2	7 1	110	Lubien Pareuse, St. Emilie, Que.	
35,965	Industry.....	Halifax.....	Schr—Glt.....	1856	Jeddore, N.S.....	34 8	12 5	5 1	12	John Mitchell, Jeddore, N.S.....	
43,124	Industry.....	Chatham, N. B.....	do.....	1861	Miramichi, N. B.....	37 5	0	5 5	17	R. T. Holman, Summerside, P. E. I.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
61,408	Industry	Chatham, N.B.	Schr—Glt	1870	Shippegan, N.B.	35 0	11 8	4 3	9 F. Robicheau, Shippegan, N.B.		
75,915	Industry	Deseronto	Barge	1879	Deseronto, Ont.	95 8	21 7	7 5	105 The Rathbun Co., Deseronto, Ont.		
83,134	Industry	Toronto	Schr—Glt	1862	Port Union, Ont.	63 0	15 4	5 6	46 John Wright, Marysburgh, Ont.		
83,187	Infant.	Lunenburg	do	1880	Pleasantville, N.S.	38 0	13 6	5 7	15 Alexander Wilson, Halifax, N.S.		
	Innerwick.	Pictou, N.S.	Bk—Bq	1882	River John, N.S.	194 7	38 6	22 8	1237 John McNab, Halifax, N.S.		
	Ino.	Montreal.	Barge	1867	Montreal	94 5	18 1	6 2	96 Wm. McCaffrey, Ottawa, Ont.		
100,089	Inspector	St. John, N.B.	Schr—Glt	1892	Newcastle, N.B.	59 4	22 6	5 5	43 James Flower, Canning, N.B.		
	Intrepid.	Kingston.	Barge	1864	Portsmouth, Ont.	89 0	26 0	7 9	134 Montreal Transportation Co., Montreal.		
92,580	Invermay.	Halifax.	Schr—Glt	1888	Ship Harbour, N.S.	61 3	23 8	9 0	73 James T. Thomson, Halifax, N.S.		
85,630	Lodine.	Quebec.	Bk—Bq	1885	Eatonville, N.S.	136 0	31 9	11 9	295 Lauchlan McKay, Boston, Mass.	Classed Bureau Veritas.	
72,155	Iolanthe.	Windsor, N.S.	Schr—Glt	1883	Newport, N.S.	144 0	33 0	12 9	393 Wm. J. Card, Windsor, N.S.	do	
75,429	Iona.	Parisboro'	do	1878	Annapolis, N.S.	53 0	17 9	6 4	29 J. W. Spicer, Spencer's Island, N.S.		
96,716	Iona.	Ottawa.	Barge	1890	Rockland, Ont.	111 8	22 9	7 7	158 The Ottawa Trans. Co., Ltd., Ottawa, Ont.		
100,278	Iona.	Windsor, N.S.	Schr—Glt	1892	Kempt, N.S.	99 9	29 1	11 4	196 Seward Mosher, Kempt, N.S.	Classed American Record.	

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77,898	Iona	Sackville	do	1886	Sackville, N.B.	84 3	25 9	8 0	90 M. Benjamin, Parrsboro', N.S.
103,174	Iona	Shelburne	do	1894	Sable River, N.S.	40 1	13 6	6 0	15 Joshua Nickerson, Lockeport, N.S.
92,292	Iowa	Montreal	Barge	1874	Quebec	149 4	26 0	11 2	365 Montreal Transportation Co., Montreal
92,424	Ireland	Prescott	do	1863	Brookville, Ont.	147 0	28 0	9 0	339 James Buckley, Prescott Ont.
75,548	Irene	Halifax	Schr—Glt	1879	Shelburne, N.S.	69 5	21 3	7 9	64 Henry Cole, Chester N.S.
33,154	Irene	Quebec	do	1848	Halifax, N.S.	48 2	15 2	8 0	41 Firmin Lamard, L'Islet, Que.
92,352	Irene	St. John, N.B.	do	1886	St. Martin's, N.B.	79 7	25 7	7 2	90 Samuel F. Hatfield, St. John, N.B.
88,468	Irene	Aricat	do	1883	Margaret's Bay, N.S.	38 2	13 0	4 3	12 David M. Gruchy, Petit de Grat, N.S.
100,490	Irene, M. B.	Lunenburg	do	1892	Mahone Bay, N.S.	67 6	21 3	8 4	66 Eli Ernst, Mahone Bay, N.S.
75,845	Iris	Halifax	do	1878	do	52 6	18 1	7 3	37 Henry Jeffreys, Channel, Nfld.
103,348	Iris	Montreal	Yacht	1893	Peterborough, Ont.	18 3	7 4	2 0	1 F. W. Barlow, Montreal
92,326	Irma	Liverpool	Bgtn—Bkglt.	1889	Liverpool, N.S.	108 2	28 3	10 6	219 X. Z. Chipman, Wolfville, N.S.
	Iron Rail	Kingston	Schr—Glt	1863	Portsmouth, Ont.	61 0	11 2	5 0	31 J. McCormack, Point Pelee Island, Ont.
72,567	Iroquois	do	Barge	1875	Garden Island, Ont.	151 0	26 1	11 1	361 Kingston and Montreal Forwarding Co., Kingston, Ont.
96,837	Irvin G.	Lunenburg	Schr—Glt	1890	Lunenburg, N.S.	71 8	23 6	8 7	80 Henry Gerhardt, Lunenburg, N.S.
52,002	Issac Goodwin	Halifax	do	1865	Shelburne, N.S.	70 0	20 8	8 2	65 George Heighton, River John, N.S.
83,117	Isabel	do	Sloop	1878	do	21 8	8 5	4 0	4 Henry E. Tyler, Halifax, N.S.
59,741	Isabel	Charlottetown	Schr—Glt	1869	Wood Island's, P.E.I.	40 0	13 4	5 4	18 Neil McMillan, Wood Islands, P.E.I.
96,724	Isabel	Chatham, N.B.	do	1889	Shippagan, N.B.	35 0	11 8	4 5	11 Peter Noel, Shippagan, N.B.
38,772	Isabella	Charlottetown	do	1868	Wallace, N.S.	60 0	18 0	7 3	46 Thomas Kickham, Souris, P.E.I.
75,812	Isabella	Halifax	do	1877	Bay St. George, Nfld.	77 8	25 0	9 3	109 E. Pettipas, D'Escousse, C.B.
64,137	Isabella	Victoria	do	1872	Sooke, B.C.	60 0	18 7	4 3	44 J. F. Inglehardt, Victoria, B.C.
71,257	Isabella	Windsor, Ont.	do	1875	River Puce, Ont.	57 5	16 7	3 4	33 Wallace Lemyre, Sandwich, Ont.
	Isabella	Port Stanley	do	1869	Port Stanley, Ont.	35 3	9 1	4 5	13 John Carrington, Toronto, Ont.
80,385	Isabella Balcom	Parrsboro'	Bgtn—Bkglt.	1881	Parrsboro', N.S.	126 0	28 7	12 6	270 Wm. Bonnell, New York, U.S. Classed American Record.

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Official Number. Numéro matricule.	Name of Ship Nom du navire.	Port of Registry. Port d'ensemblément.	Rig. Grément.	Built—Constructif.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100ths	Pt. 100ths	Pt. 100ths			
108,360	Ishoodah.....	Montreal.....	Sloop.....	1885	Lachine, Que.....	28 2	10 0	2 2	4	R. R. Stevenson, Montreal.....	
88,248	Isis.....	Deseronto.....	Barge.....	1884	Deseronto, Ont.....	105 0	23 3	5 3	96	The Rathbun Co., Deseronto, Ont.	
59,421	Island Belle.....	Parrsboro'.....	Schr—Glt.....	1871	Parrsboro', N.S.....	60 6	18 7	6 3	37	M. C. Anderson, Harvey, N.B.	
108,121	Island Girl.....	St. Andrews.....	do.....	1895	Shelburne, N.S.....	38 0	13 0	5 5	17	Frank Ingersoll, Grand Manan, N.B.	
100,064	Iama.....	St. John, N.B.....	do.....	1891	Freepport, N.S.....	51 5	17 9	6 8	31	Thos. M. Hicks, Westport, N.S.	
51,738	Ica.....	do.....	do.....	1865	Deer Island, N.B.....	39 0	13 3	5 5	15	Issac S. Mann, St. John, N.B.	
100,998	Ivanhos.....	Chatham, N.B.....	do.....	1892	Caraget, N.B.....	35 2	12 5	4 4	10	T. Ahier, Shippegan, N.B.....	
74,232	Ivigut.....	Quebec.....	Bk—Bq.....	1877	Quebec.....	122 3	28 7	15 7	331	Lanchlan McKay, Boston, Mass.	
77,887	Ivy.....	do.....	do.....	1879	do.....	157 8	28 8	17 7	547	Frank Ross, Quebec.....	Classed Bureau Veritas.
34,744	Ivy.....	Digby.....	Schr—Glt.....	1853	Clements, N.S.....	37 6	10 3	5 3	12	Joseph Mitchell, Bridgetown, N.S.	
57,711	Ivy.....	Halifax.....	do.....	1865	Lunenburg, N.S.....	30 1	12 8	5 6	14	James McMahon, St. George, N.B.	
66,992	Ivy.....	St. John, N.B.....	do.....	1871	Wickham, N.B.....	4 0	15 6	4 6	17	Chas. S. Goggin, St. John, N.B.	
75,890	J. A. G. C.....	Pictou, N.S.....	Schr—Glt.....	1881	Tatamagouche, N.S.....	48 2	17 6	6 5	28	George Langille, Wallace, N.S.	

Marine and Fisheries—List of Shipping.

103,108	J. B. L.	Montreal	Sloop	1894	Yamaska, Que	108 7	23 1	9 1	164	J. B. Laviolette, St. Ours, Que.
83,135	J. B. M.	Halifax	Schr—Glt	1881	La Have, N.S.	42 3	14 8	6 3	20	Samuel P. Burke, St. Peters, C.B.
97,195	J. H. S.	Chatham, N.B.	do	1891	Tracadie, N.B.	56 8	17 2	7 3	40	Henry Sonia, Tracadie, N.B.
85,715	J. R. A., No. 1.	Prescott	Scow—Chd.	1884	Tonawanda, N.Y.	60 0	15 0	5 0	43	Wm. A. Allan, Ottawa, Ont.
85,716	J. R. A., No. 2.	do	do	1884	do	60 0	15 0	5 0	43	Wm. A. Allan, Ottawa, Ont.
53,594	J. & B.	Halifax	Schr—Glt	1866	Barrington, N.S.	67 2	19 2	7 7	56	John McGray, Barrington, N.S.
85,798	J. & S.	Charlottetown	do	1884	Murray Harbour, P.E.I.	42 0	15 4	5 9	25	George Irving, Murray Harbour, P.E.I.
42,783	J. A. Jones	Shelburne	do	1861	Jordon River, N.S.	45 4	15 4	5 5	18	Silvanus Morton, Liverpool, N.S.
74,080	J. A. Kirk	Halifax	do	1876	Indian Harbour, N.S.	37 9	13 9	6 1	16	Henry Hutt, Tancook, N.S.
96,830	J. A. Silver	Lunenburg	do	1890	Lunenburg, N.S.	75 4	23 5	8 8	91	Charles L. Silver, Lunenburg, N.S.
83,336	J. B. Blanchard	Ottawa	Barge	1889	Hull, Que.	110 7	22 6	7 0	150	The Ottawa Trans. Co., Ltd., Ottawa.
50,780	J. B. Fay	Halifax	Schr—Glt	1885	Bay of Islands, Nfld.	55 0	18 4	7 7	48	Frank Robertson, Montague
100,001	J. B. Martin	Annapolis	do	1890	Margaretville, N.S.	87 6	25 1	7 9	99	Pickles & Mills, Annapolis, N.S.
46,142	J. C. Rahming	St. John, N. B.	Bk—Bq	1846	Marietta, New York, U.S.	98 0	24 0	11 7	199	John C. Rahming, New York, U.S.
98,785	J. C. Schwartz	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	79 6	24 0	9 2	89	Charles Hewitt, Lunenburg, N.S.
	J. C. Weir	Montreal	Barge	1879	Sorel, Que.	92 6	18 8	5 4	128	D. Damphousse, St. Timothy, Que.
61,592	J. C. Williams	Lunenburg	Schr—Glt	1876	Shelburne, N.S.	56 0	18 5	7 0	29	J. E. Whitford, Chester, N.S.
94,731	J. D. Everett	Windsor, N.S.	Ship—3 m.	1889	Newport, N.S.	242 5	45 2	24 2	197	George Armstrong, Kempt, N.S.
46,665	J. D. Payson	Digby	Schr—Glt	1851	United States	57 9	15 9	7 3	37	John H. Killam, Yarmouth, N.S.
74,328	J. D. Payson	Yarmouth	do	1877	Matland, N.S.	61 5	19 0	7 0	41	C. Perry, Yarmouth, N.S.
100,538	J. E. Collins	Digby	do	1894	Freeport, N.S.	52 2	18 2	7 0	36	E. H. Collins, Westport, N.S.
83,204	J. E. Graham	Windsor, N.S.	Bk—Bq	1881	Newport, N.S.	206 0	40 5	23 9	1336	W. H. Mosher, Newport, N.S.
52,022	J. F. Purney	Shelburne	Schr—Glt	1866	Shelburne, N.S.	64 0	19 8	7 9	50	John Purney, Shelburne, N.S.
100,164	J. H. Ernst	Lunenburg	do	1891	Lunenburg, N.S.	80 0	23 5	9 0	97	S. W. Oxner, Lunenburg, N.S.
57,269	J. H. Hiltz	Charlottetown	do	1868	Mahone Bay, N.S.	66 7	21 5	7 4	56	Jacob Pollard, Port Elgin, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
73,950	J. M. Hannum.....	Ottawa.....	Barge.....	1876	Hull, Que.....	108 7	21 9	7 0	150	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
100,887	J. M. Young.....	Lunenburg.....	Schr—Glt.....	1894	Lunenburg, N.S.....	86 8	24 5	9 3	99	W. Young, sen., Lunenburg, N.S.	
72,962	J. N. Carter.....	Picton, Ont.....	do.....	1875	Picton, Ont.....	112 4	25 0	9 0	187	N. Dymont, Barrie, Ont.....	
71,195	J. N. Oswell.....	Ottawa.....	Barge.....	1875	Curleys Mills, Ont.....	105 0	21 7	6 0	112	Rich'd Waters, Belleville, Ont.	
	J. N. Scott.....	Goderich.....	Schr—Glt.....	1859	Goderich, Ont.....	44 0	13 0	5 5	20	John Egan, Algoma, Ont.....	
	J. P. Abbey.....	St. Catharines.....	Barge.....	1863	Port Robinson, Ont.....	76 0	22 0	7 0	120	Chaffrey Bros., Welland, Ont.	
74,150	J. P. Corkum.....	Lunenburg.....	Schr—Glt.....	1876	La Have, N.S.....	38 5	13 7	5 5	16	Matthew Spencer, Bourgeois, Nfld.	
36,471	J. P. Corkum.....	do.....	do.....	1859	Lunenburg, N.S.....	47 2	17 5	7 1	30	W. H. Boatts, P. E. Island.....	
54,107	J. R. Kenny.....	Halifax.....	do.....	1866	Tusket, N.S.....	60 0	18 9	6 7	38	Jas. R. Kenny, Barrington, N.S.	
96,820	J. S. Austin.....	Sault Ste. Marie.....	do.....	1863	Port Ryerse, Ont.....	136 0	26 0	12 2	323	Sault Ste. Marie Pulp and Paper Co., Sault Ste. Marie, Ont.	
79,989	J. V. Troop.....	St. John, N. B.....	Ship—3 m.....	1879	Tynemouth, St. John Co., N.B.	200 0	39 0	23 0	1295	Chas. McL. Troop, St. John, N.B.	Classed Bureau Veritas and American Re- cord.
77,672	J. W. Allen.....	Charlottetown.....	Schr—Glt.....	1878	Cape Tormentine, N.B.	54 5	17 0	6 7	33	Jonas W. Allen, Cape Tormentine, N.B.	
59,412	J. W. Dean.....	St. John, N. B.....	do.....	1870	Parrsboro', N.S.....	68 5	22 6	9 1	85	Wm. McDade, Parrsboro', N.S.	
59,994	J. W. Dunscomb.....	Montreal.....	do.....	1871	Quebec.....	90 0	24 8	8 6	98	Government of Canada, Ottawa.	

Marine and Fisheries—List of Shipping.

94,860	J. W. Durant.	Parraboro'	do	1890	Parraboro', N.S.	91 8	26 9	8 5	124	W. F. Durant, Parraboro', N.S.	Classed American Record.
54,144	J. W. Falk.	Halifax	do	1867	Petite Rivière, N.S.	69 8	21 0	8 6	68	Joseph Dillon, St. John, N.B.	
94,654	J. W. Geldert.	Lunenburg	do	1886	Lunenburg, N.S.	78 3	24 0	9 0	89	James W. Geldert, Lunenburg, N.S.	
94,668	J. W. Hill.	Halifax.	do	1880	Parraboro', N.S.	74 0	26 0	6 9	78	Lewis F. Hill, Ship Harbour, N.S.	
80,977	J. W. Ingraham.	Sydney	do	1882	Aspy Bay, C.B.	36 3	13 6	5 0	14	Elias Dickson, Main a Dieu, C.B.	
90,547	J. W. McRae.	Montreal.	Barge	1860	Whitehall, Ont.	97 5	17 7	8 2	118	Edmond Comptois, Sorel, Que.	
80,608	J. W. Raymond.	Yarmouth.	Schr—Glt	1880	Green Cove, N.S.	54 0	17 7	6 0	35	John E. Collins, Freeport, N.S.	
80,892	J. Burstall.	Ottawa.	Barge	1860	Hull, Que.	110 7	21 7	7 2	152	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
36,346	J. Congdon.	Halifax.	Bgtn—Bkglt.	1861	Truro, N.S.	84 7	23 9	10 2	125	John Alexander, Truro, N.S.	
69,140	J. Croft.	do	Schr—Glt	1875	New Dublin, N.S.	56 6	18 5	7 5	44	James A. Hiltz, Chester, N.S.	
75,862	J. Daly.	Weymouth.	do	1879	Clare, N.S.	63 5	20 0	6 9	41	Chas. LeBlanc, Grosse Coques, N.S.	
85,566	J. Lyons.	Barrington.	do	1863	Port Clyde, N.S.	40 0	13 6	4 7	15	James H. Banks, Barrington, N.S.	
71,205	J. Robinson.	Chippewa.	Scow—Chd.	1070	Black Creek, Ont.	60 6	13 8	4 2	31	John Battle, Thorold, Ont.	
83,326	Jackson.	Ottawa.	Barge	1881	Hull, Que.	110 7	21 3	7 8	157	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
85,560	Jacques.	Yarmouth.	Schr—Glt	1884	Eel Brook, N.S.	66 5	20 3	7 7	58	Fred. Forrier, Descousse, C.B.	
64,947	Jacques Cartier.	Quebec.	Barge	1871	Batiscan, Que.	86 6	20 5	6 5	80	O. Spénard, St. Pierre des Bequets, Que.	
100,610	Jamboree.	Shelburne.	Yawl	1893	Shelburne, N.S.	44 0	11 5	8 3	14	J. B. Bland, Gaspé, Que.	
83,124	James.	Halifax.	Schr—Glt	1867	Porter's Lake, N.S.	33 0	12 5	3 6	8	John D. Storey, Halifax, N.S.	
83,338	James.	Ottawa.	Barge	1882	Montreal, Que.	108 6	22 6	6 4	153	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
92,366	James Abbs.	Toronto.	Schr—Glt	1869	Port Credit, Ont.	41 0	12 0	3 9	15	Emily Bloors, Port Credit, Ont.	
85,689	James Barber.	St. John, N.B.	do	1887	Waterborough, N.B.	79 0	26 9	6 6	80	Abiathar F. Camp, Cambridge, N.B.	
94,824	James Beckwith.	Barrington.	do	1847	United States.	50 0	17 0	6 3	31	B. C. Newell, Barrington, N.S.	
85,717	James Brown.	Weymouth.	Bgtn—Bkglt.	1891	Port Gilbert, N.S.	115 0	28 7	12 6	297	Mark Shaw, New York, U.S.	Classed American Record.
85,717	James Buckley.	Prescott.	Barge	1884	Quebec City.	160 0	31 0	10 0	442	Jas. Buckley, Prescott, Ont.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
76,433	James Cunningham.	Ottawa.	Barge.	1877	Hull, Que	110 0	22 7	8 0	176	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
84,824	James Davis.	Halifax.	Schr—Glt	1882	Humber Sound, Nfd.	59 0	18 0	7 3	47	Fred'k. S. Allen, Halifax, N.S.	
103,591	James E.	Charlottetown.	Bign—Bkgtl.	1895	Cardigan, P. E. I.	106 0	27 0	11 0	196	Jas. E. McDonald, Cardigan, P. E. I.	
97,026	James Farnham.	Yarmouth.	Schr—Glt	1890	Digby, N.S.	51 0	16 4	6 6	31	Stephen A. Goudey, Port Mait- land, N.S.	
71,245	James G. Worts.	Toronto.	do	1874	Mill Pond, Ont.	136 0	26 3	11 3	309	D. Sylvester, Toronto, Ont	
83,067	James Gordon.	Ottawa.	Barge	1881	Hull, Que	108 0	22 6	7 0	147	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
74,089	James Henry.	Sydney.	Schr—Glt	1876	Bras d'Or, C.B.	42 5	14 5	6 1	18	Simon Deveux, Bras d'Or, C.B.	
57,726	James Ives.	Halifax.	Bk—Bq	1869	River St. John, N.S.	146 6	32 1	17 0	533	Daniel Sutherland, Pictou, N.S.	
75,885	James L. Harway.	Pictou, N.S.	do	1880	do	180 3	36 7	20 8	959	A. C. Macdonald, Pictou, N.S.	Classed Bureau Veritas and American Re- cord.
75,799	James McLaren.	Ottawa.	Barge	1879	Hull, Que	110 0	22 7	7 9	169	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
100,212	James R.	Halifax.	Schr—Glt	1871	St. Catharines, Ont.	141 0	23 1	11 0	320	John Riley, St. Catharines, Ont.	
85,413	James R. Benson.	St. Catharines.	do	1891	Jeddore, N.S.	55 5	19 6	7 8	51	Colin Mitchell, Jeddore, N.S.	
83,303	James Ryan.	Fort Medway.	do	1873	St. Catharines, Ont.	139 0	23 5	11 8	323	Wm. H. Gatfield, Amherstburg, Ont.	
			do	1882	East Port Medway, N.S.	57 9	19 7	7 8	48	Wm. Harris, Gabarus, C.B.	

Marine and Fisheries—List of Shipping.

74,945	James Semple	Pictou, N.S.	do	1876	Tatamagouche, N.S.	60 0	19 4	8 4	63	William Roberts, gouche, N.S.	Tatama-
74,140	James William	Lunenburg	do	1872	La Havre, N.S.	35 0	12 8	5 0	13	Michael Walker, La Have, N.S.	
85,351	James Williamson	Ottawa	Barge	1882	Hull, Que	110 0	22 0	7 4	155	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
42,341	James and Eleanor	Halifax	Schr—Glt	1853	Terrance Bay, N.S.	44 0	13 9	6 4	30	John McFaridge, N.S.	Halifax,
48,103	Jane	do	do	1832	Essex, U.S.	45 8	14 1	6 0	21	George Carpenter, an Bouche, N.S.	Harbour
42,283	Jane	do	Bgtn—Bkgt.	1861	Princeport, N.S.	88 0	24 2	10 4	140	G. B. McLellan, N.S.	Londonberry,
41,555	Jane	St. John, N.B.	Schr—Glt	1857	Parrsboro', N.S.	41 8	14 7	6 0	19	Richard Crealock, N.B.	St. John,
83,479	Jane	St. Andrews	do	1861	Dennisville, Maine, U.S.	42 9	13 2	4 8	22	Wealthy Ann Randall, Harbour, N.B.	Beaver
33,201	Jane Anne	Quebec	do	1853	St. Antoine de Tilly, Que.	57 4	15 5	6 0	36	Edouard Godin, Les Ecureuils, Que.	
94,973	Jane Burrill	Yarmouth	Ship—3 m.	1869	Little Brook, N.S.	229 0	42 6	23 7	1835	Wm. Burrill, Yarmouth, N.S.	
58,635	Jane C. Woodruff	St. Catharines	Bk—Bq	1866	St. Catharines, Ont.	139 0	24 0	11 3	228	John B. Miller, Parry Sound, Ont.	
85,430	Jane McLeod	do	Schr—Glt	1868	do	117 6	23 9	9 6	181	T. N. Dancy, Goderich, Ont.	
46,105	Jane Otis	Halifax	do	...	Belfast, U.S.	71 4	11 2	7 3	50	Michael Keating, Port Mul- grave, N.S.	
59,903	Janes	Quebec	Barge	1869	Quebec	118 0	23 0	8 0	158	Montreal Transportation Co., Montreal.	
80,946	Janet A.	Chatham, N.B.	Schr—Glt	1882	Church Point, N.B.	47 3	15 9	6 6	29	Charles Haurahan, Tidnish, P. E. I.	
46,294	Janett	Halifax	do	1864	Port Medway, N.S.	51 3	17 9	6 8	32	Donald McDonald, Boylston, N.S.	
72,296	Janie B.	St. John, N.B.	do	1877	Wickham, Queen's Co., N.B.	58 9	21 2	5 4	43	Thos. Blenkhorn, Spring Hill, N.S.	
94,673	Janie M.	Halifax	do	1869	Ship Harbour, N.S.	64 8	23 2	8 4	65	Howard Mitchell, Ship Har- bour, N.S.	
75,773	Janie R.	Shelburne	do	1878	Brooklyn, N.S.	61 0	20 2	7 7	45	Sannuel J. Balcom, Sheet Har- bour, N.S.	
108,281	Japan	Chatham, N.B.	do	1891	Caracquet, N.B.	34 8	12 2	4 8	11	R. Young, Caracquet, N.B.	
35,758	Jasper	Halifax	do	1850	Barrington, N.S.	67 0	16 6	9 5	64	Sannuel Nickerson, Barrington, N.S.	
100,146	Jay	Winnipeg	Barge	1894	Rat Portage, Ont.	59 0	13 2	5 2	32	Charles E. Laverdiere, Rat Portage, Ont.	
100,294	Jean	Chatham, N.B.	Schr—Glt	1891	Caracquet, N.B.	33 8	12 8	4 4	13	Theo. Des Brisay, Bathurst, N.B.	
51,524	Jean Baptiste	Quebec	do	1864	Batiscan, Que.	101 0	22 5	7 7	114	Jos. Piché, Longueuil, Que.	
50,756	Jean Baptiste	do	Barge	1863	do	80 0	22 0	7 0	66	Pierre Duval, Batiscan, Que.	

Classed Bureau
Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Feet.	Feet.	Feet.	Registered tonnage. Tonnage enregistré.	
103,414	Jeanie Myrtle	Lunenburg	Schr—Glt	1895	Lunenburg, N.S.	85 3	24 2	9 3	98	Murdock McGregor, La Have, N.S.
100,858	Jeannette	Quebec	do	1892	Murray Bay, Que.	40 0	13 9	5 6	18	R. Asselin, St. Michael, Que.
35,430	Jeff Davis	Halifax	do	1839	Essex, U.S.	4b 7	14 4	5 8	20	Rolland G. McLellan, Port Hood, C.B.
88,579	Jennie	Kingston	do	1871	Garden Island, Ont.	168 0	26 6	11 8	438	The Montreal Transportation Co., Montreal.
83,091	Jennie	Port Hawkesbury	do	1879	Pirate Cove, N.S.	30 1	10 2	5 3	11	Peter C. Brodet, West Arichat, N.S.
79,905	Jennie	Ottawa	Barge	1881	Tidnish, N.B.	73 0	22 4	8 0	92	The Minister of Marine and Fisheries, Ottawa, Ont.
96,925	Jennie Armstrong	Charlottetown	Schr—Glt	1867	Wiscasset, U. S.	67 0	21 8	7 5	66	Jas. Grady, Summerside, P.E.I.
103,191	Jennie B.	Liverpool	do	1894	Brooklyn, N.S.	34 0	13 6	5 8	13	A. Shankle, Fort Matoun, N.S.
94,709	Jennie B. Thomas	Digby	do	1867	United States	69 5	20 6	6 7	52	Joseph E. Snow, Digby, N.S.
80,604	Jennie C.	Yarmouth	do	1880	Green Cove, N.S.	44 5	15 0	5 5	16	S. F. Perry, Beaver River, N.S.
90,440	Jennie Frederica	Barrington	do	1893	Shelburne, N.S.	63 0	17 4	7 5	40	Peter Kenney, Clarke's Har- bour, N.S.
103,491	Jennie May	Lunenburg	do	1895	Mahone Bay, N.S.	77 1	22 2	9 1	88	M. B. Westheaver, Lunenburg, N.S.
79,919	Jennie Palmer	Dorchester	do	1880	Dorchester, N.B.	75 2	24 2	7 2	77	P. J. Palmer, Dorchester, N.B.
92,370	Jennie Parker	St. John, N. B.	do	1887	Tynemouth, St. John, N.B.	113 0	29 2	10 2	195	Robert C. Elkin, St. John, N.B.

Marine and Fisheries—List of Shipping.

90,532	Jenny Lind.....	Montreal.....	Sloop.....	1885 St. Thomas, Pierre-ville, Que.....	102 6	22 7	5 9	101	Jean B. Variour, Yamaska, Qué.
33,132	Jenny Lind.....	Quebec.....	Schr—Glt.....	1855 Grondines, Que.....	93 1	23 0	8 9	125	Narcisse Hamelin, Grondines, Q.
	Jenny Lind.....	Montreal.....	Barge.....	1859 St. Francis, Que.....	85 0	22 7	6 1	41	L. St. Pierre, Yamaska, Que...
	Jenny Lind.....	Toronto.....	Schr—Glt.....	1866 Port Credit, Ont.....	84 5	14 0	5 0	28	Benj. Walton, Toronto, Ont....
78,048	Jenny May.....	Chatham, N.B.....	do.....	1880 Tignish, P. E. I.....	44 0	14 6	5 9	19	J. McGrath, Tignish, P. E. I....
88,554	Jersey Lily.....	Shelburne.....	do.....	1885 Lockeport, N.S.....	84 0	23 0	9 5	96	Enos Churchill, Lockeport, N.S.
103,289	Jersey Lily.....	Chatham, N.B.....	do.....	1895 Caraqueet, N.B.....	37 2	12 8	4 8	12	T. Ahier, Shippegan, N.B.....
103,200	Jessamine.....	Liverpool.....	do.....	1895 Brooklyn, N.S.....	68 5	22 8	8 8	70	Colin McLeod, Brooklyn, N.S....
59,475	Jessen.....	Lunenburg.....	do.....	1871 Lunenburg, N.S.....	66 0	21 0	8 4	69	J. N. Rafuse, LaHave, N.S.....
90,950	Jessie.....	Chatham, N.B.....	do.....	1882 Charlo, N.B.....	36 4	13 7	5 0	14	S. McGregor, Charlo, N.B.....
74,105	Jessie.....	Halifax.....	do.....	1877 Ship Harbour, N.S.....	43 0	15 2	5 7	21	Peter Myers, Jeddore, N.S.....
89,563	Jessie.....	Kingston.....	Sloop.....	1869 Clayton, U.S.....	63 6	13 6	5 0	29	Lewis Pecor, Gananoque, Ont..
66,348	Jessie.....	Charlottetown.....	Schr—Glt.....	1873 Summerside, P. E. I.....	50 0	16 7	3 8	23	W. T. Newman, Summerside, P. E. I.
66,078	Jessie.....	Quebec.....	Barge.....	1873 Yamaska, Que.....	107 0	22 3	8 2	137	Pierre Lacroix, Sorel, Que.....
59,186	Jessie.....	St. John, N.B.....	Schr—Glt.....	1868 Kingston, King's Co., N.B.....	78 2	25 0	6 4	72	Edmund Kinnie, Riverside, N.B.
100,542	Jessie.....	Digby.....	do.....	1895 Freeport, N.S.....	41 0	15 3	6 0	17	W. H. Brooks, Freeport, N.S....
85,723	Jessie A. Loye.....	Lunenburg.....	do.....	1883 Lunenburg, N.S.....	81 4	23 9	9 5	99	T. H. Giffin, Isaac's Harbour, N.S.
85,669	Jessie B.....	Barrington.....	do.....	1884 Shag Harbour, N.S.....	55 0	17 4	6 5	36	G. C. Haley, Westport, N.S....
90,507	Jessie D.....	Parrsboro'.....	do.....	1886 Parrsboro', N.S.....	83 2	22 6	8 6	86	J. M. Glennie, River Hebert, N.S.
51,655	Jessie Drummond.....	Port Hope.....	do.....	1865 St. Catharines, Ont.....	134 5	23 0	11 9	292	Hugh Roney <i>et al.</i> , Port Hope, Ont.
64,006	Jessie Lent.....	St. John, N.B.....	do.....	1870 Freeport, N.S.....	51 5	17 5	5 8	28	Marshall Stinson, St. Andrews, N.B.
83,311	Jessie M. Volger.....	Port Medway.....	do.....	1884 Vogler's Cove, N.S.....	76 6	22 5	8 8	77	George Cunningham, Halifax, N.S.
86,587	Jessie May.....	Yarmouth.....	do.....	1884 Argyle, N.S.....	37 2	13 6	5 0	14	Arthur E. Allen, Argyle, N.S....
100,027	Jessie McDonald.....	Toronto.....	do.....	1866 Wellington, Ont.....	77 1	18 1	7 7	84	John Bell <i>et al.</i> , Belleville, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built— Construit.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. 10ths	ft. 10ths	ft. 10ths			
71,361	Jessie Newell	Barrington	Schr—Glt	1867	Essex, U.S.	70 4	19 7	8 1	63	David Montgomery, Summerside, P.E.I.	
52,060	Jessie Ray	Annapolis	do	1866	Wilmot, N.S.	49 0	17 5	6 9	26	W. Lewis, Freeport, N.S.	
72,993	Jessie Scarth	Toronto	do	1871	Hamilton, Ont.	135 0	25 9	12 7	333	John Conlon, Thorold, Ont.	
61,151	Jessie Stewart	Montreal	do	1870	Alpina, Que.	64 5	17 4	5 0	54	J. Adamson, Toronto, Ont.	
64,914	Jet	do	Barge	1871	Quebec	137 8	29 6	9 5	312	Kingston and Montreal Forwarding Co.	
33,379	Jeune Maitresse	Quebec	Schr—Glt	1857	Portneuf, Que.	58 2	18 5	5 6	38	François X. Gauthier, Deschambault, Que.	
74,019	Jewel	Lunenburg	do	1876	Shelburne, N.S.	68 0	21 2	7 8	52	J. A. Hutte, Lunenburg, N.S.	
38,726	Jilt	Chatham, N.B.	do	1867	Richibucto, N.B.	37 0	11 9	4 5	13	R. E. Noble, St. John, N.B.	
94,904	Joan	New Westminster	Sloop	1890	New Westminster, B.C.	36 0	11 0	5 0	16	Grace Cruikshank, (wife of A. C.), New Westminster, B.C.	
71,339	Joe Howe	Barrington	Schr—Glt	1868	Shag Harbour, N.S.	38 0	12 0	5 3	12	D. Purdy, Barrington, N.S.	
	Johanna	Windsor, Ont.	Scow—Chd	1867	Pike Creek, Ont.	60 0	17 6	4 0	40	Geo. Miller, Maidstone, Ont.	
54,330	John	Digby	Schr—Glt	1866	Port Gilbert, N.S.	67 5	21 0	8 3	79	Jno. Crowley, Gilbert's Cove, N.S.	
80,002	John A. Ruddock	St. John, N.B.	do	1879	Carleton, St. John, N.B.	33 1	13 0	4 5	10	John R. Moses, Grand Manan, N.B.	
38,659	John Augustus	Sydney	do	1865	Codroy, Nfld.	45 5	13 5	4 9	15	John McIsaac, Codroy, Nfld.	

Marine and Fisheries—List of Shipping.

10,958	John B.	Chatham, N.B.	do	1898	Shippegan, N.B.	34 5	12 2	5 0	11	W. S. Loggie, Chatham, N.B.
74,130	John B. Dolliver	Port Medway	do	1877	Fort Medway, N.S.	56 4	18 9	6 8	35	Nathaniel Smith, Halifax, N.S.
54,494	John Boyd	Halifax	Bgtn—Bkglt.	1857	Port Elgin, N.B.	105 0	26 8	12 0	193	John Francis Norris, Baltimore, U.S.
	John Bright	Ottawa	Barge	1870	Ottawa, Ont.	97 6	17 0	5 9	96	John Taylor, Montreal, Que.
109,969	John Bull	Chatham, N.B.	Schr—Glt	1892	Carquet, N.B.	34 3	11 6	4 8	10	J. Sewell, Carquet, N.B.
100,419	John Cuzner	Ottawa	Barge	1893	Ottawa, Ont.	82 9	20 7	5 0	40	Roderick McLeod, Ottawa, Ont.
66,086	John Day	Quebec	Sloop	1870	St. Aimé, Que.	106 3	22 8	8 0	136	Flavien Morin, Champlain, Que.
88,502	John E.	Sydney	Schr—Glt	1883	River Dennis, C.B.	37 4	12 4	5 0	12	Donald Kennedy, River Dennis, C.B.
51,965	John E. Dennis	St. Andrews	do	1865	Bear River, N.S.	35 0	14 0	5 1	18	Alfred Stanley, sr., Grand Manan, N.B.
96,964	John E. Shatford	Shelburne	do	1890	Shelburne, N.S.	101 0	25 5	10 6	179	Ernest Laungois, Bay St. George, Nfld.
54,132	John Franklin	Halifax	do	1867	Chezecook, N.S.	41 0	14 0	5 9	18	Fred. A. Lockhart, Hantsport, N.S.
71,071	John G. Kolfage	Amherstburg	do	1869	Amherstburg, Ont.	79 3	22 2	7 3	93	Joseph Williams, Goderich, Ont.
78,032	John Gales	Chatham, Ont.	do	1879	Mitchell's Bay, Ont.	70 0	16 3	5 0	42	J. Desjardins, Stoney Point, Ont.
83,184	John Gill	Pictou, N.S.	Bk—Bq	1881	River John, N.S.	180 9	36 8	21 5	94	Daniel Sutherland, Pictou, N.S.
34,720	John Gilpin	Halifax	Schr—Glt	1850	Shelburne, N.S.	61 7	17 5	9 4	62	James Muir, Shelburne, N.S.
83,340	John Gray	Ottawa	Barge	1881	Hull, Que.	110 0	22 0	7 4	156	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
80,668	John Guskin	Montreal	Schr—Glt	1881	Kingston, Ont.	165 8	31 4	12 1	487	Montreal Transportation Co., Montreal.
94,693	John H. Kennedy	Digby	do	1839	United States	67 0	20 0	7 0	54	Stephen Haines, Granville, N.S.
61,572	John Halifax	Shelburne	do	Not kn	Danvers, U.S.	75 8	21 2	7 5	63	Israel K. Bruce, Shelburne, N.S.
96,704	John Heney	Ottawa	Barge	1889	Ottawa, Ont.	111 0	22 6	6 9	155	John Heney, Ottawa, Ont.
35,868	John Henry	Halifax	Schr—Glt	1843	LaHave, N.S.	39 8	13 6	6 5	27	J. B. Hammell, Labrador
36,072	John Henry	do	do	1857	St. Mary's, N.S.	54 2	17 5	7 6	37	James McDaniel, Halifax, N.S.
35,720	John Henry	Lunenburg	do	1853	Lunenburg, N.S.	40 0	14 7	7 4	39	Jas. D. McDonald, Sydney, C.B.
35,849	John Joseph	Halifax	do	1854	St. George's Bay, Newfoundland.	51 8	14 6	7 3	29	W. Shaw, St. George's Bay, Newfoundland.
57,715	John Lawrence	do	do	1868	Malone Bay, N.S.	40 8	16 1	6 6	22	Michael Reddy, Manchester, N.S.

Classed American Record.

Classed Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft 10ths Ft 10ths Ft 10ths					
100,936	John Loughrin	Ottawa	Barge	1889	Kippewa, Ont.	97 5	12 4	4 4	36	J. B. Latour, Ottawa, Ont.	
71,135	John McBride	Port Dover	Schr—Glt	1872	Port Dover, Ont.	53 0	11 5	4 7	23	Edward Quinn, Belleville, Ont.	
90,742	John McLeod	St. John, N.B.	Ship—3 m.	1885	Black River, St. John Co., N.B.	225 4	41 1	24 3	1519	Robt. Thomson, jr., and John H. Thomson, St. John, N.B.	Classed Bureau Veritas.
75,579	John Millard	Barrington	Schr—Glt	1881	Liverpool, N.S.	73 6	22 3	8 9	68	Thos. Renner, Halifax, N.S.	
	John Pugsley	Port Dover	do	1868	Sandusky Creek, Ont.	62 0	16 0	5 0	59	J. H. Goldring, Toronto, Ont.	
94,941	John Purney	Shelburne	do	1889	Shelburne, N.S.	84 0	23 0	9 4	98	John Crocheson, Jordan Bay, N.S.	
97,018	John Robinson	St. Catharines	Scow—Chd	1870	Black Creek, Ont.	61 3	14 8	4 4	41	James Battle, Thorold, Ont.	
100,080	John S. Parker	St. John, N.B.	Schr—Glt	1891	Tynemouth, N.B.	123 0	29 9	10 5	240	R. C. Elkin, St. John, N.B.	Classed American Record.
50,760	John Taylor	Halifax	do	1864	Prince Edward Island.	56 6	16 8	5 4	32	Wm. A. Cox, Canning, N.S.	
51,911	John Thomas	do	do	1865	Montague River, P. E. I.	55 0	16 8	6 9	36	L. A. LeBlanc, West Arichat, C.B.	
88,289	John Tyler	St. Andrews	do	1846	Essex, U.S.	72 4	19 8	8 8	77	Leander Shaw, Hantsport, N.S.	
80,972	John Vincin	Sydney	do	1881	Bras d'Or, C.B.	41 0	14 9	5 8	17	David Sampson, River Bourgeois, C.B.	
	John Wesley	Port Hope	do	1844	Port Hope, Ont.	58 0	16 0	7 0	42	William Bellichambers, Whitby, Ont.	
	John Wesley	Picton, Ont.	do	1869	Picton, Ont.	67 0	17 6	4 6	40	John Maloney, Toronto, Ont.	

Marine and Fisheries—List of Shipping.

64, 137	John Williams	Halifax	do	1867	Jordan River, N.S.	58 0	18 5	7 5	41	George H. Taylor, Halifax, N.S.
83, 330	John Wilson	Ottawa	Barge	1881	Hull, Que	110 4	22 0	7 9	158	The Ottawa Trans. Co., Ltd., Ottawa.
97, 148	John & Frank	St. Andrews	Schr—Glt	1853	Maine, U.S.	66 8	21 2	6 6	56	Samuel McKay, Beaver Har- bour, N.B.
103, 134	Johnney	Quebec	do	1894	Rivière du Loup, Que.	58 8	19 0	5 2	36	Richard Duguay, Fraserville, Que.
72, 275	Joliette	St. John, N.B.	Wdht—B&B	1875	Cambridge, N.B.	72 4	25 0	6 7	66	George E. Evans, St. John, N.B.
80, 641	Jonathan	Yarmouth	Schr—Glt	1883	Pubnico, N.S.	71 8	21 0	8 3	68	D. L. Amiro, Pubnico, N.S.
77, 905	Jones Bros.	Cornwall	Barge	1875	Ithaca, N.Y.	91 5	16 0	8 4	100	D. A. Fleck <i>et al.</i> , Cornwall, Ont.
59, 466	Jos. C. Morgan	Shelburne	Schr—Glt	1866	Chester, N.S.	55 6	18 0	7 1	37	Martha Cook, Lockport, N.S.
83, 097	Joseph Ann	Port Hawkesbury	do	1863	Margaree, C.B.	45 7	15 5	6 4	22	Alexander Cormier, Margaree, C.B.
103, 247	Joseph Arthur B.	Montreal	Sloop	1894	Lanoraie, Que	191 6	27 3	11 3	289	Joseph Robillard, Montreal
100, 182	Joseph Edward R.	do	Barge	1891	do	120 0	26 2	9 6	229	Joseph Robillard, Lanorie, Que.
94, 789	Joseph McGill	Lunenburg	Schr—Glt	1889	Shelburne, N.S.	81 0	23 4	9 7	99	David Ritcey, LaHave, N.S.
94, 970	Joseph O	do	do	1889	Pleasantville, N.S.	58 4	20 0	7 5	53	Albert McKean, Pleasantville, N.S.
42, 998	Josephine	Charlottetown	do	1863	Souris, P.E.I.	54 0	18 7	6 9	41	John T. McLaine, Charlotte- town, P.E.I.
33, 071	Josephine	Quebec	Barge	1855	St. Jean Deschail- lons, Que.	64 6	22 0	7 3	65	W. Demers, St. Pierre les Bec- quets, Que.
59, 934	Josephine	do	Schr—Glt	1869	St. Jean Port Joli, Que.	65 0	22 2	6 1	52	Charles Bertrand, Green Island, Que.
69, 642	Josephine	do	do	1861	Grondines, Que.	82 1	22 5	8 6	106	Joseph Lavoie, St. Luce, Que.
73, 986	Josephine	do	do	1876	Bay St. Paul, Que	54 5	18 0	8 1	46	Joseph Desgagnez, Anse St. Jean, Chicoutimi, Que.
77, 892	Josephine	Sackville	do	1879	Bay Verte, N.B.	33 6	12 4	4 7	12	L. Burke, Botsford, N.B.
83, 058	Josephine	Shelburne	Bgtn—Bkgt.	1882	Lockport, N.S.	87 0	23 0	9 9	111	Enos Churchill, Lockport, N.S.
83, 267	Josephine	Annapolis	Schr—Glt	1889	Margaretsville, N.S.	87 2	25 8	8 7	117	Simcon Harris, Margaretsville, N.S.
100, 965	Josephine	Chatham, N.B.	do	1893	Caracquet, N.B.	36 5	12 6	4 8	11	P. Rive, Caracquet, N.B.
94, 829	Josie	Weymouth	do	1892	Balliveau's Cove, N.S.	96 3	28 0	9 0	140	St. Clair-Jones, Weymouth, N.S.
83, 461	Josie L. Day	Digby	do	1878	United States	42 5	15 0	5 8	16	D. and O. Sproul, Digby, N.S.
73, 081	Jubilee	Montreal	Sloop	1871	St. Marcel, Que.	90 0	21 5	5 0	71	D. Chausse, Lanoraie, Que

Classed Ameri-
can Record.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
88,454	Jubilee.....	Arichat.....	Schr—Glt	1887	Port Royal, N.S.....	51 1	17 6	7 5	35	David Gruchy, Descousse, C.B.	Classed Ameri- Record.
92,458	Jubilee.....	Charlottetown.....	do	1887	Georgetown, P.E.I.....	78 0	24 0	8 5	76	Malcolm McDonald, George- town, P.E.I.	
98,486	Julia.....	Arichat.....	do	1887	River Bourgeois, C.B.....	46 0	15 2	6 5	19	Michael Boudrot, River Bour- geois, C.B.	
36,111	Julia.....	Halifax.....	do	1853	Chezetcook, N.S.....	41 0	11 4	5 6	20	Reuben Richards, La Have, N.S.	
36,296	Julia.....	do	do	1860	Truro, N.S.....	75 5	22 9	10 4	113	Robert Smith, Truro, N.S....	
100,352	Julia.....	Quebec.....	do	1891	St. Luce, Que.....	59 0	18 0	6 6	43	Germain Lajoie, St. Fulgence, Que.	
75,566	Julia A.....	Charlottetown.....	do	1877	La Have, N.S.....	41 0	14 0	5 6	15	Murdoch Finlayson, Pinette, P.E.I.	
90,613	Julia Ann.....	Moncton.....	do	1886	Cocagne, N.B.....	45 8	16 4	5 8	27	Simon Burke, Cocagne, N.B....	
77,942	Julia Franklin.....	Charlottetown.....	do	1862	Essex, Mass, U.S.....	73 6	21 0	7 7	70	Archibald Lord, Victoria, Cra- paud, P.E.I.	
75,481	Julia Ward.....	do	do	1877	Murray Harbour, P. E.I.	52 8	18 1	7 2	39	Thos. A. Roberts, Murray Har- bour, P.E.I.	
33,330	Julie.....	Quebec.....	do	1857	River Ouelle, Que.....	60 0	17 0	6 4	38	Pierre Levesque, Trois-Pistoles, Que.	
103,616	Julie.....	do	Sloop.....	1894	Les Escoumains, Que.	63 0	19 3	5 5	53	M. Saingelais, Les Escoumains, Que.	
75,900	Julie Ann.....	Chatham, N.B.....	do	1878	Richibucto, N.B.....	35 5	13 2	4 4	9	Anthony Arseneau, Richibucto, N.B.	
59,981	Julien Bismark.....	Quebec.....	Barge.....	1870	Lotbinière, Que.....	98 0	23 0	6 4	93	André Laroche, St. Jean Des- chaillons, Que.	

Marine and Fisheries—List of Shipping,

103,432	Julio	Ottawa	do	1894	Kippewa, Ont	40	5	10	0	3	0	7	W. H. Hurdman, Ottawa, Ont.
100,210	July	Vancouver	Scow—Chd	1888	Vancouver, B.C.	75	0	22	0	6	1	98	Union Steamship Co., Ltd., Vancouver, B.C.
83,038	Jumbo	Ottawa	Barge	1893	Smith's Falls, Ont	106	0	22	6	7	2	189	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
85,724	Jumbo	Halifax	Schr—Glt	1883	Summerside, P.E.I.	41	3	15	7	6	5	20	Henry Linden, Tor Bay, N.S.
85,713	Jumbo	Prescott	Scow—Chd	1884	Sorel, Que	136	0	20	0	6	0	150	C. P. C. and P. Transfer Co., Prescott, Ont.
85,463	Jumbo	Quebec	Barge	1883	Quebec	92	0	26	5	7	8	146	W. M. Macpherson, Quebec.
103,439	Jumbo	Ottawa	do	1890	Buckingham, Que	68	4	14	9	3	4	30	O. M. Harris, Montreal.
52,007	Junaita	Shelburne	Schr—Glt	1865	Jordan River, N.S.	39	5	13	8	6	0	15	Freeman Owen, Lower Argyle, N.S.
100,207	June	Vancouver	Scow—Chd	1888	Vancouver, B.C.	72	0	21	0	6	0	79	Union Steamship Co., Ltd., Vancouver, B.C.
36,482	Junietia	Lunenburg	Schr—Glt	1859	La Have, N.S.	47	2	17	0	7	2	27	Michael Gilliam, jr., St. John's, Nfld.
57,670	June	Halifax	do	1868	Mahone Bay, N.S.	53	8	19	2	7	7	46	Geo. Goodwin, Pubnico, N.S.
80,099	June	St. John, N.B.	do	1881	Cambridge, N.B.	82	0	26	2	7	0	92	Rainsford W. Williams, St. John, N.B.
74,145	Juventa	Lunenburg	do	1876	Mahone Bay, N.S.	52	0	18	0	7	3	38	A. Duncan, Whitehead, N.S.
103,300	K. and S. No. 1.	New Westminster	Barge	1895	Kaslo, B.C.	75	8	26	0	6	0	101	The Kaslo and Sloean R.R. Co., New Westminster, B.C.
103,301	K. and S. No. 2.	do	do	1895	Kaslo, B.C.	75	8	26	0	6	0	101	do
92,676	Kalevala	Pictou, N.S.	Schr—Glt	1888	River John, N.S.	82	2	24	0	9	4	99	Rod'k. R. Morrison, Gabarous, C.B.
85,432	Kambira	Windsor, N.S.	Ship—3 m.	1882	Cornwallis, N.S.	237	0	44	0	26	7	1885	C. R. Burgess, Wolfville, N.S.
83,396	Kangaroo	Halifax	Schr—Glt	1882	New Dublin, N.S.	41	8	15	4	6	2	20	Martin J. Sperry, New Dublin, N.S.
70,293	Kansas	Montreal	Barge	1874	Quebec	146	0	26	3	11	3	357	Montreal Transportation Co., Montreal
85,449	Karoo	Windsor, N.S.	Ship—3 m.	1884	Cornwallis, N.S.	240	0	44	3	26	6	1988	C. R. Burgess, Wolfville, N.S.
88,415	Karslie	St. John, N.B.	Schr—Glt	1884	St. Martin's, N.B.	87	8	27	4	7	7	125	Geo. R. McDonough, St. Martin's, N.B.
80,031	Katahdin	do	Bk—Bq	1860	Kingsport, King's Co., N.S.	194	8	38	3	22	3	1145	Robert Thomson, jr., and John Thomson, St. John, N.B.
92,290	Katahdin	Owen Sound	Schr—Glt	1888	Owen Sound, Ont.	150	0	30	9	10	9	381	B. Arnold, Albany, N.Y.

Classed American Record.
Classed Bureau Veritas
do
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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths	Ft. 100ths	Ft. 100ths			
57,780	Kate.....	Arichat.....	Schr—Glt.....	1869	Sheet Harbour, N.S.	61 3	19 9	7 9	53	Wm. Morris, Canso, N.S.....	
58,803	Kate.....	Charlottetown.....	do.....	1853	do.....	65 1	19 2	8 2	58	Jas. H. Walsh, Summerside, P. E. I.	
64,289	Kate.....	Gaspé.....	do.....	1871	Green Bay, Nfld.....	70 0	19 4	8 9	68	Wm. LeB. Fauvel, Paspébiac, Que.	
36,224	Kate.....	Halifax.....	do.....	1869	Liscombe, N.S.....	39 8	13 4	5 4	14	Henry Stevens, Musquodoboit, N.S.	
64,865	Kate.....	do.....	do.....	1869	Chezetcook, N.S.....	36 0	13 4	5 4	13	Henry Horn, Eastern Passage, N.S.	
36,584	Kate.....	Port Hawkesbury.....	do.....	1863	Margaree, C.B.....	48 0	16 6	6 5	25	Hy. Taylor, Margaree, C.B.....	
64,132	Kate.....	Victoria.....	do.....	1863	San Francisco, U.S.	64 6	18 8	6 2	58	Capt. Warren, Victoria, B.C..	
.....	Kate.....	Montreal.....	Barge.....	1862	St. Francis, Que.....	101 2	23 1	7 2	113	S. St. Denis, Lachine, Que.....	
.....	Kate.....	Oakville.....	Schr—Glt.....	1866	Oakville, Ont.....	78 0	18 9	7 9	100	W. Ostrander, Marysburgh, Ont	
38,515	Kate B.....	Arichat.....	do.....	1872	River-Bourgeois, N.S.	54 9	18 0	7 6	35	John McMillan, Bridgeport, N.S.	
96,814	Kate Chambers.....	Sault Ste. Marie.....	do.....	1883	Sault Ste. Marie.....	63 9	16 9	6 6	107	R. Glackin, Algoma Mills, Ont.	
59,369	Kate Clarke.....	St. Andrews.....	do.....	1873	Trenton, Maine, U.S.	60 3	21 5	7 1	54	Thos. E. Sherwood, New York, U.S.	
94,849	Kate Grant.....	Windsor, Ont.....	Scow—Chd.....	1880	Conneant, U.S.A.....	60 4	17 8	4 0	47	Denis Parent, Detroit, U.S.A.	
74,081	Kate McKinnon.....	Barrington.....	Schr—Glt.....	1876	Barrington, N.S.....	73 0	21 8	8 5	73	A. H. Budrot, Arichat, N.S....	

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80,071	Kate F. Troop.....	St. John, N. B.....	Bk—Bq.....	1881	Tynemouth, St. John, N. B.....	187 0	37 5	22 1	1097	Charles McL. Troop, St. John, N. B.....	Classed Bureau Veritas.
61,304	Katharine.....	Victoria.....	Schr—Glt.....	.....	Unknown.....	81 8	17 0	7 3	82	George N. Fulton, Onslow, N. S.	
86,486	Kathleen.....	Shelburne.....	Bgtn—Btght.....	1883	Jordan River, N. S.....	106 0	26 3	11 2	191	Edward E. Hutchings, Brooklyn, New York, U. S.	Classed American Record.
.....	Kathleen.....	Ottawa.....	Barge.....	1873	Ottawa, Ont.....	87 0	18 0	6 0	94	J. B. A. Mongenais, Montreal.	
94,996	Kathleen.....	Charlottetown.....	Bktn—Bqtn.....	1889	Grand River, P. E. I.....	140 0	29 9	14 0	351	John Yeo, Port Hill, P. E. I....	Classed English Lloyd's.
73,967	Katie.....	Liverpool.....	Schr—Glt.....	1876	Liverpool, N. S.....	36 5	13 3	6 0	14	D. Cronan, Lockeport, N. S.....	
77,755	Katie.....	Shelburne.....	do.....	1879	Jordan River, N. S.....	91 0	24 6	9 4	107	Neil S. Townsend, Louisburg, C. B.	
88,366	Katie.....	Victoria.....	Barge.....	1894	Sooke, B. C.....	64 0	17 0	4 8	31	Dan. J. Butler, Victoria, B. C..	
88,467	Katie.....	Aricbat.....	Schr—Glt.....	1889	French Cove.....	32 8	14 7	5 3	11	Daniel Poirier, Descousse, C. B.	
94,670	Katie A. Burns.....	Halifax.....	do.....	1889	St. Mary's, N. S.....	53 5	17 0	6 8	36	Robt. D. Burns, St. Mary's, N. S.	
100,381	Katie B.....	Sydney.....	do.....	1893	Loraine, C. B.....	48 0	14 5	6 6	24	John H. Burke, Loraine, C. B..	
66,259	Katie E. Stuart.....	Halifax.....	do.....	1871	West Cape, P. E. I.....	63 4	20 2	7 6	53	Isaac Gauge, Anchor Point, Nfld.	
97,074	Katie E. Wall.....	Charlottetown.....	do.....	1892	Princetown Royalty, P. E. I.	43 9	14 7	6 3	23	Peter McNutt, Malpesque, P. E. I.	
75,911	Katie Eccles.....	Napanea.....	do.....	1877	Mill Point, Ont.....	95 0	24 0	8 0	122	Archibald Campbell, Colborne, Ont.	
100,216	Katie M.....	Halifax.....	do.....	1890	Little Harbour, N. S.....	35 6	13 3	4 8	11	Edward Hatter, Halifax, N. S..	
96,986	Katie & Ella.....	Charlottetown.....	Sloop.....	1880	Five Mile River, U. S.....	47 5	15 8	4 8	20	George H. Toombs, Charlotte-town, P. E. I.	
83,105	Kattie Bell.....	Richibucto.....	Schr—Glt.....	1888	Richibucto, N. B.....	32 9	11 6	4 9	11	John Murphy, Campbellton, N. B.	
77,957	Kedron.....	Annapolis.....	do.....	1880	Granville, N. S.....	45 9	16 1	6 3	22	Howard Anderson, Granville, N. S.	
80,573	Keepsake.....	Windsor, Ont.....	Scow—Chd.....	1880	River Puce, Ont.....	72 6	19 9	3 7	45	Wm. Price, Maidstone, Ont....	
94,933	Keewatin.....	Port Hope.....	Schr—Glt.....	1888	Lakeport, Ont.....	120 0	25 0	10 0	199	A. Campbell, Lakeport, Ont....	
94,853	Keewayden.....	Parrboro'.....	do.....	1889	Parrboro', N. S.....	108 0	28 4	10 1	187	J. F. Watson, St. John, N. B..	
80,087	Kelverdale.....	St. John, N. B.....	Bk—Bq.....	1881	Kingsport, King's Co., N. S.	103 0	38 0	22 9	1132	Robert Thomson, jr, and John H. Thomson, St. John, N. B.	Classed Bureau Veritas.
80,005	Kelvin.....	do.....	do.....	1879	Kingsport, N. S.....	187 0	37 3	22 6	1056	Robert Thomson, jr, and John H. Thomson, St. John, N. B.	do
83,111	Kestrel.....	Halifax.....	Yawl—Chp.....	1877	Dartmouth, N. S.....	36 0	10 8	5 0	8	Saml. A. White, Halifax, N. B.	do
66,461	Kestrel.....	Windsor, N. S.....	Bk—Bq.....	1072	Horton, King's Co., N. S.	133 8	30 2	12 6	466	J. E. North, Hantsport, N. S..	do

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Ft. 10ths P. 10ths			
85,726	Keziah.....	Lunenburg.....	Schr—Glt.....	1887	Conquerall, N.S.....	85 0	24 6	10 2	106	Wm. Sarty, La Have, N.S.....	Classed American Record.	
69,449	Kildonan.....	Montreal.....	Bgtn—Bkgtl.....	1876	River John, N.S.....	126 9	30 4	12 9	372	Wm. A. Anderson, Longueuil, Que.	Classed Bureau Veritas and American Record.	
90,548	Kildonan.....	do.....	Schr—Glt.....	1888	Kingston, Ont.....	174 1	33 0	11 1	499	Montreal Transportation Co., Montreal.		
100,649	Kilmeny.....	Victoria.....	do.....	1893	Victoria, B.C.....	46 8	14 0	5 8	18	F. A. Nicholson, Victoria, B.C.		
40,394	Kinan.....	do.....	do.....	1868	Burrard Inlet, B.C.....	49 9	15 5	5 9	29	J. J. Dowsett, Honolulu.....		
92,607	Kinetico.....	St. Andrews.....	do.....	1884	Back Bay, N.B.....	29 6	11 2	6 0	10	Andrew McGee, St. George, N.B.		
49,117	King of Tyre.....	Halifax.....	Bk—Bq.....	1865	Tatamagouche, N.S.....	108 0	27 4	12 6	259	C. A. DeWolfe, New York, U.S.		
61,358	Kingfisher.....	Chatham, N.B.....	Schr—Glt.....	1866	Miramichi, N.B.....	40 0	12 0	5 3	16	Edward Mundy, Richibucto, N.B.		
88,516	Kingfisher.....	Sydney.....	do.....	1888	Ingonish, C.B.....	33 9	13 2	5 1	10	Samuel Urixon, North Sydney, C.B.		
88,581	Kingfisher.....	Yarmouth.....	do.....	1884	Eel Brook, N.S.....	59 8	19 1	7 3	47	A. F. Stoneman, Yarmouth, N.S.		
96,978	Kingsfisher.....	Ottawa.....	Barge.....	1892	Shelburne, N.S.....	100 0	23 7	10 0	107	The Minister of Marine and Fisheries, Ottawa, Ont.		
.....	Kinghorn.....	Montreal.....	do.....	1863	Montreal, Que.....	131 0	24 8	9 1	303	Montreal Transportation Co., Montreal, Que.		
94,740	Kings County.....	Windsor, N.S.....	Ship—3 m.....	1890	Kingsport, N.S.....	255 0	45 5	25 7	2225	C. R. Burgess, Wolfville, N.S.....	Classed Bureau Veritas and American Record.	

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72,337	Kingsport.....	St. John, N.B....	do	1873	Cornwallis, N.S.....	190 0	38 0	22 3	1119	Robert Thomson, jr., St. John, N.B.	Classed Veritas.
100,981	Kite.....	Chatham, N.B....	Schr—Glt	1888	Carquet, N.B.....	36 0	12 1	5 1	11	Charles De Gruchy, Carquet, N.B.	
103,288	Kite.....	do	do	1895	Shippegan, N.B.....	34 7	12 0	4 8	10	T. Ahier, Shippegan, N.B.....	
85,669	Kitty Clyde.....	Halifax	do	1858	Lunenburg, N.S.....	39 0	13 6	5 2	13	John F. Slaunwhite, Terence Bay, N.S.	
74,015	Koh-i-nor.....	Charlottetown....	do	1876	Lunenburg, N.S.....	77 5	23 4	8 9	77	P. Clarkin, Charlottetown, P.E.I.	
103,285	Koh-i-nor.....	Chatham, N.B....	do	1895	Carquet, N.B.....	37 0	12 8	5 2	13	P. Rive, Carquet, N.B.	
90,642	Komaroff.....	Yarmouth.....	do	1883	Shelburne, N.S....	33 5	12 7	4 7	10	Warren Crowell, Barrington, N.S.	
92,343	Kon Oscar.....	Quebec.....	do	1887	River St. François, Que.	58 0	19 8	6 2	41	Ferdinand Dufour, Les Escoumains, Que.	
97,032	L. C. Haley.....	Yarmouth.....	Schr—Glt	1891	Eel Brook, N.S.....	60 3	17 7	6 8	42	Nelson Boyd, Yarmouth, N.S.	
78,083	L. C. Larnrd.....	Chatham, Ont....	do	1875	Port Huron, Ont....	72 0	19 0	5 3	44	D. W. Crowe, Chatham, Ont...	
94,661	Tough.....	Halifax	do	1888	Mahone Bay, N.S....	33 9	12 2	5 4	11	John Tough, Pennant, N.S.....	
71,062	L. & D. Bullock....	Port Hope.....	do	1874	Deseronto, Ont....	110 0	26 3	8 5	208	Richard James et al., Port Hope, Ont.	
96,833	L. E. Young.....	Lunenburg	do	1890	Lunenburg, N.S....	76 5	22 3	8 5	89	Benj. Anderson, Lunenburg, N.S.	
96,968	L. G. Crosby.....	Yarmouth.....	Bgtn—Bqtn	1890	Shelburne, N.S....	126 0	29 0	12 4	298	George Hay Perry, Yarmouth, N.S.	Classed Veritas.
80,928	L. H. Davies.....	Charlottetown....	Schr—Glt	1890	Wood Islands, P.E.I.	50 0	16 0	6 0	33	Robert T. Holman, Summerside, P.E.I.	
85,685	L. M. Ellis.....	Digby.....	do	1883	Digby, N.S.....	55 0	18 4	5 8	36	George Lent, Freeport, N.S....	
88,383	L. M. Smith.....	Windsor, N.S....	Bktn—Bqtn	1884	Kempt, N.S.....	130 9	32 0	12 4	379	Samuel J. Smith, Cheverie, N.S.	
61,578	L. P. Churchill.....	Shelburne.....	Schr—Glt	1874	Lewis Head, N.S....	84 0	24 0	9 6	113	P. J. Wilcox, Louisburg, C.B.	
97,181	L. W. Norton.....	Windsor, N.S....	Bktn—Bqtn	1890	Horton, N.S.....	139 0	33 0	15 4	464	G. B. Lockhart, New York, U.S.	Classed Veritas.
72,267	L. Edna.....	St. John, N.B....	Schr—Glt	1876	St. Martin's, N.B....	74 0	24 7	6 5	68	Joshua Prescott, St. Martins, N.B.	
74,226	L'Ami du Peuple....	Montreal	Sloop.....	1874	St. Marcel, Que....	86 6	22 0	6 1	77	Ignace Caron, jr., St. Aimé, Que.	
92,763	L'Audacietse.....	Quebec.....	Schr—Glt	1889	Chicoutimi, Que....	55 8	20 0	7 5	48	Evan John Price, Quebec.....	
75,596	L'Aurore.....	Montreal.....	do	1873	St. Aimé, Que....	87 5	15 7	6 4	73	Edmond Compton, Sorel, Que.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
97,128	L'Ecosaise.	Quebec	Schr—Glt	1890	Malbay, Que.	56 6	19 1	7 6	50	Félix Gagne, Malbay, Que.	
183,138	L'Espervier.	do	Sloop	1894	St. Paul's Bay, Que.	37 2	13 8	5 2	15	Didier Leclair, St. Paul's Bay, Que.	
83,347	L'Espérance en Marie	do	Schr—Glt	1881	Petite Rivière, Que.	56 4	19 5	7 2	44	Anselme Duchaine, St. Irénée, Que.	
90,887	L'Étoile.	Yarmouth	do	1888	Tusket, N.S.	60 6	19 2	6 9	47	A. O. Porter, Tusket Wedge, N.S.	
80,673	L'Exportation	Montreal	do	1881	St. Aimé, Que.	95 6	20 4	6 5	108	Ignace Caron, St. Aimé, Que.	
41,598	L'Hirondelle	Quebec	do	1888	Deschambault, Que.	57 0	18 5	6 1	38	Anselme Metayer, Trois-Pistoles, Que.	
52,494	L'Hon. J. Cauchon.	do	do	1855	Quebec	69 4	20 3	8 8	62	Joseph Blouin, St. Jean, Island of Orleans, Que.	
55,913	L'Impératrice.	do	do	1867	Les Eboulements, Que.	51 5	18 9	7 6	40	James A. Sharp, Summerside, P. E. I.	
100,171	L'Impérial	Montreal	Barge	1891	Pierreville, Que.	140 0	27 7	11 5	338	The Canadian Forwarding and Export Co.	
77,870	L'Islet	Quebec	Sloop	1878	L'Islet, Que.	49 0	16 7	4 7	23	Delphin Langlois, Isle Aux Grues, Que.	
94,871	L'Ivon	Montreal	do	1889	Pierreville, Que.	107 8	22 8	8 2	166	Prosper Laplante, Lachine, Que.	
92,558	L'Union	do	Barge	1888	Yamaska, Que.	132 0	26 9	11 0	303	Montreal Transportation Co., Montreal, Que.	
88,316	La Canadienne	Quebec	Schr—Glt	1885	St. Luce, Que.	64 8	19 3	7 4	54	François Gagnon, Cap Chaffe, Que.	
33,145	La Capricieuse	do	do	1855	Jacques-Cartier, Que.	55 2	16 2	5 9	34	Louis George Harper, Quebec.	

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103,355	La Clerina.....	Quebec.....	do	1894	Green Island, Que..	42 2	13 6	5 8	20	N. Levesque, Green Island, Que.
96,888	La France.....	Lunenburg.....	do	1890	Lunenburg, N.S....	76 4	22 4	8 5	89	S. W. Oxner, Lunenburg, N.S.
72,988	La Gaiotie.....	Quebec.....	do	1875	Malbaie, Que.....	40 8	15 0	6 6	18	A. Riverni, jun., St. Etienne de la Malbaie, Que.
75,700	La Jeune Perdrix...	do	do	1878	St. Jean, Island of Orleans, Que.....	39 5	13 0	5 6	18	Théodore Cloutier, Moisie, Labrador.
73,013	La Magdaleine.....	do	do	1874	River Magdalen, Que.....	56 0	18 0	6 7	41	John Ross, Quebec.....
80,755	La Marina.....	do	do	1878	Betchouan, Que.....	43 3	15 5	6 0	18	Alphonse Letellier, Quebec.....
100,855	La Marinire.....	do	do	1893	Rivière Claude, Que.	67 2	21 6	8 0	76	Joseph Rioux, Rivière Claude, Que.
74,355	La Mode.....	Pictou, N.S.....	do	1877	Merigonish, N.S....	48 7	15 1	6 2	26	John Forrestall, Auld's Cove, N.S.
75,696	La Mouette.....	Quebec.....	do	1877	Quebec.....	73 5	20 8	8 5	65	Corporation of Pilots, Quebec..
66,027	La Perle.....	do	do	1862	Malbaie, Que.....	42 0	13 0	4 7	14	Richard Caron, Escoumains, Que.
96,757	La Plats.....	St. John, N.B.....	do	1889	St. John, N.B.....	141 7	32 6	10 2	360	Howard D. Troop, St. John, N.B.
71,624	La Providence.....	Montreal.....	Sloop.....	1875	Yamaska, Que.....	100 3	22 1	6 2	93	J. B. Allard, jun., Sorel, Que..
100,329	La Rose.....	Yarmouth.....	Schr—Glt.....	1894	Eel Brook, N.S.....	38 0	13 2	4 4	13	H. Bourque, Eel Brook, N.S..
59,892	La Sorcière.....	Quebec.....	Barge.....	1863	St. Jean Deschail- lons, Que.....	68 5	22 0	5 5	44	P. C. Levasseur, St. Jean Des- chailons, Que.
42,435	Lebrador.....	Gaspé.....	Schr—Glt.....	1872	Esquimaux Point, Que.....	57 6	19 8	6 9	43	Alfred Letellier, Quebec.....
100,192	Lebrador.....	Victoria.....	do	1891	Vancouver, B.C.....	50 8	16 0	7 6	25	Henry Wilson, Victoria, B.C..
75,597	Lac St. Pierre.....	Montreal.....	Sloop.....	1879	St. Thomas, Que....	91 0	22 7	6 4	89	Agapit Daneau, St. Thomas, Que.
80,651	Lac Superior.....	do	do	1879	St. Thomas, P.Q....	98 0	22 8	6 9	105	A. Page, Berthier, Que.....
92,291	Lackawanna.....	Ottawa.....	Berge.....	1884	Champlain, Que.....	106 0	22 7	7 0	154	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
94,852	Laconia.....	Farrsboro'.....	Schr—Glt.....	1890	Port Greville, N.S..	149 3	37 2	12 8	496	John Card, Kempt, N.S.
77,766	Laconic.....	Shelburne.....	do	1890	McNutt's Island, N.S.....	89 5	14 3	5 8	15	John Welsh, Deer Island, N.B.
38,188	Ladd & Hall.....	Yarmouth.....	do	1861	Clare, N.S.....	37 0	12 2	5 0	11	F. Cann, Yarmouth, N.S.....
88,685	Ladora.....	St. John, N.B.....	do	1885	St. Martin's, N.B..	34 7	13 8	4 8	12	Simson Baker, Margareville, N.S.
.....	Lady.....	Halifax.....	do	1852	New Dublin, N.S..	34 0	10 0	4 8	12	Geo. Wooten, Ferguson's Cove, N.S.
100,383	Lady Aberdeen.....	Sydney.....	do	1894	St. Anne, C.B.....	79 0	22 7	8 0	88	Murdoch McLeod, Halifax, N.S.

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Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructif.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
103,059	Lady Bourque	Yarmouth	Schr—Gilt	1886	Tusket, N.S.	38 5	13 2	4 0	11	M. Bourke, Tusket, N.S.	
42,729	Lady Burton	Quebec	do	1847	Malbate, Que	50 8	14 4	6 8	27	Athanase Langlois, St. Luce, Que.	
35,257	Lady Elthes	St. John, N.B.	do	1857	Hopewell Cape, Albert, Co., N.B.	41 2	12 5	5 3	21	Wm. Pye, Hopewell, Albert Co., N.B.	
37,509	Lady Farewell	Halifax	do	1842	La Have, N.S.	39 4	12 6	6 2	19	Richard Gorham, Halifax, N.S.	
72,072	Lady Fougère	Arichat	do	1883	River Bourgeois, C.B.	40 7	13 7	5 4	15	Dociety Fougère, River Bourgeois, C.B.	
75,889	Lady Franklin	Charlottetown	do	1881	Tatamagouche, N.S.	72 4	21 8	8 0	77	Murdoch McLean, North Wiltshire, P.E.I.	
37,602	Lady Mary	Lunenburg	do	1857	Lunenburg, N.S.	36 2	12 1	5 1	14	T. Reynolds, Port Latour, N.S.	
103,089	Lady Mand	Chatham, N.B.	do	1888	Caracquet, N.B.	35 0	12 5	5 0	11	P. Rive, Caracquet, N.B.	
90,629	Lady May	Charlottetown	do	1885	Cardigan, P.E.I.	45 3	13 8	4 2	16	F. J. G. McDougall, Belle Creek, P.E.I.	
96,794	Lady May	Halifax	do	1890	Chezestook, N.S.	45 3	16 6	6 4	25	Prosper A. Gracia, Rose Blanche, Newfoundland.	
37,570	Lady Paget	Lunenburg	do	1852	La Have, N.S.	55 0	14 0	6 7	32	R. Vienot, Mahone Bay, N.S.	
33,852	Lady Sale	Halifax	do	1844	Guysboro', N.S.	60 3	15 8	8 6	60	E. J. Cunningham, Guysboro', N.S.	
36,040	Lady Sale	do	do	1856	Torbay, N.S.	40 4	13 5	5 8	13	D. Boudrot, Torbay, N.S.	
36,495	Lady Speedwell	do	do	1860	Young's Island, N.S.	66 0	19 9	8 0	56	Henry A. Rhynard, Liverpool, N.S.	

Marine and Fisheries—List of Shipping.

72,894	Lady Standly.....	Toronto.....	1872	Cobourg, Ont.....	42 0	13 7	3 6	17	Abram Orpen, Toronto, Ont....
34,879	Lady of the Forest..	Halifax.....	1848	Barrington, N.S.....	33 9	12 5	6 5	21	J. B. Lawrence, Barrington, N.S.
38,516	Lady of the Lake...	Arichat.....	1872	Bras d'Or Lake, C.B.	49 4	17 2	7 0	25	Peter Laundry, St. Peters, C.B.
69,105	Lady of the Lake...	Halifax.....	1873	Porter's Lake, N.S....	42 1	15 7	6 0	20	Richard Christian, Prospect, N.S.
88,417	Lady of the Lake...	St. John, N.B.....	1883	Canning, Queen's Co., N.B.	58 9	20 8	5 8	41	Edward M. Wilson, Cambridge, Queen's Co., N.B.....
38,574	Lady of the Lake...	Sydney.....	1867	Co. Richmond, C.B.	71 6	22 5	8 8	85	George Boyle, Salmon River, N.S.
73,089	Lastrenière et St. Onge	Montreal.....	1875	Yamaska, Que.....	103 2	22 5	8 0	131	Jas. Williamson, Ottawa, Ont..
96,851	Lake St. Louis, No. 1	Ottawa.....			58 2	16 8	7 8	63	The Minister of Marine and Fisheries, Ottawa.
96,882	Lake St. Louis, No. 2	do.....			58 2	16 8	7 9	64	do do
96,883	Lake St. Louis, No. 3	do.....			58 2	16 8	7 6	66	do do
96,884	Lake St. Peter, No. 1	do.....			56 4	15 6	7 2	46	do do
96,885	Lake St. Peter, No. 2	do.....			56 4	15 6	7 2	46	do do
96,886	Lake St. Peter, No. 3	do.....			56 4	15 6	7 2	46	do do
37,233	Laleah.....	Digby.....	1855	Hillsburgh, N.S.....	83 3	22 8	9 0	109	John Graham, Hillsburgh, N.S.
49,500	Laleah.....	do.....	1866	Westport, N.S.....	52 6	15 3	6 7	32	E. T. Bowers, Westport, N.S...
38,914	Laleah.....	Halifax.....	1851	Wilmot, N.S.....	49 8	15 7	6 9	29	J. McConnell, Indian Harbour, N.S.
74,233	Laliberté.....	Quebec.....	1875	St. Jean Deschail- lons, Que.....	110 0	24 0	8 0	135	Charles Pageau, Quebec.....
59,134	Lampedo.....	St. John, N.B.....	1864	Cambridge, Queen's Co., N.B.....	76 0	25 0	6 4	71	Chas. H. Gorham, Greenwich, N.B.
71,603	Lancaster.....	Montreal.....	1873	Lancaster, Que.....	125 1	22 8	9 5	219	Montreal Transportation Co....
77,807	Lancefield.....	Moncton.....	1881	Moncton, N.B.....	179 0	36 5	21 5	947	Wm. Thomson & Co., Ltd., St. John, N.B.
88,399	Landskrona.....	Windsor, N.S.....	1886	Gardner's Creek, N.B.	206 8	39 7	23 5	1330	Bennett Smith & Sons, Wind- sor, N.S.
96,918	Lapwing.....	Kingston.....	1872	Garden Island, Ont..	175 7	31 2	12 1	516	Kingston & Montreal Forward- ing Co., Kingston, Ont.
38,178	Lapwing.....	Yarmouth.....	1861	Yarmouth, N.S.....	45 0	13 2	5 0	11	Thomas Cann, Yarmouth, N.S.
37,322	Lark.....	Digby.....	1838	Westport, N.S.....	33 0	11 0	5 0	8	Geo. Matthews, Deer Island, N.B.
90,438	Lark.....	Barrington.....	1892	Barrington, N.S.....	33 7	12 2	6 3	13	Samuel S. Atwood, Barrington, N.S.

Classed Bureau
Veritas.
do

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
36,147	Lark.....	Halifax.....	Schr—Glt.....	1847	La Have, N.S.....	48 9	14 3	7 0	37	Cornelius Fader, Chester Basin, N.S.	
37,500	Lark.....	do.....	do.....	1856	do.....	41 4	13 4	5 8	20	Robert Dooks, Jeddore, N.S....	
38,247	Lark.....	Shelburne.....	do.....	1852	do.....	66 8	19 2	8 2	55	Allan McPherson, Cape North, C.B.	
38,125	Lark.....	Yarmouth.....	do.....	1860	Meteghan, N.S.....	38 4	12 0	5 5	11	F. Goddet, Yarmouth, N.S.....	
.....	Lark.....	Montreal.....	Barge.....	1871	Kingston, Ont.....	136 1	27 5	9 4	303	Kingston and Montreal For- warding Co.	
100,138	Lark.....	Winnipeg.....	do.....	1893	St. Boniface, Man.....	100 0	14 5	4 0	39	Annie Paterson, wife of Francis P., Kingston, Ont.	
103,003	Lark.....	Chatham, N.B.....	Schr—Glt.....	1892	Shippegan, N.B.....	34 0	12 5	4 5	10	Thomas Ahier, Shippegan, N.B.	
78,982	Larnica.....	Windsor, N.S.....	Ship—3m.....	1878	Gardner's Creek, N.B.....	209 1	39 4	24 0	1403	Bennett Smith & Sons, Wind- sor, N.S.	Classed Bureau Veritas.
103,232	Lassie.....	Montreal.....	Sloop.....	1894	Roslyn, U.S.....	20 4	6 2	1 1	1	H. M. Moison, Montreal.....	
64,031	Latona.....	Digby.....	Schr—Glt.....	1847	United States.....	62 4	17 8	7 0	50	M. LeBlanc, Clare, N.S.....	
90,854	Latona.....	Lunenburg.....	do.....	1886	Lunenburg, N.S.....	79 9	24 0	9 4	107	L. Anderson & Co., Lunen- burg, N.S.	
41,911	Latour.....	Halifax.....	do.....	1858	Barrington, N.S.....	68 9	21 4	8 8	65	Peter Kerr, Cape North, C.B....	
61,887	Laughing Water.....	Yarmouth.....	do.....	1871	Port Mouton, N.S.....	51 7	18 6	6 8	31	J. Goodwin, Yarmouth, N.S....	
100,336	Launberga.....	Maitland.....	Bk—Bq.....	1898	Maitland, N.S.....	203 3	39 1	23 0	1215	F. McDougall, Sackville, N.B.	Classed Bureau Veritas.

Marine and Fisheries—List of Shipping.

51,782	Laura	Halifax	Schr—Glt	United States	65	6	19	3	7	2	52	G. W. Blairie, Great Village, N.S.
88,473	Laura	Winnipeg	Barge	1890 Iceland's River, Man.	66	0	14	9	4	5	36	The Lake Winnipeg Transportation, Trading and Lumber Co., Winnipeg, Man.
96,966	Laura	St. John, N.B.	Wdht—Bab	1890 Chipman, N.B.	59	0	23	0	5	0	40	Geo. H. King and Wm. E. Nobles, St. John, N.B.
96,772	Laura	Port Hawkesbury	Schr—Glt	1894 Margaree, C.B.	52	0	17	2	6	7	27	John C. Munro, Margaree, C.B.
103,312	Laura	do	do	1895 Cheticamp, C.B.	42	5	13	0	4	9	13	John Doucet, Cheticamp, C.B.
103,316	Laura	do	do	1894 Cheticamp, C.B.	33	8	10	9	5	1	10	Ubald Bourgeois, Eastern Harbour, N.S.
103,333	Laura	Montreal	Barge	1896 Yamasaka, Que.	141	7	29	4	11	2	339	Adolphe Lomer, Montreal
80,980	Laura B.	Sydney	Schr—Glt	1883 St. Anne, C.B.	74	2	23	6	8	7	90	Solomon Bonnell, Petites, Nfld.
71,329	Laura C.	Amherst	do	1877 Tidnish, N.S.	51	0	17	3	6	0	31	Jacob Pollard, Port Elgin, N.B.
94,788	Laura C. Zwicker	Lunenburg	do	1889 Mahone Bay, N.S.	71	3	23	5	9	2	85	Abraham Ernst, Mahone Bay, N.S.
61,615	Laura Cox	Guysboro'	do	1875 Country Harbour, N.S.	58	7	20	5	7	1	49	S. Sweet, Isaac's Harbour, N.S.
88,665	Laura D.	Kingston	Sloop	1884 Kingston, Ont.	64	6	16	7	5	0	36	Chauncy Daryan, Simcoe Island, Ont.
100,244	Laura D.	Halifax	Schr—Glt	1894 Sheet Harbour, N.S.	59	8	18	3	7	0	47	Thomas J. Crockett, Halifax, N.S.
74,054	Laura E. Douglas	Barrington	do	1876 Port Clyde, N.S.	58	8	18	8	7	1	39	Wm. Carey, New Campbellton, N.S.
59,394	Laura Etta	St. Andrews	do	1871 West Isles, N.B.	49	0	15	8	6	7	23	John M. Foster, fishermen, Grand Manan, N.B.
72,239	Laura H.	St. John, N.B.	do	1875 Kingston, King's Co., N.B.	58	4	20	0	5	9	37	Burns and Adams, Bathurst, N.B.
90,988	Laura J.	Yarmouth	do	1888 Tusket Wedge, N.S.	69	0	20	4	7	1	53	Charles M. Boudreau, Tusket Wedge, N.S.
96,832	Laura M. Knock	Lunenburg	do	1890 Lunenburg, N.S.	74	7	23	5	9	1	87	David Smith, Lunenburg, N.S.
69,184	Laura May	do	do	1873 La Have, N.S.	61	0	19	0	7	6	45	Joseph Benning, St. Pierre Mi-quelon.
96,797	Laura Phebe	Halifax	do	1890 Musquodoboit, N.S.	41	5	14	6	6	0	18	John Kent, Musquodoboit, N.S.
88,455	Laura Victoria	Arichat	do	1888 St. Peters, C.B.	58	4	17	7	7	1	39	John Manger, Cape La Ronde, C.B.
77,883	Lauréat	Quebec	do	1878 La Petite Rivière, St. François-Xavier, Que.	50	3	16	8	5	0	23	Abel Simard, La Petite Rivière, St. François-Xavier, Que.
80,655	Lauréat	do	do	1879 Cap Santé, Que.	57	6	5	2	6	4	39	Malcolm Hovington, Bon Desir, Que.
42,745	Laurel	do	do	1863 Cape Canso, N.S.	66	0	21	0	7	2	53	John Holliday, Quebec

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						Ft. 10ths	Ft. 10ths	Ft. 10ths			
97,066	Laurel.....	Charlottetown	Schr—Glt	1892	New Glasgow, P.E.I.	72 8	22 0	7 7	76	James Laird, New Glasgow, P.E.I.	
69,169	Laurence.....	Sydney	do	1875	Bras d'Or, C.B.	35 7	12 9	5 3	12	James Moore, Bras d'Or, C.B.	
100,451	Laurentides.....	Quebec	do	1890	Quebec	65 0	21 6	6 0	55	François Bouchard, Quebec	
103,035	Laval.....	Ottawa	Dredge	1893	Ottawa, Ont.	152 6	31 0	12 6	296	The Minister of Public Works, Ottawa.	
51,734	Lavinia.....	St. Andrews	Schr—Glt	1860	West Isles, N.B.	37 0	15 0	5 1	13	Luther Matthews, St. George, N.B.	
94,780	Lawrence.....	Lunenburg	do	1888	Lunenburg, N.S.	76 4	23 5	9 2	87	Abraham Ernst, Mahone Bay, N.S.	
69,378	Lawrence.....	Canso	do	1875	Gaspé, Que.	66 9	20 4	8 6	65	E. C. Whitman, Canso, N.S.	
53,880	Le Hasard.....	Quebec	do	1866	St. Luce, Que.	38 0	13 0	6 2	16	Bernard Desgagner, St. Luce, Que.	
103,362	Le Marcel.....	do	Sloop	1895	Les Eboulements, Que.	33 4	11 9	4 2	13	B. Bergeron, Les Eboulements, Que.	
100,456	Le Marquis de Lorne	do	do	1880	Tadoussac, Que.	38 0	14 6	4 9	17	Ferdinand Dufour, Tadoussac, Que.	
92,333	Le Pelican.....	do	Schr—Glt	1866	Chateau Richer, Que	63 8	22 0	6 2	48	Edouard Bouchard, Quebec	
85,452	Le Petrel.....	do	Sloop	1882	Quebec	42 5	16 0	4 0	18	Simon Peters, Quebec	
103,360	Le Point du Jour	do	Barge	1895	St. Thomas, Pierre- ville, Que.	102 6	22 6	6 6	123	Ignace Caron, St. Michel, Que.	
36,342	Leader.....	Halifax	Schr—Glt	1861	Antigonish, N.S.	50 7	16 7	6 8	30	Adam Kirk, Antigonish, N.S.	

Marine and Fisheries—List of Shipping.

37,265	Leader	Yarmouth	do	1847	Petit Passage, N.S.	44 0	12 0	6 0	21	A. Coggins, Westport, N.S.	Classed American Record.
94,947	Leader	Shelburne	do	1889	Shelburne, N.S.	88 0	24 0	10 6	128	George A. Cox, Shelburne, N.S.	Classed American Record.
103,418	Leader	Lunenburg	do	1895	Lunenburg, N.S.	84 4	23 9	9 1	97	A. Knickele, Lunenburg, N.S.	
69,086	Leading Breeze	Halifax	do	.....	Not known	39 0	13 2	.....	17	E. G. Stayner, Halifax, N.S.	
74,099	Leading Breeze	do	do	1877	Spry Harbour, N.S.	35 2	14 5	5 6	15	D. F. Covey, Haggart's Cove, N.S.	
37,825	Leading Breeze	Yarmouth	do	1866	Clare, N.S.	38 4	12 8	5 2	12	F. Killam, Yarmouth, N.S.	
37,551	Leading Star	Halifax	do	1854	Lunenburg, N.S.	56 3	17 8	7 4	38	Maxime Joyce, Descousse, C.B.	
100,077	Leah D.	St. John, N.B.	do	1891	Waterborough, N.B.	64 9	23 6	5 5	48	Eben Stocumb, Waterborough, N.B.	
35,949	Leander	Halifax	do	1843	Lunenburg, N.S.	46 2	15 4	6 4	19	Asa Megray, Barrington, N.S.	
41,579	Léandre	Quebec	Bgtn—Bkgt	1868	Cap St. Ignace, Que.	82 0	22 2	10 4	117	Léandre Méthot, Cap St. Ignace, Que.	
74,296	Leda	Montreal	Sloop	1873	Sorel, Que.	104 6	21 0	7 2	121	P. Croteau, Lotbinière, Que.	
92,769	Leda	Quebec	Barge—Chd	1890	Yamaska, Que.	105 0	22 1	8 2	148	Arséne B. Champagne, Lanoraie, Que.	
73,022	Lédée Adèle	Amherst, M. I.	Schr—Glt	1877	Point Basse, Que.	65 3	20 7	7 6	50	Nazaire Jomphe, House Harbour, Magdalen Islands.	
100,296	Leigh J.	Chatham, N.B.	do	1892	Chatham, N.B.	52 0	17 3	6 8	34	Wm. S. Loggie, Chatham, N.B.	
96,763	Lelia Linwood	Port Hawkesbury	do	1870	Salisbury, Moss	75 5	21 5	7 9	67	Wm. H. Paint, Port Hawkesbury, N.S.	
85,956	Lena	St. John, N.B.	do	1882	Carleton, N.B.	33 0	12 0	4 7	8	John Shannon, Musquash, N.B.	
100,320	Lena	Barrington	do	1892	Pubnico, N.S.	40 0	13 2	5 5	13	Lovitt, Nickerson, Cape Island, N.S.	
100,876	Lena Mand	St. John, N.B.	do	1893	Whitehead, N.B.	78 4	27 2	7 0	98	W. J. Giggey, Kingston, N.B.	
80,881	Lena May	St. Andrews	do	1880	St. Croix, Charlotte Co., N.B.	38 4	15 4	6 5	18	Amos H. Outhouse, Tiverton, Digby Co., N.S.	
83,269	Lena Pickup	Annapolis	do	1890	Granville, N.S.	130 0	30 7	12 3	292	S. W. Pickup, Granville, N.S.	Classed American Record.
75,713	Lennie Burrill	Yarmouth	do	1877	Little Brook, N.S.	198 5	38 7	23 7	1928	Wm. Burrill, Yarmouth, N.S.	Classed Bureau Veritas.
72,070	Lennox	Arichat	do	1883	Descousse, C.B.	60 9	19 5	7 4	46	David Gruchy, Descousse, C.B.	
90,729	Lenore	Halifax	Sloop	1887	Truro, N.S.	30 2	7 6	4 2	4	Henry C. McLeod, Halifax, N.S.	
85,342	Leo	Lunenburg	Bgtn—Bkgt	1882	Mahone Bay, N.S.	97 2	24 6	10 8	165	James Eisenhauer & Co., Lunenburg, N.S.	
100,075	Leo	St. John, N.B.	Schr—Glt	1891	Waterborough, N.B.	80 2	26 5	6 9	93	G. F. Sypher, Canning, N.B.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
100,961	Leo	Chatham, N.B.	Schr—Glt	1893	Caracquet, N.B.	37	6	5	2	13	H. Lanteigne, Caracquet, N.B.	
77,968	Léodore	Quebec	do	1878	Natashquan, Que	56	5	18	5	39	Alphonse Letellier, Quebec	
61,906	Leona	Liverpool	do	1869	Liverpool, N.S.	52	0	16	5	26	A. Harrington, Liverpool, N.S.	
59,859	Leona	St. Andrews	do	1860	Waldaboro', Maine, U.S.	33	0	12	0	12	John A. Wentworth, St. George, N.B.	
94,874	Leona	Montreal	Sloop	1888	Pierreville, Que	107	6	22	8	144	Joseph Forcier, St. François, Quebec.	
100,106	Leonard B.	Parraboro'	Schr—Glt	1891	Port Greville, N.S.	88	8	25	9	121	J. G. Walters, River Hebert, N.S.	Classed American Record.
80,822	Leone	Lunenburg	do	1880	Lunenburg, N.S.	73	4	22	2	79	Robt. H. Cann, Lunenburg, C.B.	
40,388	Leonede	Victoria	Sloop		New York, U.S.	34	2	12	1	14	P. Madden, San Juan, B.C.	
36,628	Leonide	Quebec	Schr—Glt	1855	Erie, U.S.	45	0	13	4	18	Xavier Roy, dit Desjardins, Kamouraska, Que.	
59,964	Léonie	do	Bk—Bq	1870	Quebec	127	0	29	0	469	Narcisse Rosa, Quebec	
83,841	Leonille	do	Schr—Glt	1861	Mille Vaches, Que.	38	0	13	1	13	Edmond Tremblay, Portneuf, Que.	
72,098	Leonora	Chatham, N.B.	do	1876	Richibucto, N.B.	56	8	18	3	36	George Watt, Chatham, N.B.	
88,449	Leonora	Halifax	do	1884	Salmon River, N.S.	51	7	16	2	32	Robert T. Holman, Summerside, P. E. I.	do
57,719	Leopard	do	do	1867	La Have, N.S.	49	0	17	5	31	Stephen Vatcher, Burgeo, Nfld.	

Marine and Fisheries—List of Shipping.

96,827	Leopold	.....	Lunenburg	do	.....	1890	Lunenburg, N.S.	79	6	24	0	9	3	93	David Smith, Lunenburg, N.S.
100,177	Leopold	.....	Montreal	Sloop	.....	1891	St. François, P.Q.	107	5	22	2	7	3	144	P. Desmarais, St. François, P.Q.
83,251	Lerose	.....	Weymouth	Schr—Glt	.....	1881	Granville, N.S.	76	0	21	9	8	0	86	Dennis J. Melanson, Port Gilbert, N.S.
100,459	Les Ecoureuls	.....	Quebec	do	.....	1892	Les Ecoureuls, Que.	65	2	18	6	6	9	57	Edouard Fiset, Les Ecoureuls, Que.
50,789	Let Her Rip	.....	Halifax	do	.....	1885	Gegogins, N.S.	41	0	13	3	6	0	15	Isaac Willet, Wine Harbour, N.S.
59,388	Letitia	.....	St. Andrews	do	.....	1877	West Isles, N.B.	30	9	13	5	5	6	10	H. C. Guptill, Grand Manan, N.B.
90,790	Letitia	.....	Victoria	do	.....	1864	Unknown	46	2	16	0	6	0	28	P. Quatchum
83,474	Letter B	.....	St. Andrews	do	.....	1875	Brier Island, N.B.	29	0	12	1	5	6	12	Sophia Cook, St. George, N.B.
59,668	Lettie	.....	Charlottetown	do	.....	1866	Cascumpec, P.E.I.	71	4	21	6	7	0	57	D. H. Macgowan, Charlot-town, P.E.I.
72,083	Lettie Dame	.....	Chatham, N.B.	do	.....	1876	P. E. Island	30	5	12	1	4	0	11	Wm. W. Heirfhy, Lot 1, P.E.I.
90,429	Lettie May	.....	Barrington	do	.....	1887	Shag Harbour, N.S.	37	8	12	0	4	5	10	J. E. Smith, Bear Point, N.S.
36,073	Leveret	.....	Halifax	do	.....	1851	Port Medway, N.S.	41	7	13	2	6	5	17	William Abrill, Pope's Harbour, N.S.
85,362	Levi Crannell	.....	Ottawa	Barge	.....	1884	Hull, Que.	111	0	22	8	7	2	157	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
37,363	Levi Hart	.....	Halifax	Schr—Glt	.....	1872	Gaysboro', N.S.	60	3	17	1	7	8	54	Wm. Dooks, Jeddore, N.S.
88,670	Levinia	.....	Chatham, N.B.	do	.....	1886	Tignish, P.E.I.	40	0	13	9	5	2	18	John McCarthy, Tignish, P.E.I.
85,450	Levuka	.....	Windsor, N.S.	Blk—Bg	.....	1884	St. John, N.B.	199	0	39	7	24	3	1351	Bennett Smith & Sons, Windsor, N.S.
100,519	Levuka	.....	Parrsboro'	Schr—Glt	.....	1893	Port Greville, N.S.	69	0	24	5	7	1	76	Fred. Roberts, Parrsboro', N.S.
103,018	Lewanika	.....	do	do	.....	1894	Port Greville, N.S.	128	0	32	3	11	2	298	H. Elderkin & Co., Port Greville, N.S.
92,366	Lia	.....	Kingston	Sloop	.....	1888	Kingston, Ont.	52	0	16	4	4	3	21	James Eccles, Belleville, Ont.
88,517	Libbie	.....	Sydney	Schr—Glt	.....	1886	St. Anne, C.B.	38	0	14	6	5	9	14	Ronald Gillis, Victoria, B.C.
94,639	Libbie	.....	Shelburne	do	.....	1869	Shelburne, N.S.	81	0	21	9	9	2	93	Charles Hackett, Victoria, B.C.
77,848	Libbie T.	.....	Halifax	do	.....	1890	Economy, N.S.	65	0	19	7	8	0	68	Robert Lewis, Economy, N.S.
85,301	Liberal	.....	Montreal	Sloop	.....	1883	St. Ours, Que.	107	0	22	8	10	9	186	T. Marchesault, St. Ours, Que.
.....	Libérateur	.....	do	Barge	.....	1871	Yamaska, Que.	103	8	22	4	8	1	156	L. Delisle, Valleyfield, Que.
88,421	Lidia Gretta	St. John, N.B.	Wdht—B&b	1884	Newcastle, N.B.	71	8	25	0	6	5	68	Alfred Ellis, St. John, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100lbs Ft. 100lbs Ft. 100lbs					
75,875	Lida & Lizzie.	Halifax.	Schr—Glt	1865	Booth Bay, U.S.	71 8	21 4	7 4	56	Alexander Glawson, Pleasant Harbour, N.S.	
42,207	Life Boat	Arichat.	do	1862	Port Medway, N.S.	63 5	20 0	7 6	48	Peter Blancpied, Arichat, N.S.	
62,082	Life Boat	Digby.	do	1861	St. Mary's Bay, N.S.	73 1	22 3	9 6	99	Wm. M. Warner, Plympton, N.S.	
74,052	Light Foot.	Barrington	do	1854	Essex, U.S.	67 0	19 0	7 2	56	W. Hanley, Ingomish, N.S.	
64,973	Lightning	Quebec	Barge	1871	Quebec.	109 0	21 5	7 7	154	Hon. Thomas McGreevy, M.P., Quebec.	
42,684	Lightning	St. John, N.B.	Schr—Glt	1862	St. John, N.B.	69 3	18 4	7 4	38	John Sproul, St. John, N.B.	
46,686	Lilla Dale.	Digby.	do	1864	Tiverton, N.S.	37 0	13 9	5 3	14	Stephen Taylor, Granville, N.S.	
61,528	Lillian	Guyshoro'	do	1871	Mahone Bay, N.S.	60 0	19 7	7 4	41	Levi Hart, Halifax, N.S.	
42,387	Lillian	Halifax.	Bk—Bq	1863	Truro, N.S.	138 0	29 8	16 0	439	C. A. DeWolfe, Halifax, N.S.	
85,658	Lillian	do	Schr—Glt	1883	Mahone Bay, N.S.	39 8	14 5	5 8	14	Rosanna Neville, Halifax, N.S.	
80,954	Lillian	Pictou, Ont.	do	1859	Henderson, U.S.	55 0	11 6	4 8	19	Frank Neish, Port Credit, Ont.	
88,273	Lillian E.	St. Andrews	do	1884	St. George, N.B.	31 2	11 8	5 9	13	Andrew McGee, St. George, N.B.	
99,482	Lillian L. Robbins.	Yarmouth	Ship—3 m.	1892	Greenock, G.B.	257 0	39 0	22 7	1639	Robert K. Kelley, Liverpool, G.B.	Classed English Lloyd's.
88,626	Lillie.	Windsor, Ont.	Scow—Chd	1894	Pike Creek, Ont.	70 8	19 3	4 6	46	Renni Dauphenaist, Rochester ..	

Marine and Fisheries—List of Shipping.

108,315	Lillie	Port Hawkesbury	Schr—Glt	1895	Cheticamp, C.B.	35 2	12 0	5 5	12	Fidel Chisason, Eastern Harbour, N.S.	Classed American Record.
100,398	Lillie	Maitland	do	1894	Maitland, N.S.	130 9	31 5	11 7	311	M. J. Davis, Clifton, N.S.	
80,077	Lillie Belle	St. John, N.B.	do	1881	Kingston, N.B.	79 0	26 6	7 4	89	George W. Erb, St. John, N.B.	
80,064	Lillie G	do	do	1881	Canning, N.B.	76 4	26 3	6 9	78	Halliburton H. Hoar, Water-side, Albert Co., N.B.	
61,388	Lilly	Chatham, N.B.	do	1871	P. E. Island	34 0	11 7	4 7	11	Wm. Larkin, Tignish, P.E.I.	
103,217	Lilly	Ottawa	Scow—Chd	1890	Buckingham, Que.	49 0	10 2	2 5	7	George Bothwell, Buckingham, Que.	
103,075	Lilly Belle	Chatham, N.B.	Schr—Glt	1894	Shippegan, N.B.	38 5	13 9	5 8	14	W. S. Leggie, Chatham, N.B.	
96,790	Lilly C	Halifax	do	1888	Sambro, N.S.	35 2	11 8	6 5	12	W. McC. Boak, Halifax, N.S.	
51,961	Lilly Dale	Yarmouth	do	1865	Beaver River, N.S.	38 0	12 8	5 0	11	J. Peters, Westport, N.S.	
64,043	Lily	Digby	do	1852	Westport, N.S.	42 6	12 9	6 0	19	Wm. Smith, Westport, N.S.	
42,089	Lily	St. Andrews	do	1862	Hillsboro', N.S.	34 0	10 5	5 6	10	Francis Campbell, Dipper Harbour, N.B.	
	Lily	Halifax	do	1846	Barrington, N.S.	41 1	10 8	5 0	13	A. L. Swim, Barrington, N.S.	
36,204	Lily	do	do	1868	Chezetcook, N.S.	38 8	13 2	5 6	12	Jno. Smith, Chezetcook, N.S.	
57,691	Lily	do	do	1868	Jeddore, N.S.	44 0	15 9	5 5	20	Thos. G. Martin, Halifax, N.S.	
38,510	Lily	Pictou, N.S.	do	1851	L'Ardoise, N.S.	56 8	15 2	6 1	23	George Rivers, Pictou, N.S.	
61,488	Lily	Windsor, N.S.	Bgtm—Btgt	1871	Hantsport, Hants Co., N.S.	136 5	28 5	12 5	368	E. Churchill & Sons, Hantsport, Hants Co., N.S.	
103,280	Lily	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	35 0	12 0	6 0	11	P. Fiott, Caraquet, N.B.	
74,391	Lily Macfarlane	Toronto	Scow—Chd	1872	Port Credit, Ont.	44 5	12 0	3 5	14	Lionel York, Toronto, Ont.	
80,915	Lilybank	Charlottetown	Schr—Glt	1880	Montague River, P. E. I.	38 8	13 5	5 1	16	Angus Blue, Wood Islands, P. E. I.	
80,624	Lima	Yarmouth	do	1881	Eel Brook, N.S.	40 0	12 6	4 7	12	E. Bourque, Eel Brook, N.S.	
	Lina	Montreal	Barge	1869	Sorel, Que.	98 0	22 5	6 9	108	Ant. Lavallée, Sorel, Que.	
73,967	Lincoln	St. Catharines	do	1876	Merriton, Ont.	107 0	25 0	6 9	142	Thos. Conlon, Thorold, Ont.	
88,472	Lindon	St. Andrews	Schr—Glt	1881	St. George, N.B.	29 0	11 5	6 0	12	Benjamin Parker, West Isles, N.B.	
88,407	Linnet	Digby	do	1881	Liverpool, N.S.	38 5	13 3	5 7	15	John M. Haines, Freeport, N.S.	
	Linnet	Kingston	Sloop	1869	Bass Point, Ont.	66 7	14 7	3 4	20	G. A. Harris, Ottawa, Ont.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
41,955	Linnet	Quebec	Barge	1859	Quebec	136 0	28 0	9 8	289	John Carruthers, Kingston, Ont	
100,540	Linnie & Edna	Digby	Schr—Glt	1894	Tiverton, N.S.	52 2	17 6	6 5	30	Freeman Small, Tiverton, N.S.	
90,473	Linwood	Maitland	Bk—Bq	1887	Maitland, N.S.	201 6	38 6	23 0	1196	Alex. Roy, Maitland, N.S.	
55,644	Lion	Amherst, M.I.	Schr—Glt	1873	House Harbour, Gaspé Co., Que.	58 0	19 3	7 6	42	V. Richard, Magdalen Islands, Que.	Classed Bureau Veritas.
57,258	Lion	Lunenburg	do	1867	Malone Bay, N.S.	61 5	19 3	7 6	40	John W. Kennedy, Barrington, N.S.	
	Lion	Montreal	Barge	1863	Montreal	107 1	22 1	9 6	203	Montreal Transportation Co.	
103,292	Lion	New Westminster	Scow—Chd	1894	New Westminster, B.C.	85 0	28 5	5 5	124	A. Ewen, New Westminster, B.C.	
83,150	Lisgar	St. Catharines	Schr—Glt	1872	Port Dalhousie, Ont.	138 6	23 7	11 7	323	James Matthews, Toronto, Ont.	
80,598	Lithophone	Toronto	do	1881	Bronté, Ont	55 0	15 6	3 5	14	Walter C. Hare, Port Credit, Ont.	
83,464	Little Annie	Digby	do	1868	Essex, U.S.	44 3	15 3	5 0	19	H. C. Guptell, Digby, N.S.	
75,605	Little Annie	Halifax	do	1878	Port Gilbert, N.S.	47 0	16 7	6 4	27	Matthew Lynch, sen., Ferguson's Cove, N.S.	
75,851	Little Annie	Weymouth	do	1877	Clare, N.S.	38 8	14 3	5 3	16	Dennis Sullivan, Meteghan, N.S.	
100,817	Little Dorrit	Barrington	do	1894	Sheburne, N.S.	76 0	19 4	8 6	64	A. N. Smith, Barrington, N.S.	
94,822	Little Eddie	Weymouth	do	1889	Church Point, N.S.	28 6	11 2	4 8	7	Phillippe Gaudet, Church Point, N.S.	

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103,318	Little Heir.....	Port Hawkesbury.	do	1895	Cheticamp, C.B.....	41	8	13	3	5	9	19	John Chiasson, Eastern Harbour, N.S.
88,261	Little Joe	Yarmouth.....	do	1883	St. John, N.B.....	46	9	15	0	5	9	17	Harvey Goodwin, Pubnico, N.S.
59,395	Little Minnie.	St. Andrews.....	do	1872	Lubec, Maine, U.S..	36	0	14	4	4	9	14	Joseph McGee, St. George, N.B.
59,321	Little Nell.....	do	do	1858	Gloucester, U.S.....	46	5	15	2	5	7	21	Albert Ingersoll, Grand Manan, N.B.
36,341	Lively	Halifax.....	do	1813	Lunenburg, N.S.....	43	4	14	1	5	9	16	Jas. A. Moren, Halifax, N.S....
42,413	Lively	Pugwash.....	do	1863	River John, N.S.....	40	0	15	7	6	0	23	Hon. Alex. McFarlane, Wallace, N.S.
37,926	Lively	Yarmouth.....	do	1854	Yarmouth, N.S.....	43	7	13	7	7	3	34	C. Brown, Yarmouth, N.S.....
75,759	Lively	do	do	1879	Meteghan, N.S.....	34	2	11	0	4	0	9	S. Teed, Westport, N.S.....
61,520	Lizzie	Barrington.....	do	1870	Ragged Islands, N.S.	55	0	17	0	7	0	25	Daniel Nickerson, Cape Island, N.S.
100,563	Lizzie	Sydney.....	Barge	1894	Mahone Bay, N.S..	120	7	25	8	12	9	245	Dominion Coal Co., Ltd., Gloucester Bay, C.B.
69,964	Lizzie A.....	Port Hawkesbury	Schr—Glt	1877	Strait of Canso, N.S.	44	0	16	0	5	9	20	John F. Reeves, Port Mulgrave, N.S.
72,282	Lizzie A	St. John, N.B.....	Wdwt—Bab..	1876	Canning, Queen's Co., N.B.	57	6	20	6	5	7	35	J. D. Hatfield, Kars, N.B.....
64,552	Lizzie B.....	do	do	1870	Westfield, King's Co., N.B.	76	5	27	5	7	0	81	Wm. H. Belyea, Greenwich, King's Co., N.B.
100,892	Lizzie Blanche	Weymouth.....	Schr—Glt	1895	Belliveau's Cove, N.S.	44	8	15	7	6	2	21	John Theriault, Mink Cove, Digby Co., N.S.
71,012	Lizzie Burrill.....	Yarmouth.....	Ship—3 m	1875	Little Brook, N.S..	190	0	37	4	22	2	1185	Wm. Burrill, Yarmouth, N.S..
79,979	Lizzie C.....	Charlottetown	Schr—Glt	1878	St. Martin's, N.B..	75	0	22	4	7	9	79	Jones Anderson, Charlottetown, P.E.I.
72,172	Lizzie Curry.....	Windsor, N.S.....	Bk—Bq	1875	Horton, N.S.....	144	0	31	0	16	0	497	J. B. North, Hantsport, Hants Co., N.S.
88,664	Lizzie D.....	Chatham, N.B.....	Schr—Glt	1885	Tracadie, N.B.....	40	7	14	4	6	6	17	James Davidson, Tracadie, N.B.
100,972	Lizzie D.....	do	do	1893	Caracquet, N.B.....	35	2	12	6	5	2	11	R. Young, Caracquet, N.B.....
59,139	Lizzie Durkee	St. John, N.B.....	Bk—Bq	1864	Bath, Maine, U.S..	171	3	36	0	22	8	1024	Johannes Niles, St. Thomas, W.I.I.
100,525	Lizzie Dyas.....	Parrsboro'.....	Schr—Glt	1893	Parrsboro', N.S.....	86	7	25	8	8	1	113	Geo. E. C. Burton, Yarmouth, N.S.
75,594	Lizzie G.....	Digby.....	do	1877	Freeport, N.S.....	43	8	15	4	5	3	16	G. S. Bent, Digby, N.S.....
.....	Lizzie Hutchinson	St. Catharines.....	Barge	1869	Wellandport, Ont..	123	0	22	0	7	6	160	C. Cameron, Collingwood, Ont.
75,598	Lizzie Jane.....	Digby.....	Schr—Glt	1877	Barton, N.S.....	39	7	14	8	6	3	18	J. W. Snow, Digby, N.S.....
75,448	Lizzie Lindsay.....	Gaspé.....	do	1884	Douglastown, Que..	74	1	22	3	9	9	91	Robert Lindsay, Douglastown, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
74,117	Lizzie M.	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	50 0	17 5	7 3	37	George Hamilton, Sheet Harbour, N.S.	
103,025	Lizzie Poor	Parrsboro'	do	1870	Booth Bay, U.S.	69 8	21 6	7 3	49	John Moore, Parrsboro', N.S.	
100,097	Lizzie R.	St. John, N.B.	do	1892	Cambridge, N.B.	74 0	25 0	4 9	80	A. D. McLean, Cambridge, N.B.	
100,316	Lizzie S.	Yarmouth	do	1892	Yarmouth, N.S.	30 0	11 0	4 5	7	Wm. Surette, Yarmouth, N.S.	
59,342	Lizzie S. McGee	St. Andrews	do	1861	St. George, N.B.	35 0	13 0	5 9	14	Andrew McGee, St. George, N.B.	
92,365	Lizzie W.	St. John, N.B.	do	1887	Greenwich, N.B.	42 0	15 6	5 4	17	David Weldon, Greenwich, King's Co., N.B.	
83,494	Lizzie Wharton	Weymouth	do	1884	Brooklyn, N.S.	85 6	25 6	9 6	120	Francis LeBlanc, Bellevue's Cove, N.S.	Classed American Record.
88,286	Lizzie Young	St. John, N.B.	do	1883	Musquash, N.B.	37 1	13 9	5 2	13	Michael Quigg, Musquash, N.B.	
85,634	Lloyd	Yarmouth	do	1883	Maitland, N.S.	45 4	16 3	6 0	22	T. Corning, Beaver River, N.S.	
80,817	Loanda	Windsor, N.S.	Ship—3 m.	1884	St. John, N.B.	209 2	39 8	24 2	1447	Bennett Smith & Sons, Windsor, N.S.	Classed Bureau Veritas.
75,495	Lochiel	Charlottetown	Schr—Glt	1877	Murray River, P.E.I.	56 0	19 0	7 6	41	George Wright, Richibucto, N.B.	
61,623	Lochiel	Archat.	do	1870	Shelburne, N.S.	87 3	22 0	9 3	99	John Pertus, jun., Descousse, C.B.	
61,883	Lockwood	St. John, N.B.	Bk—Bq	1872	Port Gilbert, N.S.	175 0	35 5	21 6	950	C. A. Palmer, St. John, N.B.	
66,948	Lois	Charlottetown	Schr—Glt	1868	Marblehead, Mass., U.S.	73 0	20 4	7 4	67	Jeremiah Philpot, Port Hawkesbury, N.S.	

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54,114	Lone Star	Halifax	do	1866	Marie Joseph, N.S.	48 4	16 6	6 6	29	Amos H. Outhouse, Tiverton, N.S.
61,971	Lone Star	do	do	1870	Porter's Lake, N.S.	38 0	13 2	5 3	13	Daniel Croncher, St. Margaret's Bay, N.S.
	Lone Star	Toronto	do	1868	Port Credit, Ont.	48 0	14 9	5 2	32	Samuel J. Howard, Napanee, Ont.
	Longborough	Kingston	Barge	1864	Bedford Mills, Ont.	103 0	20 4	6 0	124	J. Chaffey, Bedford Mills, Ont.
	Longueuil	Montreal	do	1868	Montreal, Que.	171 1	21 1	9 1	275	E. Haynemand, Lanoraie, Que.
83,465	Look Out	St. Andrews	Schr—Glt	1857	Essex, Maine, U.S.	63 2	19 6	7 1	48	F. Wooster, Grand Manan, N.B.
85,690	Lora T.	Digby	do	1883	Bear River, N.S.	41 0	14 0	5 7	15	Joseph Thurber, Freeport, N.S.
69,220	Lorraine	Quebec	do	1876	Lunenburg, N.S.	71 5	22 5	8 4	69	Narcisse Blais, Berthier, Que.
74,256	Lord Dufferin	do	Barge	1873	Yamaska, Que.	103 0	22 0	7 0	110	Alfred Charland, Yamaska, Que.
100,902	Lord Stanley	Chatham, N.B.	Schr—Glt	1890	Caracquet, N.B.	35 0	12 5	4 5	10	R. Young, Caracquet, N.B.
103,496	Loreana Maud	Lunenburg	do	1895	Shelburne, N.S.	92 0	24 0	9 5	98	David Ritcey, La Have, N.S.
90,640	Lorena	Charlottetown	do	1886	Bay Fortune, P.E.I.	32 8	12 4	4 5	11	Wm. Burke, Bay Fortune, P.E.I.
92,499	Lorena Jane	Windsor, N.S.	do	1888	Cornwallis, N.S.	34 0	14 0	5 1	11	William Coffili, Cornwallis, N.S.
	Loreta Roney	Kingston	do	1866	Stonington	91 7	23 7	8 3	156	F. R. Barnhart, Deseronto, Ont.
48,221	Loring	St. John, N.B.	do	1851	Mystic, Connecticut, U.S.	101 0	26 6	7 7	194	David B. Lemon, Belfast, Ireland.
75,907	Lorne	Chatham, N.B.	do	1879	Bathurst, N.B.	43 0	14 4	5 6	19	Wm. S. Loggie, Chatham, N.B.
80,998	Lorne	Guyshoro'	do	1886	Issac's Harbour, N.S.	63 6	20 6	7 3	51	Stephen McMillan, Issac's Harbour, N.S.
83,290	Lorraine	Kingston	Sloop	1882	Kingston, Ont.	81 0	18 6	5 7	63	John S. Phillips, Wolfe, Island, Ont.
100,830	Lorraine C.	Lunenburg	Schr—Glt	1898	La Have, N.S.	69 6	21 4	8 5	64	Amiel Corkum, La Have, N.S.
77,783	Lost Heir	St. John, N.B.	do	1883	Port Medway, N.S.	40 9	13 5	6 0	15	Henry Alston, Lancaster, St. John Co., N.B.
74,077	Lottie	Halifax	Bktn—Bkgt.	1876	Londonderry, N.S.	140 4	31 0	18 1	491	W. P. Cameron, Londonderry, N.S.
85,676	Lottie	New Westminster	Schr—Glt	1894	New Westminster, B.C.	42 0	12 0	4 3	19	James Hatt, Mud Bay, B.C.
83,316	Lottie	Port Medway	do	1885	Vogler's Cove, N.S.	76 6	23 5	9 0	81	S. E. Teel, Vogler's Cove, N.S.
75,741	Lottie	Yarmouth	do	1878	Eel Brook, N.S.	38 0	12 5	4 9	12	J. Crosby, Yarmouth, N.S.
100,836	Lottie B.	Lunenburg	do	1894	Lunenburg, N.S.	34 8	12 8	5 5	12	Allan R. Morash, Lunenburg, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
80,884	Lottie M.	St. Andrews	Schr—Glt	1881	St. Patrick, N.B.	37 7	14 6	5 7	16	Thomas Carter, Pennfield, N.B.	
96,966	Lottie S.	Shelburne	do	1890	Shelburne, N.S.	51 0	18 0	7 3	42	John E. Shatford, Hubbard's Cove, N.S.	
100,824	Lotus	Lunenburg	do	1893	La Have, N.S.	63 0	20 9	8 6	61	Solomon Rafuse, La Have, N.S.	
94,949	Louil	Yarmouth	do	1889	Shelburne, N.S.	109 0	26 6	11 1	186	Edgar K. Spinney, Yarmouth, N.S.	Classed American Record.
90,683	Louis.	Shelburne	do	1886	do	72 0	21 4	8 6	74	James Fraser, Halifax, N.S.	
94,665	Louis Luby.	Halifax.	do	1889	Chezetcook, N.S.	59 8	19 0	7 6	41	Simon Lapierre, Chezetcook, N.S.	
59,925	Louis Lunin	Quebec	Barge	1863	Bastican, Que	98 3	23 0	5 7	82	A. A. Laroque, Sorel, Que.	
57,675	Louisa.	Halifax.	Schr—Glt	1863	Country Harbour, N.S.	46 3	15 8	6 3	26	Edmund Hayes, Country Harbour, N.S.	
48,252	Louisa.	do	Egtn—Bkgt.	1863	Barrington, N.S.	110 5	26 6	12 7	253	Patrick Doyle, Halifax, N.S.	
61,433	Louisa.	Chatham, N.B.	Schr—Glt	1864	Shippegan, N.B.	34 0	10 5	4 0	10	John Noel, Shippegan, N.B.	
33,127	Louisa.	Quebec.	Barge	1855	Sorel, Que	102 6	23 3	7 0	129	Theodore Hart, Montreal	
83,426	Louisa.	St. John, N.B.	Schr—Glt	1880	Port Gilbert, N.S.	40 0	13 5	5 6	16	P. W. Connors, Pennfield, N.B.	
80,777	Louisa.	Sarnia	do	1866	Swan Creek, U.S.	54 0	15 5	4 0	30	Amos Little, Wallaceburg, Ont.	
96,775	Louise.	Port Hawkesbury.	do	1894	Cheticamp, C.B.	33 0	11 5	5 3	11	P. Boudrot, Cheticamp, C.B.	

Marine and Fisheries—List of Shipping.

88,351	Louisa J. Selig	Lunenburg	do	1884	Lunenburg, N.S.	80 0	23 6	9 3	99	Wm. P. Cainn, Lunenburg, C.B.	
88,402	Louisa Maud	Halifax	do	1882	Indian Harbour, N.S.	43 8	15 3	6 3	21	Wesley Crooks, Peggy's Cove, N.S.	
77,940	Louise	do	Egtn—Bkglt.	1879	Montague Bridge, P.E.I.	88 8	23 0	11 1	149	Benjamin LeBlanc, Arichat, N.S.	
38,517	Louise	Sydney	Schr—Glt	1882	Guy'sboro', N.S.	98 5	27 4	10 8	186	Dominick Landry, Arichat, N.S.	
80,614	Louise	Yarmouth	do	1881	Tusket Wedge, N.S.	79 0	23 0	8 8	85	A. O. Porter, Tusket Wedge, N.S.	
92,338	Louise	Quebec	do	1886	St. Luce, Que.	40 0	13 4	4 6	14	F. Boucher, St. Luce, Que.	
43,451	Louise Anna	do	do	1862	St. Thomas, Que.	66 6	19 8	8 2	59	Pierre Galarneau, Percé, Gaspé, Que.	
92,349	Louisia	do	do	1888	LesEboulements, Que.	69 2	21 7	8 0	76	T. Simard, St. Alphonse, Que.	
69,619	Louisiana	do	do	1874	Gronlines, Que.	84 3	23 5	9 5	106	J. V. R. Thibaudeau, Portneuf, Que.	Classed Bureau Veritas.
97,189	Lovisa	Windsor, N.S.	Bktn—Bkglt.	1891	Horton, N.S.	180 5	37 2	18 5	890	Bennett Smith & Sons, Windsor, N.S.	Classed Bureau Veritas.
72,235	Low Wood	St. John, N.B.	Bk—Eq	1878	Portland, St. John, N.B.	186 7	37 6	22 4	1091	Chas. McL. Troop, St. John, N.B.	Classed Bureau Veritas and American Record.
96,889	Lower Traverse	Ottawa	Barge	.....	.....	92 6	21 8	11 6	142	The Minister of Marine and Fisheries, Ottawa, Ont.	
35,478	Loyalist	Chatham, N.B.	Schr—Glt	1863	Miramichi, N.B.	51 0	14 7	7 1	35	G. C. Carman, Buckouche, N.B.	
100,268	Luarca	Windsor, N.S.	Bktn—Bkglt.	1891	Horton, N.S.	163 8	34 4	16 0	632	Bennett Smith & Sons, Windsor, N.S.	Classed Bureau Veritas.
103,451	Lucie M. Jenkins	Arichat	Schr—Glt	1867	Essex, Mass, U.S.	78 0	22 0	8 0	71	R. B. King, West Arichat, C.B.	
51,522	Lucile	Quebec	do	1864	Caracquet, N.B.	42 8	14 3	6 3	22	Thos. Magee, Bay Verte, Westmoreland Co., N.B.	
100,351	Lucina	do	do	1888	Ste. Enclie, Que.	61 2	18 8	5 7	37	Alexander Trepanier, Chateau Richer, Que.	
33,024	Lucinda	do	do	1855	Gronlines, Que.	69 8	20 0	6 8	65	Onesime Houde, Gronlines, Que.	
49,462	Lucity Ann	Pugwash	do	1865	Shininicas, N.S.	57 5	17 0	6 2	31	Jeremiah J. Brownell, Pugwash, N.S.	
61,587	Lucretia Jane	Yarmouth	do	1875	Shelburne, N.S.	78 1	22 5	9 1	79	D. W. Lloyd, Lockeport, N.S.	
39,049	Lucy	Halifax	do	1830	Tracadie, N.S.	48 4	14 9	7 9	35	Patrick O'Brien, Ship Harbour, N.S.	
66,072	Lucy	Quebec	Barge	1873	Point Lévis, Que.	101 9	22 0	7 1	109	John Cairns, Quebec.	
92,473	Lucy Louise	Charlottetown	Schr—Glt	1888	Egmont Bay, P.E.I.	37 7	14 3	6 5	19	R. T. Holman, Summerside, P.E.I.	
74,260	Ludmille	Quebec	do	1871	Ste. Croix, Que.	59 5	19 5	5 3	39	Frederic Caron, St. Jean Port Joli, Que.	
103,420	Luetta	Lunenburg	do	1895	Lunenburg, N.S.	86 2	24 0	9 5	98	David Smith, Lunenburg, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
69,414	Luis A. Martinez...	Pictou, N.S.	Bk—Bq	1873	Merigomish, N.S.	144 9	31 7	15 9	517	David Patterson, New Glasgow, N.S.	Classed Bureau Veritas.
92,552	Lulu...	Montreal	Sloop.	1888	Harlem, U.S.	24 5	10 4	1 8	2	J. Morris, St. Lambert, Que.	
92,779	Lulu...	New Westminster.	Schr—Glt	1888	Seattle, U.S.	34 0	12 4	4 0	16	James Hatt, Mud Bay, B.C.	
100,140	Lulu...	Winnipeg	Barge	1892	Rat Portage, Ont.	45 5	15 0	4 5	23	Jacob H. Henessey, Rat Por- tage, Ont.	
103,435	Lumber	Ottawa	do	1894	Rockland, Ont.	71 1	18 1	4 4	47	Alex. McLaren, Buckingham, Que.	
80,632	Lumen	Yarmouth	Schr—Glt	1882	Tusket Wedge, N.S.	50 0	17 8	6 6	30	A. O. Porter, Tusket Wedge, N.S.	
72,071	Lumen Diei	Arichat	do	1883	River Bourgeois, C.B.	44 4	15 3	6 0	20	Urbain Samson, River Bour- geois, C.B.	
41,975	Lumina	Quebec	Barge	1857	St. Jean Deschail- lons, Que.	62 4	20 3	7 2	56	Ambrose Charland, St. Jean Deschailons, Que.	
66,041	Lumina	do	Schr—Glt	1872	Cap. St. Ignace, Que.	58 6	21 0	6 1	44	Alfred Fournier, St. Jean Port Joli, Que.	
72,945	Lumina	do	do	1875	Malbaite, Que.	51 0	18 1	7 4	37	Adelard Warren, Malbay, Que.	
53,877	Lumina	do	do	1866	Quebec	110 0	23 8	7 9	149	Thomas A. Howard, Belleville, Ont.	
85,963	Luta Price	St. John, N.B.	do	1869	Portland, N.B.	85 0	27 2	7 9	121	Alfred O. Copp, Riverside, Albert Co., N.B.	
100,256	Lutetia	Halifax	Sloop.	1894	Dartmouth, N.S.	29 2	7 3	5 1	4	Edward C. Bethune, Halifax, N.S.	
96,789	Lydia A. Mason	do	Schr—Glt	1890	Tangier, N.S.	54 3	17 7	7 5	39	Peter Mason, Tangier, N.S.	

Marine and Fisheries—List of Shipping.

77,965	Lydia B	St. Andrews	do	1879	Crow Harbour, Charlotte Co., N.B.	32 4	13 0	6 0	18	John M. Calder, Campobello, N.B.	Classed Bureau Veritas.
100,217	Lydia E	Halifax	do	1892	Jeddore, N.S.	35 8	13 1	4 5	10	W. McC. Boak, Halifax, N.S.	
51,972	Lydia Ryder	Yarmouth	do	1866	Argyle, N.S.	68 7	19 9	7 4	57	W. Ryder, Argyle, N.S.	
80,035	Lynwood	Windsor, N.S.	Bk—Bq	1880	St. John, N.B.	190 2	38 2	22 8	1150	Bennett Smith & Sons, Windsor, N.S.	
85,576	Lynx	St. John, N.B.	Scir—Glt	1893	Portland, N.B.	88 7	27 0	8 0	124	Albert D. Wilson, St. John, N.B.	
100,980	Lynx	Chatham, N.B.	do	1888	Caraquet, N.B.	35 6	12 4	5 0	11	Charles De Gruchy, Caraquet, N.B.	
88,235	Lyra	St. John, N.B.	do	1883	Cambridge, N.B.	83 1	27 3	7 0	99	Council T. Wood, Hillsboro', N.B.	
85,296	Lys	Montreal	Sloop	1879	St. Thomas, Que.	82 0	20 0	3 6	36	A. Gervais, St. Louis, Que.	
36,138	M. & W. P.	Halifax	Schr—Glt	1858	Shelburne, N.S.	55 1	18 1	7 4	39	Jeremiah Nickerson, Barrington, N.S.	
83,408	M. A. Franklin	do	do	1882	Clan Harbour, N.S.	36 7	14 3	5 8	22	Wm. Doiron, Charles Cove, N.S.	
88,596	M. A. Louis	Yarmouth	do	1885	Pubnico, N.S.	71 5	21 5	7 8	63	Mark A. Surette, Pubnico, N.S.	
55,515	M. C. McLean	Arichat	do	1867	Shelburne, N.S.	73 5	21 7	8 4	67	Abraham LeBlanc, West Arichat, N.S.	
83,428	M. C. Rowe	Weymouth	do	1867	Essex, U.S.	74 4	28 0	7 2	69	Daniel J. Morehouse, Sandy Cove, N.S.	
75,809	M. E. Dooks	Halifax	do	1877	Jeddore, N.S.	53 3	18 7	8 0	43	John Dooks, Sheet Harbour, N.S.	
108,015	M. J. Soley	Parrabovo	do	1894	Fox River, N.S.	84 4	27 2	8 4	111	J. W. Cochran, Fox River, N.S.	Classed American Record.
96,745	M. L. Bonnell	St. John, N.B.	do	1898	St. John, N.B.	127 4	31 0	10 9	237	Francis Ritchie, St. John, N.B.	Classed Bureau Veritas.
66,669	M. & E. Cann	Yarmouth	Bk—Bq	1872	Yarmouth, N.S.	182 0	34 5	21 1	920	H. E. Cann, Yarmouth, N.S.	Classed American Record.
97,022	M. & L. Chase	Digby	Schr—Glt	1866	United States	69 9	19 7	6 6	46	Jones A. Morehouse, Sandy Cove, N.S.	
38,110	M. Grace	Yarmouth	do	1860	Beaver River, N.S.	40 1	11 7	5 4	15	J. R. Raymond, Yarmouth, N.S.	
61,428	Mab	Chatham, N.B.	do	1870	Shippagan, N.B.	36 0	12 2	4 1	13	H. O'Leary, Richibucto, N.B.	
83,293	Mabel	Kingston	Sloop	1883	Dog Lake, Ont.	87 8	19 0	5 3	59	Wm. Jones, Belleville, Ont.	
85,687	Mabel	Digby	Schr—Glt	1886	Digby, N.S.	59 4	17 7	6 7	38	F. B. Lent, Westport, N.S.	
100,564	Mabel	Sydney	Barge	1892	Mahone Bay, N.S.	120 7	25 8	12 9	247	Dominion Coal Co., Ltd., Glace Bay, C.B.	Classed Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
103,173	Mabel.....	Shelburne.....	Schr—Glt.....	1894	Lockeport, N.S.....	53 3	15 4	7 2	21	John Matthews, Lockeport, N.S.	
100,487	Mabel B.....	Digby.....	do.....	1892	Lunenburg, N.S.....	58 3	21 0	8 6	57	Charles E. Finnegan, Freeport, N.S.	
75,557	Mabel Howard.....	Halifax.....	do.....	1882	Barrington, N.S.....	92 0	24 0	10 0	142	Ruben I. Hart, Halifax, N.S..	
85,458	Mabel M.....	Quebec.....	Barge.....	1883	Iberville, Que.....	103 0	23 5	7 6	129	Jos. Mochon, Iberville, Que....	
90,641	Mabel R. H.....	Yarmouth.....	Schr—Glt.....	1885	Yarmouth, N.S.....	60 5	13 5	7 0	37	John Hipson, Shelburne, N.S.	
85,488	Mabel Somers.....	Shelburne.....	do.....	1883	Lockeport, N.S.....	82 6	23 0	9 0	98	Encos Churchill, Lockeport, N.S.	Classed Bureau Veritas.
75,742	Mabel Taylor.....	Yarmouth.....	Ship—3 m.....	1878	Tusket, N.S.....	205 0	37 7	23 0	1298	Wm. Law, Yarmouth, N.S.....	
92,501	Maby.....	St. Andrews.....	Schr—Glt.....	1872	Green's Head, N.S.....	30 6	11 5	5 0	11	John Kelly, Grand Manan, N.B.	
100,991	MacMahon.....	Chatham, N.B.....	do.....	1888	Carsquet, N.B.....	35 0	12 6	4 8	11	P. Rive, Carsquet, N.B.....	
72,340	Macedon.....	St. John, N.B.....	Ship—3 m.....	1875	St. John, N.B.....	210 9	39 2	24 4	1453	Robt. Thomson, jr., and John H. Thomson, St. John, N.B.	Classed Bureau Veritas.
88,237	Madcap.....	Brockville.....	Sloop.....	1888	Rockport, Ont.....	52 6	15 5	3 5	20	James A. Root, Rockport, Ont.	Classed Bureau Veritas and Am- erican Record.
97,040	Madeleine.....	Yarmouth.....	Bktn—Bkgt.....	1892	Belliveau's Cove, N.S.....	160 0	33 0	13 0	497	W. D. Lovitt Est., Yarmouth, N.S.	
83,384	Madelaine.....	Toronto.....	Schr—Glt.....	1882	Bronté, Ont.....	69 0	18 5	5 1	39	George Parker, Dunbarton, Ont.	
38,990	Magdalen.....	Halifax.....	do.....	1852	Rollo Bay, P.E.I.....	51 2	17 2	7 0	27	John Church, Chester, N.S.....	

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64,917	Magenta	Liverpool	do	1873	Antigonish, N. S.	41	5	14	9	6	4	19	Samuel Dexter, Brooklyn, N.S.
72,083	Maggie	Chatham, N.B.	do	1857	Chatham, N.B.	34	4	11	5	5	1	12	Thomas H. Fieger, Chatham, N.B.
88,570	Maggie	Kingston	Barge	1869	Garden Island, Ont.	166	4	26	4	11	8	415	Montreal Transportation Co., Montreal.
55,563	Maggie	Pictou, N.S.	Schr—Glt	{ 1871 } { 1878 }	River John, N.S.	48	3	15	4	5	3	24	Cornelius Dwyer, Pictou, N.S.
75,649	Maggie	St. Catharines	do	1880	St. Catharines, Ont.	136	0	20	6	10	5	267	John Conlon, Thorold, Ont.
90,475	Maggie	Maitland	do	1888	Noël, N.S.	51	9	17	0	6	2	34	Charles N. Hines, Noël, N.S.
90,713	Maggie A	Halifax	do	1885	Mosier's River, N.S.	57	2	20	0	7	8	52	Thomas Dicks, Channel, Newfoundland.
90,621	Maggie Alice	Charlottetown	do	1885	Souris, P.E.I.	74	5	23	0	8	4	79	James Lanigan, Souris, P.E.I.
75,503	Maggie B.	do	do	1877	Buctouche, N.B.	42	0	14	2	5	0	15	C. C. McLean, Buctouche, N.B.
90,874	Maggie Bell	Yarmouth	do	1886	Melbourne, N.S.	41	0	14	0	4	8	10	D. Surette, Melbourne, N.S.
89,968	Maggie Bell	Sydney	do	1881	George's River, C.B.	59	3	20	5	8	0	46	Alex. Carmichael, Baddeck, C.B.
	Maggie Conlon	St. Catharines	Barge	1871	Port Robinson, Ont.	113	6	23	7	7	4	196	W. H. Merritt, Toronto, Ont.
100,580	Maggie E. C	Lunenburg	Schr—Glt	1883	Mahone Bay, N.S.	41	8	15	5	6	1	20	D. F. Covey, St. Margaret's Bay, N.S.
72,084	Maggie F.	Chatham, N.B.	do	1875	Tracadie, N.B.	39	0	13	3	5	7	19	Wm. Ferguson, Tracadie, N.B.
38,716	Maggie H.	do	do	1866	Petit Rocher, N.B.	63	5	19	0	8	3	59	Jas. D. Irving, Buctouche, N.B.
80,921	Maggie Jane	Charlottetown	do	1880	West Cape, P.E.I.	55	8	17	2	6	2	36	John D. Lavie, Souris, P.E.I.
85,539	Maggie Jane	Yarmouth	do	1883	Mavileth, N.S.	40	2	12	3	5	1	12	M. Trahan, Salmon River, N.S.
88,277	Maggie Jane	St. John, N.B.	do	1883	Beaver Harbour, N.B.	37	4	13	2	5	2	18	Thomas Bright, Pennfield, Charlottetown, N.B.
92,514	Maggie Jane	St. Andrews	do	1879	Back Bay, N.B.	29	4	10	5	5	0	10	Lewis Stanley, Grand Manan, N.B.
96,902	Maggie L.	Kingston	do	1889	Pictou, Ont.	67	0	17	4	5	2	42	Richard La Rush, Kingston, Ont.
90,611	Maggie Lynds	St. John, N.B.	do	1885	Hopewell Cape, N.B.	60	9	22	7	7	2	67	Raymond L. Holder, St. John, N.B.
77,958	Maggie M.	Annapolis	do	1880	Granville, N.S.	44	2	15	2	5	6	16	P. Zwicker, Clements, N.S.
97,100	Maggie M. W	Lunenburg	do	1891	Lunenburg, N.S.	77	5	23	5	8	8	89	Howard Wynacht, Lunenburg, N.S.
96,805	Maggie May	Halifax	do	1891	Chezetcook, N.S.	62	6	21	0	9	0	62	Jeremiah Fillas, Chezetcook, N.S.
61,400	Maggie May	Chatham, N.B.	do	1872	Tracadie, N.B.	38	5	13	5	4	9	13	Frank J. Gatain, Bathurst, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. inches.	ft. inches.	ft. inches.			
74,155	Maggie McBeath	Charlottetown	Schr—Glt	1876	Buctouche, N.B.	48 6	15 6	6 2	26	James P. Thompson, Campbellton, P.E.I.	
83,498	Maggie Millard	Sydney	do	1883	Liverpool, N.S.	86 6	23 8	10 0	112	Robert Ormiston, Gabarous, C.B.	
92,364	Maggie Miller	St. John, N.B.	do	1887	Waterborough, N.B.	77 5	26 8	7 0	93	Joseph W. McAlary, St. John, N.B.	
77,754	Maggie Page	Shelburne	Bgtn—Bkgt.	1879	Port le Bert, N.S.	86 0	24 0	9 4	110	John Peters, Halifax, N.S.	
74,368	Maggie Roach	Richibucto	Schr—Glt	1877	Sable River, N.S.	58 4	20 1	7 0	43	David McAlmon, Kingston, N.B.	
72,253	Maggie S	St. John, N.B.	do	1876	St. Martin's, N.B.	79 0	26 0	7 5	83	Caleb Reed, Rockport, N.B.	
88,216	Maggie Smith	Halifax	do	1882	Chezecook, N.S.	40 2	14 6	5 7	15	Dennis Smith, Chezecook, N.S.	
83,173	Maggie Smith	Lunenburg	do	1881	Summerside, P.E.I.	76 8	22 7	8 8	83	Thomas Smith, La Have, N.S.	
100,162	Magic	do	do	1891	La Have, N.S.	56 5	19 6	7 5	45	J. D. Sperry, Petite Rivière, N.S.	
77,789	Magic	Digby	do	1879	Westport, N.S.	49 3	16 3	6 1	27	Havy & Bowers, Westport, N.S.	
48,136	Magnet	Halifax	Bgtn—Bkgt.	1864	Londonderry, N.S.	115 0	27 9	12 8	299	Alex. Fulton, Londonderry, N.S.	
55,807	Magnolia	Shelburne	Schr—Glt	1866	Sable River, N.S.	52 0	17 4	7 0	31	E. Smith, jr., Port La Tour, N.S.	
92,633	Magnolia	Lunenburg	do	1888	Lunenburg, N.S.	74 9	23 0	8 6	83	L. Anderson & Co., Lunenburg, N.S.	
103,552	Magnum	Montreal	Sloop	1886	Pierreville, Que.	86 8	21 7	5 4	76	Edmond Lizotte, St. Thomas, Que.	

Marine and Fisheries—List of Shipping.

88,616	Mahone Bay Packet.	Lunenburg	Schr—Glt	1884	Mahone Bay, N.S.	66	4	21	2	8	0	60	Benjamin Hyson, N.S.	Mahone Bay,
97,065	Maid of the Mist.	Liverpool	do	1893	Liverpool, N.S.	69	0	19	6	7	7	58	John Millard, N.S.	Liverpool, N.S.
79,973	Maiden City	St. John, N.B.	Bk—Bq	1878	St. Martin's, N.B.	165	4	34	1	20	0	771	Oliver Emery, N.B.	St. John, N.B.
88,177	Maitland	Yarmouth	Schr—Glt	1861	Tusket Wedge, N.S.	40	0	13	6	5	7	17	V. Contreau, N.S.	Tusket, N.S.
74,339	Maitland	do	do	1877	Green Cove, N.S.	62	0	19	0	7	2	44	Henry Lewis, N.S.	Yarmouth, N.S.
86,046	Majestic	Halifax	do	1853	Chester, N.S.	52	3	16	7	6	9	33	Henry Myers, N.S.	Jeddore, N.S.
100,955	Majestic	Chatham, N.B.	do	1862	Caraquet, N.B.	36	0	12	0	4	5	10	C. Hubbard, N.B.	Caraquet, N.B.
103,425	Majestic	Lunenburg	do	1895	La Have, N.S.	85	6	24	0	9	4	99	Reuben Ritcey, N.S.	La Have, N.S.
96,779	Majestic	Port Hawkesbury	do	1894	Cheticamp, C.B.	35	0	11	8	5	3	11	A. W. DeGruchy, N.S.	Cheticamp, C.B.
94,775	Malabar	Lunenburg	do	1888	Lunenburg, N.S.	77	8	23	4	8	8	98	Richard H. Griffiths, N.S.	Lunenburg, N.S.
	Malanta	Halifax	do	1847	Corwallis, N.S.	62	3	19	7	8	7	67	Z. Roach, N.S.	Aylesford, N.S.
85,682	Malapert	Digby	do	1883	Freeport, N.S.	45	0	16	9	6	2	23	Charles B. Bowers, N.S.	Bowers, Westport, N.S.
75,650	Malta	St. Catharines	Bk—Bq	1868	St. Catharines, Ont.	137	5	23	5	8	2	198	Mary M. Blodgett, Ont.	Windsor, Ont.
88,654	Mamie	Charlottetown	Schr—Glt	1894	Lot 11, P. E. I.	40	0	12	4	4	3	15	John P. Brennan, P. E. I.	Alberton, P. E. I.
96,987	Manioughan	Ottawa	do			92	6	21	8	12	0	143	The Minister of Marine and Fisheries, Ottawa, Ont.	Ottawa, Ont.
83,286	Manitoba	Kingston	Barge	1882	Kingston, Ont.	103	0	17	2	5	6	75	Benjamin Tett, Ont.	Bedford Mills, Ont.
79,945	Manitoba	Ottawa	do	1873	Fort Ann, U.S.	37	5	14	8	6	8	80	Adkin Foster, Ont.	Smith's Falls, Ont.
61,510	Mansinnato	Shelburne	Schr—Glt	1869	Pubnico, N.S.	67	0	20	0	7	8	50	Henry T. D'Entremont, N.S.	Pubnico, N.S.
71,396	Manzenilla	Parraboro'	do	1878	Parraboro', N.S.	68	5	23	8	9	0	89	R. J. Lake, N.S.	Parraboro', N.S.
71,022	Maple Leaf	Amherstburg	do	1871	Toledo, U.S.	47	7	14	0	5	0	28	John S. McQueen, Ont.	Pelee Island, Ont.
92,436	Maple Leaf	Toronto	do	{ 1886 1879 }	Bronté, Ont.	70	0	18	5	5	4	59	Richard Goldring, Ont.	Toronto, Ont.
85,504	Marabout	St. John, N.B.	Ship—3 m.	1862	St. John, N.B.	210	8	40	2	24	3	1455	D. C. Clinch, N.B.	St. John, N.B.
86,705	Marceline	New Carlisle	Schr—Glt	1864	Marria, Que.	56	2	18	6	7	7	45	R. C. Tait, N.B.	Shediac, N.B.
75,844	Marcella	Halifax	do	1878	Bay St. George, Nfld.	48	5	17	9	6	9	31	Wm. Hulan, Nfld.	Bay St. George, Nfld.
108,197	Marcella	Liverpool	do	1895	Liverpool, N.S.	87	6	24	2	9	7	90	A. W. Hendry, N.S.	Liverpool, N.S.

Classed Bureau
Veritas.

Classed Bureau
Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
69,109	Marcella Butler	Halifax	Schr—Glt	1874	River Bourgeois, N.S.	56 4	18 2	7 6	38	John Hemphill, Burnt Point, P.E.I.	
100,718	Marchioness	Montreal	Sloop	1891	Fairhaven	16 3	8 0	2 9	2	R. Campbell, Montreal	
	Marco Polo	Toronto	Schr—Glt	1854	Oakville, Ont.	101 0	20 3	8 6	154	Philip Sherlin, Belleville, Ont.	
38,330	Margaret	Arichat	do	1853	Poulaumont, C.B.	42 5	13 1	6 7	26	Henry Boudrot, Poulaumont, C.B.	
35,672	Margaret	Halifax	do	1848	Harbour au Bouche, N.S.	59 4	17 7	8 7	64	Moses Brough, Harbour au Bouche, N.S.	
35,287	Margaret	do	do	1841	Yarmouth, N.S.	45 5	12 0	7 0	30	Isaac Graham, Horton, N.S.	
36,302	Margaret	do	do	1858	Chezetook, N.S.	34 4	12 5	4 6	11	John Hinds, Eastern Passage, N.S.	
37,368	Margaret	do	do	1855	Tracadie, N.S.	63 0	18 6	8 8	61	John Higgins, Halifax, N.S.	
61,939	Margaret	do	do	1870	Chezetook, N.S.	41 5	14 9	6 5	22	James Hanrahan, Ferguson's Cove, N.S.	
38,362	Margaret	Port Hawkesbury	do	1857	S. ip Harbour, N.S.	42 3	14 6	5 6	16	Donald McKay, St. Peter's, C.B.	
50,948	Margaret	Charlottetown	do	1864	Seven Mile Bay, P. E.I.	57 0	18 0	6 0	39	Wellington Hume, Pleasant Valley, Lot 62, P.E.I.	
33,128	Margaret	Quebec	Barge	1854	Sorel, Que.	103 4	23 0	7 0	129	Theodore Hart, Montreal, Que	
103,117	Margaret	St. Andrews	Schr—Glt	1866	Gloucester, U.S.	59 0	18 2	7 0	49	Milton Eldridge, Beaver Harbour, N.B.	
35,908	Margaret Ann	Halifax	do	1852	P. E. Island	51 0	14 3	6 0	22	Samuel Foreman, Halifax, N.S.	

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Classed	Bureau	Veritas	and	American	Re-	cord.							
35,536	Margaret Ann	Halifax	do	1857	Miscou, N.B.	57	0	17	4	7	5	39	Stephen McKean, Grand River, P.E.I.
33,982	Margaret Ann	do	do	1856	Newfoundland	59	0	16	5	8	8	44	Solomon Mutch, Halifax, N.S.
38,332	Margaret Ann	Aricbat.	do	1859	Grand Ruiseau, N.S.	78	4	23	6	11	1	121	M. LeBlanc, Port Royal, N.S.
50,847	Margaret Ann	Chatham, N.B.	do	1864	P. E. Island	38	0	13	0	5	1	14	S. F. Perry, Tignish, P.E.I.
75,883	Margaret Ann	Pictou, N.S.	do	1880	Tatamagouche, N.S.	62	8	19	6	7	8	53	Wm. Buckler, Tatamagouche, N.S.
	Margaret Ann	Toronto	do	1870	Port Credit, Ont.	40	5	11	5	4	0	16	Henry Grafton, Port Credit, Ont.
36,043	Margaret Bennett	Halifax	do	1856	Tangier, N.S.	69	1	19	8	9	3	65	Andrew Chambers, Halifax, N.S.
94,869	Margaret E. Dean	Parraboro'	Bgtn—Bkgt.	1890	Diligent River, N.S.	125	5	30	6	12	1	299	W. H. Dean, Boston, U.S.
38,506	Margaret Jane	Aricbat.	Schr—Glt	1869	Port Richmond, N.S.	53	4	18	2	6	7	42	R. B. Noble, Richibucto, N.B.
75,640	Margaret Jane Lee-son.	St. Catharines	Barge	1879	Port Rob nson, Ont.	113	8	24	9	7	1	148	Robt. A. Lattimer, Dunnville, Ont.
88,514	Margaret L.	Sydney	Schr—Glt	1886	Bras d'Or, C.B.	93	0	25	0	11	8	169	Murdoch McLeod, Baddeck, C.B.
42,434	Marguerite	Quebec	do	1871	Esquimaux Pt., Que.	45	2	15	8	6	8	27	A. Letourneau, Quebec
100,879	Marguerite	St. John, N.B.	do	1892	Newcastle, N.B.	77	6	27	1	7	4	98	G. F. Baird, St. John, N.B.
100,728	Marguerite	Montreal	Sloop	1888	Boothbay, U.S.	21	8	8	0	3	0	3	Fred S. Barlow, Montreal
61,373	Maria	Chatham, N.B.	Schr—Glt	1870	Miramichi, N.B.	50	0	17	0	7	2	28	W. S. Loggie, Chatham, N.B.
75,899	Maria	do	do	1878	Richibucto, N.B.	36	0	13	8	5	2	16	H. O'Leary, Richibucto, N.B.
61,935	Maria	Halifax	do	1868	St. Margaret's Bay, N.S.	42	8	14	1	5	8	17	W. B. Reynolds, Halifax, N.S.
36,229	Maria	do	do	1859	St. Mary's, N.S.	59	7	19	5	7	6	45	D. M. McFarlane, Margaree, C.B.
55,542	Maria	Pictou, N.S.	do	1868	Brulé, N.S.	73	5	23	4	6	6	68	John Mockler, Point Brulé, N.S.
66,099	Maria	Quebec	Barge	1873	Portneuf, Que	84	4	25	0	7	3	99	Hypolite Paquin, Portneuf, Que
33,651	Maria	do	Schr—Glt	1875	New Carlisle, Que.	68	7	21	5	8	6	89	Pierre L. Turgeon, Quebec
88,463	Maria	Aricbat.	do	1892	Petit de Grat, N.S.	37	9	14	0	5	7	14	Andrew Boudrot, Petit de Grat, N.S.
103,532	Maria A.	Halifax	do	1895	Smith's Cove, N.S.	42	2	13	3	5	9	22	A. M. Bell, Halifax, N.S.
55,863	Maria Adelmira	Quebec	do	1866	Bic, Que.	37	6	14	0	5	0	13	Cyrille Levesque, Isle Verte, Que.
55,893	Maria Annett	Port Hope	do	1807	Quebec	125	0	25	3	9	2	197	R. Henning, Port Hope, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
61,322	Maria Catharina	Chatham, N.B.	Schr—Glt	1872	Tracadie, N.B.	77 5	23 3	8 9	88	A. B. Crosby, Halifax, N.S.	
92,339	Maria Decora	Quebec	do	1887	St. Jean, Que.	54 8	17 2	7 0	37	O. Harvey, St. Alexis, Que.	
66,067	Maria Immaculate	do	Barge	1873	Champlain, Que.	101 2	23 0	8 6	131	David Hamelin, Champlain, Que.	
85,742	Maria Stella	do	Sloop	1883	St. Jean, Ile d'Orléans, Que.	40 2	15 2	5 4	19	Hypolite Belle Isles, of Trois Pistoles, Que.	
42,309	Maria Teresa	Halifax	Schr—Glt	1862	Harbour au Bouche, N.S.	76 0	24 0	10 0	101	Patrick Webb, Harbour au Bouche, N.S.	
101,185	Marian	Port Hawkesbury	do	1891	Janes' Cove, Nfld.	64 4	22 2	8 7	70	Thos. F. Reeves, Fort Hawkesbury, N.S.	
61,426	Marianne	Chatham, N.B.	do	1864	Shippegan, N.B.	38 5	12 1	4 8	14	Jane Miller, Tignish, P.E.I.	
61,441	Marie	Port Dover	do	1872	Port Dover, Ont.	75 0	16 0	7 0	71	John Milliken, Courtright, Ont.	
72,100	Marie	do	do	1873	Shippegan, N.B.	35 0	11 2	4 4	11	Thomas Ahier, Shippegan, N.B.	
92,403	Marie	do	do	1876	do	33 0	11 2	4 6	11	O. Chiasson, Shippegan, N.B.	
83,109	Marie	Halifax	Sloop	1870	Dartmouth, N.S.	59 0	16 2	5 4	25	Joseph A. Landry, Grande Anse, N.B.	
59,880	Marie	Quebec	Schr—Glt	1866	Deschambault, Que.	22 0	6 5	3 0	2	Wm. H. Troop, Halifax, N.S.	
69,661	Marie	do	Sloop	1871	St. Antoine, Que.	53 6	12 9	4 3	40	J. B. Dussault, Notre-Dame de Portneuf, Que.	
									16	Isais Côté, St. Antoine de Tilly, Que.	

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74,252	Marie.....	Quebec	Schr—Glt	1876 Ile aux Condres, Que.	50 4	18 6	8 6	58	Théodore Bouchard, Ile aux Condres, Que.
96,771	Marie.....	Port Hawkesbury.	do	1892 Cheticamp, C.B.	33 3	10 6	5 0	10	S. Roch, Cheticamp, C.B.
100,858	Marie.....	Quebec	Sloop....	1892 Tadousac, Que.	62 0	19 9	5 6	42	H. Brisson, Tadousac, Que.
103,366	Marie.....	do	Schr—Glt	1894 Tadousac, Que.	42 8	13 6	6 0	20	G. Caron, Tadousac, Que.
92,752	Marie Adela.....	do	do	1888 Les Escoumains, Que	58 6	22 6	6 9	55	Cyrice Rioux, Green Island, Que
100,859	Marie Adela.....	do	do	1892 St. Alexis, Que.	60 0	18 9	8 6	60	E. Potvin, St. Alexis, Que.
66,024	Marie Adélaid.....	do	do	1872 Pte. aux Trembles, Que.	51 2	14 9	5 5	23	F. C. Boulianne, Bon-Désir, Que
41,580	Marie Adèle.....	do	do	1856 Malbate, Que.	38 0	13 0	6 0	18	Nazaire Brassard, Malbate, Que
69,680	Marie Adèle.....	do	do	1874 Grondines, Que.	100 8	23 0	9 9	149	Olivier Rivard, Grondines, Que.
46,169	Marie Adèlle.....	do	do	1862 Deschambault, Que.	71 7	21 0	7 6	71	Joseph Grosseau, Grondines, Que.
66,697	Marie Aglaé.....	do	do	1872 Ste. Anne des Monts.	53 0	19 0	7 1	41	Henry Lavoie, Rimouski, Que.
69,637	Marie Alice.....	do	do	1873 Baie St. Paul, Que.	45 7	16 5	5 7	23	Louis Terreau, Quebec.
75,877	Marie Alice.....	Pictou, N.S.	do	1879 Shediac, N.B.	36 7	13 5	4 6	13	P. Porrier, Shediac, N.B.
80,745	Marie Almunda.....	Quebec	do	1880 Baie St. Paul, Que.	40 8	15 0	6 0	21	Louis St. Hilaire, Baie St. Paul, Que.
66,061	Marie Alvina.....	do	do	1872 Mille Vaches, Que.	57 0	18 0	8 0	49	Honoré Tremblay, Malbate, Que.
66,034	Marie Anna.....	do	do	1872 St. Irénée, Que.	82 4	22 0	10 0	116	Joseph Bergeron, Les Eboulements, Que.
103,135	Marie Anna.....	do	do	1886 La Bonnaine, Que.	33 6	11 6	4 8	11	H. Bilodeau, St. Thomas, Que.
69,380	Marie Anne.....	Gaspé.....	do	1875 Esquimaux Point, Que.	54 2	17 0	6 8	36	Etienne Landry, Esquimaux Point, Que.
73,021	Marie Anne.....	Amherst, M.I.	do	1875 House Harbour, Gaspé Co., Que.	64 0	19 6	7 6	46	John Arsenault, Magdalen Islands.
32,911	Marie Anne.....	Quebec	do	1855 St. Antoine de Tilly, Que.	81 5	23 0	8 1	104	Jean Fiset, Cape Santé, Que.
41,602	Marie Anne.....	do	do	1839 St. Pierre.....	34 5	12 6	5 2	14	Octave Theriault, Quebec.
69,622	Marie Anne.....	do	do	1874 Malbate, Que.	48 8	17 2	6 8	31	Horace Duchene, St. Irénée, Que.
69,634	Marie Anne.....	do	do	1874 Batiscan, Que.	93 2	23 5	9 1	134	Pierre Duval, Batiscan, Que.
69,653	Marie Anne.....	do	do	1874 Cape Chatte, Que.	49 8	17 0	6 5	26	Henry Belley, St. Siméon, Que.
77,871	Marie Anne.....	do	do	1878 Baie St. Paul, Que.	65 7	21 0	8 9	77	J. T. Holliday, Quebec.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. tochs.	Ft. tochs.	Ft. tochs.			
80,766	Marie Anne	Quebec	Schr—Glt	1881	St. Irénée, Que.	38 5	14 0	5 1	17	Charles Boulett, Cap St. Ignace, Que.	
83,350	Marie Anne	do	do	1881	Mille Vaches, Que.	60 9	18 9	7 3	54	François Tremblay, St. Siméon, Que.	
92,340	Marie Anne	do	do	1887	Cap Chatte, Que.	58 8	19 8	8 6	61	Jos. Roy, Cap Chatte, Co. of Gaspé, Que.	
97,130	Marie Anne	do	do	1891	Ste. Croix, Que.	90 0	22 1	7 9	108	X. Boisvert, Ste. Croix, Que.	
97,125	Marie Anne	do	do	1890	Notre-Dame de l'Assomption, Que.	48 8	16 2	6 4	30	Ernest Marquis, Seven Islands, Que.	
103,365	Marie Anne	do	do	1894	Murray Bay, Que.	64 4	19 0	7 1	59	F. Tremblay, St. Siméon, Que.	
66,053	Marie Arthémise	do	do	1870	Rivière du Loup, Que.	46 6	12 8	5 6	22	Onésime Belanger, Kamouraska, Que.	
59,854	Marie Arthémise	do	do	1868	Cap St. Ignace, Que.	75 0	22 0	10 2	90	Thomas Larivière, Quebec.	
83,342	Marie Arthémise	do	do	1881	Baie St. Paul, Que.	39 5	13 5	5 2	18	Jude Harvey, Ile aux Condres, Que.	
92,764	Marie Bertha	do	do	1887	Cacouna, Que.	44 0	14 8	6 0	22	Firmin Paradis, Cacouna, Que.	
88,320	Marie Blanche	do	do	1885	St. Siméon, Que.	54 0	17 2	6 8	40	Hilaire Dubé, Trois-Pistoles, Que.	
72,082	Marie C. Josephine.	Chatham, N.B.	do	1875	Madisco, N.B.	34 0	12 3	4 3	13	E. Godin, Madisco, N.B.	
81,724	Marie Caroline, Etoile de Mer.	Quebec	do	1879	Ste. Anne de la Pocatière, Que.	46 7	15 1	6 6	26	Auguste Lafrance, Ste. Anne de la Pocatière, Que.	
103,278	Marie Celia	Chatham, N.B.	do	1891	Bathurst, N.B.	37 0	12 5	5 2	13	L. Albert, Grand Anse, N.B.	

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100,861	Marie Céline.	Quebec.	do	1893	Black River	50 4	17 6	6 8	34	Joseph Desgagné, Anse St. Jean, Que.
53,850	Marie Céline.	do	do	1866	St. Jean Port Joli, Que.	55 0	16 9	7 4	38	Louis Bois, St. Siméon, Que.
59,858	Marie Céline.	do	do	1868	Chateau Richer, Que.	59 5	17 4	6 3	39	R. Leclerc, St. Siméon, Que.
50,746	Marie Core.	do	do	1888	Chateau Richer, Que.	59 0	16 0	5 4	27	Onésime Tremblay, St. François, Co. Charlevoix, Que.
75,863	Marie Clara	do	do	1871	Bay St. Paul, Que.	42 5	13 5	6 0	23	Prime Boily, Bay St. Paul, Que.
103,136	Marie Claude.	do	do	1894	Sandy Bay, Que.	43 4	14 7	5 4	21	U. Conillard, Sandy Bay, Que.
103,369	Marie Claudia	do	do	1894	Les Escoumains, Que.	64 2	20 2	6 5	52	E. Saingelais, Les Escoumains, Que.
71,635	Marie D'Alvina.	Montreal.	Sloop.	1873	Lanoraie, Que.	101 0	22 8	7 0	109	B. Desrochers, Thurso, Que.
33,091	Marie Delina.	Quebec	Schr—Glt	1855	Cap St. Ignace, Que.	37 9	14 0	5 5	18	Mrs. J. B. Gorteau, dit Deslauriers, L'Islet, Que.
51,527	Marie Delphine.	do	do	1865	St. Thomas, Que.	61 0	18 0	8 2	49	Auguste Boulet, St. Thomas, Que.
100,541	Marie Delphine.	Digby.	do	.....	.....	72 0	20 6	8 9	67	A. Melanson, Plympton, N.S.
43,455	Marie des Anges	Quebec	Barge.	1861	Yamaska, Que.	84 3	22 2	6 0	74	Alf. Charland, Yamaska, Que.
73,494	Marie Dolorosa.	Amherst, M.I.	Schr—Glt	1892	Cabin Cove, Gaspé Co., Que.	60 5	19 7	9	44	Anaré Devaux, Magdalen Islands, Que.
69,382	Marie du Sacré Cœur	Gaspé.	do	1886	Esquimaux Point, Que.	57 6	18 0	8 0	46	Onésime Turbis, Esquimaux Point, Que.
72,982	Marie Eliza.	Quebec.	do	1874	Malbaie, Que.	47 0	14 8	6 6	27	Achille Gagnon, Malbaie, Que.
66,018	Marie Eliza.	do	do	1872	Bay St. Paul, Que.	59 0	19 0	8 3	56	Pierre Péneau, Rivière du Loup, Que.
77,884	Marie Elizabeth.	do	do	1877	Isleaux Condres, Que.	32 2	10 8	4 7	11	Louis Tremblay, Isle aux Cou-dres, Que.
83,349	Marie Elizabeth.	do	do	1881	Kegaska, Labrador.	43 0	15 6	5 9	18	Thos. Denniss, Kegaska, Labrador.
100,366	Marie Elizabeth.	do	do	1891	St. Fidèle, Que.	46 8	16 2	5 6	23	Henry Savard, St. Fidèle, Que.
88,323	Marie Elmire.	do	do	1886	Les Eboulements, Que.	86 2	25 8	10 7	155	E. Menard, L'Islet, Que.
77,867	Marie Elmire.	do	do	1878	Bay St. Paul, Que.	61 9	16 3	7 7	57	George Dufour, Isle aux Cou-dres, Que.
59,944	Marie Elmire.	do	do	1869	St. Fabien, Que.	61 0	18 9	7 0	52	Joseph D. Aujou, St. Fabien, Que.
64,974	Marie Emélie.	do	do	1871	Bay St. Paul, Que.	56 0	17 0	6 9	36	Benjamin Lapointe, St. Simeon, Que.
66,022	Marie Emélie.	do	Sloop.	1846	Grondees, Que.	66 0	24 0	7 0	85	Esdras Rioux, Batiscan, Que.
88,315	Marie Emélie.	do	Schr—Glt	1884	Bay St. Paul, Que.	60 0	21 7	8 0	56	B. Boudreault, Anse St. Jean, Que.

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Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructif.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
33,360	Marie Emma.....	Quebec.....	Schr—Glt.....	1857	Rimouski, Que..	59 7	15 8	7 1	43	Daniel Rioux, Trois Pistoles, Que.	
69,654	Marie Emma.....	do.....	do.....	1874	Les Eboulements, Que.	38 5	12 9	5 8	16	Joseph Bouchard, St. Paul's Bay, Que.	
73,011	Marie Emma.....	do.....	do.....	1875	Bay St. Paul, Que..	50 4	17 5	6 2	31	F. T. Stockwell, Quebec.....	
73,024	Marie Enesie.....	Amherst, M.I.....	do.....	1877	Point Basse, Gaspé Co., Que.	61 7	20 2	7 4	47	W. G. Leslie, Magdalen Islands, Que.	
41,988	Marie Espérance.....	Quebec.....	do.....	1856	Isleaux Coudres, Que.	40 0	13 8	5 8	17	Joseph Bergeron, Chicoutimi, Que.	
72,984	Marie Etoile de la Mer.	do.....	do.....	1872	Bay St. Paul, Que..	56 0	15 0	7 0	32	Elic Roy, Bay St. Paul, Que..	
42,740	Marie Felicité.....	do.....	do.....	1861	St. Flavien, Que..	34 8	10 3	4 8	10	Mrs. Alexandre Lavoie, Ste. Flavie, Que.	
83,369	Marie Flora.....	do.....	do.....	1882	Bay St. Paul, Que..	61 5	22 5	9 1	85	Louis Mailloux, Bay St. Paul, Que.	
69,585	Marie Georgiana.....	do.....	do.....	1873	Champlain, Que..	106 0	24 5	9 2	158	Ludger Sauvageau, Champlain, Que.	
80,727	Marie Hélène.....	do.....	do.....	1879	St. Nicholas, Que..	74 7	21 5	6 8	68	F. X. Martel, Ste. Croix, Que.	
75,658	Marie Henriette.....	do.....	do.....	1877	Rivière du Loup, Que.	42 0	13 4	5 2	15	John J. McWilliams, Father Point, Que.	
80,675	Marie Immaculate.....	Montreal.....	Sloop.....	1880	Lanoraie, Que..	97 9	23 0	7 6	132	Jos. Robillard, Lanoraie, Que..	
80,761	Marie Isabelle.....	Quebec.....	Schr—Glt.....	1881	Les Eboulements, Que.	48 5	18 2	7 8	38	Henry Dinning, Quebec.....	
66,079	Marie Jeanne.....	do.....	do.....	1873	Grondines, Que..	92 0	23 5	8 4	128	N. G. Kirouac, Quebec.....	

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73,493	Marie Joseph	Amherst, M.I.	do	1882	Amherst, Gaspé Co., Que.	68 0	19 6	8 1	56	Philip Gaudin, House Harbour, Magdalen Islands, Que.
74,282	Marie Joseph	Quebec	do	1876	St. Roch des Aulnets, Que.	58 3	19 5	6 2	43	Elzear Tremblay, Malbaie, Que.
100,292	Marie Joseph	Chatham, N.B.	do	1891	Shippegan, N.B.	36 4	12 3	4 6	12	Lazare Gauvin, Shippegan, N.B.
96,777	Marie Joseph	Port Hawkesbury	do	1894	Cheticamp, C.B.	33 2	11 1	5 4	11	V. Rouch, Cheticamp, C.B.
100,452	Marie Joseph	Quebec	Sloop	1892	St. Fulgence, Que.	60 6	20 6	6 0	47	Charles Lajoie, St. Fulgence, Que.
100,358	Marie Josephine	do	Schr—Glt	1891	River du Loup, Que.	88 4	22 8	8 2	117	Antoine Gagnon, Quebec
50,701	Marie Josephine	do	Barge	1863	Champlain, Que.	91 0	22 5	9 0	117	Godfrey Clairmont, Champlain, Que.
85,757	Marie Josephine	do	Schr—Glt	1876	St. Michel, Que.	31 0	13 5	4 6	11	Narcisse Levesque, Isle Verte, Que.
51,505	Marie Julie	do	do	1862	Labrador	46 0	14 0	5 9	22	Simon Bourke, Kaska, Labrador.
53,868	Marie Laure	do	do	1866	St. Irénée, Que.	40 2	14 0	5 9	19	Mrs. A. A. Lynch, Cacouna, Que.
83,346	Marie Laure	do	do	1891	Les Eboulements, Que.	49 7	16 8	6 8	33	Amable Letourneau, St. Thomas, Que.
77,886	Marie Laure Atala	do	do	1879	Trois Pistoles, Que.	45 5	14 8	6 4	27	Flavien Boullianne, Tadoussac, Que.
51,531	Marie Léa	do	do	1864	Cape Chatte, Que.	67 5	19 8	8 2	63	T. J. Lamontague, Ste. Anne des Monts, Que.
73,984	Marie Léa	do	Barge	1864	Quebec	65 0	22 1	5 9	49	Lezaire Latteur, Ste. Croix, Que.
80,741	Marie Lédia	do	Schr—Glt	1880	Baie des Mille Vaches, Que.	50 2	16 8	6 4	34	Luc Tremblay, Portneuf, Que.
59,921	Marie Lédia	do	do	1869	L'Islet, Que.	63 0	22 0	6 1	53	Wm. Tremblay, St. Jérôme de Matane, Que.
42,741	Marie Liberté	do	do	1861	Malbaie, Que.	42 4	14 0	5 7	19	J. Ballavance, Rimouski, Que.
33,652	Marie Louise	New Carlisle	do	1877	Carleton, Ont.	41 0	13 7	5 6	16	N. Roy, Petit Rocher, N.B.
75,449	Marie Louise	Gaspé	do	1886	Anticosti	40 0	11 1	4 3	11	Chas. G. Le Bas, Percé, Que.
33,270	Marie Louise	Quebec	do	1856	Malbaie, Que.	61 2	18 9	8 2	56	Wm. Park, Newcastle, N.B.
41,992	Marie Louise	do	do	1857	St. Thomas, Que.	39 2	13 0	6 6	19	James Buchanan, Quebec
37,100	Marie Louise	do	do	1855	Isle aux Coudres, Que.	48 0	16 5	6 9	28	Geo. Tremblay, Les Eboulements, Que.
55,899	Marie Louise	do	do	1864	Anse aux Foins, Que.	34 0	13 5	5 8	14	Prudent N. Lizotte, Que.
55,912	Marie Louise	do	do	1860	do	35 0	15 0	5 4	14	A. Letourneau, Quebec
59,985	Marie Louise	do	Barge	1870	Ste. Anne, Champlain, Co., Que.	92 5	22 5	6 6	93	Joseph De Villers, St. Louis de Lotbinière, Co. Lotbinière, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
64,975	Marie Louise	Quebec	Schr—Glt	1870	ChAMPLAIN, Que.	84 6	22 3	7 7	91	Evan John Price, Quebec	
69,584	Marie Louise	do	do	1873	Natashquan, Que	45 6	15 5	6 3	23	Pierre Ouellette, Quebec	
69,586	Marie Louise	do	do	1872	Baie St. Paul, Que.	48 0	15 5	7 6	31	Alfred Tremblay, La Petite Rivière St. François, Que.	
72,940	Marie Louise	do	do	1875	St. Fidèle, Que.	42 5	14 0	5 7	22	Denis Gauthier, Ste. Fidèle, Que	
73,020	Marie Louise	do	do	1874	Isle aux Coudres, Que	34 1	14 0	5 6	13	Bernard Tremblay, St. Louis, Isle aux Coudres, Que.	
73,983	Marie Louise	do	do	1875	ChAMPLAIN, Que	77 1	21 4	7 7	90	F. Thibaudan, Portneuf, Que.	
100,295	Marie Louise	Chatham, N.B.	do	1892	Caracquet, N.B.	38 0	13 3	6 4	18	Joseph A. Paulin, Caracquet, N.B.	
100,365	Marie Louise	Quebec	do	1889	Isle aux Grues, Que.	35 0	12 8	4 8	13	Joseph Lebel, Isle aux Grues, Que.	
100,457	Marie Louise	do	do	1892	Grandes Bergeronnes Que.	52 4	18 6	6 4	38	Alfred Tremblay, Grandes Bergeronnes, Que.	
103,611	Marie Louise	do	do	1895	Isle aux Coudres, Que	44 0	14 8	5 7	21	T. Tremblay, Isle aux Coudres, Que.	
103,139	Marie Louisiana	do	Schr—Glt	1894	Murray Bay, Que	64 4	19 2	8 1	61	L. Guay, St. Etienne, Murray Bay, Que.	
80,734	Marie Louisa	do	do	1880	Isle aux Coudres, Que	49 9	15 5	6 2	23	Désiré Morin, L'Islet, Que	
72,938	Marie Lumina	do	Barge		Unknown	74 5	23 5	8 1	91	Jos. Paquette, Grondines, Que.	
59,578	Marie Marcelline	do	Schr—Glt	1864	Les Caps, Que.	48 0	17 0	5 2	24	Théophile Gagnon, St. Joschim, Que.	

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88,328	Marie Oliva	Quebec.	do	1866	Les Eboulements, Q.	48 0	17 0	6 7	33	J. Pelletier, St. Roch, Que.
100,464	Marie Oliva	do	do	1893	Ile aux Coudres, Que	32 4	12 4	4 8	12	H. Demeule, Isle aux Coudres, Que.
48,153	Marie Olive	do	do	1863	Caraque, N.B.	49 0	15 8	6 4	35	Piacide Cormier, Caraque, N.B.
77,882	Marie Oveline	do	do	1877	Ile aux Coudres, Que	34 0	12 5	5 0	13	Elzéar Tremblay, Isle aux Coudres, Que.
33,096	Marie Philomène	do	do	1855	St. Irénée, Que	59 2	19 2	8 5	58	Félix Arseneau, Bonaventure, Gaspé, Que.
74,280	Marie Philomène	do	do	1877	Les Eboulements, Q.	60 5	19 0	8 1	63	Elizabeth Simard (Widow Elie Roy) St. Paul, Que.
43,465	Marie Priscille	do	do	1861	Port au Percil, Que.	43 0	14 5	5 8	19	Alfred Pellerain, St. Roch des Aulnaies, Que.
85,455	Marie Rose	do	do	1882	Ile aux Coudres, Que	63 9	22 5	9 4	81	Seraphine Dufour, Isle aux Coudres, Que.
73,044	Marie Ste. Anne	do	do	1875	St. Jean Port Joli, Que.	60 5	17 9	8 0	47	T. Deslauriers, Fraserville, Que.
51,549	Marie Ste. Geneviève	do	Barge	1864	Batiscan, Que.	79 5	22 5	7 3	81	Pierre Chevalier, Notre Dame do Portneuf, Que.
66,076	Marie St. Jean	do	do	1872	St. Jean Deschail- ions, Que.	92 8	23 0	8 3	115	Léon Laroche, Ste. Croix, Que.
75,667	Marie Sarah	do	Schr—Glt	1877	St. Jean Port Joli, Que.	51 8	17 0	6 8	37	T. Bergeron, Chicoutimi, Que.
33,105	Marie Séraphine	do	do	1843	do	49 2	15 5	6 2	28	Robert Setter, Quebec.
80,752	Marie Sophie	do	do	1878	Bay St. Paul, Que.	49 1	18 0	6 6	35	Charles A. R. Desjardins, St. André de Kamouraska, Que.
69,627	Marie Stella	do	do	1873	Grondines, Que.	98 1	23 8	9 5	138	Onésime Rivard, Grondines, Que.
103,092	Marie Stella	Montreal.	Sloop	1893	Pierreville, Que.	107 7	23 0	8 2	143	F. Desmarais, St. François, Que.
53,876	Marie Syrenne	Quebec.	Schr—Glt	1866	Mille Vaches, Que	49 3	14 5	7 3	30	Pierre Boucher, River Ouelle, Que.
100,469	Marie Victoire	do	do	1892	Ile aux Coudres, Que	40 2	13 9	5 7	20	A. Pedneaux, Isle aux Coudres, Que.
88,310	Marie Victoria	do	do	1882	Cacouna, Que.	38 0	12 4	5 5	18	Firmin Paradis, Cacouna, Que.
33,026	Marie Victoria	do	do	1853	St. Antoine de Tilly, Que.	61 0	19 6	6 0	51	Pierre Hamel, Pointe aux Trembles, Que.
72,931	Marie Victoria	do	do	1874	Ile aux Coudres, Que.	41 4	13 5	6 2	18	Joseph Boldy, Baie St. Paul, Que.
50,886	Marie Victorine	do	do	1864	Caraque, N.B.	54 0	16 5	7 1	35	Joseph Guinet, Caraque, N.B.
77,877	Marie Vigilante	do	do	1879	Baie St. Paul, Que.	76 2	23 0	9 9	114	Hon. C. A. P. Pelletier, Quebec.
74,281	Marie Vigilante	do	do	1863	Ile aux Coudres, Que.	41 2	14 0	5 6	19	Joseph Harvey, Isle aux Coudres, Que.
43,454	Marie Vigilante	do	do	1862	St. Roch, Que.	45 0	13 3	5 4	19	Joseph Caron, St. Roch, Co. L'Islet, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100lbs	Pt. 100lbs	Pt. 100lbs			
48,177	Marie Vigilante	Quebec	Schr—Glt	1864	Cap. St. Ignace, Que	76 5	21 5	8 9	83	Aristie Bélanger, Cap. St. Ignace, Que.	
33,277	Marie Vigilante	do	do	1856	Baie St. Paul, Que..	61 0	17 0	8 6	57	O. Girard, St. Irénée, Que.....	
97,139	Marie Vigilante	do	do	1888	Goose Island, Que..	71 2	19 2	5 0	39	Eucher Lachance, (Goose Island, Que.	
100,354	Marie Zoé	do	do	1886	Isle aux Coudres, Que.	32 0	11 8	4 4	10	P. Peron, St. Thomas, Que.....	
46,498	Mariner	Halifax	do	1866	East Medway, N.S.	65 0	20 8	8 2	56	W. C. Henley, Spry Bay, N.S.	
53,879	Marinière	Quebec	do	1866	Grondines, Que. ...	76 8	22 0	8 0	80	Chas. Arcand, Grondines, Que.	
72,157	Marion	Windsor, N.S.	do	1875	Walton, Hants Co., N.S.	48 2	15 8	6 1	25	Jas. George, Parrsboro', N.S. ...	
103,257	Marion	St. John, N. B.	do	1895	Cambridge, N. B. ...	87 7	29 2	7 5	124	John E. Moore, St. John, N. B.	
100,696	Marion Emerson	Pictou, N.S.	do	1895	Murray Harbour, P. E. I.	51 5	16 0	6 5	30	Reuben Cohoon, Murray Harbour, P. E. I.	
88,662	Marion F.	Chatham, N. B.	do	1885	Tracadie, N. B. ...	48 4	15 3	6 3	24	W. Ferguson, Tracadie, N. B.	
...	Marion L. Breck	Kingston	do	1863	Garden Island, Ont.	127 1	23 5	11 9	298	John McGibbon, Sarnia, Ont. ...	
100,840	Maritime	Lunenburg	do	1894	La Have, N.S. ...	64 2	21 0	8 5	59	A. McKean, La Have, N.S. ...	
103,346	Marjorie	Montreal	Sloop	1895	Dorval, Que. ...	27 2	9 3	2 6	3	W. G. Ross, Montreal. ...	
97,182	Mark Curry	Windsor, N.S.	Bk—Bq.	1890	Newport, N.S. ...	202 0	41 2	22 5	1256	J. A. Shaw, Windsor, N.S. ...	Classed Bureau Veritas.

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		Classed American Record.								
72,327	Mark Twain.....	St. John, N. B.	do	1878	St. Martin's, N. B.	158 2	34 4	19 3	765	John McGinky, St. John, N. B.
46,385	Marlborough.....	Windsor, N. S.	Ship—3 m.	1863	Hantsport, Hants Co., N. S.	202 0	39 8	25 0	1383	E. Churchill & Sons, Hantsport, Hants Co., N. S.
94,875	Marquis of Lorne...	Montreal	Barge.....	1879	Whitehall	104 4	21 8	8 4	163	Norbert Leclaire, Coutrecreur, Que.
100,573	Marsala.....	Lunenburg	Schr—Glt	1893	La Have, N. S.	52 6	17 3	7 3	38	J. Shankle, La Have, N. S.
100,455	Martean.....	Quebec.....	do	1888	Escoumains, Que.	71 2	22 4	6 4	54	Théophile Bois, St. Siméon, Que.
103,413	Martello.....	Lunenburg	do	1894	Mahone Bay, N. S.	66 0	21 7	8 4	65	A. Ernst, Mahone Bay, N. S.
92,313	Martha.....	Liverpool	do	1886	Brooklyn, N. S.	33 2	12 7	5 0	10	Eusebe Chiasson, Cape Breton.
83,284	Martha Ann.....	Kingston	Sloop.....	1876	Dog Lake, Ont.	83 0	17 3	4 1	38	P. M. Frederick, Belleville, Ont.
97,035	Martha Ella.....	Yarmouth	Schr—Glt	1891	Yarmouth, N. S.	36 4	12 7	5 0	13	George Hamilton, Argyle, N. S.
34,763	Martha Greenow.....	St. John, N. B.	do	1854	do	58 3	15 8	8 2	55	Leonard Martin, Falmouth, Hants Co., N. S.
42,091	Martha Riordan.....	Digby	do	1868	Granville, N. S.	72 7	20 8	8 8	87	Daniel J. Riordan, Granville, N. S.
75,550	Martino.....	Barrington	do	1878	Eel Brook, N. S.	39 0	13 0	4 5	12	Hiram Nickerson, Barrington, N. S.
38,522	Mary.....	Arichat.....	do	1874	French Village, C. B.	49 5	16 3	6 4	23	Isaac Boudrot, River Bourgeois, C. B.
38,358	Mary.....	do	do	1857	Ponquet, N. S.	49 4	13 5	5 9	21	Peter DeCarteret, Jersey.....
38,400	Mary.....	do	do	1860	Poullamond, C. B.	59 2	18 0	7 7	24	John McKay, Marble Mountain, C. B.
38,399	Mary.....	do	do	1853	Riv. Bourgeois, C. B.	40 8	12 3	5 9	19	Simon Landry, Riv. Bourgeois, C. B.
42,260	Mary.....	Chatham, N. B.	do	1860	Carsquet, N. B.	46 0	13 8	6 0	21	H. Landry, Caraque, N. B.
61,439	Mary.....	do	do	1865	do	36 0	13 0	4 4	15	G. Noel, Shippegan, N. B.
72,077	Mary.....	do	do	1870	Shippegan, N. B.	35 3	11 7.	4 3	12	P. Robichand, Shippegan, N. B.
75,896	Mary.....	do	do	1873	Richibucte, N. B.	34 7	12 3	4 3	9	Anthony Gallant, Lot 15, P. E. Island.
85,692	Mary.....	do	do	1880	Carsquet, N. B.	34 0	12 8	4 7	11	J. Gionet, Caraque, N. B.
35,997	Mary.....	Halifax.....	do	1856	Jeddore, N. S.	43 2	14 1	6 1	20	A. Buser, Musquodoboit, N. S.
50,772	Mary.....	do	do	1868	Chezetcook, N. S.	40 0	12 4	4 7	13	P. Young, Eastern Passage, N. S.
54,115	Mary.....	do	do	.....	French St. Peters, C. B.	52 0	15 5	6 8	31	W. Lawson, Halifax, N. S.
54,168	Mary.....	do	Bk—Bq	1851	Waldboro', U. S.	112 0	24 6	11 7	258	Ben. C. Potter, Arichat, C. B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
35,638	Mary	Halifax	Schr—Glt	1852	Newdiquoddy, N.S.	69 4	18 8	9 4	71	T. C. Shreve, Digby, N.S.	
38,780	Mary	New Carlisle	do	1869	New Richmond, Que.	49 0	15 3	5 8	19	Ant. LeBlanc, New Richmond, Que.	
46,082	Mary	Arichat	do	1862	Shelburne, N.S.	59 5	18 2	7 2	43	David Gruchy, D'Escousse, C.B.	
33,219	Mary	Quebec	do	1855	Matane, Que.	56 4	17 0	7 3	42	Jean Joncas, Matane, Que.	
66,066	Mary	do	do	1873	Malbaie, Que.	59 5	18 0	8 0	54	Emile Potvin, St. Alexis, Que.	
51,536	Mary	do	do	1865	St. Irénée, Que.	59 5	18 0	8 7	50	Antoine Joncas, Berthier, Co. Montmagny, Que.	
59,803	Mary	do	do	1866	Mille Vaches, Que.	40 0	12 9	6 0	19	Clement Lavoie, La Petite Rivière, St. François, Que.	
74,878	Mary	St. Catharines	do	1877	Merritton, Ont.	84 0	20 3	7 0	87	Neil McSheachie, St. Catharines, Ont.	
37,931	Mary	Yarmouth	do	1854	Argyle, N.S.	46 7	13 7	7 6	37	C. W. Clements, Yarmouth, N.S.	
.....	Mary	Port Stanley	do	1868	St. Catharines, Ont.	113 9	22 1	10 6	252	Harriet Millard, Sarnia, Ont.	
96,975	Mary	Shelburne	do	1892	Shelburne, N.S.	86 0	23 5	9 6	99	Charles Powell, Dalhousie, N.B.	
100,462	Mary	Quebec	do	1893	Ste. Irénée, Que.	41 4	15 0	5 6	19	F. Taché, Ste. Irénée, Que.	
103,814	Mary	Port Hawkesbury	do	1893	Cheticamp, C.B.	34 0	10 6	5 0	10	John Boudrot, Eastern Harbour, N.S.	
74,142	Mary A	Lunenburg	do	1876	Broad Cove, C.B.	60 0	19 0	7 6	45	John C. McLeod, South Gut, C.B.	

Marine and Fisheries—List of Shipping.

Classed	Bureau	Veritas.	do	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13	Mary Ann Blakeley, St. Margaret's Bay, N.S.
94,671	Mary A. W.	Halifax.	do	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13	Mary Ann Blakeley, St. Margaret's Bay, N.S.
97,029	Mary A. Leaw.	Yarmouth.	Bk—Bq	1890	Meteghan, N.S.	185 4	35 6	19 3	890	William Law, Yarmouth, N.S.
72,976	Mary A. Taylor.	Digby.	Schr—Glt		United States.	63 8	19 5	7 0	52	M. T. Peters, Westport, N.S.
85,590	Mary A. Troop.	St. John, N.B.	Bk—Bq	1882	Portland, N.B.	189 4	37 3	22 4	1118	Howard D. Troop, St. John, N.B.
36,344	Mary Alice.	Halifax.	Schr—Glt	1861	Barrington, N.S.	69 5	22 3	7 6	58	J. M. Shand, Barrington, N.S.
85,388	Mary Alice.	do	do	1883	La Have, N.S.	41 0	16 4	6 5	20	Wm. Malcolm, Port Malcolm, N.S.
57,250	Mary Alice.	Lunenburg.	do	1867	do	57 6	19 4	7 0	36	William Zwicker, Mahone Bay, N.S.
	Mary Alice.	Windsor, Ont.	Scow—Chd	1866	River Ruseom, Ont.	62 0	18 0	4 6	51	E. Walsh, Detroit, U.S.
97,024	Mary Amanda.	Yarmouth.	Schr—Glt	1869	Duxbury, Mass., U.S.	67 0	18 9	5 9	42	Frank J. Harris, Yarmouth, N.S.
42,076	Mary Ann.	Digby.	do	1850	St. Mary's Bay, N.S.	65 0	16 8	8 8	76	Cornelius Crowley, Gilbert's Cove, N.S.
35,848	Mary Ann.	Halifax.	do	1849	Sheet Harbour, N.S.	64 0	18 1	9 7	79	Samuel Lang, Sheet Harbour, N.S.
38,560	Mary Ann.	do	do	1852	Chezetook, N.S.	40 5	13 1	6 4	22	George Harding, Newfoundland
39,021	Mary Ann.	do	do	1850	Newfoundland.	52 5	14 7	8 7	48	Jas. Redman, St. Margaret's Bay, N.S.
42,311	Mary Ann.	do	Bgtn—Bkgt.	1862	Economy, N.S.	105 1	25 4	11 9	194	J. S. DeWolf, Liverpool, Eng.
61,378	Mary Ann.	Chatham, N.B.	Schr—Glt	1871	Richibucto, N.B.	34 5	14 0	5 4	13	Colin Bell, London, Eng.
61,413	Mary Ann.	do	do	1873	do	41 5	12 5	4 8	13	A. Richard, Richibucto, N.B.
69,440	Mary Ann.	Pictou, N.S.	do	1875	Antigonish, N.S.	45 6	15 9	6 0	22	George A. C. McIntosh, Murray Harbour, P.E.I.
50,716	Mary Ann.	Quebec.	do	1866	Les Eboulements, Que.	51 0	15 5	7 0	29	Louis Syvester, Rivière du Loup, en bas, Que.
80,974	Mary Ann.	Sydney	do	1882	Glace Bay, C.B.	43 2	13 4	5 6	19	Thomas Hart, Main-à-dieu, C.B.
	Mary Ann.	Kingston	do	1856	Amherst Island, Ont.	98 0	18 1	6 7	110	Lewis Sharbins, Dover, Ont.
	Mary Ann.	Toronto	do	1870	Port Credit, Ont.	63 0	15 3	5 1	43	Edward Adamson, Toronto, Ont.
	Mary Ann.	Montreal.	Barge	1860	Sorel, Que.	89 2	19 7	5 4	90	J. Delorme, Montreal, Que.
75,577	Mary Ann Bell.	Lunenburg	Schr—Glt	1877	West Dublin, N.S.	53 0	17 5	7 0	33	Vilbon Périault, Magdalen Islands.
55,950	Mary Ann Grant.	Quebec.	Barge	1868	Baieacan, Que.	100 0	22 6	8 2	135	Montreal Transportation Co., Montreal, Que.
71,162	Mary Ann Lydon.	Port Hope.	Schr—Glt	1874	Port Burwell, Ont.	121 0	25 0	9 7	222	F. F. Jones, Port Hope, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths.	Ft. 100ths.	Ft. 100ths.			
66,098	Mary Ann Marshall.	Quebec	Schr—Glt	1873	Rimouski, Que.	74 2	22 0	7 0	66	Mrs. W. E. Butchart, Quebec.	
80,760	Mary Apoline.	do	do	1881	Baie St. Paul, Que.	54 2	18 4	7 0	43	Sophronie Blais (widow J. B. Poullet), Fraserville, Que.	
90,811	Mary Baldwin	Port Hope	do	1876	Sackett Harbour, U.S.	34 6	10 3	4 5	7	A. Mathews, Lakeport, Ont.	
92,385	Mary Bedford	Kingston	Barge	1888	Bedford Mills, Ont.	101 0	17 5	4 6	61	Benjamin Tett, Bedford Mills, Ont.	
38,180	Mary Bee.	Yarmouth	Schr—Glt	1860	Chegogin, N.S.	31 8	11 0	5 0	10	J. Porter, Yarmouth, N.S.	
100,288	Mary Bell.	Halifax	do	1893	Harrigan Cove, N.S.	32 8	11 9	5 7	10	J. A. McDonald, Harrigan Cove, N.S.	
37,334	Mary Budd	Digby	do	1857	St. Mary's Bay, N.S.	78 0	21 0	9 4	96	Samuel Oliver, Boston, U.S.	
83,493	Mary C.	Liverpool	do	1884	Liverpool, N.S.	77 4	23 5	8 9	84	W. McMillan, Lewis Head, N.S.	
64,575	Mary C.	St. John, N.B.	do	1871	Rockport, Westmoreland Co., N.B.	79 6	23 7	8 4	100	George W. Colwell, St. John, N.B.	
54,151	Mary Covell	Halifax	do	1867	Jeddore, N.S.	61 5	19 3	6 9	47	Margaret Bellisle, Buctouche, N.B.	
88,114	Mary Culmer	do	do	1884	Harbour Island, Ba. hamas.	110 4	27 6	10 4	207	G. C. Hart, Halifax, N.S.	
80,864	Mary D.	Amherst	do	1881	Wallace, N.S.	38 6	14 8	5 7	16	Jas. Drysdale, Wallace, N.S.	
100,380	Mary D.	Sydney	do	1883	Bras D'Or, C.B.	46 8	16 7	6 2	27	Simion Deveaux, Bras D'Or, C.B.	
59,988	Mary Dalia	Quebec	do	1870	Bic, Que.	30 8	9 8	4 5	10	Michel Pineau, Bic, Que.	

Marine and Fisheries—List of Shipping.

Classed American Record.	Year	Name	Home	Trade	Tonnage	Days	Days	Days	Name	Home	Trade	Tonnage	Days	Days	Days
	92,742	Mary E	Sackville.	do	1890	Sackville, N.B.	79 6	25 0	7 2	99	S. L. Chapman, Dorchester, N.B.				
	85,664	Mary E	Halifax.	do	1881	Mahone Bay, N.S.	41 6	12 6	5 6	13	Andrew Twigg, Pennant, N.S.				
	52,459	Mary E	St. John, N. B.	do	1865	Carleton, N. B.	46 6	14 6	5 7	21	Frederick Buchanan, St. John, N.B.				
	88,464	Mary E.	Arichat	do	1882	Sandy Cove, N.S.	33 1	11 2	5 2	10	C. DeWolfe, Arichat, C.B.				
	80,865	Mary E. Bliss	Amherst.	do	1893	Dartmouth, N. S.	94 5	24 7	10 5	188	Wm. Fanning, Halifax, N.S.				
		Mary E. Ferguson.	Toronto	do	1868	Port Credit, Ont.	56 0	14 9	4 9	36	W. J. Hare, Port Credit, Ont.				
	100,619	Mary E. Harlow	Shelburne	do	1894	Lockeport, N.S.	91 7	23 9	9 5	96	Mary E. Locke, Lockeport, N.S.				
	57,485	Mary E. Lent	Annapolis	Bgen—Bkgt.	1872	Digby, N.S.	86 8	22 2	9 3	96	Wm. Lent, Freeport, N.S.				
	75,826	Mary E. McDougall.	Halifax.	Schr—Glt	1878	Mahone Bay, N.S.	87 5	24 9	9 7	118	Alfred Renault, Arichat, C.B.				
	94,701	Mary E. Whorf	Digby	do	1870	United States.	76 5	22 2	7 5	77	H. Anderson, Digby, N.S.				
	69,197	Mary Eleanor	Halifax.	do	1874	LaHave, N.S.	78 5	23 8	8 9	98	Ewd. Ganion, Arichat, C.B.				
	42,078	Mary Eliza.	Digby	do	1850	St. Mary's Bay, N.S.	65 4	16 8	8 0	72	Wm. Warner, Plympton, N.S.				
	38,398	Mary Elizabeth.	do	do	1874	West Arichat, C.B.	75 8	23 5	10 2	88	John E. Melanson, Plympton, N.S.				
	35,295	Mary Elizabeth.	do	do	1843	New Brunswick.	49 1	14 5	6 3	30	Colin, McKay, Shelburne, N.S.				
	69,141	Mary Elizabeth.	Halifax.	do	1875	Harbour au Bouche, N.S.	40 0	15 2	5 7	16	F. Levangie, Harbour au Bouche, N.S.				
	37,851	Mary Elizabeth.	do	do	1840	Parrsboro', N.S.	59 0	15 8	9 0	60	Elisha Pettis, Parrsboro', N.S.				
	85,693	Mary Ellen.	Chatham, N.B.	do	1882	Belledune, N.B.	36 1	13 0	4 5	12	Geo. Gordon, Dalhousie, N.B.				
	55,528	Mary Ellen.	Pictou, N.S.	do	1867	Wine Harbour, N.S.	41 5	15 7	6 4	22	James B. Clark, Summerside, P. E. I.				
	77,977	Mary Ellen.	Victoria	do	1863	San Francisco, U.S.	75 0	23 7	7 0	63	J. Boscovitz, Victoria, B.C.				
		Mary Ellis.	Toronto	do	1855	Bronté, Ont.	47 0	12 5	4 4	29	Wm. Newman, Port Credit, Ont.				
	77,970	Mary Emeline	St. Andrews	do	1880	Beaver Harbour, Charlotte Co., N.B.	36 0	13 2	5 6	18	Jas. Murphy, Grand Manan, N.B.				
	103,064	Mary Emma.	Chatham, N.B.	do	1894	Caraquet, N.B.	35 0	12 5	5 0	11	O. Paulin, Caraquet, N.B.				
	83,156	Mary Everitt.	Belleville.	do	1867	Shannonville, Ont.	120 0	26 0	8 0	198	G. H. Morden, Bronté, Ont.				
	80,026	Mary F	Yarmouth.	do	1878	Canning, N.S.	51 2	18 5	5 3	27	A. W. Eakins, Yarmouth, N.S.				
	83,087	Mary Florence	Port Hawkesbury.	do	1883	Mosers River, N.S.	59 6	19 6	7 8	53	G. Perret, Bay of Islands, Nfld.				

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10th- Pt. 10th-	Ft. 10th- Pt. 10th-	Ft. 10th- Pt. 10th-			
71,065	Mary Francis	Toronto	Schr—Glt	1872	Toronto, Ont	46 0	10 0	3 7	15	Michael Donnelly, Township of Toronto, Ont.	
86,000	Mary George	Barrington	do	1852	Essex, U.S.	61 0	17 6	7 4	46	H. Nickerson, Barrington, N.S.	
64,629	Mary Grace	St. John, N.B.	do	1882	Cambridge, Queen's Co., N.B.	78 0	26 0	7 0	95	Arthur W. Adams, St. John, N.B.	
	Mary Grover	Parrsboro'	do	1872	Alma, Albert Co., N.B.	45 8	15 0	5 7	19	Geo. Newcombe, Parrsboro', N.S.	
73,491	Mary Jane	Cranahé	do	1855	Colborne, Ont	111 3	22 7	9 1	184	James Connee, Port Arthur, Ont.	
42,223	Mary Jane	Amherst, M.I.	do	1881	Alright Island, Gaspe Co., Que.	63 7	19 5	7 5	47	J. G. Binet, Magdalen Islands, Que.	
80,917	Mary Jane	Annapolis	do	1861	Clements, N.S.	62 2	15 6	6 7	25	James Ewart, St. John, N.B.	
36,131	Mary Jane	Halifax	do	1880	Cape Wolf, P.E.I.	69 0	19 0	7 3	55	Thos. Dunlop, Amherst, N.S.	
51,504	Mary Jane	do	do	1858	Port Piswick, N.S.	43 1	14 8	6 6	19	Enos Eisnor, Chester, N.S.	
53,892	Mary Jane	Quebec	do	1864	Ste. Anne de la Pêrade, Que.	73 0	22 0	7 6	70	Zépherin Devan, Ste. Anne de la Pêrade, Que.	
42,431	Mary Jane	do	do	1866	St. Antoine de Tilly, Que.	72 0	22 0	6 4	64	George Legendre, St. Antoine, Leblancière Co., Que.	
48,170	Mary Jane	do	do	1866	Mingan, Que	35 6	13 0	5 9	14	Louis Bernier, Cap St. Ignace, Que.	
77,854	Mary Jane	do	do	1863	Ste. Croix, Que	69 0	20 5	7 2	58	Julien Lemay, Ste. Croix, Que.	
		Sydney	do	1879	Cape North, C.B.	48 5	15 0	5 1	17	Wm. Gwinn, Cape North, C.B.	

Marine and Fisheries—List of Shipping.

80,964	Mary Jane	Sydney	do	1880	Lingan, C.B.	50 0	17 1	6 3	27	John Vooght, North Sydney, C.B.	Classed Bureau Veritas.
80,819	Mary Jane	Windsor, N.S.	do	1875	Cornwallis, N.S.	32 0	11 0	5 3	9	Wm. C. Bell, Cornwallis, N.S.	
	Mary Jane	St. Catharines	Barge	1866	Port Robinson, Ont.	81 0	19 0	6 6	106	John Boyle, Thorold, Ont.	
92,509	Mary Jane	St. Andrews	Schr—Glt	1870	Beaver Harbour, N.B.	33 0	11 4	6 0	13	Alfred Calder, Campobello, N.B.	
92,413	Mary Jane	Chatham, N.B.	do	1888	Tracadie, N.B.	37 5	13 0	5 4	14	Théodore Savoy, Tracadie, N.B.	
74,352	Mary Joseph.	Pictou, N.S.	do	1877	Merigomish, N.S.	56 1	18 1	7 4	42	Uriah Matthew, Souris, P.E.I.	
92,568	Mary Kate.	Shalburne	do	1887	Sheet Harbour, N.S.	35 4	12 6	6 0	13	Charles G. Acker, Churchover, N.S.	
72,066	Mary L.	Aricbat.	do	1881	St. Peter's, C.B.	45 0	15 9	6 3	19	Peter Burke, Beaver's Cove, C.B.	
85,542	Mary L. Burrill.	Yarmouth	Ship—3 un.	1883	Little Brook, N.S.	210 3	40 5	23 5	1499	Wm. Burrill, Yarmouth, N.S.	
41,944	Mary Lady.	Quebec	Schr—Glt	1853	St. Irénée, Que.	64 2	18 0	8 0	54	Jean Lavoie, Rimouski, Que.	
96,769	Mary Lambert.	Port Hawkesbury	do	1889	Cheticamp, C.B.	33 6	11 4	4 8	11	C. Chieson, Cheticamp, C.B.	
92,420	Mary Louise.	Chatham, N.B.	do	1889	Pokemouche, N.B.	35 4	13 2	5 2	13	Wm. LeBreton, Pokemouche, N.B.	
100,781	Mary Louise.	do	do	1889	Carquet, N.B.	36 7	12 3	4 5	11	C. Hubbard, Carquet, N.B.	
42,396	Mary Mac.	Halifax	do	1863	Isaac's Harbour, N.S.	52 1	17 2	6 9	31	John Robertson, Pictou, N.S.	
83,095	Mary Margaret.	Port Hawkesbury	do	1876	South River, P.E.I.	37 1	14 0	6 1	17	John Cohoon, Murray Harbour, P.E.I.	
59,331	Mary Maria.	St. Andrews	do	1833	Lepreaux, Charlotte Co., N.B.	50 4	17 0	5 5	26	Wm. Kent, Grand Manan, N.B.	
83,434	Mary May.	Brrington	do	1886	Gilbert's Cove, N.S.	44 0	15 6	5 8	20	E. A. Nickerson, Barrington, N.S.	
72,047	Mary Moulton.	Aricbat.	do	1875	River Bourgeois, C.B.	49 0	16 8	6 8	26	Alexander McDonald, Breeding Cove, C.B.	
74,102	Mary O'Dell.	Halifax.	do	1877	St. Peter's C.B.	33 4	17 3	6 9	31	E. A. Pennie, Sheet Harbour, N.S.	
85,653	Mary O'Dell.	do	do	1875	St. Margaret's Bay, N.S.	34 8	12 5	5 0	9	Jas. L. Richardson, St. Margaret's Bay, N.S.	
88,563	Mary O'Dell.	Yarmouth	do	1884	Argyle, N.S.	40 5	13 5	5 0	13	Eli Surratte, Argyle, N.S.	
83,497	Mary P.	Charlottetown	do	1884	Liverpool, N.S.	90 8	26 0	10 8	139	Walter Matheson, Charlottetown, P.E.I.	Classed American Record
66,963	Mary Pickard.	St. John, N.B.	do	1874	Upper Gagetown, Queen's Co., N.B.	75 7	23 0	7 0	89	W. L. Gates, River Hébert, N.S.	
83,226	Mary Queen.	Charlottetown	do	1881	Fifteen Point, P.E.I.	48 4	14 4	5 9	22	Samuel White, Cape Egmont, P.E.I.	
100,957	Mary R.	Chatham, N.B.	do	1863	Carquet, N.B.	38 1	13 1	5 5	12	W. S. Loggie, Chatham, N.B.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Feet 100ths Ft 100ths			
77,780	Mary S. Gordon	Goderich	Schr—Glt	1882	Kincardine, Ont.	56 0	17 0	4 9		28 C. Graham, Kincardine, Ont.		
55,938	Mary, Star of the Seas.	Quebec	do	1867	Caracquet, N.B.	65 5	20 0	7 8		59 Edward LeBoutillier, Caracquet, N.B.		
83,457	Mary Taylor	Victoria	do	1875	Ulsalady, U.S.A.	67 0	20 3	8 0		43 J. A. Bachtel, Victoria, B.C.		
88,447	Mary W. J.	Halifax	do	1884	Moiser's River, N.S.	65 8	21 2	7 9		69 David McLeod, Charlottetown, P.E.I.		
59,247	Marysville	St. John, N.B.	Wdht—Bab.	1869	Westfield, King's Co. N.B.	75 2	25 5	6 6		78 S. B. Kelly, River Hébert, N.S.		
61,814	Maryville	Yarmouth	Schr—Glt	1870	Saunierville, N.S.	30 0	10 6	4 0		7 J. Sonto, Saunierville, N.S.		
72,675	Mascot	Victoria	do	1875	Seattle, U.S.	68 7	19 2	4 6		40 Dora Siewerd, Victoria, B.C.		
36,277	Mathew Mooney	Halifax	do	1859	Chezetcook, N.S.	49 6	15 9	7 0		24 A. M. Bell, Halifax, N.S.		
46,207	Mathilda	Quebec	do	1863	Bay St. Paul, Que.	51 0	16 5	7 3		32 John R. Hamilton, New Carlisle, Que.		
38,945	Matilda	Arichat	do	1854	Port Hawkesbury, N.S.	59 4	17 4	7 8		43 D. N. Shaw, L'Ardoise, N.S.		
61,994	Matilda	Halifax	do	1871	Stewiacke, N.S.	49 2	15 0	5 3		22 Peter and Jas. R. Brown, Picton, N.S.		
77,895	Matilda	Sackville	do	1882	Shediac, N.B.	59 0	18 8	6 7		47 Henry O'Leary, Richibucto, N.B.		
35,314	Matilda	St. Andrews	Sloop.	1833	Grand Manan, Char-lotte Co. N.B.	38 1	13 4	6 0		28 John Stimson, St. Andrews, N.B.		
	Matilda	Montreal	Barge	1873	Yamaska, Que.	104 0	22 0	7 6		139 J. Courteau, Nicolet, Que.		

Marine and Fisheries—List of Shipping.

97,069	Matilda	Charlottetown	Bktn—Bhgt.	1892	Montague, P.E.I.	119	3	30	0	12	2	98	George Wightman, P.E.I.	Classed English Lloyds.
98,614	Matilda Hopewell	Sydney	Schr—Glt	1890	Gabarous, C.B.	74	6	22	7	9	5	90	Neil Curry & Son, Sydney, C.B.	
98,604	Matthew Man Ostle	Quebec	do	1888	Richibucto, N.B.	62	0	18	0	8	3	53	Silvanus Powell, Richibucto, N.B.	
92,572	Mattie B.	Halifax	do	1888	Ship Harbour, N.S.	47	0	17	7	7	3	32	Moses Chiasson, Margaree Forks, C.B.	
100,811	Mattie Morrissey	Barrington	do	1894	Shelburne, N.S.	52	0	16	6	6	2	24	D. G. Morrissey, Clarke's Har- bour, N.S.	
71,086	Maud	Digby	do	1876	Yarmouth, N.S.	52	0	16	5	6	2	34	J. Mitchell, Sandy Cove, N.S.	
88,108	Maud	Halifax	do	1881	Spry Bay, N.S.	40	5	12	6	5	6	15	A. H. Flinn, Halifax, N.S.	
71,194	Maud	Ottawa	Barge	1875	Ottawa	110	0	22	6	7	5	137	W. Owens, Montreal	
90,269	Maud Carter	Halifax	Schr—Glt	1885	Humber Sound, Nfld	74	9	21	9	9	0	91	D. H. Webber, Jeddore, N.S.	Classed Ameri- can Record.
88,092	Maud F.	Port Hawkesbury	do	1878	Steep Creek, N.S.	28	6	11	0	5	6	11	W. Critchell, Steep Creep, N.S.	
94,679	Maud Gillam	Halifax	do	1889	Shelburne, N.S.	76	0	22	0	8	6	79	Michael Gillam, Channel, Nfld.	
59,326	Maud Holmes	St. Andrews	do	1870	Beaver Harbour, Charlotte Co., N.B.	52	0	15	5	5	6	21	Andrew H. Cheney, Grand Manan, N.B.	
50,678	Maud S.	Victoria	do	1886	Shelburne, N.S.	85	0	23	0	9	2	97	George H. Brown, Victoria, B.C.	Classed Ameri- can Record.
85,515	Maud S.	Toronto	do	1884	Port Credit, Ont.	52	3	16	4	3	6	25	Solomon Sylvester, Toronto, Ont.	
77,982	Maud S.	Port Rowan	do	1880	Georgian Bay, Ont.	52	0	15	0	6	0	21	Mrs. H. Crooker, Port Rowan, Ont.	
94,749	Maud S.	St. John, N.B.	do	1888	Maquapit Lake, N.B.	65	5	20	5	5	4	63	Isaac H. Carie, Canning, N.B.	
100,376	Maud S.	Sydney	do	1892	Cow Bay, C.B.	36	6	12	4	6	3	13	G. P. Leslie, Spry Bay, N.S.	
92,604	Maudie	Digby	do	1889	Lunenburg, N.S.	46	3	15	5	6	4	28	D. & O. Sproul, Digby, N.S.	
72,640	Mauna Loa	Maitland	Bk—Bq	1881	Maitland, N.S.	180	9	37	1	22	0	1071	Chas. Putnam, Maitland, N.S.	Classed Bureau Veritas.
94,777	Maurice C. Geldert	Lunenburg	Schr—Glt	1889	LaHave, N.S.	82	1	24	0	8	9	100	Geo. Geldert, Lunenburg, N.S.	
92,703	Max	Winnipeg	Barge	1889	Rat Portage, Ont.	57	5	13	7	4	8	26	Matthew Brown, Rat Portage, Ont.	
100,206	May	Vancouver	Scow—Ch'd	1887	Vancouver, B.C.	68	0	18	9	4	4	46	Union Steamship Co., Ltd., Vancouver, B.C.	
69,189	May	Lunenburg	Bgtu—Bkgt	1874	Lunenburg, N.S.	90	5	23	4	10	5	148	L. Anderson & Co., Lunenburg, N.S.	
80,654	May	Ottawa	Barge	1880	Montreal	110	0	22	5	7	2	165	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
100,227	May	Halifax	Schr—Glt	1889	Sambro, N.S.	37	8	11	4	5	0	10	W. S. Henneberry, Sambro, N.S.	

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built— Construit.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100 lbs.	Pt. 100 lbs.	Pt. 100 lbs.			
103,088	May	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	34 4	13 4	4 8	16	M. Cormier, Caraquet, N.B.	
103,022	May	Parrsboro'	do	1895	Spencer's Island, N.S.	38 0	12 0	5 4	12	Robert Spicer, Spencer's Island, N.S.	
92,581	May B.	Gaspé	do	1888	P. E. Island	39 8	12 3	4 9	14	Robert J. Vincent, Seal Rock, Gaspé, Que.	
66,981	May Belle	St. John, N.B.	Wlbt—Bab	1874	Cambridge, Queen's Co., N.B.	76 0	26 0	6 6	76	James Day, Westfield, King's Co., N.B.	
97,158	May Belle	Victoria	Schr—Glt	1891	Victoria, B.C.	67 2	20 0	7 4	58	Victoria Sealing and Trading Co., Victoria, B.C.	
94,793	May English	Richibucto	do	1890	Kingston, N.B.	38 0	13 0	5 4	10	Daniel English, Kingston, N.B.	
38,097	May Flower	Yarmouth	do	1852	Beaver River, N.S.	34 3	9 0	4 9	10	C. Sollows, Westport, N.S.	
41,604	May Flower	Quebec	do	1858	Bagotville, Saguenay, Que.	67 4	19 4	8 8	69	Théophile Michaud, Trois Pistoles, Que.	
103,057	May Flower	Yarmouth	do	1894	Shelburne, N.S.	34 0	12 4	6 1	12	L. O. Blades, Pubnico, N.S.	
100,614	May Flower	Shelburne	do	1891	Jordan River, N.S.	32 0	12 4	5 4	11	Uriah Williams, Green Harbour, N.S.	
103,177	May Flower	do	do	1891	Little Harbour, N.S.	32 3	11 6	5 6	12	Alfred Swim, Little Harbour, N.S.	
103,184	May Flower	do	do	1895	Shelburne, N.S.	46 0	15 5	6 5	26	M. A. Vernon, Sand Pt., N.S.	
69,213	May Fly	Lunenburg	do	1875	LaHave, N.S.	39 0	13 5	5 0	12	David Wilkie, LaHave, N.S.	
57,256	May Lily	do	do	1866	do	47 0	16 8	6 4	24	Nathan W. Kedy, Chester Basin, N.S.	

Marine and Fisheries—List of Shipping.

75,801	May Queen.....	Chatham, N.B.....	do	1878	Chatham, N.B.....	47 5	16 0	6 3	22	R. R. Call, Newcastle, N.B. ...
71,494	May Queen.....	Charlottetown.....	do	1875	Malpeque, P.E.I.....	31 0	12 0	4 6	11	James Ellis, Lot 12, P.E.I.
73,108	May Queen.....	do	do	1846	Hingham, U.S.....	63 5	16 8	7 0	47	William Campbell, Montague, P. E. I.
42,884	May Queen.....	Halifax.....	do	1883	Torbay, N.S.....	52 2	17 9	7 5	42	J. Whitman, Canso, N.S.
75,762	May Queen.....	Liverpool.....	do	1877	Liverpool, N.S.....	41 2	14 3	5 5	17	Wm. Peterson, Liverpool, N.S.
83,471	May Queen.....	St. Andrews.....	do	1859	Boothbay, U.S.....	53 1	17 2	7 3	31	Thos. Redmond, Grand Manan, N.B.
43,459	Mayflower.....	Quebec.....	do	1880	Delfast, Maine, U.S.	45 0	15 5	5 8	19	Thomas McLaren, Little Méris, Que.
80,969	Mayflower.....	Sydney.....	do	1881	Lingan, C.B.....	34 2	11 7	5 4	11	Thos. Kelly, Lingan, C.B.
83,292	Mayflower.....	Kingston.....	Sloop.....	1877	Seeley's Bay, Ont.....	65 0	15 5	3 8	27	W. C. Gainsford, Seeley's Bay, Ont.
83,110	Mayflower.....	Halifax.....	do	1878	Shelburne, N.S.....	21 5	6 6	3 4	2	Patrick L. McDougall, Halifax, N.S.
88,431	Mayflower.....	do	Schr—Glt.....	1884	Chezetcook, N.S.....	39 6	14 8	7 0	20	D. City Fougère, River Bour- geois, C.B.
92,576	Mayflower.....	do	do	1884	Sambro, N.S.....	37 5	12 6	5 0	13	James Young, Sambro, N.S.....
96,840	Mayflower.....	Lunenburg.....	do	1890	Summerside, P.E.I.....	61 5	21 6	8 0	60	Robert Dawson, Bridgewater, N.S.
100,371	Mayflower.....	Sydney.....	do	1889	Bridgeport, C.B.....	37 6	10 7	4 0	8	James Walsh, Bridgeport, C.B.
72,063	Mayflower.....	Arichat.....	do	1880	Beaver's Cove, N.S.....	36 2	13 9	5 5	12	Wm. Le Vesconte, D'Esconse, C.B.
64,864	Mayflower.....	Halifax.....	do	1871	Barrington, N.S.....	35 9	12 8	5 2	13	Samuel M. Malone, Barrington, N.S.
35,728	Mayflower.....	do	do	1855	St. Margaret's Bay, N.S.	43 5	14 8	6 8	20	Wm. Shaford, St. Margaret's Bay, N.S.
69,125	Mayflower.....	do	do	1875	Harbour au Pouce, N.S.	31 9	13 5	5 1	15	Hyacinthe Chiasson, Cheticamp, C.B.
83,315	Mazurka.....	Port Medway.....	do	1885	Vogler's Cove, N.S.....	76 4	23 5	9 2	83	Edward B. Richardson, Hali- fax, N. S.
.....	McCarthy.....	Montreal.....	Barge.....	1871	Sorel, Que.....	124 9	23 1	10 0	254	Montreal Transportation Co. ...
35,050	Mechanic.....	Digby.....	Schr—Glt.....	1852	Willmot, N.S.....	38 0	11 7	6 0	23	Timothy Stocomb, Willmot, N.S.
36,187	Mechanic.....	Halifax.....	do	1847	Cape Negro, N.S.....	44 2	12 3	5 3	24	David Smith, Barrington, N.S.
92,777	Meda.....	New Westminster.....	Sloop.....	1888	Burrard Inlet, B.C.....	31 5	11 4	4 9	10	O. Thomas, Victoria, B.C.
52,051	Medora.....	Halifax.....	Brig—Bk.....	1867	Noel, N.S.....	108 0	26 8	12 3	232	J. H. Allen, Chester, N.S.....
69,593	Medora.....	Quebec.....	Barge.....	1873	Ste. Emélie, Que.....	98 0	23 5	8 2	124	Damare Beaudett, Ste. Emélie, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. 10ths	ft. 10ths	ft. 10ths			
77,563	Medway.	Montreal	Sloop.	1873	Sorel, Que.	89 0	22 6	6 4	90	M. Mongeau, Sorel, Que.	
37,428	Medway Belle.	Halifax.	Schr—Glt.	1884	Broad Cove, N.S.	64 0	19 8	7 7	50	Wm. Henderson, Murray Harbour, P. E. I.	
100,328	Melbourne.	Yarmouth.	do	1893	Belliveau's Cove, N.S.	101 0	23 0	9 9	170	W. D. Lovitt (estate) Yarmouth, N.S.	Classed American Record.
103,426	Melbourne.	Lunenburg.	do	1895	LaHave, N.S.	65 2	21 0	8 4	61	E. Gerhardt, LaHave, N.S.	
83,276	Melinda.	Parrsboro'	do	1882	Noel, N.S.	76 3	22 2	9 0	88	G. G. Reed, Parrsboro', N.S.	
80,658	Melinda.	Montreal.	Sloop.	1890	Sorel, Que.	95 5	23 8	6 9	107	E. Lussier, Sorel, Que.	
85,773	Melinda.	do	do	1893	Pierreville, Que.	94 0	22 1	6 7	101	Joseph Daneau, Pierreville, Que.	
42,506	Melissa.	Halifax.	Schr—Glt.	1862	LaHave, N.S.	41 6	14 3	5 7	22	William Bowes, Halifax, N.S.	
85,484	Mellacoree.	Shelburne.	do	1883	Shelburne, N.S.	82 0	24 0	9 4	99	George J. Thorburn, Shelburne, N.S.	Classed American Record.
100,574	Melrose.	Lunenburg.	do	1893	LaHave, N.S.	63 2	21 9	9 0	71	A. R. Morash, Lunenburg, N.S.	
54,129	Melvina.	Halifax.	do	1866	St. Mary's N.S.	72 0	22 3	9 4	88	T. J. Crockett, Halifax, N.S.	
103,494	Menendez.	Lunenburg.	do	1895	Lunenburg, N.S.	93 6	23 9	10 5	130	D. Smith, Lunenburg, N.S.	
85,389	Mentor.	Halifax.	Sloop.	1881	Georgetown, P. E. I.	21 3	6 5	3 4	2	Arthur F. Gilpin, Halifax, N.S.	
61,447	Merida.	Chatham, N. B.	Schr—Glt.	1874	Shippegan, N. B.	35 6	12 2	4 6	13	A. Ache, Shippegan, N. B.	

Marine and Fisheries—List of Shipping.

No.	Name	Type	Year	Port	Owner	Length	Breadth	Tonnage	Registered	Classed
74,319	Merino	Lunenburg	1877	Pubnico, N.S.	do	60	9	19	9	46 Albert Burns, Lunenburg, N.S.
59,474	Merit	Halifax	1871	LaHave, N.S.	do	57	0	18	7	41 C. Garnier, St. George's Bay, Nfld.
92,600	Merit	Sydney	1887	Bras d'Or, C.B.	do	34	8	14	3	13 Alexander LeBlanc, Bras d'Or, C.B.
94,986	Merle	Toronto	1887	South Boston, U.S.	Yacht	39	9	12	7	11 Alex. McL. Macdonald, Toronto, Ont.
100,849	Merle M. Parks	Lunenburg	1894	LaHave, N.S.	Schr—Glt	83	7	24	5	100 S. Parks, LaHave, N.S.
80,066	Merlin	Montreal	1881	Montreal, Que.	Barge	106	2	22	3	145 Dickson Anderson, Montreal
92,637	Mermaid	Winnipeg	1888	Fort Frances, Ont.	do	58	9	13	7	19 Robert Mosher, Fort Frances, Ont.
100,496	Mermaid	Victoria	1883	Unknown	Schr—Glt	93	7	20	3	73 William H. Whiteley, Victoria, B.C.
90,712	Mermaid	St. Catharines	1885	Chippewa, Ont.	Sow—Chd	36	0	7	5	9 Robt. A. Sutton, Cayuga, Ont.
100,779	Mermaid	Chatham, N.B.	1891	Caraquet, N.B.	Schr—Glt	34	7	13	1	11 C. Hubbard, Caraquet, N.B.
85,796	Merry May	Charlottetown	1884	Mount Stewart, P.E.I.	do	67	7	21	8	64 Geo. McKay, Rustico, P.E.I.
92,347	Mersey	Quebec	1888	Point Lévis, Que.	Barge	100	0	23	4	96 John Bunsall, Quebec
83,491	Mersey Bell	Liverpool	1883	Liverpool, N.S.	Bktn—Bkglt	117	0	28	0	298 Dora Brown, Brooklyn, U.S.
71,384	Merton	Parrsboro'	1876	Parrsboro', N.S.	Schr—Glt	64	1	20	1	61 J. F. Fowler, Apple River, N.S.
100,468	Messagère	Quebec	1893	St. Alexis, Que.	do	53	2	16	2	42 N. Simard, St. Alexis, Que.
88,417	Messenger	Aricbat	1861	Cheticamp, C.B.	do	56	8	15	8	29 Elias Boutrot, Descourse, C.B.
78,030	Messenger	Collingwood	1881	Collingwood, Ont.	Barge	84	0	21	6	94 George Moberley, Collingwood, Ont.
.....	Messenger	Halifax	1884	Margaree, C.B.	Schr—Glt	43	5	12	2	22 Lemon Chesson, Margaree, C.B.
103,182	Meta	Shelburne	1895	Lockeport, N.S.	do	44	5	15	3	18 Ira Decker, Pleasant Pt., N.S.
73,042	Metajinasho	Quebec	1873	Murray Bay, Que.	do	36	0	12	5	12 Chas. Poulet, Cap St. Ignace, Que.
64,949	Meteor	do	1871	Ste. Eulèrie, Que.	Barge	97	2	22	0	7 2 105 Z. Gosselin, St. Antoine, Que.
97,070	Meteor	Charlottetown	1892	Bideford, P.E.I.	Bktn—Bkglt	160	0	30	2	394 William Richards, Bideford, P.E.I.
57,728	Mic-Mac	Halifax	1868	La Have, N.S.	Schr—Glt	47	1	17	4	29 Thomas Beazley, Ferguson's Cove, N.S.
64,948	Michigan	Quebec	1871	Quebec	Barge	122	3	24	5	206 Dickson Anderson, Montreal, Que.
88,461	Midnight	Gaspé	1865	Essex, U.S.	Schr—Glt	71	2	21	4	66 Thos. Robert, Seal Rock, Gaspé, Que.

Classed English
Lloyds.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
100,785	Midnight	Chatham, N.B.	Schr—Glt	1892	Caracquet, N.B.	38 0	12 5	4 8	12	R. Young, Caracquet, N.B.	Classed Bureau Veritas.
92,332	Mignonette	Quebec	do	1886	St. Etienne, P.Q.	96 5	25 5	11 0	139	Evan John Price, Quebec.	
92,455	Mikado	Charlottetown	do	1887	Brae, P.E.I.	60 0	18 2	6 1	39	Thomas A. Hickman, Grand Banks, Nfld.	
100,299	Mikado	Chatham, N.B.	Schr—Glt	1892	Caracquet, N.B.	35 4	13 5	5 0	13	P. Piott, Caracquet, N. B.	
90,823	Milletus	Port Medway	do	1888	Port Medway, N.S.	76 0	24 0	9 0	96	Henry Shankle, LaHave, N.S.	
66,695	Milford	Yarmouth	do	1866	Argyle, N.S.	40 0	12 5	6 0	14	Isaac Foote, Yarmouth, N.S.	
100,562	Millie L. E.	Lunenburg	do	1892	Mahone Bay, N.S.	64 1	21 6	8 5	65	Abraham Ernst, Mahone Bay, N.S.	
36,083	Milo	Halifax	do	1857	Londonderry, N.S.	93 6	23 6	11 6	155	F. J. Cortissoz, New York, U.S.	
100,153	Milo	Lunenburg	do	1891	Lunenburg, N.S.	81 1	24 4	9 3	99	Christian Geldert, Lunenburg, N.S.	
52,175	Mina	St. John, N. B.	Bgtn—Bkgt	1865	Long Reach, King's Co., N.B.	112 2	27 4	12 5	192	Jos. Graham, Maryport, Eng.	
61,593	Mina Belle	Halifax	Schr—Glt	1876	Sable River, N.S.	60 0	20 0	7 0	42	Placide Le Blanc, Cheticamp, C.B.	
92,640	Minerva	Lunenburg	do	1888	Lunenburg, N.S.	75 2	23 0	8 5	83	Wm. C. Acker, Lunenburg, N.S.	
36,087	Minerva	Halifax	do	1835	LaHave, N.S.	40 5	11 9	7 2	26	W. Whitman, Salmon River, N.S.	
69,079	Mingan	do	do	1874	Guysboro', N.S.	59 6	19 1	7 6	50	J. Cronan, Halifax, N.S.	

Marine and Fisheries—List of Shipping.

83,380	Mink	Toronto	do	1880	Gravenhurst, Ont.	52 0	16 0	4 0	19	The Muskoka and Nipissing Navigation Co., (Gravenhurst, Ont.)	Classed American Record.
88,119	Minnehaha	Halifax	Sloop	1881	Dartmouth, N.S.	26 0	10 2	4 3	7	(Geo. J. Playfair, Halifax, N.S.)	
	Minnesota	Montreal	Barge	1875	Montreal	138 8	28 2	9 7	322	Montreal Transportation Co.	
94,884	Minnidosa	do	do	1890	Kingston, Ont.	245 0	36 3	15 1	1041	do	
77,628	Minnie	Kingston	Sloop	1878	Howe Island, Ont.	40 0	11 9	4 9	17	James Cooper, South Bay, Ont.	
83,144	Minnie	St. Catharines	Schr—Glt	1888	Port Dalhousie, Ont.	38 0	9 8	4 9	8	Joseph Adamson, Toronto, Ont.	
83,023	Minnie	Toronto	do	1881	Wallaceburg, Ont.	92 0	22 7	4 4	63	The Muskoka Mill and Lumber Co., Toronto, Ont.	
100,224	Minnie	Halifax	do	1892	Sheet Harbour, N.S.	85 6	24 2	10 6	135	P. Poirier, D'Escousse, C.B.	
100,491	Minnie	Victoria	do	1886	Victoria, B.C.	45 5	13 5	3 9	10	M. Manson, Nanaimo, B.C.	
83,456	Minnie	do	Sloop		Washington Territory, U.S.	34 0	10 5	2 5	5	Eliza Marshall, Victoria, B.C.	
64,150	Minnie	do	Schr—Glt	1874	Victoria, B.C.	66 0	15 4	4 0	32	Wm. Moore, Victoria, B.C.	
	Minnie	Ottawa	Barge	1873	Brewer's Mills, Ont.	95 5	20 3	5 8	109	J. & D. Eligh, Beckett's Landing, Ont.	
94,806	Minnie	Victoria	Schr—Glt	1889	Victoria, B.C.	67 4	20 0	6 6	46	V. Jacobson, Victoria, B.C.	
75,576	Minnie A.	Halifax	do	1877	LaHave, N.S.	59 5	19 8	7 5	41	Abraham Daley, Murray Harbour, P.E.I.	
83,400	Minnie B.	do	do	1881	St. Margaret's Bay, N.S.	42 4	14 2	6 0	18	J. Richardson, St. Margaret's Bay, N.S.	
103,412	Minnie B.	Lunenburg	do	1894	LaHave, N.S.	42 4	17 0	6 5	25	A. R. Morash, Lunenburg, N.S.	
90,722	Minnie Bell	Halifax	do	1886	Musquodoboit, N.S.	34 5	12 6	4 8	11	John Kent, Musquodoboit Harbour, N.S.	
96,985	Minnie Bell	Charlottetown	do	1890	Wood Islands, P.E.I.	49 5	17 1	6 0	36	Donald D. McMillan, Wood Islands, P.E.I.	
	Minnie Blakely	Toronto	do	1873	Port Credit, Ont.	92 0	20 5	6 9	111	Daniel Sharp, Port Credit, Ont.	
75,450	Minnie Bride	Gaspé	do	1888	Barachois, Que.	74 5	22 0	9 7	93	J. McCallum, Barachois, Gaspé, Que.	
80,794	Minnie C.	Digby	do	1881	Freeport, N.S.	37 7	14 6	5 7	18	Charles Bailey, Westport, N.S.	
85,533	Minnie C.	Yarmouth	do	1883	Maitland, N.S.	39 0	12 4	5 0	12	J. N. Sanders, Maitland, N.S.	
72,324	Minnie Cline	St. John, N.B.	do	1877	Moss Glen, King's Co., N.B.	73 0	19 7	7 3	46	Richard Cline, St. John, N.B.	
90,682	Minnie D.	Shelburne	do	1886	Shelburne, N.S.	73 0	21 7	8 8	76	James T. Thomson, Halifax, N.S.	
94,792	Minnie E. Moody	Richibucto	do	1888	Richibucto, N.B.	83 3	24 7	8 9	112	George Long, Richibucto, N.B.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100lbs	Ft. 100lbs	Ft. 100lbs			
75,834	Minnie Florence	Halifax	Schr—Glt	1878	Malcome Bay, N.S.	63 0	21 0	7 8	55	Wm. Messervay, Halifax, N.S.	
88,577	Minnie Francis	Kingston	Barge	1885	Kingston, Ont	101 0	22 8	5 0	89	Robert Davis, Kingston, Ont.	
88,386	Minnie G. Whitney	Windsor, N.S.	Bk—Bq	1884	Newport, N.S.	192 0	39 8	23 9	1222	Allen Haley, Windsor, N.S.	Classed Bureau Veritas.
103,023	Minnie H	Parrsboro'	Schr—Glt	1885	Canada Creek, N.S.	37 1	12 7	5 5	12	Edson Bowlby, Canada Creek, N.S.	
55,828	Minnie Ha Ha	Shelburne	do	1867	Ragged Island, N.S.	48 0	15 8	5 9	20	M. Himmelman, New Dublin, N.S.	
54,078	Minnie Ha Ha	Halifax	do	1856	Chezetcook, N.S.	42 0	13 4	20 2	20	R. Beuzely, Halifax, N.S.	
88,466	Minnie J	Arichat	do	1883	Sonora, N.S.	30 3	11 2	4 7	10	P. Munroe, White Head, N.S.	
103,416	Minnie J. Smith	Lunenburg	do	1895	Shelburne, N.S.	94 0	23 8	9 5	99	W. C. Smith, Lunenburg, N.S.	
77,631	Minnie Luedin	Kingston	Barge	1873	Sealey's Bay, Ont.	94 0	17 7	4 8	64	C. F. Gildersleve, Kingston, Ont.	
83,104	Minnie Long	Richibucto	Schr—Glt	1887	Richibucto, N.B.	43 1	14 3	5 8	19	Wm. Long, Richibucto, N.B.	
100,386	Minnie Louise	Sydney	do	1894	Bras D'Or, C.B.	34 2	11 6	4 9	9	John Moore, Bras D'Or, C.B.	
85,385	Minnie M	Halifax	do	1883	Chezetcook, N.S.	45 3	16 8	6 7	26	Wm. Burke, Main-a-Dieu, C.B.	
100,249	Minnie M	do	do	1894	Ship Harbour, N.S.	34 8	12 0	5 2	10	J. P. Martin, Ship Harbour, N.S.	
83,302	Minnie Mac	do	do	1882	Port Medway, N.S.	71 0	22 1	8 6	76	James McConnell, Port Hilford, N.S.	

Marine and Fisheries—List of Shipping.

97,052	Minnie Maud.	Liverpool	do	1892	Liverpool, N.S.	81 0	23 7	8 6	84	John S. Wolfe, West Dublin, N.S.
90,624	Minnie May	Charlottetown	do	1885	Montague, P.E.I.	59 9	20 2	8 0	85	John Gillis, Charlottetown, P.E.I.
72,288	Minnie N.	St. John, N.B.	do	1876	Westfield, King & Co., N.B.	69 0	24 0	6 0	57	C. E. Elliot, Economy, N.S.
71,485	Minnie R.	Charlottetown	do	1875	Bayfield, N.B.	44 0	14 1	5 3	20	John McKay, Wood Islands, P.E.I.
100,007	Minnie R.	Annapolis	do	1891	Granville, N.S.	83 1	25 2	7 9	97	Israel Litteney, Granville, N.S.
	Minnie Rice.	St. Catharines	Scow—Chil	1865	Allanburg, Ont.	90 0	21 4	5 2	100	Wm. Hutchison, Port Dalhousie, Ont.
80,863	Minnie Scott.	Charlottetown	Schr—Glt	1881	Wallace, N.S.	46 4	15 6	6 5	24	A. E. Kennedy, Summerside, P.E.I.
83,397	Minnie Skerry	Halifax	do	1882	Mahone Bay, N.S.	67 6	20 6	8 3	60	Daniel Cronan, Halifax, N.S.
61,949	Minnow	Lunenburg	do	1871	Petite Riviere, N.S.	58 3	19 6	4 4	35	Olive Nowlan, Buctouche, N.B.
	Minor	Kingston	Barge	1868	Bedford Mills, Ont.	102 0	16 1	5 6	69	J. Chaffey, Bedford Mills, Ont.
66,298	Mirauichi	Chatham, N. B.	Schr—Glt		P. E. Island	57 0	17 6	5 4	31	Neil McFadgen, Augustine Cove, P.E.I.
100,873	Miranda B.	St. John, N.B.	Wdht—Bab	1893	Long Reach, N.B.	73 5	27 0	6 3	79	K. C. Nichols, Kingston, N.B.
103,422	Mischief	Lunenburg	Schr—Glt	1895	La Have, N.S.	73 4	22 6	8 4	82	T. A. Wilson, Bridgewater, N.S.
72,227	Mistletoe	St. John, N.B.	Bk—Bq	1875	Young's Cove, Annapolis, N.S.	164 0	34 5	19 7	788	Howard D. Troop, St. John, N.B.
80,775	Mittie	Sarnia	Schr—Glt	1881	Sarnia, Ont.	54 0	15 5	4 0	18	J. Johnson, Boston, U.S.
88,402	Mizpah	Digby	do	1884	Freeport, N.S.	57 9	19 8	7 4	53	E. Gaskell, Grand Manan, N.B.
92,587	Mizpah	Gaspé	do	1891	Barachois, Que.	82 8	20 8	10 3	97	Michael Buckley, Barachois Que.
100,094	Moama	St. John, N.B.	do	1892	Black River, N.B.	143 1	32 7	12 0	384	John M. Smith, Windsor, N.S.
66,526	Modena	Windsor, N.S.	do	1870	Cornwallis, King's Co., N.S.	92 0	26 3	10 4	174	A. D. Wilson, St. John, N.B.
80,914	Mohawke	Prescott	Barge	1872	Garden Island, Ont.	154 0	26 0	10 0	841	R. McCarthy, Prescott, Ont.
85,470	Moise	Quebec	do	1883	Yamaska, Que.	103 4	22 6	7 3	124	Moise Robidoux, Yamaska, Que.
100,093	Mola	St. John, N.B.	Schr—Glt	1892	Gardners Creek, N.B.	137 8	32 6	11 1	351	John M. Smith, Windsor, N.S.
94,660	Molega	Lunenburg	do	1888	Conquerall, N.S.	91 7	27 0	8 2	124	C. H. Davidson, Bridgewater, N.S.
94,772	Molega	do	do	1888	Lunenburg, N.S.	80 8	24 0	8 6	99	Benjamin Anderson, Lunenburg, N.S.
100,175	Molly Bawn	Montreal	Sloop	1891	Boston, U.S.	26 2	9 0	4 6	4	Walter Kavanagh, Montreal, Que.

Classed American Record.

Classed Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage			
						Ft. 10chs	Ft. 10chs	Ft. 10chs	Tons			
70,281	Mona	Montreal	Scow—Ch'd.	1874	Sorel, Que.	131 1	24 5	9 0	228	John Torrance, Montreal		
92,632	Monarch	Lunenburg	Schr—Glt	1888	Lunenburg, N.S.	74 0	23 0	8 5	83	James Young, Lunenburg, N.S.		
46,242	Monitor	Montreal	Sloop	1864	Clayton, U.S.	57 9	15 0	4 0	25	John Moore and John Flynn, Picton, Ont.		
77,610	Monitor	Lunenburg	Schr—Glt	1878	Mahone Bay, N.S.	55 0	18 0	6 9	35	Roderick Fraser, Antigonish, N.S.		
103,276	Monkland	Chatham, N.B.	Barge	1894	Chatham, N.B.	106 8	28 7	6 7	148	J. B. Snowball, Chatham, N.B.		
72,326	Monrovia	St. John, N.B.	Ship—3 m.	1878	St. John, N.B.	210 5	39 3	24 4	1457	Robt. Thomson, jun. and John H. Thomson, St. John, N.B.		Classed Bureau Veritas.
100,361	Montagnais	Quebec	Sloop	1891	Isle aux Coudres, Que.	37 4	14 2	5 4	17	Jacob Mailloux, Isle aux Coudres, Que.		
33,204	Montagnaise	do	Schr—Glt	1840	Quebec	44 7	15 2	7 7	44	Jas. McCracken, Bonaventure, Que.		
80,937	Montagne	Charlottetown	do	1878	Murray Harbour, P.E.I.	39 3	12 8	5 5	16	Michael Jackson, Murray Harbour, P.E.I.		
94,886	Montcalm	Montreal	Barge	1889	Pierreville, Que.	107 0	23 3	9 6	179	Jean Baptiste Charland, Pierreville, Que.		
57,060	Monterey	Quebec	Schr—Glt	1846	Honchester, Mass., U.S.	58 6	17 0	7 0	45	Eugene Briand, Quebec		
	Montreal	Montreal	Barge	1873	Montreal	143 0	24 1	9 7	337	Montreal Transportation Co.		
	Montreal	Kingston	do	1868	Kingston, Ont.	106 6	17 4	7 5	131	Gurney and Glidden, Kingston, Ont.		
61,462	Montreal	Windsor, N.S.	Bk—Bq	1868	Hantsport, N.S.	165 0	34 0	20 6	806	E. Churchill & Sons, Hantsport, N.S.		

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
42,006	Moses Black	Digby	Schr—Glt	1858	Wilnot, N.S.	63 4	18 8	6 8	68	Jas. Roy, Wilnot, N.S.	
83,312	Moss Glen	Port Medway	Bgtu—Bkglt	1884	Port Medway, N.S.	98 4	25 6	10 1	150	Thomas Forhan, Halifax, N.S.	Classed American Record.
100,568	Moss Rose	Lunenburg	Schr—Glt	1892	La Have, N.S.	88 6	26 0	10 4	149	Albert McKean, La Have, N.S.	do
88,361	Mountain Chief	Victoria	do	1881	Naastic, B.C.	44 0	16 5	6 5	23	James Mavassum, Pachena, B.C.	
83,363	Mud Lark	Quebec	Barge	1872	Sorel, Que.	62 0	22 0	3 9	95	P. E. Panneton, Three Rivers, Que.	
100,719	Mudine	Montreal	Sloop	1889	Brooklyn.	26 0	9 8	2 8	5	George R. Marler, Montreal.	
100,631	Mudlark	Victoria	Barge	1890	Victoria, B.C.	90 0	30 0	6 0	139	R. P. Richet & Co. (Limited), Victoria, B.C.	
83,262	Muriel	Annapolis	Schr—Glt	1884	Bear River, N.S.	89 6	26 0	10 0	140	W. W. Clarke, Bear River, N.S.	do
85,760	Muriel	Quebec	Yawl—Yole	1883	St. Laurent, Que.	40 8	15 5	5 0	19	John D. Gilmour, Quebec.	
90,542	Muriel	Ottawa	Barge	1886	Montreal.	121 9	24 6	7 5	192	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
	Muskoka.	Toronto	Schr—Glt	1872	Chatham, Ont.	149 0	26 0	11 6	481	The Collins Bay Forwarding and Rafting Co., Kingston, Ont.	
100,269	Muskoka.	Windsor, N.S.	Ship—3 m.	1891	Stockton-on-Tees, England.	300 5	42 0	24 7	2259	Muskoka Ship Co. (Limited), London, England.	Classed English Lloyd's.
54,142	My Cousin	Halifax	Schr—Glt	1866	Moses River, N.S.	65 4	21 3	8 4	66	J. A. Moren, Halifax, N.S.	
83,310	Myosotis.	Port Medway	do	1884	Port Medway, N.S.	80 0	23 5	8 8	93	Levi Morine, Port Medway, N.S.	

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96,748	Myra B	St. John, N.B.	do	1889	Canning, N.B.	78	6	26	5	6	9	91	Nathaniel B. Cottle, St. John, N.B.
100,606	Myra Louise	Barrington	do	1893	Lockeport, N.S.	46	0	14	0	6	0	17	J. Lowe, Cape Island, N.S.
85,477	Myrtle	do	do	1883	Shelburne, N.S.	80	5	22	7	8	8	91	Isaac A. Hopkins, Jeddore, N.S.
86,099	Myrtle	Halifax	do	1856	do	58	8	16	9	7	5	40	Cornelius White, Shelburne, N.S.
103,175	Myrtle	Shelburne	Schr—Glt	1894	Little Harbour, N.S.	33	6	12	0	4	9	10	G. S. Decker, sr., Little Harbour, N.S.
100,103	Myrtle M	Parrsboro'	do	1891	Advocate, N.S.	81	7	27	3	9	0	121	W. H. Blackhurst, Lincoln, Mass, U.S.
100,254	Myrtle M. Gray	Halifax	do	1894	Lockeport, N.S.	50	9	14	1	6	3	19	J. Gray, Pennant, N.S.
88,425	Myrtle Purdy	St. John, N.B.	Wdbt—Bbb	1884	Chipman, N.B.	77	3	26	5	7	0	85	Rufus F. Christie, River Hebert, N.S.
88,363	Mystery	Victoria	Sloop	1881	Pt. Ludlow, U.S.	29	0	9	2	4	0	6	H. N. Rogers, Salt Springs Island, B.C.
85,442	Mystery	St. Andrews	Schr—Glt	1883	Cornwallis, N.S.	40	0	13	2	6	0	14	Charles Dixon, Grand Manan, N.B.
90,845	Mystery	Guysboro'	do	1890	Guysboro', N.S.	98	0	26	5	11	0	190	H. M. Jost, Guysboro', N.S.
100,640	Mystery No. 1	Victoria	Scow—Chd	1880	Vancouver, B.C.	84	0	25	8	5	0	89	T. Earle, Victoria, B.C.
100,641	Mystery No. 2	do	do	1889	do	76	0	24	0	5	0	74	do
35,428	Mystic Tie	St. Andrews	Schr—Glt	1839	Newbury, Mass., U.S.	56	0	16	5	6	7	33	Hy. Stinson, St. Andrews, N.B.
100,844	Mystic Tie	Lunenburg	do	1894	La Have, N.S.	61	8	20	7	8	5	64	J. N. Rafuse, La Have, N.S.
90,659	N. A. Laura	Yarmouth	Schr—Glt	1886	Lockeport, N.S.	68	0	22	0	8	0	58	Julien D'Entremont, Pubnico, N.S.
80,367	N. B. Morris	Parrsboro'	Bk—Bq	1880	Parrsboro' N.S.	160	0	33	5	20	2	699	R. W. Smith, Parrsboro', N.S.
75,627	N. W. White	Quebec	Schr—Glt	1874	Jordan River, N.S.	82	0	22	8	9	2	99	Albert Bouchard, Quebec
97,197	N. Paul	Montreal	Barge	1890	Sorel, Que	100	1	22	9	8	5	126	Wm. J. Poupore, Morrisburg, Ont.
73,111	Naiad Queen	Halifax	Schr—Glt	1848	Cohasset, U.S.	65	5	17	3	7	2	42	R. I. Hart, Halifax, N.S.
61,307	Nanaimo Packet	Victoria	do			40	0	12	6	4	1	23	M. Hollow, Victoria, B.C.
38,351	Nancy	Aricat.	do	1851	Poullmond, C.B.	41	9	12	6	5	9	16	Wm. Levesconte, D'Esousse, C.B.
54,155	Nancy	Halifax	Bgtn—Bkgt	1867	Five-Mile River, N.S.	121	1	28	4	12	5	295	John Trahey, Hants, N.S.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
33,311	Nancy	Quebec	Schr—Glt	1855 Malbaie, Que.	48 0	17 0	7 4	34	Denis Gauthier, St. Fidèle, Que.	
37,010	Nancy Anna	Yarmouth	do	1860 Port la Tour, N.S.	58 0	17 5	6 6	35	A. Surette, Yarmouth, N.S.	
100,831	Nantasket	Lunenburg	do	1893 La Have, N.S.	75 4	23 0	8 6	82	R. Parks, La Have, N.S.	
90,843	Naomi	Ottawa	Barge	1886 Montreal	122 5	24 6	7 6	196	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
77,967	Naomi	St. Andrews	Schr—Glt	1879 Campobello, Charlotte Co., N.B.	35 0	12 8	5 0	14	W. James, Campobello, N.B.	
35,727	Napier	Halifax	do	1854 Blandford, N.S.	50 4	15 0	7 0	40	John Crooks, Peggy's Cove, N.S.	
92,557	Napoléon	Montreal	Sloop.	1888 Pierreville, Que.	104 4	22 8	7 4	130	N. Myette, Sorel, Que.	
	Napoléon	do	Barge	1866 Gentilly, Que.	90 8	23 1	5 9	83	Octave Lafleur, St. Jean, Que.	
51,518	Napoléon	Quebec	do	1858 Batiscan, Que.	92 0	22 0	5 5	71	Fabien, Langie, Champlain, Que.	
72,947	Napoléon	do	do	1870 Gentilly, Que.	95 8	23 5	7 0	108	Ovide Baril, Gentilly, Que.	
103,249	Napoléon	Montreal	do	1894 Sorel, Que.	104 6	22 7	8 3	167	N. Paul, Sorel, Que.	
43,480	Napoléon III	Quebec	do	1859 Ste. Anne de la Perade, Que.	72 8	22 8	6 6	66	Nere Baril, Ste. Anne de la Perade, Que.	
85,343	Narcissus	Lunenburg	Schr—Glt	1883 Lunenburg, N.S.	85 5	23 7	9 9	127	S. Watson Oxner, Lunenburg, N.S.	Classéd American Record.
66,013	National	Quebec	do	1872 Cap St. Ignace, Que.	60 6	19 4	6 0	42	Joseph Hudson, Quebec.	

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92,547	National.	Montreal	Sloop	1886	Pierreville, Que.	108 7	22 8	8 1	151	Wm. Charland, Pierreville, Que.	Classed Bureau Veritas and court.
88,590	Naupactus.	Yarmouth	Ship—3 m.	1884	Church Point, N.S.	218 4	39 3	23 0	1399	John Lovitt, Yarmouth, N.S.	
35,419	Nautilus.	St. Andrews	Schr—Glt	1862	St. Andrews, Charlotte Co., N.B.	46 0	15 0	6 2	19	H. C. Harris, Centreville, Digby Co., N.S.	
83,052	Nautilus.	Shelburne	do	1877	Jordan River, N.S.	37 0	13 1	4 6	11	Freeman Payzant, Lockeport, N.S.	
70,291	Nebraska.	Montreal	Barge	1874	Quebec	151 5	25 8	11 2	387	Montreal Transportation Co., Montreal.	
83,332	Ned.	Ottawa	do	1881	Ottawa, Ont.	109 6	22 2	7 9	152	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
85,774	Negotiant.	Montreal	Sloop	1884	Pierreville, Que.	105 4	22 3	7 7	129	Urban Laroche, Sorel, Que.	
77,686	Neil Dow.	Charlottetown	Schr—Glt	1878	Murray Harbour, P. E. I.	56 7	16 4	6 7	48	Alex. Kennedy, Pugwash, N.S.	
61,918	Nellie.	Liverpool	do	1870	Ragged Island, N.S.	37 0	10 0	5 5	13	J. Corkum, LaHave, N.S.	
90,892	Nellie.	Yarmouth	do	1889	Tusket Wedge, N.S.	68 9	20 1	7 3	59	A. O. Porter, Tusket Wedge, N.S.	
100,442	Nellie.	Canso	do	1893	Sonora, N.S.	55 4	18 2	7 5	42	W. C. Boak, Halifax, N.S.	
100,970	Nellie.	Chatham, N.B.	do	1892	Caraquet, N.B.	35 6	12 6	5 0	11	D. Gallien, Caraquet, N.B.	
92,490	Nellie Blanche.	Parrsboro'	do	1887	Cornwallis, N.S.	77 0	23 5	8 9	89	George G. Morrison, Economy, N.S.	
103,017	Nellie Carter.	do	do	1894	Lower Maccan, N.S.	80 5	25 0	6 8	78	B. P. Carter, Lower Maccan, N.S.	
85,665	Nellie D.	Halifax.	do	1881	Lunenburg, N.S.	36 2	12 7	5 7	11	Walter C. Boak, Halifax, N.S.	
72,977	Nellie H. Hamm.	Digby	do	1873	United States.	49 5	14 7	6 3	26	Surette E. Anderson, Clarke's Harbour, N.S.	
71,174	Nellie Hunter.	Kingston.	do	1874	Dog Lake, Ont.	101 0	25 0	9 7	172	P. D. Ostrander, South Marysburg, Ont.	
100,513	Nellie I. White.	Parrsboro'	do	1892	Sand River, N.S.	91 1	27 8	8 0	124	A. W. Atkinson, Advocate, N.S.	
83,060	Nellie Morrow.	Chatham, N.B.	do	1892	Sable River, N.S.	80 0	22 5	8 9	88	Richard A. Miller, Sandy Bay, N.S.	
92,685	Nellie Reid.	Pictou, N.S.	do	1891	Brulé, N.S.	80 3	21 6	8 9	79	Charles Reid, Brulé, N.S.	
92,368	Nellie Waters.	St. John, N.B.	do	1887	Canning, N.S.	79 5	26 5	7 0	96	James R. Granville, St. John, N.B.	
	Nelson.	Liverpool	do	1883	Ragged Island, N.S.	40 0	11 5	5 6	17	A. McQuay, Ragged Island, N.S.	
88,484	Nelson River.	Winnipeg	Barge	1882	Winnipeg, Man.	146 4	24 5	7 2	219	The North-west Navigation Co. (Ltd.), Winnipeg, Man.	
	Nemesis.	Goderich	Schr—Glt	1868	Goderich, Ont.	73 7	19 6	7 0	82	J. H. Spence, Southampton, Ont.	
90,639	Neophyte.	Yarmouth	Bk—Bq	1890	Saultville, N.S.	198 4	37 3	19 8	1056	John Lovitt, Yarmouth, N.S.	Classed Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet.	Feet.	Feet.			
72,048	Neptune	Arichat	Schr—Glt	1875	River Bourgeois, C.B.	48 8	16 5	6 9	26	Henry Sampson, River Bourgeois, C.B.	
37,407	Neptune	Liverpool	do	1853	Lunenburg, N.S.	48 0	15 9	7 0	26	P. D. Coloon, East Port Medway, N.S.	
38,995	Neptune	Chatham, N.B.	do	1754	Shediac, N.B.	53 6	16 5	5 8	38	J. Richardson, Shediac, N.B.	
85,306	Neptune	Amherst, M. I.	do	1889	Amherst, Gaspé Co., Que.	54 6	16 9	7 4	34	A.G. McLeod, Pointe Ste. Anne, N.S.	
103,294	Neptune	New Westminster	Barge	1094	Kootenay Lake, B.C.	58 0	15 5	3 7	21	R. Yull, Kaslo, B.C.	
90,627	Nereid	Charlottetown	Schr—Glt	1885	Montague, P.E.I.	75 0	22 8	9 1	76	John T. Dewar, Montague, P.E.I.	
80,843	Nettie, B. H.	Halifax	do	1880	Clan Harbour, N.S.	42 5	15 5	6 3	23	P. F. Smith, Port Mouton, N.S.	
66,724	Nettie Cole	Liverpool	do	1872	Port Medway, N.S.	40 0	13 0	4 9	13	John Miniac, Port Medway, N.S.	
94,667	Nettie, M. G.	Halifax	do	1889	Mahone Bay, N.S.	48 4	17 7	7 3	32	John Coloon, Murray Harbour, P.E.I.	
69,145	Neva	do	do	1875	Pomquet, N.S.	97 5	27 9	10 4	190	Jas. Keay, Afton, N.S.	
80,681	Neva	Ottawa	Barge	1881	Montreal	110 0	22 6	6 9	148	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
	Neva	Montreal	do	1869	Sorel, Que	91 5	18 9	5 1	92	T. Owens, Stonefield, Que.	
96,971	Neva	Charlottetown	Schr Glt	1891	Shelburne, N.S.	95 0	26 0	10 9	145	Orestas Taylor, St. John's, Nfld	American Record.

Marine and Fisheries—List of Shipping.

100,847	Nevada.....	Lunenburg.....	Schr—Glt.....	1894	Lunenburg, N.S.....	94	1	24	3	10	5	135	C. Smith, Lunenburg, N.S.	
83,062	Neville.....	Ottawa.....	Barge.....	1886	East Templeton, Ont	112	0	22	7	7	2	158	The Ottawa Trans. Co. Ltd., Ottawa, Ont.	
73,094	New Brunswick.....	Montreal.....	Sloop.....	1868	Pierreville, Que.....	101	9	22	8	6	4	104	E. Desmarais, St. Francois, Que.	
78,003	New Brunswick.....	Winnipeg.....	Barge.....	1890	Pine Falls, Keewatin Ont.	98	8	20	5	6	8	188	The Manitoba Fish Co., Ltd., Windsor, Ont.	Classed Bureau Veritas and American Record.
72,325	New City.....	St. John, N. B.....	Ship—3 m.....	1878	Black River, St. John, Co., N. B.	209	6	30	8	24	1	1393	Wm. E. Robinson, Ellamere, Port Chester, England.	
64,836	New Dominion.....	Halifax.....	Schr—Glt.....	1871	Clam Harbour, N.S.	54	0	18	7	8	3	44	M. L. Mullins, Antigonish, N.S.	
90,716	New Dominion.....	do.....	do.....	1886	Chezetcook, N.S.....	47	8	18	3	7	5	33	Rupert E. Sweet, Charles Cove, N.S.	
55,924	New Dominion.....	Port Dover.....	do.....	1867	Quebec.....	115	0	25	0	9	0	164	J. Allan, Port Dover, N.S.....	
64,969	New Dominion.....	Quebec.....	Bgtn—Bkgt.....	1871	St. Thomas, Mont-magny, Que.	87	7	25	0	10	9	134	Jas. King, Lévis, Que.....	Classed Bureau Veritas.
85,703	New Dominion.....	Wallaceburg.....	Schr—Glt.....	1868	Port Rowan, Ont.....	117	5	25	3	9	2	196	Geo. H. Morden, Oakville, Ont.	
52,160	New England.....	St. John, N. B.....	Wdht—Bab.....	1865	Cambridge, Queen's Co., N. B.	73	0	24	2	6	1	60	John Wolf, River Hebert, N.S.	
33,165	New Liverpool.....	Quebec.....	Schr—Glt.....	1866	New Liverpool, Que.	111	6	22	0	9	2	176	Denis Gaharty, New Liverpool, Que.	
73,973	New Liverpool.....	do.....	Barge.....	1873	do.....	99	5	21	9	8	3	137	Jas. Sullivan, Quebec.....	
85,462	New Liverpool.....	do.....	do.....	1875	Lévis, Que.....	103	0	21	5	8	2	114	Antoine L. Hurtubise, Montreal.	
92,487	Newburgh.....	Windsor, N.S.....	Schr—Glt.....	1888	Windsor, N.S.....	135	9	31	6	16	2	504	C. H. Dimock, Windsor, N.S.....	Classed Bureau Veritas.
.....	Newcastle.....	Pictou, Ont.....	do.....	1861	Kingston, Ont.....	75	6	16	7	5	3	75	F. Wallbridge, Belleville, Ont.	
90,568	Newsboy.....	Toronto.....	do.....	1885	Bronté, Ont.....	67	5	18	9	4	5	40	Lennuel Dorland, Bronté, Ont.	
94,833	Newsboy.....	St. Andrews.....	do.....	1877	Vinal Haven, U. S.....	36	5	12	8	5	5	16	Alex. Shankle, Port Matoun, Queen's Co., N.S.	
90,851	Niagara.....	Lunenburg.....	do.....	1886	Mahone Bay, N.S.....	68	0	22	6	8	5	74	Edward B. Richardson, Halifax, N.S.	
.....	Niagara.....	St. Catharines.....	Scow—Chd.....	1866	Wellandport, Ont.....	114	0	23	0	8	6	161	George Cameron, Collingwood, Ont.	
.....	Niagara.....	Pictou, Ont.....	Schr—Glt.....	1873	Pictou, Ont.....	120	0	26	3	10	5	220	R. Baird, Kincardine, Ont.....	do
90,861	Nicanor.....	Lunenburg.....	Bktn—Bkgt.....	1886	Mahone Bay, N.S.....	143	3	31	0	17	0	393	George J. Troop, Halifax, N.S.	
94,966	Nicanor.....	do.....	Schr—Glt.....	1889	do.....	69	3	22	9	8	9	79	Jones Westhaver, Lunenburg, N.S.	
100,485	Nightingale.....	do.....	do.....	1892	La Have, N.S.....	59	8	20	8	8	3	52	John Haughtn, La Have, N.S.....	
42,303	Nile.....	Halifax.....	Schr—Glt.....	1862	Jeddore, N.S.....	45	1	15	8	6	2	17	Jas. Smith, Chezetcook, N.S.....	

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.	Where Classéd. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
80,682	Nile.....	Ottawa.....	Barge.....	1881	Montreal.....	74 4	18 5	8 1	151	The Ottawa Trans. Co., Ltd. Ottawa, Ont.	
80,882	Nile.....	Dorchester.....	Bgtn—Bkglt.....	1857	Maryland, U.S.....	96 6	24 6	8 2	164	Judson Edgett, Brooklyn, N.Y.	
80,841	Nina.....	Halifax.....	Schr—Glt.....	1880	Owl's Head, N.S.....	34 8	13 2	5 4	13	Wm. Murphy, Owl's Head, N.S.	
94,830	Nina Blanche.....	Weymouth.....	do.....	1883	Belliveau's Cove, N.S.....	50 0	17 2	7 0	31	Mendal G. Crocker, Freeport, N.S.	
71,335	Nina Page.....	Charlottetown.....	do.....	1875	Barrington, N.S.....	77 0	24 0	8 1	79	Ronald Campbell, Summerside, P.E.I.	
.....	Nine (9).....	Montreal.....	Barge.....	1871	Pierreville, Que.....	93 5	19 2	5 5	100	N. Vigneau, Montreal.....	
66,307	Niobe.....	Charlottetown.....	Schr—Glt.....	1872	Pisquid, P.E.I.....	59 8	18 3	8 2	51	J. R. Bourke, Mount Stewart, P.E.I.	
74,330	Nokomis.....	Yarmouth.....	do.....	1877	Tusket, N.S.....	71 7	20 4	8 3	67	Collins Titus, Westport, N.S.....	
88,603	Nokomis.....	Lunenburg.....	do.....	1884	Mahone Bay, N.S.....	76 2	23 8	9 2	94	Nathl. Butt, Bay St. George, Nfld.	
92,636	Nonpareil.....	do.....	do.....	1888	Lunenburg, N.S.....	73 6	23 0	8 9	88	John Zink, Lunenburg, N.S.....	
97,164	Nootka.....	Victoria.....	do.....	1888	Pt. Blakely, U.S.....	37 5	12 4	4 0	11	Charles Toquet, Nootka, B.C.....	
92,590	Nora.....	Gaspé.....	do.....	1855	Gaspé, Que.....	44 9	14 8	5 4	17	J. Quigley, Gaspé, Que.....	
90,687	Nora Wiggins.....	Yarmouth.....	Bktn—Bkglt.....	1888	Jordan River, N.S.....	143 0	33 0	13 1	470	Benjamin Davis, Yarmouth, N.S.	Classed Bureau Veritas.
71,097	Norah.....	Belleville.....	Sloop.....	1880	Trenton, Ont.....	52 0	15 0	5 0	29	R. J. Bell, Belleville, Ont.....	

Marine and Fisheries—List of Shipping.

No.	Port	Ship	Year	189	91	189	61	95
100,387	Montreal	Barge	1866	Sorel, Que	91	9	18	95 E. LaRiviere, Plantagenet, Que.
64,028	Norina	Schr—Glt	1894	St. Anne, C.B.	47	0	17	31 J. McLeod, St. Anne, C.B.
103,284	Norman B.	do	1870	Tiverton, N.S.	47	8	14	20 Abraham Lent, Freeport, N.S.
69,162	Normandy	do	1893	Shippegan, N.B.	35	0	12	11 P. Rive, Caraquet, N.B.
59,465	Norun	do	1873	Catalone, C.B.	43	0	15	22 W. C. Boak, Halifax, N.S.
80,601	North America	do	1870	New Dublin, N.S.	98	9	26	176 Simon Joyce, D'Escousse, C.B.
33,602	North Star	do	1880	Yarmouth, N.S.	91	0	24	138 Desiré Boudrot, D'Escousse, C.B.
83,107	North Star	do	1855	Gaspé, Que.	51	1	15	27 Robt. Setter, Anticosti.
88,443	North Star	do	1881	Chezetcook, N.S.	46	8	16	26 Franklin Mitchell, Chester, N.S.
83,378	North-west	do	1884	Wine Harbour, N.S.	44	9	16	35 Robert Cooper, Wine Harbour, N.S.
66,081	Northern Bridge	do	1882	Bronté, Ont.	75	5	20	57 Edmund Goldring and Francis Goldring, Whitby, Ont.
88,009	Northern Empire	do	1871	Kamouraska, Que.	46	5	13	20 Elzear Tremblay, St. Siméon, Que.
92,771	Northern Light	Bk—Bq	1880	Economy, Colchester Co., N.S.	188	5	37	950 D. P. Soley, Economy, Colchester Co., N.S.
72,583	Norway	Schr—Glt	1887	New Westminster, S.C.	35	0	12	12 Geo. B. Main, Ladner's Landing, B.C.
100,332	Norwood	do	1872	Garden Island, Ont.	135	5	26	332 The Calvin Co. (Limited), Garden Island, Ont.
71,331	Nota Bene	Ship—3 m	1891	Maitland, N.S.	235	3	42	1597 Alex. Roy, Maitland, N.S.
59,884	Notre Dame Bonsecours	Schr—Glt	1877	Parraboro', N.S.	57	0	19	50 Jas. George, Parraboro', N.S.
92,538	Notre Dame de Bonsecours	do	1867	Cacouma, Que.	48	0	15	28 Joseph Chartier, Cacouma, Que.
55,870	Notre Dame de la Grade	Sloop	1887	Lanoraie, Que.	108	4	24	151 Louis E. Bonaventure, Lanoraie, Que.
34,691	Nova Scotia	Schr—Glt	1866	Nataashquan, Labrador.	42	0	15	23 Paul Vigneau, Nataashquan, Labrador.
36,206	Nova Scotia	do	1834	Newport, N.S.	55	9	16	60 Wm. Coffill, Horton, N.S.
74,365	Nova Stella	do	1853	St. Margaret's Bay, N.S.	40	7	13	23 James Redman, St. Margaret's Bay, N.S.
88,342	Nova Zembla	do	1859	do	58	9	18	50 John Letuan, Dalhousie, N.B.
		do	1877	Lokeport, N.S.	63	0	21	53 Pacien Poirier, D'Escousse, C.B.
		do	1883	Lunenburg, N.S.	74	8	23	79 Enoch Mason, Mahone Bay, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
80,678	No. 1	Montreal	Barge	1881	Sorel, Que	108 0	22 6	7 1	156	Narcisse Paul, Sorel, Que.	
80,686	No. 1	do	do	1873	Pierreville, Que	77 0	22 0	5 5	58	M. Frchette, Sorel, Que.	
100,520	No. 1	Parrsboro'	Schr—Glt	1893	St. John, N.B.	147 4	35 3	10 0	439	Cumberland Railway and Coal Co., Montreal.	Classed Bureau Veritas.
103,036	No. 1	Ottawa	Scow—Chd.	1889	Mattawa, Ont	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal.	
80,687	No. 2	Montreal	Barge	1873	Pierreville, Que	92 0	22 3	6 0	80	D. Lesperance, St. Aimé, Que.	
80,679	No. 2	do	do	1881	Sorel, Que	108 0	22 6	7 0	154	Sincoenes McNaughton Line, Montreal.	do
100,521	No. 2	Parrsboro'	Schr—Glt	1893	Black River, N.B.	146 2	35 3	10 0	433	Cumberland Railway and Coal Co., Montreal.	do
103,037	No. 2	Ottawa	Scow—Chd.	1889	Mattawa, Ont	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal.	do
100,523	No. 3	Parrsboro'	Schr—Glt	1893	Gardner's Creek, N.B.	146 7	35 2	10 0	431	Cumberland Railway and Coal Co., Montreal.	do
103,038	No. 3	Ottawa	Scow—Chd.	1889	Mattawa, Ont	55 0	16 0	3 4	25	Canadian Pacific Railway Co., Montreal.	do
100,526	No. 4	Parrsboro'	Schr—Glt	1893	St. Martin's, N.B.	146 8	35 3	10 0	439	Cumberland Railway and Coal Co., Montreal.	do
103,039	No. 4	Ottawa	Scow—Chd.	1889	Mattawa, Ont	70 0	18 0	4 0	37	Canadian Pacific Railway Co., Montreal.	do
100,529	No. 5	Parrsboro'	Schr—Glt	1893	Black River, N.B.	146 6	35 1	10 5	443	Cumberland Railway and Coal Co., Montreal.	do
90,602	No. 37	Ottawa	Barge	1874	Yamaska, Que	80 0	16 4	7 6	218	Arch. Stewart, Ottawa, Ont.	

Marine and Fisheries—List of Shipping.

	Ottawa.	Barge	1874 Yamaska, Que.	80 0	16 4	7 6	218 Arch. Stewart, Ottawa, Ont.	Classed American Record.
90,603 No. 38	Charlottetown	Schr—Glt	1888 Souris, P.E.I.	85 8	24 4	9 3	99 John McLean, Souris, P.E.I.	
92,469 Nutwood	Lunenburg	do	1889 Port Medway, N.S.	95 0	25 0	10 0	116 Elias F. Walters, Lunenburg, N.S.	
90,827 Nyanza	St. Andrews	do	1875 Grand Manan, Charlotte Co., N.B.	34 0	12 5	4 8	11 Robert Spear, Eastport, U.S.	
59,367 Nymph	Lunenburg	Yawl—Yole	1878 Halifax, N.S.	32 6	9 4	3 8	6 F. E. Corbett, Halifax, N.S.	
83,168 Nymphiaco								
96,770 O. I. B.	Port Hawkesbury	Schr—Glt	1893 Cheticamp, C.B.	37 1	11 7	5 0	12 G. Boudrot, Cheticamp, C.B.	
77,571 O. F. Owens	Montreal	Barge	1877 Hull, Que.	90 4	19 5	6 2	84 T. Owens, Stonefield, Que.	
94,779 O. P. Silver	Lunenburg	Schr—Glt	1889 Lunenburg, N.S.	76 6	23 6	8 6	89 Charles L. Silver, Lunenburg, N.S.	
	Bowmanville	do	1866 Port Burwell, Ont.	96 0	17 2	7 8	145 L. & D. C. Bulloch, Brighton, Ont.	
	Kingston	Barge	1857 Bedford Mills, Ont.	99 9	20 6	5 4	95 G.-Chaffey, Kingston, Ont.	
85,632 Ocean Belle	Victoria	Schr—Glt	1883 Lunenburg, N.S.	74 4	22 5	9 2	83 R. Hall, Victoria, B.C.	
54,139 Ocean Belle	Halifax	do	1866 Chezetcook, N.S.	41 8	14 7	6 1	19 Isadore Fougete, Port Richmond, N.S.	
75,427 Ocean Bird	Annapolis	do	1878 Granville, N.S.	60 3	19 1	7 0	44 Joseph Corbitt, Hampton, N.S.	
50,791 Ocean Bird	Halifax	do	1865 Onslow, N.S.	37 4	10 5	5 1	9 D. S. Higgins, Onslow, N.S.	
37,573 Ocean Bride	Gaspé	do	1855 La Have, N.S.	38 9	14 3	5 9	21 Jean Giasson, Natashquan, Que.	
36,141 Ocean Bride	Charlottetown	do	1858 Sable River, N.S.	60 2	17 7	7 3	41 Bowen Smith, Cocagne, N.B.	
36,271 Ocean Bride	Halifax	do	1860 Chezetcook, N.S.	44 8	13 4	5 9	16 And. Conrod, Chezetcook, N.S.	
37,606 Ocean Bride	do	do	1858 Lunenburg, N.S.	54 6	18 2	7 3	37 Jas. Babcock, Halifax, N.S.	
36,167 Ocean Bride	do	do	1860 Liscombe, N.S.	41 2	14 1	5 1	13 Alex. Rudolf, Liscombe, N.S.	
64,013 Ocean Bride	do	do	1872 Little River, N.S.	47 4	16 4	6 3	23 George A. Borgeal, Halifax, N.S.	
83,838 Ocean Bride	Port Hawkesbury	do	1881 La Have, N.S.	43 4	15 0	6 5	23 Phillip Ryan, Middle Melford, N.S.	
83,398 Ocean Child	Halifax	do	1879 Chezetcook, N.S.	41 8	15 0	5 5	19 Jas. W. Misener, Chezetcook, N.S.	
97,143 Ocean Gem	St. Andrews	do	1884 Robbinston, U.S.	38 0	12 2	4 5	15 Lewis Frankland, Grand Manan, N.B.	

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						Length. Longeur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Ft. 10ths Ft. 10ths					
75,602	Ocean Lily	Digby	Schr—Glt	1877	Clare, N.S.	39 4	15 4	5 6	17	Albert Morrell, Westport, N.S.	
80,883	Ocean Queen	St. Andrews	Sloop	1860	Boston, Mass., U.S.	48 8	16 0	6 1	21	Wm. Benson, Grand Manan, N.B.	
37,571	Ocean Wave	Lunenburg	Schr—Glt	1876	La Have, N.S.	42 8	14 8	5 9	23	John Smith, Crow Harbour, N.S.	
36,453	Ocean Wave	Shelburne	do	1860	Little Harbour, N.S.	50 0	14 6	5 5	19	A. Lloyd, Sable River, N.S.	
80,973	Ocean Wave	Sydney	do	1882	Bras d'Or, C.B.	44 1	14 5	6 1	20	Samuel Moore, North Sydney, C.B.	
	Ocean Wave	Pictou, Ont.	do	1868	Pictou, Ont.	81 0	20 0	9 7	96	Thomas Brokenshire, Cobourg, Ont.	
	Octavia	Cramahe	do	1866	Colborne Harbour, Ont.	84 6	20 9	6 7	94	Dan & Hugh Rooney, Cobourg, Ont.	
88,377	Octopus	Victoria	Sloop	1885	Victoria, B.C.	27 0	9 0	3 0	3	M. Watt, Comox, B.C.	
69,692	Oddfellow	Amapolis	Schr—Glt	1876	Granville, N.S.	54 9	17 7	7 1	34	H. M. Irvine, Granville, N.S.	
	Oddfellow	Toronto	do	1848	Oakville, Ont.	66 0	16 0	7 4	72	Eleanor Robertson, Port Hope, Ont.	
100,577	Oddfellow	Lunenburg	do	1893	Lunenburg, N.S.	66 8	20 9	8 2	58	J. F. Kinlay, Lunenburg, N.S.	
59,879	Odele	Quebec	do	1865	Malbaie, Que.	39 0	14 0	6 0	20	George Dionne, Cacouna, Que.	
80,100	Ohio	St. John, N.B.	Bgtm—Bkgt.	1882	Portland, N.B.	127 6	29 4	13 0	325	Charles A. Palmer, St. John, N.B.	Classed Bureau Veritas.
94,702	Oh Kim Soon	Digby	Bk—Bq	1891	Trout Cove, N.S.	142 0	30 3	11 9	336	L. D. Morten, Trout Cove, N.S.	Classed American Record.

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80,663	Oka	Montreal	Barge	1887	Sorel, Que.	98 0	22 6	8 9	140	O. Gatineau, Contrecoeur, Que.
94,837	Oiga	St. Andrews	Schr—Glt	1880	West Isles, N.B.	31 2	11 5	5 5	11	Lincoln Richardson, West Isles, N.B.
80,052	Olio	St. John, N.B.	do	1880	St. Martin's, N.B.	83 0	28 1	7 7	105	Belford Tower, Sackville, N.B.
36,189	Olive	Halifax	do	1848	Barrington, N.S.	39 0	11 8	6 1	20	Heman Kenny, Barrington, N.S.
88,346	Olive	Lunenburg	do	1884	La Have, N.S.	80 0	24 5	9 0	103	Daniel Getson, La Have, N.S.
36,306	Olive Branch	Halifax	do	1860	Lawrencetown, N.S.	47 9	13 4	4 5	16	Henry Lawson, Halifax, N.S.
75,570	Olive Branch	Lunenburg	do	1877	Aspatogan, N.S.	37 0	13 2	5 8	14	J. E. Shatford, St. Margaret's Bay, N.S.
74,387	Olive Branch	Toronto	do	1875	Port Credit, Ont.	51 0	14 0	4 5	16	Charlotte Reid, Township of Toronto, Ont.
61,630	Olive I.	Halifax	do	1881	Coddle's Harbour, N.S.	62 3	20 3	8 4	57	James Malcolm, Port Malcolm, N.S.
92,384	Oliver Mowat	Kingston	do	1873	Millhaven, Ont.	131 2	25 9	10 6	244	John McLennan, Bowmanville, Ont.
42,701	Olivette	Quebec	do	1856	Les Ecureuils, Que.	58 8	15 8	6 2	38	Francois Gignac, Cap Santé, Que.
55,533	Olivia	Charlottetown	do	1869	Tatamagouche, N.S.	52 2	16 9	7 7	40	Wm. David McKay, Charlottetown, P.E.I.
85,999	Olivia	St. John, N.B.	do	1882	Cambridge, N.B.	79 5	27 1	7 9	117	Vincent S. White, St. John, N.B.
	Olivia	Toronto	do	1853	Bronté, Ont.	92 0	19 4	7 5	122	George O'Brien, Picton, Ont.
85,423	Olivia Abbey.	St. Catharines	Scow—Chd	1884	Port Robinson, Ont.	100 0	23 0	5 0	88	John Bradley, Merriton, Ont.
74,398	Olympia	Toronto	Schr—Glt	1879	Bronté, Ont.	57 0	15 5	3 6	23	Joseph Featherstone, Township of Toronto, Ont.
97,061	Omega	Charlottetown	do	1891	Murray Harbour, P.E.I.	72 3	22 3	8 4	82	Daniel Davies, Charlottetown, P.E.I.
94,825	On Time	Weymouth	do	1801	Church Point, N.S.	41 3	16 3	6 0	19	Henry Glasen, Westport, N.S.
103,381	One	Winnipeg	Barge	1895	Rat Portage, Ont.	56 5	14 3	6 3	17	Fred. W. Colclough, Rat Portage, Ont.
	One (1)	Montreal	do	1857	Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal.
	One (1) Pierreville.	do	do	1870	Pierreville, Que.	94 7	18 8	6 1	106	P. LaPlante, Lachine, Que.
53,980	Only Son	Digby	Schr—Glt	1865	Parrsboro', N.S.	45 9	16 2	6 0	27	Daniel J. Holmes, Parrsboro', N.S.
57,700	Only Son	Halifax	do	1860	Musquodoboit, N.S.	41 0	13 7	5 7	16	Henry Stephiny, Musquodoboit, N.S.
61,916	Only Son	Liverpool	do	1871	East Port Medway, N.S.	39 0	14 5	6 0	16	William Conrod, Liverpool, N.S.
94,732	Only Son	Windsor, N.S.	do	1889	Isle Haute, N.S.	33 6	12 4	5 0	13	Edgar N. Card, Burlington, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Register Tonnage. Tonnage enregistré.			
						Ft. 100ths.	Ft. 100ths.	Ft. 100ths.	Ft. 100ths.			
80,919	Onondaga	Prescott	Barge	1870	Garden Island, Ont.	135 0	26 0	12 0	320	R. McCarthy, Prescott, Ont.		
100,002	Onora	Annapolis	Schr—Glt	1890	Bridgetown, N.S.	96 7	26 3	9 3	137	Jas. E. Shafner, Granville, N.S.	Classed American Record.	
71,467	Ontario	Sydney	do	1875	Prince Edward Island	57 0	18 9	7 0	43	Alex. McDonald, Sydney, C.B.		
77,775	Ontario	Goderich	do	1867	Goderich, Ont.	105 0	23 0	9 5	150	D. Spence, Southampton, Ont.		
70,291	Ontario	Montreal	Barge	1874	Lancaster, Ont.	126 0	20 7	9 8	227	P. Laplante, Lachine, Que.		
72,190	Ontario	Windsor, N.S.	Bk—Bq	1876	Hantsport, N.S.	160 7	35 3	20 1	824	E. Churchill & Sons, Hantsport, N.S.	Classed Bureau Veritas.	
	Ontario	St. Catharines	Barge	1867	Welland, Ont.	136 0	23 3	10 2	233	B. Lewis, Collingwood, Ont.		
	Ontario	Kingston	Sloop	1868	Dog Lake, Ont.	56 6	17 5	4 7	56	J. Swift, Kingston, Ont.		
	Ontario	do	Barge	1867	Bedford Mills, Ont.	103 2	22 6	5 8	122	Henry Shaver, Ottawa, Ont.		
74,431	Ontario	Ottawa	do	1874	Fort Ann, U.S.	94 6	17 4	7 5	107	Roderick McLeod, Ottawa, Ont.		
94,786	Ontario	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 0	23 6	8 5	89	Benjamin Smith, Lunenburg, N.S.		
61,967	Onward	Charlottetown	do	1870	Country Harbour, N.S.	60 4	19 1	7 2	52	D. A. McLeod, New London, P.E.I.		
88,344	Onward	Lunenburg	do	1884	Lunenburg, N.S.	72 6	23 0	8 4	87	James McKinnon, Gabarous, C.B.		
71,387	Onward	Parrboro'	do	1878	Parrboro', N.S.	40 4	14 9	5 9	15	Thomas Lingard, Tennessee, N.S.		

Marine and Fisheries—List of Shipping.

72,681	Onward	Victoria	Schr—Glt	1871	California, U.S.	56	5	20	0	4	5	35	Charles Spring, Victoria, B.C.
75,716	Onward	Yarmouth	do	1877	Richmond, N.S.	36	8	13	8	4	9	10	Sandford L. Dakin, Centreville, N.S.
94,993	Onward	Charlottetown	do	1899	Grand Tracadie, P.E.I.	40	3	14	5	5	5	15	Albert A. Hurst, Canso, N.S.
103,258	Onward	St. John, N.B.	do	1895	Waterborough, N.B.	77	5	27	0	7	0	92	B. R. Colwell, Cambridge, N.B.
97,021	Onward	Yarmouth	do	1884	South Cove, N.S.	37	0	11	7	4	0	10	James M. Davis, Yarmouth, N.S.
85,563	Onyx	do	do	1884	Tusket, N.S.	93	2	24	4	9	8	138	E. F. Parker, Yarmouth, N.S.
80,645	Opal	do	do	1883	do	84	0	23	5	9	0	97	do
46,909	Opal	Port Hawkesbury	do	1895	Isaac's Harbour, N.S.	63	0	19	9	7	9	49	John A. Ashe, Pugwash, N.S.
	Ora	Montreal	Barge	1860	Montreal	95	0	19	0	6	0	95	Antoine Bertrand, Vaudreuil, Que.
90,828	Ora	Yarmouth	Bgtn—Bglit	1890	Port Medway, N.S.	105	2	27	0	10	8	197	Benjamin Davis, Yarmouth, N.S.
100,248	Oracle	Halifax	Schr—Glt	1894	Sambro, N.S.	41	2	13	8	5	9	18	W. McC. Boak, Halifax, N.S.
55,830	Oregon	Shelburne	do	1867	Little Harbour, N.S.	46	2	15	0	6	0	20	Dougald C. Morson, Cardigan Bridge, P.E.I.
39,124	Oregon	St. John, N.B.	do	1846	Bedeque, P.E.I.	49	0	15	5	6	3	30	Charles Brundage, St. Andrews, N.B.
100,242	Oregon	Halifax	do	1894	Port Piswick, N.S.	68	5	21	3	8	2	64	Isaac Greenoch, Port Piswick, N.S.
85,562	Oressa	Lunenburg	do	1883	Port Saxon, N.S.	40	0	13	4	5	5	14	Wm. L. Romkey, Lunenburg, N.S.
103,194	Oressa	Liverpool	do	1894	Port Matoun, N.S.	32	0	12	1	5	3	10	E. Payzant, Port Matoun, N.S.
85,303	Orient	Montreal	Barge	1883	Montreal, Que.	104	6	22	4	7	1	149	Dickson Anderson, Montreal, Que.
103,176	Orient	Shelburne	Schr—Glt	1890	Vogler's Cove, N.S.	30	8	11	1	5	2	10	Jas. A. Ringer, Little Harbour, N.S.
57,473	Orilla	Annapolis	do	1870	Clements, N.S.	45	0	15	5	5	3	23	James Dillon, Digby, N.S.
85,601	Orinoco	St. John, N.B.	do	1883	Portland, N.B.	124	0	28	7	12	4	298	Charles A. Palmer, St. John, N.B.
83,422	Orinoco	Digby	do	1882	Gilbert's Cove, N.S.	75	6	23	0	9	4	99	Alfred Morrell, Digby, N.S.
100,157	Orinoco	Lunenburg	do	1891	Mahone Bay, N.S.	65	5	21	8	8	2	56	Isaac Westhaver, Lunenburg, N.S.
96,977	Oriole	Shelburne	do	1892	Lockeport, N.S.	56	0	19	6	7	6	43	Mary E. Locke, Lockeport, N.S.
88,427	Oriole	St. John, N.B.	do	1894	St. John, N.B.	89	0	26	7	7	9	124	John W. Seaman, Shulee, N.S.
92,435	Oriole	Toronto	Yacht	1886	Toronto, Ont.	85	7	20	4	8	5	50	George Gooderham, Toronto, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
103,004	Ortole	Chatham, N.B.	Schr—Glt	1890	Shippegan, N.B.	34 0	12 2	4 4	11	T. Ahier, Shippegan, N.B.	
36,081	Orion	Halifax	do	1851	Clements, N.S.	69 0	17 7	9 2	84	John Morisee, Given Wharf, N.S.	
36,185	Orion	do	do	1859	Barrington, N.S.	62 6	18 0	6 3	38	J. B. Lawrence, Barrington, N.S.	
80,970	Orion	do	do	1881	Gabarous, N.S.	43 6	15 2	5 8	23	Edward B. Pelrine, Larry River, N.S.	
88,350	Orion	Charlottetown	Schr—Glt	1884	Lunenbourg, N.S.	74 6	22 8	8 4	78	Aaron O. Cogswell, Georgetown, P.E.I.	
59,430	Orloff	Arichat	Bgtn—Bkgtl.	1872	Parraboro', N.S.	112 3	28 9	11 3	235	Simon Terris, New York	
83,280	Osberga	Maitland	Bk—Bq	1884	Maitland, N.S.	195 0	37 6	22 5	1116	Adams McDougall, Maitland, N.S.	Classed Bureau Veritas.
90,439	Oscar F	Barrington	Schr—Glt	1892	Bear Point, N.S.	43 5	13 5	5 7	18	P. W. Fenney, Cape Island, N.S.	
97,156	Oscar and Hattie	Victoria	do	1884	Essex, Mass., U.S.	79 2	22 3	8 6	81	T. Earle, Victoria, B.C.	
94,729	Osecola	Windsor, N.S.	do	1889	Advocate, N.S.	98 0	28 4	7 6	124	J. Willard Smith, St. John, N.B.	
92,550	Oscor.	Montreal	Barge	1888	Valleyfield, Que.	96 4	18 8	8 6	121	A. Delisle, Valleyfield, Que.	
88,249	Oseris	Deseronto	do	1892	Deseronto, Ont.	109 5	26 5	6 1	106	The Rathbun Co., Deseronto, Ont.	
50,759	Ospray	Halifax	Schr—Glt	1864	P. E. Island	44 0	13 5	5 1	19	Ed. W. Chipman, Halifax, N.S.	
103,349	Osprey	Montreal	Yacht	1888	Toronto, Ont.	22 4	7 6	1 8	2	C. L. Shorey, Montreal.	

Marine and Fisheries—List of Shipping.

103,005	Osprey.....	Chatham, N.B.	Schr—Glt	1889	Shippegan, N.B.	33 0	12 6	4 4	10	T. Ahier, Shippegan, N.B.	Classed English Lloyds.
71,309	Oasuna.....	Richibucto.	Bk—Bq	1883	Kingston, N.B.	171 7	33 5	22 0	794	J. & T. Jardine, Kingston, N.B.	Classed English Lloyds.
74,230	Oswego.....	Montreal	Barge	1876	Montreal, Que.	151 5	27 4	11 5	389	Montreal Transportation Co.	
73,945	Otonabie.....	Ottawa.	do	1872	Fort Ann, New York, U.S.	87 5	14 8	6 8	80	Thos. Moffat, Perth, Ont.	
51,973	Ottawa.....	Pictou, N.S.	Schr—Glt	1866	Woods Harbour, N.S.	65 0	20 7	8 2	54	Thomas Tanner, Pictou, N.S.	
80,585	Otter.....	Toronto	Scow—Chd	1873	Gravenhurst, Ont.	72 0	18 6	5 0	51	J. G. Ross, Quebec.	
103,375	Otter.....	Winnipeg.	Schr—Glt	1891	Fort Alexander, Man.	36 4	11 5	3 3	10	Robert Henderson, Fort Alexander, Manitoba.	
94,954	Otto.....	Victoria.	do	1880	Mahone Bay, N.S.	71 3	23 5	9 2	86	Wm. Munroe, Victoria, B.C.	Classed American Record.
85,652	Our Hope.....	Halifax.	do	1883	Chezecook, N.S.	49 8	18 5	7 2	36	Staneslaus Chiasson, Cheticamp, C.B.	
88,318	Our Maud.....	Quebec	do	1865	Little Métis, Que.	61 6	17 0	6 0	30	Alex. McLaren, Little Métis, Que.	
.....	Ouse.....	Montreal	Barge	1869	Sorel, Que.	91 3	18 9	5 1	91	T. Owens, Stonefield, Que.	
94,641	Ovando.....	Lunenburg	Schr—Glt	1888	New Dublin, N.S.	73 9	23 5	9 0	88	Robert Dawson, jr., Bridgewater, N.S.	
100,262	Oweence..	Windsor, N.S.	Ship—3 m	1891	Stockton-on-Tees, G.B.	309 0	42 0	24 6	2334	Oweence Ship Co. (Limited), London, Eng.	Classed English Lloyds.
72,560	Ox.....	Kingston	Barge	1873	Kingston, Ont.	104 0	22 9	6 7	130	Alex. Gunn, Kingston, Ont.	
38,421	P. L. G.....	Charlottetown	Schr—Glt	1861	Little River, Richmond Co., C.B.	66 0	20 9	9 2	67	John R. Warren, Charlottetown, P.E.I.	
100,904	P. T. S.....	Chatham, N.B.	do	1892	Caracquet, N.B.	34 0	12 3	4 6	11	R. Young, Caracquet, N.B.	
61,979	P. C. Hill.....	Halifax	do	1870	Jeddore, N.S.	45 0	15 6	6 2	25	Philip Young, Port Piswick, N.S.	
.....	P. G. Young.....	Port Dover.	do	1864	Normandale, Ont.	73 0	17 0	6 0	70	Medlis & Arnott, Toronto, Ont.	
79,907	P. J. Palmer.....	Dorchester.	Bktn—Bkgt.	1881	Dorchester, N.B.	136 8	32 4	12 9	415	P. J. Palmer, Dorchester, N.B.	Classed English Lloyds.
88,580	P. Bennett.....	Kingston	Schr—Glt	1869	Port Rowan, Ont.	89 0	21 6	7 0	83	Collins' Bay Raft Co., Collins Bay, Ont.	
59,409	P. Blake.....	Annapolis	do	1880	Granville, N.S.	76 9	24 5	9 0	89	W. Anthony, Granville, N.S.	
88,298	P. Cormier.....	Quebec	Barge	1884	Yamaska, Que.	105 3	22 3	8 0	142	Mrs. P. Cormier, Sorel, Que.	
66,060	P. Fortin.....	do	Schr—Glt	1872	Ste. Anne des Monts, Que.	70 0	20 5	9 7	79	L. P. DeCourval, Arthabaska-ville, Que.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100lbs	Pt. 100lbs	Pt. 100lbs			
80,670	P. Girard.....	Ottawa.....	Barge.....	1881	Montebello, Que.....	106 8	22 5	6 7	142	The Ottawa, Trans. Co., Ltd. Ottawa, Ont.	
36,511	P. Martin.....	Halifax.....	Schr—Glt.....	1860	Liverpool, N.S.....	59 8	16 7	6 9	35	Richard Hawes, Spry Bay, N.S.	
57,708	P. Walsh.....	do.....	do.....	1868	Louisburg, C.B.....	69 1	20 2	7 2	60	Michael Hall, L'Ardoise, N.S.	
100,808	Pachwellis.....	Victoria.....	do.....	1894	James Island, B.C.....	50 0	16 0	4 8	19	Jimmie, Natinat, B.C.....	
	Pacific.....	Montreal.....	Barge.....	1873	Yamaska, Que.....	104 8	22 8	9 2	171	Louis Delisle, Valleyfield, Que.	
33,359	Pacificque.....	Quebec.....	Schr—Glt.....	1856	Les Ecoreuils, Que.....	61 2	15 8	6 1	40	Michael Leveille, Les Ecoreuils, Que.	
100,515	Packet.....	Parrsboro'.....	do.....	1892	Spencer's Island, N.S.....	66 1	21 1	7 3	49	Burpee Tupper, Spencer's Is- land, N.S.	
80,889	Paixham.....	St. Andrews.....	do.....		Isle Haut, Maine, U.S.....	31 0	10 0	4 8	9	Th. H. Smith, West Isles, N.B.	
94,890	Palais Flottants.....	Montreal.....	do.....	1886	Sorel, Que.....	47 2	15 6	2 2	26	Wm. Paul, Sorel, Que.....	
100,297	Palma.....	Chatham, N.B.....	do.....	1892	Shippegan, N.B.....	36 9	13 3	4 6	14	Oliver Dugay, Shippegan, N.B.	
92,724	Paloma.....	Toronto.....	Barge.....	1885	Bobcaygeon, Ont.....	99 0	22 7	5 6	122	Trent Valley Navigation Co., Bobcaygeon, Ont.	
100,836	Panama.....	Lunenburg.....	Schr—Glt.....	1894	Lunenburg, N.S.....	85 1	24 3	9 2	95	W. Miller, Lunenburg, N.S.....	
100,246	Panchita.....	Halifax.....	do.....	1866	San Pelin, Spain.....	97 5	25 6	13 9	252	The Dominion Coal Co., Ltd. Glace Bay, C.B.	
	Pandora.....	Port Colborne.....	do.....	1868	Port Colborne, Ont.....	132 5	23 4	9 5	260	J. A. Glass, Sarnia, Ont.....	

Marine and Fisheries—List of Shipping.

100,078	Pandora	St. John, N.B.	do	1891	Greenwich, N.B.	83 6	27 0	7 3	98	H. A. Holder, St. John, N.B.	Classed Bureau Veritas.
100,486	Pandora	Lunenburg	do	1892	Lunenburg, N.S.	66 5	20 8	8 1	53	Abraham Cook, Lunenburg, N.S.	
88,617	Pansy	do	do	1894	Bridgewater, N.S.	70 2	21 3	8 2	72	James R. Rudolf, Lunenburg, N.S.	
100,241	Pansy	Halifax	do	1894	Mahone Bay, N.S.	47 6	16 8	6 8	32	Geo. Schmare, Pennant, N.S.	
35,609	Paragon	do	do	1895	Granville, N.S.	48 4	13 8	7 1	36	Wm. B. Fairbanks, Halifax, N.S.	
41,922	Paragon	Liverpool	do	1899	Port Medway, N.S.	56 5	17 2	6 9	35	Wm. Gosbee, Canso, N.S.	
80,046	Paramatta	St. John, N.B.	Bk—Bq	1891	Gardner's Creek, St. John Co., N.B.	175 5	36 3	20 3	925	Fredk. E. Sayre, St. John, N.B.	Classed Bureau Veritas.
86,331	Parisian	Lunenburg	Schr—Glt	1892	Mahone Bay, N.S.	79 3	24 1	9 2	107	Harlan Fulton, Halifax, N.S.	
100,996	Parisian	Chatham, N.B.	do	1899	Shippegan, N.B.	34 0	12 6	4 4	10	P. Rive, Caraquet, N.B.	
90,615	Parlee	Moncton	do	1895	Bucksport, U.S.	96 9	25 2	8 5	124	A. W. Adams, St. John, N.B.	
83,223	Parthenia	Charlottetown	Bk—Bq	1891	Bideford, P.E.I.	179 5	34 7	19 9	749	Wm. Richards, Bideford, P.E.I.	Classed English Lloyd's.
85,337	Parthenia	Lunenburg	Schr—Glt	1892	Lunenburg, N.S.	79 8	24 0	9 6	99	S. Watson Oxner, Lunenburg, N.S.	
74,366	Parthenon	Toronto	do	1877	Oakville, Ont.	62 0	18 5	6 5	56	Robert McDonald, Hallowell, Ont.	
35,913	Partner	Halifax	do	1846	Sable River, N.S.	47 2	14 8	6 5	24	John B. Fay, Halifax, N.S.	
38,462	Partners	Arichat	do	1895	River Bourgeois, C.B.	53 6	15 9	6 5	25	A. Sampson, River Bourgeois, C.B.	
90,877	Partridge	Yarmouth	do	1897	Sluice Point, N.S.	64 5	19 6	7 5	47	Joseph Goticolchea, Arichat, C.B.	
	Passport	Montreal	Barge	1864	St. Bonaventure, Que.	86 4	22 6	5 7	74	F. Labelle, Sorel, Que.	
36,062	Patience	Halifax	Schr—Glt	1848	Chester, N.S.	52 2	17 3	8 3	39	Wm. Strachen, Sydney, C.B.	
100,770	Patrick	Chatham, N.B.	do	1890	Caraquet, N.B.	36 9	12 2	5 0	11	P. Rive, Caraquet, N.B.	
94,857	Patriot	Port Hawkesbury	do	1890	Advocate, N.S.	84 5	26 1	7 8	107	Jeremiah De Coste, Harbour au Bouche, N.S.	Classed American Record.
100,187	Patriot	Montreal	Sloop	1891	Pierreville, P.Q.	93 4	22 2	5 5	90	Eden Turcotte, Gently, Que.	
	Paul	do	Barge	1873	Yamaska, Que.	102 8	21 5	6 6	97	J. B. C. St. Jean, Sorel, Que.	
41,321	Peace	New Carlisle	Schr—Glt	1851	Paspébiac, P.Q.	57 0	15 1	7 9	36	G. F. Denault, Gaspé, Que.	
36,237	Pearl	Halifax	do	1852	Ship Harbour, N.S.	41 0	14 0	6 4	28	John Silver, Halifax, N.S.	
35,970	Pearl	do	do	1850	Barrington, N.S.	50 6	13 2	7 0	28	Stephen Walsh, Halifax, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. 10chs. Ft. 10chs. Ft. 10chs.					
80,028	Pearl	St. John, N.B.	Schr—Glt	1880	Holderville, King's Co., N.B.	67 0	21 6	5 9	47	Plymouth R. Stewart, Alma, Albert Co., N.B.	
96,755	Pearl	Kingston	do	1868	Battersea, Ont	73 4	17 9	6 3	76	Patrick Flynn, Marysburgh, Ont.	
100,723	Pearl	St. John, N.B.	do	1889	Kingston, N.B.	62 6	22 6	6 1	55	Henry G. McDougall, St. George, N.B.	
100,231	Pearl	Montreal	Sloop.	1887	Bristol	15 6	7 6	2 0	1	Wm. G. Ross, Montreal	
88,215	Peep O'Day	Halifax	Schr—Glt	1893	Mahone Bay, N.S.	43 5	13 2	5 4	17	A. Keating, Canso, N.S.	
74,053	Peerless	Barrington	do	1878	Dover, N.S.	39 8	12 5	6 0	12	A. Publicover, Dover, N.S.	
85,371	Peerless	Yarmouth	Bktn—Blight	1861	Cohasset, U.S.	69 5	20 0	7 1	57	J. C. Cunningham, Cape Island, N.S.	
94,737	Pefetta	Windsor, N.S.	Schr—Glt	1882	Londonderry, N.S.	123 2	30 7	11 9	278	Benjamin Davis, Yarmouth, N.S.	Classed Bureau Veritas.
61,997	Peggy	Halifax	do	1890	St. Martin's, N.B.	90 0	28 0	8 3	135	D. J. Purdy, St. John, N.B.	Classed American Record.
35,240	Peggy	St. John, N.B.	do	1871	Codroy, Nfld	39 0	13 6	5 5	16	Patrick Chiasson, Codroy, Nfld.	
85,647	Pemina	Lunenburg	do	1850	Weymouth, N.S.	29 4	8 8	4 2	9	John Boyd, St. John, N.B.	
103,044	Pendleton	Ottawa	Barge	1883	Mahone Bay, N.S.	76 8	22 5	8 8	94	L. Anderson & Co., Lunenburg, N.S.	
72,783	Penelope	Victoria	Schr—Glt	1892	Casselman, Ont.	51 5	14 5	4 3	36	A. L. Hurlbise, Montreal.	
				1882	Japan	76 5	21 6	8 7	70	William Grant, Victoria, B.C.	

Marine and Fisheries—List of Shipping.

														Classed Bureau Veritas.
100,530	Perfection	Parrsboro'	Bktn—Bkglt.	1893	Spencer's Island, N.S.	169	8	36	3	12	8	509	J. Spicer, N.S.	Spencer's Island, Veritas.
92,518	Pérl	St. Andrews	Schr—Glt	1888	Pennfield, N.B.	37	0	12	9	5	3	18	Martin, N.B.	Eldridge, Pennfield, N.B.
54,161	Perseverance	Halifax	do	1845	Westport, N.S.	49	8	14	9	6	2	24	E. Everett, Harbour, N.S.	Shatford, Indian N.S.
54,094	Perseverance	do	do	1861	Barrington, N.S.	48	5	14	4	7	1	25	Asa D. Crowell, N.S.	Barrington, N.S.
61,410	Perseverance	Chatham, N.B.	do	1871	Shippegan, N.B.	39	1	12	9	5	1	14	Malcolm McPhail, N.B.	Wellington, N.S.
33,614	Perseverance	Gaspé	do	1853	Gaspé, Que.	62	0	16	5	9	7	69	Francis Lizotte, Que.	St. Thomas, N.S.
33,353	Perseverance	Quebec	Barge	1851	Lotbinière, Que.	63	0	20	0	5	9	53	Charles Mathieu, Que.	Three Rivers, N.S.
43,485	Perseverance	do	Schr—Glt	1858	do	77	0	20	0	6	2	58	Antoine Lemay, Que.	Lotbinière, N.S.
73,975	Perseverance	do	Sloop	1874	Nicolet, Que.	53	5	13	0	5	1	21	Elzéar Weaner, Que.	Three Rivers, N.S.
85,451	Perseverance	do	Schr—Glt	1877	Ste. Croix, Que.	65	8	20	6	5	8	48	Albert Gosselin, Co. Lotbinière, Que.	St. Antoine, N.S.
	Perseverance	Kingston	Barge	1856	Opinicon Lake, Ont.	88	8	18	5	5	1	58	Gurney & Glidden, Ont.	Kingston, N.S.
103,122	Perseverance	St. Andrews	Schr—Glt	1895	St. Patrick, N.B.	48	6	16	9	4	8	21	C. D. Holt, N.S.	St. Patrick, N.B.
92,485	Persia	Windsor, N.S.	Bktn—Bkglt.	1886	Hantsport, N.S.	155	7	35	9	17	0	578	E. Churchill & Sons, N.S.	Hantsport, N.S.
92,366	Peruvian	Kingston	Sloop	1888	Seely's Bay, Ont.	97	0	18	0	4	5	54	B. B. Smith, N.S.	Stonnington, Ont.
75,822	Peter Mitchell	Port Hawkesbury	Schr—Glt	1878	Escuminac, N.B.	50	6	17	3	6	9	26	Wm. Power, N.S.	Pirate Cove, N.S.
37,497	Petite Rivière	Liverpool	do	1857	Petite Rivière, N.S.	59	8	18	5	7	5	40	J. Swain, N.S.	Barrington, N.S.
38,449	Petrel	Arichat	do	1863	L'Ardoise, N.S.	46	8	15	1	6	4	23	A. Boudrot, N.S.	Poulamond, C.B.
50,875	Petrel	Chatham, N.B.	do	1866	Madisco, N.B.	41	2	12	8	5	2	21	Robt. Armstrong, N.B.	Bathurst, N.S.
59,327	Petrel	St. Andrews	do		Tremont, U.S.	34	0	10	8	5	6	13	Wm. Holland, N.S.	Lepreaux, N.B.
71,394	Petrel	Parrsboro'	do	1878	Parrsboro', N.S.	58	1	20	4	6	2	59	W. H. Adams, N.S.	Parrsboro', N.S.
85,383	Petrel	Halifax	Sloop	1862	Halifax, N.S.	33	0	11	6	4	6	8	Gerald C. S. Handcock, N.S.	Halifax, N.S.
100,213	Petrel	do	Schr—Glt	1891	Dartmouth, N.S.	72	4	17	9	10	5	50	John Hayes, N.S.	Halifax, N.S.
100,742	Petrel	Windsor, N.S.	do	1867	Bath, U.S.	82	8	25	0	6	6	100	I. B. Slocumb, N.S.	Harbourville, N.S.
92,588	Petrel	Gaspé	do	1894	Grand River, Que.	36	6	12	0	5	2	13	J. LeBlanc, N.S.	Grand River, Que.
80,859	Phantom	Halifax	Sloop	1876	Dartmouth, N.S.	24	5	8	4	4	0	3	Henry M. Wyld, N.S.	Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
36,325	Phantom.....	Halifax.....	Schr—Glt	1860	La Have, N.S.....	75 2	23 6	9 9	85	Archibald W. McLachlan, Antigua, W. I.	
61,399	Phantom.....	Chatham, N.B.....	Schr—Glt	1871	Miramichi, N.B.....	47 6	14 2	5 7	17	John Read, Tidnish, N.S.....	
92,471	Phantom.....	Charlottetown.....	do	1888	Priest Pond, P.E.I.....	41 3	8 7	7 4	11	Donald C. Leslie, Priest Pond (Lot 46) P.E.I.	
100,510	Phantom No. 2.....	Victoria.....	Scow—Chd.	1891	Victoria, B.C.....	70 0	26 0	6 0	77	J. A. Sayward, Victoria, B.C.	
54,082	Pheasant.....	Amherst, M. I.....	Schr—Glt	1866	La Have, N.S.....	51 0	17 6	7 5	32	J. N. Arseneau, Magdalen Islands, Que.	
94,703	Phebe and Emma Small.....	Digby.....	do	1869	United States.....	74 7	21 3	7 8	70	C. H. Hannington, Sydney, C.B.	
100,870	Philip Kearney.....	Quebec.....	Barge	1881	Northumberland, N.Y.	94 8	18 4	8 2	119	F. E. Wright, (wife of A. K. Hansen) Quebec.	
71,645	Philippe.....	Montreal.....	Sloop.....	1873	Yamaska, Que.....	96 6	22 3	6 3	98	J. Courteau, Nicolet, Que.....	
103,248	Philippe.....	do	Barge	1894	Sorel, Que.....	106 0	21 7	8 2	131	N. Paul, Sorel, Que.....	
80,665	Philippe.....	Ottawa.....	do	1881	do	108 0	22 0	7 2	154	The Ottawa Trans. Co., Ltd. Ottawa, Ont.	
38,414	Philomel.....	Arichat.....	Schr—Glt	1861	River Bourgeois, C.B.	51 6	16 5	7 2	26	Joseph Salter, North Sydney, C.B.	
80,575	Philomén.....	Windsor, Ont.....	Scow—Chd.	1882	Belle River, Ont.....	69 0	17 2	3 6	38	John Forcier, Detroit, U.S.....	
33,355	Philomène.....	Quebec.....	Barge..	1854	Grondines, Que.....	67 8	20 8	5 8	53	Célestine Brunet, Deschambault, Que.	
33,366	Philomène.....	do	do	1857	St. Jean Deschailons, Que.	75 6	23 7	7 9	88	Leon Bernier, St. Jean Deschailons, Que.	

Marine and Fisheries—List of Shipping.

Number	Name	Origin	Year	Capacity	Weight	Value	Notes
43,495	Philomène	Quebec	1856	do	do	65 4	21 0
48,168	Philomène	do	1863	Grondines, Que.	72 1	22 5	7 3
55,931	Philomène	do	1863	do	84 0	24 0	7 5
69,580	Philomène	do	1873	Baie St. Paul, Que.	51 0	15 0	7 1
69,612	Philomène	do	1874	St. Irène, Que.	55 0	16 8	7 3
72,067	Philomène D.	Arichat	1881	River Bourgeois, C.B.	46 4	16 6	6 1
	Pebe Catharine	Picton, Ont.	1864	Picton, Ont.	97 0	22 0	8 7
75,445	Phœnix	Gaspé	1880	Esquimaux Point, Que.	45 5	17 1	6 9
85,620	Phœnix	Parraboro'	1883	Parraboro', N.S.	144 3	34 0	12 9
78,049	Pholine	Chatham, N.B.	1880	Buctouche, N.B.	49 0	15 2	6 5
71,206	Picton	Port Hope	1867	Picton, Ont.	98 7	22 7	9 5
32,931	Pied-Nez	Quebec	1855	Quebec	155 7	29 5	17 7
71,087	Pierre L. Pierce	Brockville	1866	Oswego, N.Y.	93 8	17 8	8 3
74,201	Pierreville	Montreal	1874	Pierreville, Que.	103 0	22 7	7 5
59,383	Pilgrim's Progress	St. Andrews	1859	Harperville, Maine, U.S.	39 0	12 0	5 3
37,212	Pilot	Digby	1884	Parraboro', N.S.	45 9	16 2	6 0
32,484	Pilot	Windsor, N.S.	1866	Cornwallis, N.S.	41 0	12 0	4 9
72,593	Pilot	Kingston	1866	Wilson, U.S.	63 0	15 5	5 8
80,067	Pilot	St. John, N.B.	1881	Port Lorne, N.S.	39 3	13 6	6 0
100,477	Pilot	Lunenburg	1892	LaHave, N.S.	52 9	18 6	7 3
72,674	Pilot	Victoria	1876	Portland, U.S.	122 0	24 0	11 0
90,761	Pinafore	Goderich	1885	Port Franks, Ont.	69 0	18 6	5 2
94,838	Pinafore	St. Andrews	1879	Boothbay, Maine, U.S.	37 1	15 0	5 5
	Pinta	Hamilton	1869	Port Nelson, Ont.	58 0	14 4	4 8
72,05	Pioneer	Arichat	1876	West Bay, C.B.	52 3	18 1	7 1

Classed Bureau Veritas.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
66,424	Pioneer.....	Charlottetown.....	Schr—Glt.....	1874 Murray Harbour, P.E.I.	49 8	16 0	6 8	31	Walter Millar, Murray Harbour, P.E.I.	
36,063	Pioneer.....	Halifax.....	do.....	1848 Eastport, U.S.....	49 8	16 8	5 6	27	Cornelius Hinson, Turk's Island, W.I.	
36,469	Pioneer.....	Chatham, N.B.....	do.....	1860 Shediac, N.B.....	36 0	11 7	4 4	10	T.B. Hannington, Shediac, N.B.	
77,866	Pioneer.....	Quebec.....	do.....	1878 Esquimaux Point, Que.	56 9	18 3	6 7	39	Wm. LeBrun, Esquimaux Point, Que.	
88,519	Pioneer.....	Sydney.....	do.....	1886 North Sydney, C.B.	85 2	24 7	9 5	106	J. Vooght, North Sydney, C.B.	
75,908	Pioneer.....	Victoria.....	do.....	1879 Kingston, N.B.....	68 7	21 9	8 4	66	W. E. Baker, Victoria, B.C.....	
92,595	Pioneer.....	Sydney.....	do.....	1887 Bras d'Or, C.B.....	36 0	11 6	5 2	9	Fred Richard, Bras d'Or, C.B.....	
100,144	Piper.....	Winnipeg.....	Barge.....	1892 Fort Frances, Ont.....	51 0	8 5	4 0	17	Edward W. Brydges, Rat Portage, Ont.	
77,632	Pirate.....	Kingston.....	Sloop.....	1879 Cranberry Lake.....	68 7	16 6	4 4	37	W. C. Gainsford, Seely's Bay, Ont.	
108,633	Pitre.....	Ottawa.....	Barge.....	1895 Kippewa, Ont.....	53 8	13 2	4 2	17	Alex. Lumsden, Ottawa, Ont.....	
53,797	Placid.....	Liverpool.....	Schr—Glt.....	1867 Liverpool, N.S.....	73 0	22 2	8 6	75	Wm. Pennington, Barrington, N.S.	
37,676	Planet.....	Halifax.....	Bgtm—Btgt.....	1861 Parrsboro', N.S.....	86 0	25 0	10 3	135	John Chisholm, Boston, U.S.....	
35,637	Planet.....	Liverpool.....	Schr—Glt.....	1848 Port Medway, N.S.....	47 4	15 7	7 1	28	H. P. Mitchell, Chester, N.S.....	
77,622	Pleasantville.....	Lunenburg.....	do.....	1879 Pleasantville, N.S.....	80 0	23 8	9 4	98	C. A. Bowlby, Port Medway, N.S.	

Marine and Fisheries—List of Shipping.

66,710	Pleades	Charlottetown	do	1874	Pubnico, N.S.	54	1	18	4	6	6	6	6	89	Robert McInnis, Wallace, N.S.				
85,641	Pleroma	Lunenburg	do	1883	Malone Bay, N.S.	81	5	24	4	9	3	9	3	95	Harry M. Wyde, Halifax, N.S.				
61,366	Plover	Chatham, N.B.	do	1872	Shippegan, N.B.	53	8	15	5	6	4	6	4	30	Philip Luce, Jersey				
64,620	Plover	Charlottetown	do	1871	Bay Verte, N.R.	40	2	13	5	6	2	6	2	19	A. Taylor, Margaree, C.B.				
80,301	Plymouth	Windsor, N.S.	Bk—Bq	1879	Hantsport, Hants Co., N.S.	198	0	40	0	23	3	13	2	132	E. Churchill & Sons, Hantsport, Hants Co., N.S.				
88,437	Polar Star	Halifax	Schr—Glt	1884	Sherbrooke, N.S.	49	5	17	1	7	2	7	2	28	Jas. McConnell, Port Hillford, N.S.				
66,747	Polar Star	Liverpool	do	1875	Liverpool, N.S.	73	6	22	2	8	2	8	2	75	Charles Stewart, St. Peters, C.B.				Classed Bureau Veritas.
	Pomona	Halifax	do	1847	Shelburne, N.S.	70	5	17	3	10	0	10	0	84	Alex. McNaughton, Shelburne, N.S.				
64,971	Pontiac	Quebec	Barge	1871	Quebec	105	0	22	6	7	0	7	0	129	J. B. Blanchard, Montreal, Que.				
103,437	Pontiac	Ottawa	do	1889	Buckingham, Que.	54	0	18	7	4	4	4	4	33	W. J. Poupore, Morrisburgh, Ont.				
63,473	Porpoise	St. Andrews	Schr—Glt	1860	Lubec, Maine, U.S.	52	7	17	8	6	0	6	0	32	Jas. W. Ingersoll, Grand Manan, N.B.				
	Portland	Kingston	Barge	1863	Bedford Mills, Ont.	108	0	20	7	7	5	7	5	183	J. B. Cantin, Montreal, Que.				
83,298	Portsmouth	do	do	1882	Ottawa, Ont.	108	0	22	8	7	0	22	8	126	S. T. Easton, Ottawa, Ont.				
103,196	Potance	Liverpool	Schr—Glt	1884	Liverpool, N.S.	110	6	27	8	14	8	14	8	231	Joseph Inness, et al Liverpool, N.S.				Classed American Record.
42,749	Powerful	Quebec	Barge	1862	Quebec	140	0	30	2	8	9	8	9	283	Montreal Transportation Co., Montreal, Que.				
71,085	Precursor	Barrington	Schr—Glt	1876	Tusket, N.S.	62	0	20	0	7	0	7	0	46	O. Taylor, Port La Tour, N.S.				
100,738	Preference	Windsor, N.S.	Schr—Glt	1883	Canning, N.S.	126	0	30	0	10	7	10	7	243	W. H. Baxter, Canning, N.S.				Classed Bureau Veritas and American Record.
59,252	Prentice Boys	St. John, N.B.	Wdht—Bab	1869	Greenwich, King's Co., N.B.	74	0	24	5	6	5	6	5	68	Roderick A. Cameron, St. John, N.B.				
80,065	Prescott	do	Schr—Glt	1881	Calais, Maine, U.S.	75	0	25	1	6	8	6	8	73	John Prescott, Calais, Maine, U.S.				
	President	St. Catharines	Scow—Chd	1869	St. Catharines, Ont.	112	4	22	0	7	7	7	7	189	Abraam Bradley, Merriton, Ont.				
97,329	Pretoria	Quebec	Schr—Glt	1889	Humber Sound, Nfld.	99	5	16	2	10	7	10	7	179	A. Bélanger, Montmagny, Que.				
37,374	Pricilla	Liverpool	do	1847	Gut of Canso, N.S.	37	5	11	4	5	5	5	5	18	J. McKenzie, Canso, N.S.				
85,416	Pride of America	St. Catharines	Bgin—Btgt.	1867	St. Catharines, Ont.	133	0	23	3	12	2	12	2	285	Michael Ryan, Quebec				
36,067	Pride of the North	Halifax	Schr—Glt	1857	Shelburne, N.S.	61	6	6	9	7	4	7	4	40	Edward H. Nickerson, Barrington, N.S.				
41,776	Primrose	Liverpool	do	1858	LaHave, N.S.	52	1	17	5	7	2	7	2	31	Wm. H. Paint, Port Hawkesbury, C.B.				

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10chs.	Ft. 10chs.	Ft. 10chs.			
33,264	Primrose	Quebec	Schr—Glt	1856	St. Irénée, Que	63 1	18 0	8 8	61	J. Le Brun, Rivière Ouelle, Que	
46,175	Primrose	do	do	1850	St. Thomas, Que	57 0	17 6	7 7	57	R. Hudson, jun., Quebec	
92,571	Primrose	Halifax	do	1887	Chester, N.S.	37 8	13 8	6 2	14	Walter C. Boak, Halifax, N.S.	
90,873	Primrose	Yarmouth	do	1886	Maitland, N.S.	53 3	19 3	7 1	34	Wm. McKenzie, Maitland, N.S.	
100,066	Primrose	St. John, N.B.	Bktn—Bhght.	1891	St. John, N.B.	143 4	33 2	11 4	376	H. J. Olive, St. John, N.B.	Classed Bureau Veritas.
75,704	Prince	Yarmouth	Schr—Glt	1874	Cape St. Mary, N.S.	38 0	13 4	5 1	10	A. Trahan, Pubnico, N.S.	
37,605	Prince Consort	Halifax	do	1857	Mahone Bay, N.S.	56 8	18 2	7 4	38	Joseph Shankel, St. Margaret's Bay, N.S.	
92,663	Prince Edward	Ottawa	Barge	1887	Summerside, P.E.I.	47 4	15 0	5 6	18	The Minister of Marine and Fisheries, Ottawa.	
42,014	Prince L. Bosc.	Digby	Schr—Glt	1884	Granville, N.S.	59 4	16 3	8 3	65	G. A. V. Paw, Halifax, N.S.	
46,165	Prince de Galles	Quebec	do	1860	Malbaie, Que	57 6	18 0	6 3	38	Alector Dufour, Malbaie, Que	
73,130	Princeport	Truro	do	1883	Princeport, N.S.	83 2	24 1	9 7	122	N. F. Marshall, Middleton, N.S.	
70,282	Princess	Montreal	Barge	1874	Montreal	142 0	26 6	10 2	300	Kingston and Montreal Forwarding Co.	
80,963	Princess	Sydney	Schr—Glt	1880	Glace Bay, C.B.	32 4	11 9	5 4	10	W. H. McAlpine, Louisbourg, C.B.	
77,736	Princess	Digby	do	1857	Port Gilbert, N.S.	88 2	25 0	9 4	137	Jones Morehouse, et al, Bright-on, N.S.	

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100,219	Princess	Halifax	do	1889	Chezetcook, N.S.	42	8	14	7	5	2	16	John Bellfontain, Chezetcook, N.S.
50,796	Princess Alice	do	do	1846	New Dublin, N.S.	52	0	16	9	7	3	34	Neil Currie, Golderville, N.S.
83,287	Princess Louise	Annapolis	do	1883	Granville, N.S.	47	2	16	2	6	5	21	Joseph Hall, Granville, N.S.
78,044	Princess Louise	Chatham, N.B.	do	1879	Chatham, N.B.	49	0	16	2	6	3	21	R. R. Call, Newcastle, N.B.
38,407	Princess Royal	Arichat	do	1860	L'Ardoise, N.S.	48	1	16	5	7	0	29	J. T. Jean, Arichat, C.B.
83,265	Prize (The)	Annapolis	do	1885	St. John, N.B.	32	0	10	0	4	4	7	Sydney Oliver, Granville, N.S.
34,718	Proctor	Digby	do	1885	Granville, N.S.	45	5	13	4	6	8	30	Robert Beeler, Clements, N.S.
74,332	Proditor	Halifax	do	1877	Argyle, N.S.	67	0	20	5	7	7	54	Placide LeBlanc, Cheticamp, C.B.
42,437	Progress	Gaspé	do	1872	Esquimaux Point, Que.	60	8	20	9	8	0	52	N. Boudreau, Esquimaux Point, Que.
77,620	Progress	Lauenburg	do	1873	Lauenburg, N.S.	69	6	21	4	8	2	73	Constant Church, Chester, N.S.
72,986	Progress	Quebec	do	1875	Malbaie, Que.	54	4	17	8	7	1	39	Fabien Cloutier, Quebec
59,241	Progress	St. John, N.B.	do	1869	Grand Land, Queen's Co., N.B.	73	6	24	8	6	8	93	Chipman G. Colwell, St. John, N.B.
94,677	Progress	Halifax	do	1889	Spry Bay, N.S.	39	4	12	7	5	6	14	Robert Leslie, Halifax, N.S.
80,369	Promise	Parrsboro'	do	1879	Princeport, N.S.	37	5	13	1	6	0	16	Albert Cressley, Cheverie, N.S.
38,081	Promoter	Yarmouth	do	1859	Pubnico, N.S.	70	9	18	9	7	8	58	N. Crowell, Barrington, N.S.
36,173	Propeller	Halifax	do	1858	Barrington, N.S.	31	2	11	3	4	9	25	George Smith, Barrington, N.S.
50,240	Prospect	Annapolis	do	1866	Granville, N.S.	47	0	25	6	6	5	24	T. D. Neary, Musquash, N.B.
72,101	Prospect	St. John, N.B.	Wdht—Bab.	1874	Canning, Queen's Co., N.B.	76	0	27	5	7	1	81	Thomas A. Farris, Waterborough, N.B.
46,679	Prosperity	Quebec	Barge	1853	Sorel, Que.	98	6	23	7	7	0	96	Jos. Bertrand, Champlain, Que.
73,082	Protecteur	Montreal	Sloop	1874	St. Marcel, Que.	102	0	22	4	6	2	100	Moise Robidoux, Yamaska, Que.
38,322	Providence	Arichat	Schr—Glt	1839	Arichat, C.B.	66	0	19	5	9	0	56	Joseph Boutin, Arichat, C.B.
72,076	Providence	Chatham, N.B.	do	1874	Shippegan, N.B.	36	4	12	1	4	5	12	J. Robichaud, Shippegan, N.B.
74,231	Providence	Montreal	Sloop	1872	St. François, Que.	94	0	22	0	5	4	82	M. Larammie, St. Louis Que.
77,588	Providence	do	do	1875	Yamaska, Que.	99	6	23	0	6	4	104	Joseph Laforets, Sorel, Que.
73,069	Providence	do	do	1874	Pierreville, Que.	97	4	23	0	6	0	93	J. Desmarais, Pierreville, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
53,835	Providence	New Carlisle.	Schr—Glt	1865	Caraquet, N.B.	65 6	18 0	7 9	48	W. L. Fauvelle, Paspébiac, Que.	
32,950	Providence	Quebec.	do	1847	Quebec.	46 4	15 8	7 6	43	Wm. Raymond, Cacouna, Que.	
32,996	Providence	do	do	1855	St. Nicholas, Que.	60 0	20 0	6 3	51	Victor Roberge, St. Nicholas, Que.	
33,030	Providence	do	Barge	1855	Gronlines, Que.	65 0	22 0	7 8	75	Olivier Rivard, Gronlines, Que.	
33,075	Providence	do	Schr—Glt	1855	Deschambault, Que.	65 6	22 0	7 2	69	Onésime Paquet, Deschambault, Qué.	
32,985	Providence	do	do	1852	St. André, Que.	61 9	19 0	9 4	62	Syfrois Lapointe, St. André, Que.	
41,939	Providence	do	Barge	1854	Batican, Que.	57 0	19 0	5 1	32	Hubert Perrault, Gentilly, Que.	
51,521	Providence	do	do	1864	Gentilly, Que.	88 0	22 0	7 6	101	E. Courteau, St. Pierre les Bécquets, Que.	
52,470	Providence	do	Schr—Glt	1865	Ste. Luce, Que.	66 3	18 0	8 9	68	Aimé Fournier, Cap St. Ignace, Que.	
33,055	Providence	do	Barge	1852	Gronlines, Que.	70 0	21 1	7 6	86	Geo. Gignac, Portneuf, Que.	
69,592	Providence	do	Schr—Glt	1873	Kamouraska, Que.	61 6	18 5	6 6	45	Martial Saingelet Les Escoumains, Que.	
74,269	Providence	do	do	1876	Baie St. Paul, Que.	67 6	19 7	9 0	75	François M. Audet, Quebec	
53,889	Providence	do	Barge	1864	Gronlines, Que.	68 0	22 0	7 4	66	Azarias Duford, Gronlines, Que.	
85,461	Providence	do	Schr—Glt	1852	Gentilly, Que.	77 0	22 5	7 0	78	A. Hamel, Ste. Croix, Que.	

Marine and Fisheries—List of Shipping.

96,752	Providence	Chatham, N.B.	do	1889	Shippagan, N.B.	34	5	13	4	4	5	11	D. Chaisson, Shippagan, N.B.
96,740	Providence	do	do	1890	Carsquet, N.B.	38	5	12	4	5	0	13	P. Albert, Carsquet, N.B.
100,184	Providence	Montreal	Sloop	1801	Yamaaka, Que.	106	1	22	9	7	8	138	Alphonse Desrosiers, Lanoraie, Que.
35,884	Prowess	Lunenburg	Schr—Glt	1852	La Have, N.S.	54	8	16	0	8	0	39	Michael Burke, Main-à-Dieu, C.B.
94,741	Prudent	St. John, N.B.	do	1888	Portland, N.B.	93	9	26	6	7	6	124	John M. Taylor, St. John, N.B.
77,633	Prussia	Kingston	do	1879	Garden Island, Ont.	134	0	26	0	13	3	376	John S. Nesbit, Sarnia, Ont.
80,858	Psyche	Halifax	Sloop	1876	Halifax, N.S.	25	0	7	8	4	0	4	Franklin S. West, Halifax, N.S.
103,080	Parinigan	Chatham, N.B.	Schr—Glt	1894	Shippagan, N.B.	35	2	12	6	4	8	11	T. Ahier, Shippagan, N.B.
100,843	Puma	Lunenburg	do	1895	La Have, N.S.	64	6	20	6	8	2	58	S. Pentz, La Have, N.S.
88,246	Puritan	Deseronto	Sloop	1888	Deseronto, Ont.	109	3	24	6	7	1	136	The Rathbun Co., Deseronto, Ont.
94,774	Puritan	Lunenburg	Schr—Glt	1888	Chester Basin, N.S.	84	0	24	0	9	2	94	James W. Greaser, La Have, N.S.
36,058	Pureuit	Halifax	do	1852	Barrington, N.S.	57	7	16	9	8	0	55	George Hopkins, Halifax, N.S.
37,310	Quail	Yarmouth	Schr—Glt	1854	Yarmouth, N.S.	30	9	10	9	5	7	17	B. Crowell, Barrington, N.S.
38,773	Quartette	Halifax	do	1868	Wallace, N.S.	67	5	21	5	8	0	63	Harris Hubley, St. Margaret's Bay, N.S.
46,504	Quebec	Montreal	Barge	1852	Quebec	90	0	24	5	9	0	132	Prosper Laplante, Lachine, Que.
	Quebec	Kingston	do	1862	Garden Island, Ont.	114	0	22	0	10	0	234	Montreal Transportation Co., Montreal
59,319	Queen	Annapolis	Schr—Glt	1848	Essex, U.S.	45	7	14	6	6	2	24	W. A. Parker, Annapolis, N.S.
42,378	Queen	Halifax	do	1863	Chestercook, N.S.	38	0	12	9	5	5	13	Joseph Julien, Chestercook, N.S.
	Queen	Montreal	Barge	1857	Rivière du Loup, Que.	103	0	21	6	7	2	149	J. B. Foirier, Lachine, Que.
100,967	Queen	Chatham, N.B.	Schr—Glt	1888	Carsquet, N.B.	35	2	12	1	4	6	10	R. Young, Carsquet, N.B.
103,476	Queen Charlotte	Victoria	do	1895	Masset, B.C.	52	0	16	0	5	5	25	A. Brown, Massett, B.C.
103,474	Queen May	do	do	1895	Victoria, B.C.	43	0	13	0	4	6	19	B. Stone, Victoria, B.C.
55,918	Queen Victoria	Quebec	do	1867	Grondees, Que.	83	5	23	5	8	5	105	D. Banville, Matane, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10 Ins	Ft. 10ths	Ft. 10ths			
52,179	Queen of Clippers.	St. John, N.B.	Wdgt—B&b	1865	Grand Lake, Queen's Co., N.B.	72 5	24 0	6 5	66	Joseph M. Belyea, Greenwich, King's Co., N.B.	
	Queen of the Bay.	Kingston	Schr—Glt	1858	Kingston, Ont	69 8	16 8	6 1	75	E. Yolt, Wolfe Island, Ont.	
36,136	Queen of the East.	Guyaboro'	do	1857	Chezetcook, N.S.	48 8	15 9	6 4	25	S. Sweet, Isaac's Harbour, N.S.	
69,187	Queen of the Fleet.	Lunenburg	do	1874	Lunenburg, N.S.	61 0	20 3	7 6	46	W. H. Brookfield, Halifax, N.S.	
77,626	Queen of the Lakes.	Kingston	do	1863	Portsmouth, Ont	128 0	23 3	10 3	190	George A. Richardson, Kingston, Ont.	
	Queen of the North.	Toronto	Brig—Bk	1861	Nottawasaga, Ont.	125 0	23 2	10 8	347	Henry M. Jackman, Toronto, Ont.	
100,057	Quetsy	St. John, N.B.	Schr—Glt	1891	St. John, N.B.	94 4	26 2	7 5	123	John M. Taylor, St. John, N.B.	
96,761	Quick	Port Hawkesbury.	do	1867	Cheticamp, C.B.	39 4	13 4	5 1	13	Philip Le Montais, Cheticamp, C.B.	
53,596	Quick March	Halifax.	do	1866	Barrington, N.S.	72 8	21 6	8 7	76	Isaac Nickerson, Barrington, N.S.	
57,681	Quick Step.	do	do	1868	Jeddore, N.S.	43 6	15 2	6 0	21	John McKinnon, West Bay, N.S.	
69,191	Quickstep	do	do	1874	La Have, N.S.	47 0	16 7	6 8	25	John H. Fader, St. Margaret's Bay, N.S.	
69,959	Quickstep	Port Hawkesbury.	do	1875	Port Hawkesbury, C.B.	55 0	17 0	6 9	35	Lewis Murray, Port Richmond, C.B.	
38,115	Quickstep	Yarmouth.	do	1860	Yarmouth, N.S.	38 0	12 6	6 0	13	H. Cann, Yarmouth, N.S.	
46,485	Quickstep	Port Hawkesbury.	do	1865	Malhane Bay, N.S.	64 4	20 1	7 8	40	Walter Murray, Port Hawkesbury, C.B.	

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41,982	Quickstep	Quebec	do	1854	Buffalo, U.S.	46 8	13 4	4 9	20	A. E. Talbot Ste. Anne de la Pocatière, Que.
88,504	Quickstep	Sydney	do	1884	Lingan, C.B.	38 0	12 4	5 3	12	Fredk. Marsh, Lingan, C.B.
77,975	Quickstep	Victoria	Sloop	1877	Seattle, U.S.	38 5	15 0	4 4	14	Wm. Charles, Victoria, B.C.
83,392	R. L. T.	Lunenburg	Bgtm—Bkgt.	1881	Five Islands, N.S.	134 4	28 7	13 0	445	Edward E. Hutchings, New York City.
57,732	R. N. B.	Windsor, N.S.	Schr—Glt	1869	Londonderry, N.S.	56 8	17 5	6 8	37	Isaac Fulmore, Five Islands, N.S.
74,064	R. A. Smith	Windsor, Ont.	Socw—Chd	1877	River Thames, Ont.	40 0	12 6	3 2	11	Horace Bartlett, Sarnia, Ont.
77,991	R. C. W. MacCusaig	Ottawa	Barge	1879	Hull, Que	108 0	22 7	7 7	165	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
85,357	R. D. Savage	do	do	1882	do	109 0	22 6	6 4	126	James Williamson, Grenville, Que.
94,847	R. H. Brown	Windsor, Ont.	Schr—Glt	1882	Marine City, U.S.	63 0	17 2	6 2	51	John Cadarette, Belle River, Ont.
100,806	R. J. Morse	Victoria	do	1892	Fairhaven, U.S.	45 0	14 6	6 6	23	James Hunter, Victoria, B.C.
100,113	R. L. Dewis	Parrsboro'	do	1891	Advocate, N.S.	126 0	32 6	11 8	325	Robert Dewis, Advocate, N.S.
80,669	R. O. Byers	Ottawa	Barge	1881	Montebello, Que.	106 9	22 5	6 8	143	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
88,328	R. S. McKenzie	do	do	1881	Hull, Que	109 4	21 7	7 9	154	do do
80,894	R. W. Cooper	do	do	1880	Ottawa, Ont.	110 3	22 6	7 7	161	do do
69,203	R. W. Smith	Lunenburg	Schr—Glt	1875	Lunenburg, N.S.	72 0	22 7	8 4	74	Domatilda Boudrot, West Arichat, C.B.
100,474	R. Bestice	do	do	1892	Malone Bay, N.S.	41 6	14 4	6 4	19	Jas. Morash, Dover, N.S.
92,375	R. Carson	St. John, N.B.	do	1888	St. Martin's, N.B.	80 8	27 2	7 5	108	Robt. Carson, St. Martin's, N.B.
88,452	R. Ferguson	Arichat	do	1886	Soldier's Cove, N.S.	44 1	15 3	6 4	24	Allan J. McDonald, Soldier's Cove, N.S.
72,285	R. Knight	St. John, N.B.	Wdht—Rab	1875	Cambridge, Queen's Co., N.B.	67 3	22 0	6 0	47	Enoch Nightingale, Newcastle, Queen's Co., N.B.
85,772	R. Lepine	Montreal	Barge	1884	Monte Bello, Que	112 3	22 7	6 2	128	Wm. Owens, Stonefield, Que.
88,279	R. Morrow	Maitland	Bk—Bq	1884	Maitland, N.S.	194 4	37 6	22 2	1156	Alex. Roy, Maitland, N.S.
92,544	Rachel	Montreal	Barge	1887	Yamaska, Que	108 5	23 0	8 1	149	P. Letrendre, Yamaska, Que.
55,568	Ragnar	Pictou, N.S.	Ship—3 m.	1871	New Glasgow, N.S.	180 7	35 2	21 7	993	Thos. B. Neals, Liverpool, G.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage.				
						Feet.	Feet.	Feet.	Tons.				
71,091	Rainbow	Belleville	Schr—Glt	1875	Picton, Ont.	60	16	5	0	40	Geo. Cousins, Belleville, Ont.		
38,838	Rainbow	Halifax	do	1836	Argyle, N.S.	32	5	10	6	12	Thos. Young, Halifax, N.S.		
64,875	Rainbow	do	do	1853	Jeddore, N.S.	40	7	13	6	27	Luke Blakeney, Jeddore, N.S.		
80,738	Raine St. Michelle Maria.	Quebec	Sloop	1890	La Petite Rivière, François-Xavier, Q.	51	2	16	5	27	Bernard Tremblay, La Petite Rivière, St. François-Xavier, Q.		
103,074	Raleigh	Chatham, N.B.	Schr—Glt	1890	Shippegan, N.B.	35	0	12	7	10	W. S. Loggie, Chatham, N.B.		
90,593	Ralph	Lunenburg	do	1886	Petite Rivière, N.S.	60	8	19	6	77	Samuel J. Balcom, Halifax, N.S.	Classed English	
96,927	Ramona	Charlottetown	Bktn—Bkgt.	1890	Bideford, P. E. I.	149	5	30	2	404	Wm. Richards, Bideford, P. E. I.	Lloyds.	
42,081	Randolph P.	Digby	Schr—Glt	1861	Westport, N.S.	40	8	14	5	57	C. A. McDonald, Westport, N.S.		
41,568	Ranger	Gaspé	do	1860	St. John's, Nfld.	55	8	18	0	42	Joshua Gallant, Grand Digue, N.B.		
75,441	Ranger	do	do	1860	Sandy Beach, Que.	41	8	12	3	53	Thos. Whittle, Anticosti		
41,649	Ranger	Picton, N.S.	do	1859	Tatamagouche, N.S.	47	8	15	5	65	Mrs. James (Mary L.) Kitchen, River John, N.S.		
77,913	Ranger	Port Hope	do	1877	Suspension Bridge, U.S.	65	0	12	5	42	N. Witherby, Belleville, Ont.		
32,965	Ranger	Quebec	do	1849	Bras d'or, Labrador.	49	0	13	2	67	Wm. Shucklinock, Bras d'or, coast of Labrador.		
51,520	Ranger	do	Barge	1864	Quebec	153	6	24	7	11	0	Augustin Morin, Montreal	

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54,496	Ranger	St. John, N.B.	Schr—Glt	1867	Grand Lake, Queen's Co., N.B.	73 5	24 5	6 8	70	D. A. Vail, Cambridge, N.B.	Classed Bureau Veritas.
100,820	Ranger	Barrington	Schr—Glt	1895	Barrington, N.S.	36 0	11 6	4 2	11	T. A. Nickerson, Barrington, N.S.	
100,979	Ranger	Chatham, N.B.	do	1888	Caraquet, N.B.	36 0	12 1	4 4	10	C. De Gruchy, Caraquet, N.B.	
72,215	Rangola	St. John, N.B.	do	1875	Tynemouth Creek, St. John, N.B.	75 0	24 5	6 3	76	James G. McLean, St. Martin's N.B.	
	Raoul	Montreal	Barge	1869	St. Francis, Que.	94 8	18 8	5 1	100	Wm. McCaffrey, Ottawa, Ont.	
71,093	Rapid	Belleville	Schr—Glt	1873	Unknown	54 0	15 0	5 0	26	Wm. R. Crosby, Port Credit, Ont.	
	Rapid	Halifax	do	1854	Ship Harbour, N.S.	67 1	17 9	8 5	63	Abraham Bollong, Pope's Harbour, N.S.	
72,255	Rapid	Quebec	Bgtn—Bkght.	1876	Rothessy, King's Co. N.B.	120 5	28 4	13 0	325	J. A. Maguire, Quebec	
72,285	Rapid	Kingston	Barge	1874	Quebec	124 5	24 4	9 0	221	The Kingston and Montreal For'ding Co., Kingston, Ont.	
35,996	Rapid	Yarmouth	Schr—Glt	1863	Ragged Island, N.S.	49 5	5 2	6 0	22	A. Barclay, Yarmouth, N.S.	
80,528	Rapid City	Toronto	do	1884	Bronte, Ont.	70 0	19 4	3 7	37	James Matthews, Toronto, Ont.	
100,473	Rapture	Lunenburg	do	1892	La Have, N.S.	64 6	20 6	8 2	57	Albin Moser, Lunenburg, N.S.	
	Rattlesnake	St. Catharines	Scow—Ch'd	1869	Port Dalhousie, Ont.	96 0	20 0	9 6	114	Geo. A. Clarke, Port Dalhousie, Ont.	
103,256	Raven	St. John, N.B.	Schr—Glt	1895	Greenwich, N.B.	53 4	18 9	5 3	47	A. J. Gorham, Greenwich, N.B.	Classed American Record.
103,287	Ravon	Chatham, N.B.	do	1895	Shippegan, N.B.	35 0	12 3	4 8	11	T. Ahier, Shippegan, N.B.	
100,272	Ravola	Windsor, N.S.	do	1892	Salmon River, N.S.	88 4	28 0	8 9	130	J. Willard Smith, St. John, N.B.	
92,631	Ray	Lunenburg	do	1878	La Have, N.S.	33 6	11 2	4 5	11	Timothy Redden, Chester, N.S.	
94,796	Reaburn	Richibucto	do	1893	Kingston, N.B.	76 4	22 3	8 9	74	H. and H. McLean, Kingston, N.B.	
75,489	Reality	Charlottetown	Schr—Glt	1877	Tignish, P.E.I.	54 8	17 8	6 6	39	Alex. J. McFaden, Tignish, P.E.I.	
80,515	Rebecca W.	Windsor, N.S.	do	1881	Tenecape, N.S.	45 0	17 0	6 0	27	Fred. Parker, Hall's Harbour, N.S.	
72,960	Red Bird	St. Catharines	Scow—Ch'd	1870	Hamilton, Ont.	64 0	17 3	4 4	39	Hy. Minnies, Welland, Ont.	
96,888	Red Island	Ottawa	Schr—Glt			102 0	22 0	10 6	152	The Minister of Marine and Fisheries, Ottawa.	
51,795	Red Jacket	Liverpool	do	1866	Lunenburg, N.S.	35 0	10 2	5 4	8	T. Purcell, Boston, U.S.	
103,272	Red Weasel	Chatham, N.B.	do	1893	Tracadie, N.B.	35 0	12 0	4 8	11	J. Young, Tracadie, N.B.	
36,065	Redan	Halifax	do	1856	Marie Joseph, N.S.	47 2	16 1	6 7	24	Robert Davis, Marie Joseph, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100lbs	Pt. 100lbs	Pt. 100lbs			
100,775	Redgauntlet.....	Chatham, N.B.....	Schr—Glt.....	1890	Caraquet, N.B.....	35 5	12 0	4 4	11	P. Rive, Caraquet, N.B.....	
88,324	Redoubtable.....	Quebec.....	do.....	1886	St. Alexis, Que.....	64 0	20 4	8 3	67	A. W. Dolbel, Grand Bay, Que.	
	Reeve.....	St. Catharines.....	Scow—Chd.....	1865	Thorold, Ont.....	78 0	20 0	6 0	100	E. Hoover, Wellandport, Ont..	
77,605	Reform.....	Lunenburg.....	Schr—Glt.....	1878	Bridgewater, N.S.....	64 5	21 0	8 0	56	Damase Burgon, St. Pierre Miquelon.	
50,756	Regent.....	Halifax.....	do.....	1864	Mira Bay, N.S.....	80 0	23 4	10 3	101	Roderick McDonald, Mira Bay, N.S.	
85,748	Regina.....	Quebec.....	do.....	1883	Ste. Anne des Monts, Que.	71 5	22 4	7 9	79	Charles Bertrand, Isle Verte, Que.	
103,613	Regina.....	do.....	Sloop.....	1894	Bay St. Paul, Que.....	51 6	18 9	5 0	27	A. Lavoie, Bay St. Paul, Que..	
85,423	Regina.....	Montreal.....	Schr—Glt.....	1886	Kingston, Ont.....	171 0	25 7	11 3	411	Montreal Transportation Co., Montreal.	
83,133	Regina B.....	Halifax.....	do.....	1881	La Have, N.S.....	75 3	22 4	8 6	79	Thos. Smith, Chezetcook, N.S.	
66,073	Regina Caeli.....	Quebec.....	Barge.....	1872	Ste. Croix, Que.....	73 2	19 0	6 4	54	F. X. Sevigny dit Lafleur, St. Antoine de Tilly, Que.	
34,854	Reindeer.....	Halifax.....	Schr—Glt.....	1844	Placentia, Nfld.....	49 4	14 4	7 0	37	Jas. Cunningham, Barrington, N.S.	
90,569	Reindeer.....	Toronto.....	do.....	1886	Port Credit, Ont.....	44 5	13 4	3 6	14	Benjamin Brownlin, Port Credit Ont.	
64,993	Reine Elizabeth.....	Quebec.....	do.....	1871	Portneuf, Que.....	80 0	22 5	8 5	109	Eusébe Lacourcière, Batiscan, Champlain Co., Que.	
37,067	Reine Victoria.....	do.....	do.....	1860	Ste. Anne, Que.....	57 6	19 5	5 5	40	Jos. Caron, St. Roch des Aulnets, Que.	

Marine and Fisheries—List of Shipping.

42,707	Reine Victoria	Quebec	do	1859	Batiscan, Que	96 0	22 5	6 4	87 Omer Lafleur, Ste. Croix, Que.
64,977	Reine Victoria	do	do	1871	Champlain, Que.	92 0	22 0	8 4	116 Wm. Carrier, Quebec
77,599	Reine des Anges	do	Sloop	1879	St. Marcel, Que.	87 5	21 0	5 4	73 A. Hamel, Lotbinière, Que.
33,168	Reine des Anges	do	Barge	1855	St. Jean Deschailons, Que.	68 4	22 0	6 9	62 Téléphore L'Hérault, St. Jean Deschailons, Que.
64,943	Reine des Anges	do	do	1871	Grondines, Que.	86 6	22 0	8 2	100 J. A. Maguire, Quebec
64,976	Reine des Anges	do	do	1857	Champlain, Que.	76 7	22 1	7 6	89 Adolphe Toupin, Champlain, Que.
92,539	Reine des Anges	Montreal	Sloop	1887	Yamaska, Que.	77 8	22 3	5 7	91 Luisten St. Pierre, Sorel, Que.
43,477	Reine du Lac	Quebec	Schr—Glt	1861	Three Rivers, Que.	69 0	23 3	7 1	72 Pierre Giroux, Three Rivers, Que.
83,496	Rejoinder	Liverpool	do	1884	Vogler's Cove, N.S.	60 0	20 0	8 0	52 Alex. Rose, Fortune Bay, Nfld.
72,985	Relief	Wallaceburg	Barge	1875	Port Lambton, Ont.	89 0	19 7	4 0	50 James O'Leary, Port Lambton, Ont.
59,178	Relief	St. John, N.B.	Wdbrt—Bab	1868	First Range, Queen's Co., N.B.	74 6	24 6	6 7	69 Melvin McKiel, Greenwich, N.B.
	Relief	Montreal	Barge	1871	Sorel, Que.	101 1	22 8	7 3	149 J. LaRivière, St. Aime, Que.
80,736	Rena	Quebec	do	1876	Ste. Anne de la Pérade, Que.	77 7	23 7	6 6	75 Antoine Leveillé, Batiscan, Que.
33,317	Renard	do	Schr—Glt	1857	Malbaite, Que.	44 0	14 4	6 2	23 Sylvain Tremblay, St. Irénée, Que.
42,231	Renfrew	Halifax	do	1861	Isaac's Harbour, N.S.	56 4	18 9	7 7	41 Siméon Poerier, D'Escousse, C.B.
100,952	Replevin	Chatham, N.B.	do	1890	Carasquet, N.B.	36 6	12 3	4 2	10 G. Romeril, Paspébiac, Que.
85,588	Reporter	St. John, N.B.	do	1883	Wickham, N.B.	86 0	26 2	7 8	123 R. C. Elkin, St. John, N.B.
97,142	Republic	St. Andrews	do	1836	Haddam, Conn., U.S.	65 6	22 3	7 9	70 Wm. Carson, St. Andrews, N.B.
83,283	Rescue	Annapolis	do	1883	Clementsport, N.S.	43 9	14 9	6 0	17 Joseph Burrill, Clementsport, N.S.
77,787	Rescue	Halifax	do	1881	Port Medway, N.S.	42 9	14 6	6 2	19 Henry Fader, Dover, N.S.
	Resolute	Toronto	do	1857	Port Credit, Ont.	70 0	17 0	5 8	86 Jos. Hartgrove, Milford, Ont.
85,627	Restive	Charlottetown	do	1884	Economy, N.S.	74 0	21 2	7 5	71 Jos. Read, Summerside, P.E.I.
83,132	Restless	Digby	do	1881	Vogler's Cove, N.S.	47 6	16 1	6 5	25 J. Coggins, et al, Westport, N.S.
51,671	Restless	Montreal	do	1859	Cleveland, U.S.	73 0	20 0	8 5	72 C. H. Dodge, Belmont, Ont.
100,511	Rewa	Parrsboro'	do	1892	Port Greville, N.S.	99 8	28 7	8 8	145 Wm. B. McLean, St. John, N.B.

Classed American Record.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
61,406	Reward	Chatham, N.B.	Schr—Glt	1871	Shippegan, N.B.	36 0	13 1	4 5	11	Joshua Alexandre, Shippegan, N.B.	
108,078	Reward	do	do	1894	do	37 6	13 0	5 3	13	J. DeGrâce, Shippegan, N.B.	
85,600	Rex	St. John, N.B.	do	1883	St. Martin's, N.B.	66 4	22 5	6 8	58	R. Carson, St. Martin's, N.B.	
49,473	Rhuana	Barrington	do	1864	Westport, N.S.	57 0	20 0	7 8	46	Wm. Henderson, Wallace, N.S.	
92,320	Rialto	Shelburne	do	1888	Liverpool, N.S.	60 0	20 0	7 5	46	Albert E. Thorburn, Shelburne, N.S.	
94,882	Richard	Montreal	Barge	1890	Sorel, Que	148 6	28 3	12 4	448	Chas. Richard, Sorel, Que.	
74,406	Richard	Chatham, N.B.	Bk—Bq.	1877	Richibucto, N.B.	134 0	30 6	18 6	531	H. O'Leary, Richibucto, N.B.	
55,911	Richard	Quebec	Sloop	1867	Quebec	35 2	14 0	4 1	11	Wm. Venner, Quebec.	
73,028	Richard B.	Amherst, M.I.	Schr—Glt	1890	Old Harry, Gaspé Co., Que.	51 0	17 8	7 7	32	W. G. Leslie, Grindstone Island, Que.	
37,172	Richard Simonds	St. John, N.B.	do	1861	Portland, St. John, N.B.	70 2	19 8	7 5	45	Edward J. Fletcher, St. John, N.B.	
	Richmond	Napanea	do	1857	Amherst Island, Ont.	83 0	17 7	6 2	81	John Keith, Colborne, Ont.	
72,059	Richmond Queen	Halifax	do	1877	Little River, N.S.	35 4	16 7	15 3	36	Arsène Doucet, Grand Etang, C.B.	
	Rideau	Kingston	Barge	1873	Kingston, Ont	105 6	22 8	6 3	144	George Chaffey, Kingston, Ont.	
100,932	Rideau	Ottawa	Dredge	1889	Welland, Ont.	70 8	25 4	4 4	137	Hon. J. G. Haggart, Ottawa, Ont.	

Marine and Fisheries—List of Shipping.

	Kingston	Sloop	1868	Battersea, Ont.	82	2	18	3	4	4	4	4	4	
Rideau Chief		Sloop	1868	Battersea, Ont.	82	2	18	3	4	4	4	4	4	55 P. W. Strong, Brockville, Ont.
75,554 Right Bower	Barrington	Schr—Glt	1860	Essex, U.S.	67	0	19	5	7	7	7	7	7	57 E. Newell, Barrington, N.S.
100,598 Riley	Montreal	Sloop	1891	Yanaska, Que.	127	6	26	0	10	0	10	0	10	245 P. Letendre, Yanaska, Que.
94,998 Ripley	Charlottetown	Schr—Glt	1859	Essex, U.S.	67	4	20	0	6	9	6	9	6	53 Daniel Sutherland, Stanley Bridge, P.E.I.
75,596 Ripple	Yarmouth	do	1877	Bear River, N.S.	41	8	14	4	6	9	6	9	6	19 Benjamin Davis, Yarmouth, N.S.
75,763 Ripple	Artchat.	do	1877	Port Medway, N.S.	39	4	15	2	5	3	5	3	5	17 Daniel McDonald, Ft. Richmond, C.B.
88,439 Ripple	Halifax	do	1884	Jeddore, N.S.	40	8	14	3	5	9	5	9	5	20 J. Landry, Petit de Grat, C.B.
80,393 Ripple	Parraboro'	do	1882	Farraboro', N.S.	42	5	14	2	6	1	6	1	6	16 Wm. Scott, Minasville, N.S.
48,132 Ripple	Quebec	do	1864	Isaac's Harbour, N.S.	70	0	21	8	9	1	9	1	9	78 F. Lachance, Crane Island, Que.
48,358 Ripple	Guyaboro'	do	1864	Indian Harbour, N.S.	46	0	15	0	5	5	5	5	5	21 W. R. Cutler, Arichat, C.B.
64,033 Ripple	Port Hawkesbury	do	1873	Digby, N.S.	54	0	17	5	6	3	6	3	6	34 Miriam J. Cruickshank, Port Richmond, C.B.
103,617 Ripple	Quebec	do	1894	Chateau Richer, Que.	68	2	22	2	7	2	7	2	7	73 W. Déchéne, Chateau Richer, Que.
75,591 Rise and Go	St. Andrews	do	1877	Clare, N.S.	43	0	14	9	5	1	5	1	5	16 W. O'Brien, Campobello, N.B.
75,575 Rising Dawn	Lunenburg	do	1877	La Have, N.S.	42	0	15	0	5	4	5	4	5	18 Fred. Boutilier, Indian Harbour, N.S.
96,806 Rising Sun	Halifax	do	1891	Chezetcook, N.S.	47	3	17	4	6	5	6	5	6	28 Geo. Julian, Chezetcook, N.S.
75,898 Risk	Parraboro'	do	1847	Kingston, Mass., U.S.	74	4	18	6	7	4	7	4	7	69 C. W. Baird, Parraboro', N.S.
92,475 Rita	Charlottetown	Bktn—Bghlt	1888	Bideford, P.E.I.	140	0	29	7	14	0	14	0	14	378 Wm. Richards, Bideford, P.E.I.
97,191 Rita	Chatham, N.B.	Schr—Glt	1890	Caracuet, N.B.	35	4	12	3	5	0	12	3	5	12 Chas. DeGruchy, Caracuet, N.B.
103,344 Rita	Montreal	Sloop	1895	Lachine, Que.	38	0	10	1	3	3	3	3	3	5 C. O. Clark, Coté St. Paul, Que.
59,462 Rival	Halifax	Schr—Glt	1870	La Have, N.S.	42	4	14	8	6	0	6	0	6	19 Henry Falkner, Jeddore, N.S.
74,098 Rival	do	do	1877	Chezetcook, N.S.	47	0	16	6	7	2	7	2	7	30 Jacob M. Mitchell, Jeddore, N.S.
88,223 River Belle	do	do	1881	Clyde River, N.S.	32	5	12	3	5	5	12	3	5	11 John D. Christian, Upper Prospect, N.S.
92,582 River Belle	Gaspé	do	1888	Barachois, Que.	73	0	21	0	9	5	21	0	9	82 C. Laflamme, Barachois, Gaspé, Que.
38,700 River Bride	Sydney	do	1872	Bras d'Or, C.B.	45	0	15	4	6	2	15	4	6	21 Peter Deveaux, Bras d'Or, C.B.
57,688 River Dale	Halifax	do	1868	La Have, N.S.	59	6	19	3	7	4	19	3	7	48 Thomas Adams, sr., Gaspé, Que.

Classed English
Lloyds and
American Re-
court.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
85,966	River Home.....	St. John, N.B.....	Wdbr—Bab.....	1882	Greenwich, N.B.....	76 0	27 0	6 5	75	John Kerrigan, Musquash, N.B.	
103,148	River Pride.....	Quebec.....	Schr—Glt.....	1894	Gaspé, Que.....	63 2	19 2	7 6	52	R. Boucher, Gaspé, Que.....	
69,194	River Queen.....	Halifax.....	do.....	1874	Piessantville, N.S.....	65 4	20 3	7 7	51	James Young, Codroy, Nfld.....	
75,547	River Rose.....	Barrington.....	do.....	1878	Port Clyde, N.S.....	57 0	14 4	5 9	13	Walter Coggin, Westport, N.S.	
75,803	River Side.....	Halifax.....	do.....	1877	Moses River, N.S.....	58 1	19 6	7 8	53	James Kerr, Moses River, N.S.	
75,706	River Side.....	Sydney.....	do.....	1878	George's River, C.B.	53 8	17 4	7 2	36	John H. Christie, Bras d'Or, C.B.	
85,590	Riverdale.....	St. John, N.B.....	Wdbr—Bab.....	1883	Waterborough, N.B.	75 3	26 3	7 0	84	N. C. Scott, St. John, N.B.....	
35,732	Rob Roy.....	Halifax.....	do.....	1825	Bermuda, W.I.....	62 6	19 8	10 3	74	George A. V. Paw, Halifax, N.S.	
100,319	Rob Roy.....	Yarmouth.....	do.....	1838	Lockeport, N.S.....	41 0	13 4	5 0	12	Freeman Lowe, Cape Island, N.S.	
100,566	Rob S.....	Halifax.....	do.....	1892	Mahone Bay, N.S.....	42 0	14 6	6 4	21	Geo. H. Marrayatt, Halifax, N.S.	
90,443	Robert Evans.....	Winnipeg.....	Barge.....	1885	Keewatin, Ont.....	52 6	13 5	3 5	29	The Keewatin Lumbering and Manufacturing Co. (Ltd.), Hamilton, Ont.	
100,516	Robert Ewing.....	Parrsboro'.....	Bktn—Bhgtl.....	1892	Advocate, N.S.....	142 4	33 3	12 0	421	Robert Dewis, Advocate, N.S.	Classed Bureau Veritas.
96,884	Robert F. Mason.....	Lunenburg.....	Schr—Glt.....	1890	Lunenburg, N.S.....	74 8	23 5	9 1	87	John Smith, Lunenburg, N.S.	
53,882	Robert Kerr.....	New Westminster.....	Barge.....	1866	Quebec.....	190 6	38 4	23 7	1123	Canadian Pacific Ry. Co., Mon- treal.	

Marine and Fisheries—List of Shipping

94, 921	Robert McDonald	Picton, Ont.	Schr—Glt	1890	Picton, Ont.	70 0	19 0	6 5	44 J. W. Hyatt, West Point, Ont.
50,784	Robert Noble	Halifax	do	1865	Mahone Bay, N.S.	74 0	22 1	7 4	83 Jos. LeGrandais, Bay St. George, Nfld.
80,384	Robert S. Besnard	Parrsboro'	Bk—Bq	1882	Eatonville, N.S.	191 0	38 8	23 0	1199 C. A. Palmer, St. John, N.B.
37,279	Robert Stone	Halifax	Schr—Glt	1849	Wilmot, N.S.	66 1	17 7	8 6	77 Isaac Roach, Wilmot, N.S.
103,100	Roberval	Montreal	Sloop	1894	St. Thomas, Que.	141 3	28 2	11 6	371 A. Manseau, St. Thérèse, Que.
92,575	Robinetta	Halifax	Schr—Glt	1888	Sambro, N.S.	36 8	12 7	5 6	14 Henry Harris, Halifax, N.S.
37,509	Rocket	Yarmouth	do	1855	Ragged Island, N.S.	49 2	13 3	5 8	15 M. D'Entremont, Pubnico, N.S.
83,075	Rockland	Ottawa	Barge	1881	Rockland, Ont.	110 3	22 0	6 6	136 The Ottawa Trans. Co. (Ltd.) Ottawa, Ont.
	Rodolphe	Montreal	do	1866	Yamaska, Que.	96 3	22 9	6 8	106 R. Savailé, Sorel, Que.
85,763	Roi des Eaux	do	Sloop	1883	Pierreville, Que.	96 3	23 0	6 0	96 D. Hamelin, Champlain, Que.
94,880	Roi des Eaux	do	do	1889	Yamaska, Que.	85 0	21 4	5 3	68 A. Desmarais, Pierreville, Que.
90,515	Roland	Parrsboro'	Schr—Glt	1883	Parrsboro', N.S.	83 5	26 0	7 7	93 C. M. Roberts, Parrsboro', N.S.
59,862	Romain	Quebec	do	1868	La Romaine, Que.	49 5	16 0	7 2	32 O. Bélanger, La Romaine, Saguenay, Que.
75,446	Romaine	Montreal	do	1881	Gaspé, Que.	64 5	20 6	9 3	65 C. A. Cantin, Montreal, Que.
103,358	Romeo	Quebec	Sloop	1895	Bic, Que.	38 5	14 4	5 1	22 L. Pineau, Bic, Quebec.
100,073	Romeo	St. John, N.B.	Schr—Glt	1891	Cambridge, N.B.	84 4	28 9	7 4	111 Peter McIntyre, St. John, N.B.
90,832	Roland, H. C.	Port Medway	do	1893	Port Medway, N.S.	60 8	20 1	8 0	55 L. B. Cohoon, Port Medway, N.S.
85,973	Rondo	St. John, N.B.	do	1882	Belle Isle, N.B.	89 0	26 6	7 7	123 Peter McIntyre, St. John, N.B.
92,404	Rosa	Chatham, N.B.	do	1886	Shippegan, N.B.	36 2	13 4	5 0	17 Octave Aché, Shippegan, N.B.
100,717	Rosa	Montreal	Sloop	1892	Yamaska, Que.	111 6	23 0	7 6	140 M. Robidoux, Yamaska, Que.
71,255	Rosabella	Windsor, Ont.	Scow—Chd.	1875	River Puce, Ont.	52 5	15 2	9 0	21 Alex. Clouthier, Rochester.
100,908	Rosalie	Chatham, N.B.	Schr—Glt	1892	Carsquet, N.B.	35 5	12 5	4 4	10 J. N. LeBouthelior, Carsquet, N.B.
37,994	Rosalie	Yarmouth	do	1853	Argyle N.S.	54 3	17 3	7 3	47 C. Huneon, Yarmouth, N.S.
41,785	Rosanada	Halifax	do	1859	Mahone Bay, N.S.	58 0	18 2	7 6	39 John F. Dauphinee, Hubbard's Cove, N.S.
61,438	Rosane	Chatham, N.B.	do	1874	Shippegan, N.B.	37 0	11 6	4 6	13 L'Ange Duguay, Shippegan, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
						Ft. 10ths	Ft. 10ths	Ft. 10ths					
37,588	Rosanna	Halifax	Schr—Glt	1857	Lunenburg, N.S.	50	2	17	5	7	5	29 Robert Murray, Strait of Canso, N.S.	
74,268	Rosanna	Quebec	Barge	1871	Sorel, Que.	100	4	21	9	6	3	96 Moïse L'Esperance, sen., Sorel, Que.	
64,920	Rosannah	Halifax	Schr—Glt	1873	Bay St. George, Nfld.	48	7	16	4	6	3	24 Wm. Carter, Channel, Nfld.	
85,696	Rose	Chatham, N.B.	do	1884	Tracadie, N.B.	32	8	11	7	4	6	11 M. Bosse, Tracadie, N.B.	
36,303	Rose	Halifax	do	1856	Cheretzcook, N.S.	34	9	12	4	5	1	9 George Conrod, Cheretzcook, N.S.	
92,702	Rose	Winnipeg	Barge	1890	Rat Portage, Ont.	71	6	16	3	6	3	80 Angus McKinnon, Rat Portage, Ont.	
96,727	Rose	Chatham, N.B.	Schr—Glt	1889	Shippegan, N.S.	36	2	12	3	4	6	11 Jeremie Ache, Shippegan, N.B.	
78,045	Rose Alba	do	do	1880	Richibucto, N.B.	32	0	13	0	4	5	13 E. Legers, Richibucto, N.B.	
69,596	Rose Anna	Quebec	do	1872	St. Croix, Que.	60	4	15	0	5	4	28 Antoine Lemay, St. Flavien, Lotbinière Co., Que.	
69,689	Rose Anna	do	do	1874	St. Jean Port Joli, Que.	45	2	16	5	6	5	29 P. Blais, Kamouraska, Que.	
71,632	Rose Delima	Montreal	Sloop	1873	Pierreville, Que.	98	0	22	0	6	5	75 O. Jourdain, Champlain, Que.	
100,724	Rose Delima	do	Barge	1893	Lachine, Que.	118	1	23	1	8	4	181 P. Laplanté, Lachine, Que.	
41,640	Rosebud	Halifax	Schr—Glt	1889	Tatamagouche, N.S.	47	2	15	4	7	1	28 Michael Boudrot, Poulamond, C.B.	
80,628	Roseneath	Yarmouth	do	1882	Shelbourne, N.S.	84	6	24	0	9	7	92 Byron Hines, Yarmouth, N.S.	

Marine and Fisheries—List of Shipping.

	St. John, N.B.	Bq—Bq	1881 St. John, N.B.	198 7	38 6	23 2	1219 Robert Thomson, Jr., and John H. Thomson, St. John, N.B.	Classed Bureau Veritas.
80,088	Rothiemay	Bq—Bq	1881 St. John, N.B.	198 7	38 6	23 2	1219 Robert Thomson, Jr., and John H. Thomson, St. John, N.B.	
100,668	Round Islander	Barge	1895 Verona, Ont.	40 8	12 4	3 6	14 Henry Bowden, Verona, Ont.	
37,323	Rover	Schr—Glt	1845 Granville, N.S.	58 5	17 5	8 3	50 Robert Haines, Long Island, N.S.	
61,450	Rover	do	1868 Shippegan, N.B.	34 0	10 7	4 5	10 P. Harding, Newcastle, N.B.	
41,948	Rover	Barge	1869 Quebec	122 0	22 7	10 1	195 John Terrance, Montreal	
55,868	Rover	do	1863 Batiscan, Que.	84 0	21 0	6 5	75 Ed. Gendron, Batiscan, Que.	
55,881	Rover	Schr—Glt	1866 Les Caps, Charlevoix, Que.	57 0	18 0	5 1	28 Jac. Guay, Ste. Famille, Island of Orleans, Que.	
74,397	Rover	do	1878 Oakville, Ont.	49 5	13 0	4 3	20 David Ford and Thomas Freeman, Oakville, Ont.	
85,702	Rover	Barge	1884 Wallaceburg, Ont.	75 7	18 0	5 3	46 Geo. Travis, Wallaceburg, Ont.	
103,391	Rover	Schr—Glt	1894 Napanee, Ont.	42 0	15 0	4 6	13 B. Luffman, Napanee, Ont.	
103,046	Rover	Barge	1894 Ottawa, Ont.	96 6	18 8	6 0	74 R. O'Neil, Ottawa, Ont.	
53,551	Roving Bird	Schr—Glt	1865 Chezetcook, N.S.	44 9	15 1	6 4	24 Frederick J. Hyson, Mahone Bay, N.S.	
75,864	Roving Lizzie	do	1879 Clare, N.S.	35 0	12 3	4 9	11 Cadwallader C. Flagg, Campbell, N.B.	
85,557	Rowdy	do	1884 Glenwood, N.S.	44 6	14 2	5 4	18 John D. Forbes, Barrington, N.S.	
73,129	Rowena	do	1882 Five Islands, N.S.	54 5	18 2	6 2	38 Leonard A. Rowe, Parrsboro', N.S.	
100,572	Rowena	do	1893 LaHave, N.S.	57 1	20 2	8 0	51 W. Schmeisser, LaHave, N.S.	
100,539	Rowena	do	1891 Digby, N.S.	35 0	12 2	5 2	10 W. Snow, Smith Cove, N.S.	
88,692	Roy	do	1885 Canning, N.B.	77 9	26 3	7 3	90 Hugh A. Holder, St. John, N.B.	
73,119	Royal	do	1875 Chezetcook, N.S.	36 7	13 2	5 2	12 H. W. Embree, Port Hawkesbury, N.S.	
96,816	Royal	do	1889 Drummond's Island, U.S.	48 0	15 0	6 6	63 Thomas A. Clemence, Toronto Ont.	
38,250	Royal Arch	do	1860 Tusket, N.S.	38 0	11 5	4 5	9 N. Amiro, Tusket, N.S.	
	Royal Oak	Barge	1865 Lancaster, Que.	112 3	22 7	9 4	196 Montreal Transportation Co.	
48,353	Ruby	Schr—Glt	1865 Port Mulgrave, N.S.	54 8	18 3	6 3	35 Simon Myres, Torbay, N.S.	
36,084	Ruby	do	1846 Jordan River, N.S.	34 1	11 0	6 0	18 Thomas L. Banks, Barrington, N.S.	
88,379	Ruby	do	1860 Washington Territory, U.S.	30 0	10 5	3 0	6 James Hatt, Mud Bay, B.C.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10 In. Ft. 10 In. Ft. 10 In.					
75,754	Ruby.....	Yarmouth.....	Ship—3 m.....	1878	Church Point, N.S.....	202 8	39 6	23 8	1316	A. C. Robbins, Yarmouth, N.S.	Classed Bureau Veritas.
80,667	Ruby.....	Montreal.....	Barge.....	1881	Montreal, Que.....	106 6	22 3	6 7	145	Dickson Anderson, Montreal.	
100,090	Ruby.....	St. John, N.B.....	Schr—Glt.....	1892	Greenwich, N.B.....	40 5	14 7	4 8	15	Manford N. Pitt, Greenwiche, N.B.	
103,171	Ruby.....	Shelburne.....	do.....	1894	Shelburne, N.S.....	71 0	19 4	8 4	57	J. W. Wentzell, Halifax, N.S.	
96,535	Runner.....	Montreal.....	Sloop.....	1895	St. Louis, Que.....	71 7	19 5	5 2	41	A. Daneau, jr., Pierreville, Que.	
100,773	Rupert.....	Chatham, N.B.....	Schr—Glt.....	1890	Caracquet, N.B.....	36 4	12 6	4 8	12	P. Rive, Caracquet, N.B.	
103,273	Russell.....	do.....	do.....	1894	Miscou, N.B.....	36 2	12 2	4 8	10	M. Ward, Miscou, N.B.	
38,768	Rustic.....	Charlottetown.....	do.....	1867	Pugwash, N.S.....	73 0	20 5	8 4	67	John Hughes, jr., Charlottetown, P.E.I.	
	Ruth.....	Liverpool.....	do.....	1847	Canso, N.S.....	37 3	11 5	5 9	19	J. McKenzie, Canso, N.S.	
85,558	S. A. Crowell.....	Yarmouth.....	Schr—Glt.....	1884	Salmon River, N.S.....	49 4	16 6	7 0	23	Luke LeBlanc, Salmon River, N.S.	
96,953	S. A. Fownes.....	St. John, N.B.....	do.....	1890	Hampton, N.B.....	90 4	27 6	7 4	123	Arthur W. Adams, St. John, N.B.	
92,610	S. A. Parkhurst.....	Charlottetown.....	do.....		Unknown.....	66 8	19 7	6 8	44	Charles A. Woodman, Alberton, P.E.I.	

Marine and Fisheries—List of Shipping.

100,312	S. C. Hood	Yarmouth	do	1892	Yarmouth, N.S.	38 0	13 8	5 3	12	Timothy Powell, N.S.	Yarmouth, N.S.
51,781	S. E. Cove	Halifax	do	1866	Port Medway, N.S.	65 0	21 0	8 0	54	Remi Fougère, D'Escousse, C.B.	
96,810	S. E. Parker	do	do	1891	Owl's Head, N.S.	49 8	16 8	6 9	40	John E. Buckley, Halifax, N.S.	
55,818	S. G. Irwin	Arichat	do	1897	Shelburne, N.S.	76 0	22 0	8 5	71	John Pertus, jun., D'Escousse, C.B.	
59,674	S. G. Marshall	Halifax	do	1868	Rustico, P.E.I.	65 2	20 9	6 3	51	H. A. Smith, Wellington, Kent Co., N.B.	
92,643	S. & J. Colliar	Bowmanville	do	1872	Morrisburg, Ont.	106 0	23 8	8 7	145	John Thomas Band, Merriton, Ont.	
73,114	S. McKay	Halifax	do	1876	Chezetcook, N.S.	39 0	12 0	5 5	15	Robert McGrath, jun., Halifax, N.S.	
90,455	Sabaskong	Winnipeg	Barge	1882	Rat Portage, Ont.	53 5	13 4	4 2	17	Wm. R. Drek, Winnipeg, Man.	
37,630	Sabine	St. Andrews	Schr—Glt	1872	Parrsboro', Cumberland Co., N.S.	58 2	19 8	8 0	50	Joseph Bennett, Boston, U.S.	
85,592	Sabrina	St. John, N.B.	do	1883	Portland, N.B.	86 6	26 6	8 0	124	N. C. Scott, St. John, N.B.	
92,747	Sackville Packet	Sackville	do	1894	Sackville, N.B.	76 5	26 8	7 5	109	Thomas Egan, Sackville, N.B.	
	Sacramento	St. Catharines	Scow—Chd	1872	Welland, Ont.	110 0	22 0	6 9	158	Henry Carpenter, Welland, Ont.	
74,139	Sadie	Halifax	Schr—Glt	1876	LaHave, N.S.	58 0	19 3	7 5	44	Josiah Fougère, Larry's River, N.S.	
90,868	Sadie	Lunenburg	do	1887	Lunenburg, N.S.	74 2	23 0	8 5	79	Charles Smith, Lunenburg, N.S.	
92,608	Sadie M.	Sydney	do	1889	St. Anne, C.B.	32 0	12 9	5 3	11	Peter Gruchy, D'Escousse, C.B.	
100,493	Sa-lie Turpel	Victoria	do	1892	Victoria, B.C.	76 0	20 5	7 4	56	D. Campbell, Victoria, B.C.	
74,385	Safe	Halifax	do	1877	Tusket, N.S.	60 5	18 2	6 1	35	David Doucet, Cheticamp, C.B.	
37,519	Safe Guide	do	do	1856	Jordan River, N.S.	52 6	16 5	7 2	35	W. C. Henley, Spry Harbour, N.S.	
71,307	Sagona	Richibucto	Bk—Bq	1882	Kingston, N.B.	169 0	33 7	22 0	797	J. & T. Jardine, Kingston, N.B.	Classed English Lloyds.
83,404	Sailor's Home	Halifax	Schr—Glt	1882	Mahone Bay, N.S.	76 5	23 2	8 9	93	William Young, Boone Bay, Nfld.	
103,361	St. Alfred	Quebec	Sloop	1895	Chateau Richer, Que.	56 6	16 2	4 8	24	T. Bois, St. Siméon, Que.	
103,615	St. Alphonse	do	do	1894	St. Alphonse, Que.	38 6	15 4	5 3	20	A. Tremblay, LesEboulements, Que.	
94,876	St. Alphonse	Montreal	do	1889	Pierreville, Que.	108 7	23 0	8 0	149	Alphonse Mongeau, Sorel, Que.	
59,988	St. Anne de Beau-mont.	Quebec	Schr—Glt	1871	Pointe Lévis, Que.	77 0	19 7	7 6	66	Charles Potvin, St. Alexis Chicoutimi, Que.	
53,869	St. Antoine	do	Barge	1866	Boucherville, Que.	91 0	23 0	7 0	104	Antoine Prefontaine, Longueuil, Que.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
69,657	St. Antoine.....	Quebec.....	Barge.....	1873	Montmorency, Que..	99 8	22 8	7 1	99	Thomas Sonme, Montreal.....	
77,594	St. Antoine.....	Montreal.....	Sloop	1879	St. Marcel, Que.....	80 5	19 7	4 4	50	Damase Chausse, Lanoraie, Que.	
100,363	St. Antoine.....	Quebec.....	Barge.....	1891	Ste. Croix, Que.....	85 6	22 4	6 6	85	V. Charland, St. Jean des Chailions, Que.	
85,300	St. Bernardin.....	Montreal.....	Sloop.....	1882	St. Thomas, Que.....	101 0	22 3	6 7	100	Gibbon Gill, Pierreville, Que..	
52,456	St. Charles.....	Quebec.....	Schr—Glt.....	1855	Quebec.....	48 5	16 5	7 3	33	P. Sirois, L'Islet, Que.....	
59,867	St. Charles.....	do.....	do.....	1854	Island of Orleans, Que.	46 0	17 0	6 7	30	Dominique Gosselin, St. Jean, Island of Orleans, Que	
73,039	St. Charles.....	do.....	Barge.....	1875	St. Jean Deschail- ions, Que.	89 0	22 2	6 8	89	Zotique Bedard, St. Jean Des- chailions, Que.	
73,060	St. Charles.....	do.....	do.....	1872	Yanaska, Que.....	99 5	22 0	6 7	107	Jean Salvas, Yanaska, Que.....	
100,597	St. Charles.....	Montreal.....	Sloop.....	1891	Pierreville, Que.....	104 4	22 4	6 9	121	Charles Mongeau, Sorel, Que... Quebec	
193,131	St. Charles.....	Quebec.....	do.....	1893	L'Islet, Que.....	30 8	14 6	4 2	16	Phydime Moreault, L'Islet, Quebec	
71,210	St. Clair.....	Chatham, Ont.....	Schr—Glt.....	1875	Pictou, Ont.....	82 0	21 0	8 0	101	J. Cooper, Wallaceburg, Ont..	
94,739	St. Croix.....	Windsor, N.S.....	Bktn—Bkgt.....	1890	Newport, N.S.....	157 9	36 5	16 0	653	Thos. Aylward, Windsor, N.S.	Classed Bureau Veritas.
73,100	St. Cyprien.....	Montreal.....	Sloop.....	1872	Pierreville, Que.....	105 0	22 8	7 1	127	J. B. Desmarais, Pierreville, Que	
97,198	St. Dona.....	do.....	do.....	1890	Pierreville, Que.....	90 8	23 1	5 7	92	F. Lamontagne, St. Louis de Bonsecours, Que.	

Marine and Fisheries—List of Shipping.

100,863	St. Edgar.	Quebec	Schr—Glt	1893	St. Siméon, Que	58 6	18 0	5 0	25	C. Gagnon, St. Siméon, Que.
88,359	St. Edouard.	do	Sloop	1882	Chateau Richer, Que.	61 2	18 9	5 6	39	Jean Boulianne, Bon Désir, Que.
100,368	St. Edouard.	do	Barge	1892	Gentilly, Que.	105 8	22 9	7 3	134	Téléphore Turcotte, Gentilly, Que.
92,761	St. Etienne.	do	Schr—Glt	1888	Tadoussac, Que	51 8	20 9	5 6	49	Charles Simard, Tadoussac, Que.
73,048	St. Eulalie.	do	do	1875	Les Eboulements, Que.	41 5	14 0	5 8	20	François Bourgoing, Tadoussac, Que.
55,943	St. Fabien.	Quebec	do	1867	St. Fabien, Que.	52 0	16 0	5 2	27	Alf. St. Jarre, Quebec.
74,257	St. Flavie	do	do	1876	St. Flavie, Que	46 8	14 7	6 4	28	Ferdinand Emoud, St. Flavie, Que.
43,462	St. François	do	Barge	1860	Batiscan, Que.	95 4	22 5	6 5	83	F. Vermette, Batiscan, Que.
55,882	St. François	do	do	1864	do	66 5	22 6	6 6	58	Gérésime Montambault, Batiscan, Que.
97,136	St. François	do	Sloop.	1890	L'Islet, Que	48 0	16 8	4 8	19	H. Fournier, L'Islet, Que.
74,551	St. François Xavier.	Montreal	do	1874	Batiscan, Que.	88 0	22 3	6 6	91	L. Bernier, St. Johns, Que
69,609	St. François Xavier.	Quebec	Schr—Glt	1873	Ste. Geneviève de Batiscan, Que.	92 4	22 6	7 0	99	F. X. Dessureau d Baribeau, Batiscan, Que.
80,747	St. François Xavier.	do	do	1878	Mille Vaches, Que.	56 1	17 5	6 0	34	Alfred Renaud, Petite Rivière, St. Francis, Que.
85,751	St. Fulgence	do	Sloop.	1879	Chicoctimi, Que	61 0	20 5	5 2	41	Herméngilde Brisson, Tadoussac, Que.
74,286	St. Généreux	Montreal	do	1872	Nicolet, Que	87 8	22 8	5 7	77	Joseph Duron, Champlain, Que.
52,469	St. Geneviève	Quebec	Barge	1865	Batiscan, Que.	65 0	22 0	6 4	53	Cyrille L'Heureux, Batiscan, Que.
37,098	St. George.	do	do	1860	Champlain, Que.	83 0	21 5	6 4	72	Joseph Alexandre, Champlain, Que.
74,272	St. George.	do	Sloop.	1875	Cap St. Ignace, Que.	52 5	17 0	4 8	24	Wm. Couillard, Cap St. Ignace, Que.
88,283	St. George.	St. John, N.B.	Schr—Glt	1879	Westfield, N.B.	55 5	17 0	3 5	26	George W. Palmer, Kars, N.B.
92,760	St. George.	Quebec	do	1888	Lotbinière, Que	68 4	20 9	5 7	47	Louis Delisle, Ste. Croix, Que.
97,123	St. George.	do	Sloop.	1886	St. Thomas, Que.	52 8	16 4	5 4	26	Jacques Mercier, Montmagny, Que.
100,178	St. George.	Montreal	do	1891	Shovehain	28 7	7 5	4 3	5	William A. Benyon, Montreal.
103,864	St. George	Quebec	do	1894	Chateau Richer, Que.	60 0	20 6	5 7	43	F. Simard, Chateau Richer, Que.
77,700	St. Hilaire	Montreal	do	1882	Batiscan, Que.	102 2	23 0	8 6	145	Louis Sanvageau, Champlain, Que.
74,229	St. Hugues.	do	do	1876	St. Hugues, Que	78 0	19 3	4 3	51	F. Lamontagne, St. Louis, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Ft. 10ths Ft. 10ths					
73,014	St. Hyacinthe.	Montreal.	Barge	1873	Hawkesbury, Ont.	95 8	23 2	5 2	74 P.	Tellier, Lachine, Que.	
88,330	St. Ignace.	Quebec.	Sloop.	1875	Cap St. Ignace, Que.	50 0	16 5	4 8	21 L.	Richard, Cap St. Ignace, Que.	
53,817	St. Ignace Saguenay.	do	Schr—Glt	1880	St. Fulgence, Que.	70 0	22 7	6 8	62	Anatole Filion, St. Roch, Que.	
74,218	St. Jean.	do	Barge	1865	Batiscan, Que.	83 0	22 6	5 6	68	Edouard Paris, St. Jean Deschaillons, Que.	
74,220	St. Jean Baptiste.	Montreal.	Sloop.	1875	Pierreville, Que.	79 0	22 0	5 4	53	Charles Yargean, St. Thomas, Que.	
74,223	St. Jean Baptiste.	do	do	1872	St. François, Que.	188 4	22 9	7 9	143 C.	Labresque, Lanoraie, Que.	
77,676	St. Jean Baptiste.	do	do	1876	Yamaska, Que.	78 5	20 0	4 8	50 C.	Levesque, Sorel, Que.	
75,671	St. Jean Baptiste.	do	do	1874	Lachine, Que.	82 2	20 6	5 4	57	Thos. Quillon, St. Henri, Que.	
33,327	Saint Joseph.	Quebec.	Schr—Glt	1877	Petite Rivière, St. François, Que.	58 5	17 0	4 8	30	Geo. Lemelin, Quebec.	
52,481	St. Joseph.	do	Barge	1855	St. Jean Deschaillons, Que.	66 0	20 2	4 9	43	Ambroise Laroche, Lotbinière, Que.	
59,914	St. Joseph.	do	do	1865	Champlain, Que.	95 7	22 5	7 2	106	Louis Morinville, Champlain, Que.	
83,354	St. Joseph.	do	Schr—Glt	1864	Lanoraie, Que.	92 3	22 7	7 3	104	Olivier Desrosiers, Lanoraie, Que.	
69,659	St. Joseph.	do	do	1883	Isle Verte, Que.	45 5	15 1	3 5	13 J.	Peron, Les Eboulements, Que.	
		do	do	1875	St. Jean Port Joli, Que.	39 0	15 0	6 1	18	Telephore Morin, Cap St. Ignace, Que.	

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73,004	St. Joseph.	Quebec.	Egtn—Bkglt.	1875	Cap St. Ignace, Que.	111	5	27	1	11	9	283	J. A. Maguire, Quebec
73,036	St. Joseph.	do	Barge	1871	St. Aimé Que.	100	7	23	0	7	0	115	L. Robidoux, St. Aimé, Que.
73,046	St. Joseph.	do	do	1873	Sorel, Que.	102	7	22	6	7	4	125	Jacques L'Amoureux, St. Ours, Que.
80,750	St. Joseph.	do	Sloop.	1880	Chateau Richer, Que.	62	6	20	0	5	2	41	Gaspard Dorion, Chateau Richer, Que.
74,204	St. Joseph.	Montreal	do	1874	Pierreville, Que.	74	7	20	8	5	2	53	A. Desmarais, St. Francois, Que.
85,770	St. Joseph.	do	do	1884	Sorel, Que.	97	3	23	0	7	2	103	Jos. Champagne, Nicolet, Que.
85,775	St. Joseph.	do	do	1884	Pierreville, Que.	97	6	23	0	6	0	112	W. Carpentier, Champlain, Que.
90,548	St. Joseph.	do	do	1886	Sorel, Que.	104	7	23	0	6	2	101	Eusébe Lussier, Sorel, Que.
	St. Joseph.	do	Barge	1862	Yamaska, Que.	95	7	23	0	6	5	98	Alexis Page, Lanoraie, Que.
	St. Joseph.	do	do	1863	Batiscan, Que.	91	5	22	6	5	2	66	do do
92,350	St. Joseph.	Quebec	do	1888	St. Emilie, Que.	77	4	22	6	6	0	60	Fritz Parrot, Lotbinière, Que.
90,733	Saint Joseph.	Port Hawkesbury.	Schr—Glt.	1887	Margaree, C.B.	49	0	16	0	6	7	27	John N. Beaver, Pleasant Harbour, N.S.
78,037	St. Joseph.	Chatham, Ont.	do	1881	Chatham, Ont.	50	0	15	0	4	0	14	A. Bowley, Chatham, Ont.
97,136	St. Joseph.	Quebec	Sloop.	1890	L'Islet, Que.	34	8	11	3	5	0	14	Henri Tremblay, St. Etienne de la Malbaie, Que.
100,867	St. Joseph.	do	do	1888	Isle aux Coudres, Que.	47	6	15	6	4	8	19	A. Bolly, St. Louis, Isle aux Coudres, Que.
103,353	St. Joseph.	do	do	1894	St. Jean Deschailions, Que.	56	4	17	2	5	2	22	A. Hamel, St. Jean Deschailions, Que.
103,008	St. Joseph.	Chatham, N.B.	Schr—Glt.	1893	Shippegan, N.B.	38	0	12	3	4	8	12	A. Aché, Shippegan, N.B.
80,042	St. Julien.	St. John, N.B.	Bk—Bq.	1880	Black River, N.B.	177	7	37	0	22	4	1049	Howard D. Troop, St. John, N.B.
55,919	St. Laurent.	Quebec	Schr—Glt.	1864	St. Thomas, Que.	61	0	20	0	4	6	37	Pierre Picard, St. Thomas, Que.
85,467	St. Laurent.	do	do	1882	Rimouski, Que.	75	2	21	0	7	1	70	Joseph Ouellet, St. Germain, Que.
32,986	Saint Laurent	do	do	1849	Cap St. Ignace, Que.	54	2	15	5	8	1	45	Jos. Ouellet, St. Germain de Rimouski, Que.
59,972	St. Laurent.	do	Barge	1870	St. Jean Deschailions, Que.	96	0	23	0	6	7	100	David Charland, St. Jean Deschailions, Que.
77,873	St. Laurent.	do	Schr—Glt.	1874	Rivière du Loup, Que.	32	7	12	5	4	5	11	Geo. C. Stephen, Montreal.
	St. Laurent.	Montreal.	Barge	1871	Sorel, Que.	79	4	22	8	5	1	69	A. Gervais, St. Louis de Bonsecours, Que.
97,138	St. Laurent.	Quebec.	Sloop	1886	L'Islet, Que.	51	0	19	6	5	2	28	Arthur Leclerc, Quebec

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
74,240	St. Lawrence	Montreal	Sloop	1872	Pierreville, Que	97 6	23 0	7 0	102	Moise Lamirande, St. François, Que.	
33,273	St. Lawrence	Quebec	Barge	1850	St. Antoine de Tilley, Que.	76 0	16 5	6 2	57	Léon Marion, St. Antoine de Tilley, Que.	
73,974	St. Léon	do	do	1873	St. Jean Deschaillons Que.	93 2	22 0	7 3	104	Edouard Paris, St. Jean Deschaillons, Que.	
75,636	St. Louis	St. Catharines	Schr—Glt	1877	St. Catharines, Ont.	127 0	26 2	11 9	334	Sylvester Bros., Toronto, Ont.	
55,894	St. Louis	Quebec	Barge	1865	Gentilly, Que.	97 7	23 1	6 7	95	Alfred Vigneaux, Gentilly, Que.	
59,967	St. Louis	do	do	1869	Ste. Emélie, Que.	94 0	20 0	5 7	73	Jos. Chénard, Ste. Emélie, Que.	
74,276	St. Louis	do	Schr—Glt	1875	Mille Vaches, Que.	64 7	17 5	7 3	47	B. Caron, Escoumains, Saguenay Co., Que.	
74,250	St. Louis	Montreal	Sloop	1876	St. Hugues, Que.	77 8	19 5	5 0	49	N. Lavigne, Montreal	
100,362	St. Louis	Quebec	do	1891	Ile aux Coudres, Que.	43 4	15 4	5 8	23	Alf. Bergeron, Ile aux Coudres, Que.	
90,541	St. Louis	Montreal	do	1886	Yamaska, Que.	97 1	22 4	7 1	114	P. Laplante, Lachine, Que	
85,307	St. Louis de Bonsecours	do	do	1878	St. Louis, Que.	73 5	18 6	4 6	40	F. Variet, St. Louis de Bonsecours, Que.	
94,637	Saint Martin	Shelburne	Schr—Glt	1888	Shelburne, N.S.	77 0	21 8	8 5	81	Arthur E. Curren, Halifax, N.S.	
54,500	St. Martin's Packet	Aricat	do	1863	St. Martin's, N.B.	58 8	18 2	6 8	42	Adelphie Cormier, Buctouche, N.E.	
94,872	St. Maurice	Montreal	Sloop	1888	Pierreville, Que.	98 6	22 7	6 6	111	Olivier Paul, Sorel, Que.	

Marine and Fisheries—List of Shipping.

66,017	St. Michel	Quebec	do	1872	St. Jean Deschail- lons, Que.	93 2	23 5	7 2	103	M. Auger, St. Jean Deschail- lons, Que.
97,031	St. Michel	Yarmouth	Bgtn—Bkgt.	1891	Tusket Wedge, N.S.	82 6	23 6	9 6	106	A. O. Porter Tusket Wedge, N.S.
94,877	St. Michel	Montreal	Sloop	1887	Yanaska, Que.	92 0	20 8	6 4	89	Willfred Theroux, Yamaska, Que.
90,543	St. Nicholas	do	do	1885	Pierreville, Que.	85 8	16 9	4 0	44	C. Daneau, St. Thomas, Que.
100,453	St. Nicholas	Quebec	Schr—Glt	1891	Chateau Richer, Que	70 0	23 8	6 4	66	Nicholas Trépanier, Chateau Richer, Que.
53,871	St. Patrice	do	do	1866	St. Fabien, Que	46 0	12 0	5 3	17	Théodore Charette, Rivière du Loup, Que.
100,582	St. Patrick	Montreal	Sloop	1890	Pierreville, Que.	93 0	22 5	6 3	96	Amable Daneau, St. Thomas, Que.
83,096	St. Patrick	Chatham, N.B.	Schr—Glt	1894	Margaree, C.B.	41 2	13 9	5 7	16	J. White, Alberton, P. E. I.
75,676	St. Patrick de Fraser- ville.	Quebec	do	1877	Rivière du Loup, Que	54 2	18 5	5 9	36	Napoléon Gagné, Malbaie, Que.
33,364	Saint Paul	do	do	1855	Baie St. Paul, Que.	40 0	14 0	6 3	22	Hubert Pilot, Baie St. Paul, Que.
97,174	St. Paul	Windsor, N.S.	Bktn—Bkgt.	1890	Newport, N.S.	134 9	33 0	15 0	440	Thos. Aylward, Windsor, N.S.
97,137	St. Paul	Quebec	Sloop	1891	Baie St. Paul, Que	61 8	19 0	5 8	39	J. Bolly, Baie St. Paul, Que.
83,089	Saint Peter	Pictou, N.S.	Schr—Glt	1883	Malou, C.B.	38 5	13 0	5 6	16	Edward Gillis, Tignish, P. E. I.
97,187	St. Peter	Windsor, N.S.	Bktn—Bkgt.	1891	Newport, N.S.	148 6	35 0	16 0	551	Thos. Aylward, Windsor, N.S.
88,287	St. Philippe	Quebec	Barge	1884	St. Thomas de Pierre- ville, Que.	100 0	22 5	7 4	121	Edmond Desmarais, St. Fran- çois du Lac, Que.
64,987	St. Pierre	do	do	1869	Champlain, Que.	84 0	19 0	5 6	62	Isidore Hardy, Ste. Anne de la Pérade, Que.
97,140	St. Pierre	do	Schr—Glt	1891	Baie des Bacons, Que.	67 4	20 6	5 0	44	P. Tremblay, Baie des Bacons, Que.
73,054	St. Pierre	do	do	1875	Esquimaux Pt., Que.	44 1	14 0	5 9	20	Francis Gallienne, Esquimaux Pt., Saguenay Co., Que.
77,553	St. Pierre	Montreal	Sloop	1876	St. Pierre	82 5	22 0	6 0	76	L. St. Cyr, St. Pierre
77,688	St. Pierre	do	do	1881	Sorel, Que.	102 2	22 2	6 6	113	P. Mongeau, Sorel, Que.
77,584	St. Pierre	do	do	1875	St. Thomas, Que.	70 0	18 3	4 3	38	P. Bellefeuille, Sorel, Que.
74,539	St. Roch	do	do	1875	St. Jean, Que.	91 5	22 6	6 1	81	J. Deslauriers, St. Jean, Que.
75,830	St. Thomas	Charlottetown	Schr—Glt	1873	Margaree, C.B.	50 0	19 0	7 0	38	George H. Toombs, Charlotte- town, P. E. I.
83,365	St. Ubalde	Quebec	Barge	1882	St. Thomas de Pierre- ville, Que.	107 6	23 0	6 9	129	Adolphe Marchand, Champlain, Que.
33,235	St. Vallier	do	Schr—Glt	1851	St. Roch, Que.	36 8	12 8	5 7	17	F. Arseneau, Paspébiac, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Feet	Feet	Feet			
73,060	St. Zénon	Montreal	Sloop.	1870	Lanoraie, Que.	97 0	23 0	6 3	95	E. Haynemand, Lanoraie, Que	
69,082	Sainte Agnes	Halifax	Schr—Glt	1874	Chezetcook, N.S.	49 8	16 9	7 3	29	Thomas Conrad, Petpiswick, N.S.	
	Ste. Anne	Quebec	Barge	1886	Gentilly, Que.	69 0	24 0	7 2	81	Zéphirin Marchand, Champlain, Que.	
51,519	Ste. Anne	do	Ship—3 m.	1852	Russia	147 0	32 5	20 0	670	Hans Hagens, Quebec.	
88,319	Ste. Anne	do	Schr—Glt	1883	St. Antoine, Que.	34 6	13 5	5 3	14	C. Vézina, Crane Island, Que.	
53,822	Ste. Anne	do	do	1865	Grondines, Que.	87 4	23 0	8 1	107	Zéphirin Deveau, St. Anne de la Pérade, Que.	
73,026	Ste. Anne	do	do	1878	Betchouans, Que.	45 0	16 2	6 5	20	Lazare Michaud, Isle Verte, Que.	
92,765	Ste. Anne	do	do	1886	Bondésir, Que.	48 8	16 8	6 4	28	J. Touchon, Bondésir, Que.	
53,840	Ste. Anne	do	Barge	1864	Ste. Anne de la Pérade, Que.	88 4	22 6	9 2	115	Joseph Trottier, Grondines, Que.	
64,951	Ste. Anne	do	do	1870	do	95 5	21 3	7 2	93	Pierre N. Pleau, Ste. Anne de la Pérade, Que.	
69,577	Ste. Anne	do	Schr—Glt	1873	Ste. Anne, Chicoutimi, Que.	63 2	19 8	7 3	54	Mme. Salome Michaud (widow Docité Parent), Fraserville, Que.	
74,251	Ste. Anne	do	Barge	1873	Lanoraie, Que.	90 8	22 5	7 7	120	Alfred Morin, Champlain, Que.	
80,730	Ste. Anne	do	Schr—Glt	1880	Les Eboulements, Que.	83 3	23 9	10 2	125	Antoine E. Joncas, Berthier, Que.	
85,466	Ste. Anne	do	do	1883	St. Luce, Que.	59 0	19 3	6 6	44	J. Lebrun, River Ouelle, Que.	

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83,352	Ste. Anne	Quebec	do	1881	Seven Islands, Que.	44	1	13	7	6	4	18	D. Morin, L'Islet, Que.
83,360	Ste. Anne	do	do	1878	St. Fabien, Que.	36	4	12	5	4	4	13	Peter Fraser, Isle Verte, Que.
103,149	Ste. Anne	do	do	1894	Isleaux Coudres, Que	55	6	17	4	6	0	36	G. Harvey, Isleaux Coudres, Que.
90,483	Ste. Anne	Barrington	do	1890	Eel Brook, N.S.	38	0	12	5	4	5	11	J. W. Kenny, Cape Island, N.S.
66,035	Ste. Catharine	Quebec	do	1869	Point du Lac. Co. St. Maurice, Que.	76	0	22	5	7	0	79	Omer Thihaudeau, Portneuf, Que.
66,096	Sainte Elmire	do	Barge	1872	Ste. Emélie, Que.	68	0	20	8	5	7	48	Sinat Delorme, Ste. Anne de la Pérade, Que.
64,961	Ste. Emilie	do	do	1871	Ste. Emilie, Que.	73	0	21	0	6	3	72	Homer Lafleur, Ste. Croix, Lot-biniere Co., Que.
92,334	Ste. Marie	do	Schr—Glt	1886	Moisie, Que.	60	0	20	6	7	8	53	Pierre Ouellette, Quebec.
53,873	Ste. Marie	do	do	1866	Ste. Croix, Que.	63	0	22	0	6	2	75	Joseph Boisvert, Ste. Croix, Que.
69,591	Ste. Marie	do	do	1858	Boothbay, Maine, U.S.	58	4	18	4	6	9	37	Alex. Shearer, Esquimaux Point, Que.
32,984	Sainte Marie	do	Barge	1845	Ste. Anne, Que.	78	5	23	3	7	7	97	F. X. St. Cyr, Ste. Anne de la Pérade, Que.
83,440	Sainte Marie	Weymouth	Schr—Glt	1888	Church Point, N.S.	105	5	26	4	9	1	168	Henry C. Outerbridge, Hamilton, Bermuda.
100,173	Ste. Marie	Montreal	Sloop	1889	St. Aimé, Que.	79	4	20	2	5	0	52	Nazaire Lavigne, Charlemagne, Que.
77,596	Ste. Marie	do	do	1879	Sorel, Que.	101	0	22	3	6	5	116	C. Fortier, St. Romuald, Que.
	Ste. Marie	do	Barge	1864	Lachine, Que.	93	6	20	0	6	6	103	P. Laplante, Lachine, Que.
88,305	Ste. Marie Anne	Quebec	Schr—Glt	1884	Chateau Richer, Que.	70	6	19	4	6	4	51	Zéphirin Rhéaume, Chateau Richer, Que.
69,583	Ste. Marie Betsiamis	do	do	1871	Betsiamis, Que.	31	6	11	5	4	6	11	Antoine Volant, Betsiamis, Que.
59,963	Ste. Marie Delina	do	Barge	1870	Grondines, Que.	73	0	22	0	7	0	77	George Gignac, Notre Dame de Portneuf, Que.
36,523	Sainte Mary	Halifax	Schr—Glt	1861	Cheticamp, C.B.	51	6	14	9	6	0	25	John R. Foster, Halifax, N.S.
53,816	Ste. Thérèse	Quebec	Barge	1865	Batisacan, Que.	76	0	22	0	7	0	66	James Gibb, Quebec.
74,246	Salaberry	Montreal	Sloop	1869	Pierreville, Que.	84	3	22	5	6	0	73	Alp. Naud, Gentilly, Que.
90,508	Salina	Quebec	Bk—Bq	1886	Eatonville, N.S.	138	0	33	9	10	4	296	Lauchlan McKay, Boston, U.S.
80,763	Salmon Queen	do	Schr—Glt	1881	Murray Bay, Que.	38	5	14	0	4	5	15	J. Jean, Murray Bay, Que.
90,545	Salvail	Montreal	Barge	1887	Yamaska, Que.	107	7	22	7	8	4	108	Pierre Letendre, Yamaska, P.Q.
77,868	Sambo	Sydney	Schr—Glt	1879	Bras d'Or, C.B.	42	8	13	2	5	1	14	Angus B. Morrison, St. Ann's, C.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
94,787	Samoa.....	Lunenburg.....	Schr—Glt.....	1889	Lunenburg, N.S.....	79 6	24 2	9 2	90	J. W. Geldert, Lunenburg, N.S.	
90,632	Samuel Drake.....	Charlottetown.....	do.....	1886	Woods Isl's, P.E.I.	67 0	22 0	7 5	68	John Harding, Port Hawkesbury, N.S.	
95,981	Samuel and Thomas.....	Halifax.....	do.....	1882	Ecum Secum, N.S.....	39 5	12 4	5 6	14	John McCartney, Halifax, N.S.	
90,833	San Blas.....	Port Medway.....	do.....	1894	Port Medway, N.S.....	96 0	25 4	14 9	199	W. Mitchell, Halifax, N.S.....	
100,647	San Jose.....	Victoria.....	do.....	1851	San Francisco, U.S.....	51 4	19 0	5 2	31	Cesino J. Kelly, Victoria, B.C.	Classed American Record.
75,675	Santa Maria.....	Quebec.....	do.....	1877	Natashquan, Que.....	42 5	13 7	6 0	20	Hypolite Landry, Natashquan, Que.	
103,334	Santa Anna.....	Montreal.....	Sloop.....	1894	Pierreville, Que.....	116 8	24 8	10 1	228	D. and N. Salville, Sorel, Que.	
97,015	Sand Fly.....	St. Catharines.....	Scow—Chd.....	1885	.....	45 2	20 0	3 1	28	H. Julian, Port Dalhousie, Ont.	
90,664	Sandalphon.....	Digby.....	Schr—Glt.....	1886	Bear River, N.S.....	83 0	22 7	7 6	91	A. H. Harris, Bear River, N.S.	
88,525	Sandy.....	Hamilton.....	Scow—Chd.....	1886	Hamilton, Ont.....	52 0	14 0	4 0	28	Oscar Matthews, Hamilton, Ont.	
88,589	Sanford.....	Yarmouth.....	Schr—Glt.....	1884	Maitland, N.S.....	45 5	14 8	5 8	20	Abram Thurston, Sanford, N.S.	
69,638	Santa Cruz.....	Quebec.....	do.....	1874	Bay St. Paul, Que.....	60 1	19 4	7 2	52	Ovide Boily, Bay St. Paul, Que.	
88,226	Sapphire.....	Victoria.....	do.....	1884	Port Clyde, N.S.....	89 5	24 0	9 6	109	J. G. Cox, Victoria, B.C.....	Classed American Record.
74,401	Sara.....	Chatham, N.B.....	do.....	1876	Shippegan, N.B.....	35 0	11 3	4 4	11	Nazaire Noël, Shippegan, N.B.	

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88,296	Sarah	Quebec	Yawl—Yole	1884	St. Laurent, Island of Orleans, Que.	28	5	11	2	4	0	8	2	48	St. Adelaire Patry, Beaumont, Que.
36,616	Sarah	do	Schr—Glt	1869	Les Eboulements, Que.	57	0	17	7	8	2	8	2	Mrs. G. (Henriette) Mathurin, St. Thomas, Que.	
35,961	Sarah	Halifax	do	1853	Indian Harbour, N.S.	52	9	15	1	7	5	7	5	42	Thomas Laidlow, Halifax, N.S.
35,994	Sarah	do	do	1853	Mushaboon, N.S.	48	6	13	8	7	5	7	5	38	William T. Townsend, Halifax, N.S.
35,794	Sarah	do	do	1852	Sheet Harbour, N.S.	67	3	19	4	.....	.....	.....	.....	75	John Hackett, Halifax, N.S.
71,136	Sarah	Port Burwell	do	1882	Port Dover, Ont.	73	0	19	0	6	6	6	6	64	Calvin Gates, Houghton, Ont.
59,362	Sarah	St. Andrews	do	.....	Cape Porpoise, Maine, U.S.	36	0	13	0	5	8	5	8	15	Calvin McVicar, St. George, N.B.
64,511	Sarah	St. John, N.B.	do	.....	Unknown	47	0	15	0	6	7	6	7	23	William Russell, Grand Manan, N.B.
37,447	Sarah	Yarmouth	do	1855	Yarmouth, N.S.	40	3	11	9	6	3	6	3	22	B. Ellenwood, Yarmouth, N.S.
38,248	Sarah	do	do	1851	Argyle, N.S.	59	8	15	6	7	3	7	3	50	B. Bourque, Argyle, N.S.
100,907	Sarah	Chatham, N.B.	do	1890	Caracquet, N.B.	38	1	13	0	4	4	4	4	10	R. Young, Caracquet, N.B.
88,488	Sarah A. Townsend	Halifax	do	1884	Pugwash, N.S.	93	5	25	3	10	8	10	8	149	Wm. H. Townsend, Louisbourg, C.B.
92,408	Sarah A. W.	Chatham, N.B.	do	1887	Miscou, N.B.	38	7	12	9	5	3	5	3	15	Robt. Wilson, Miscou, N.B.
97,126	Sarah Alice	Quebec	Bgtn—Bkglt.	1890	St. Irénée, Que.	89	4	25	8	12	6	12	6	188	François A. Menard, St. Michel, Que.
36,152	Sarah Ann	Halifax	Schr—Glt	1858	New Dublin, N.S.	46	3	14	9	6	3	6	3	20	James L. Oxner, Chester Basin, N.S.
.....	Sarah Ann Marsh	Port Hope	do	1854	Port Hope, Ont.	126	0	24	0	11	0	11	0	261	A. T. Maybee, Colborne, Ont.
103,010	Sarah B.	Chatham, N.B.	do	1889	Caracquet, N.B.	36	5	12	2	4	5	4	5	10	J. Le Bouthillier, Caracquet, N.B.
59,378	Sarah Beach	St. Andrews	do	1876	St. Andrews, Char. Jette Co., N.B.	51	0	17	6	5	6	5	6	28	Wm. H. Akertley, Pennfield, N.B.
61,907	Sarah D.	Liverpool	do	1870	Liverpool, N.S.	38	0	13	5	5	3	5	3	12	J. Hawbolt, Chester, N.S.
94,756	Sarah E. Ellis	St. John, N.B.	do	1889	Baxter's Harbour, N.S.	42	7	15	3	6	1	6	1	19	John McGranahan, Margaretville, N.S.
38,171	Sarah Elizabeth	Yarmouth	do	1861	Digby, N.S.	37	3	11	8	5	3	5	3	11	Wm. Burrill, Yarmouth, N.S.
90,509	Sarah F.	Parrsboro'	do	1886	Parrsboro', N.S.	77	0	24	2	8	5	8	5	89	A. S. Townsend, Parrsboro', N.S.
85,483	Sarah H. Seeton	Shelburne	do	1883	Lockeport, N.S.	80	0	23	0	8	9	8	9	95	Albert Garnier, St. George's Bay, Nfld.
85,968	Sarah Hunter	St. John, N.B.	do	1882	St. John, N.B.	86	1	27	2	7	9	7	9	111	James W. Smith, St. John, N.B.
37,800	Sarah Jane	Pictou, N.S.	do	1856	Tatamagouche, N.S.	49	0	14	3	6	4	6	4	23	Hugh Hingley, Tatamagouche, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 100lbs	Ft. 100lbs	Ft. 100lbs	Ft. 100lbs			
75,639	Sarah Jane	St. Catharines	Scow—Chd	1878	Port Robinson, Ont.	131 0	24 5	9 5	238	J. S. Nesbit, Sarnia, Ont.		
37,322	Sarah Johnson	Digby	Sloop	1863	Kingsston, Ont.	64 4	12 8	4 3	26	M. Brown, Ogdensburg, U.S.		
64,869	Sarah L. Oxner	Halifax	Schr—Glt	1856	Hillsburg, N.S.	72 2	25 0	8 8	79	F. W. Ruggles, et al. Westport, N.S.		
103,252	Sarah M.	St. John, N.B.	do	1872	Port Medway, N.S.	48 0	17 4	7 0	33	Edward Hayes, Herring Cove, N.S.		
100,218	Sarah M. W.	Halifax	do	1894	Black River, N.B.	69 0	23 0	5 8	77	J. McLeod, Black River, N.B.		
94,992	Sarah P. Ayer	Charlottetown	do	1892	St. Margaret's Bay, N.S.	38 2	12 7	5 5	14	Hezekiah Wamboult, Indian Harbour, N.S.		
66,915	Sarah Wallace	St. John, N.B.	Egtn—Bsglt.	1869	Gloucester, Mass. U.S.	74 5	21 6	7 0	64	James A. Gordon, Alberton, P.E.I.		Classed American Record.
35,690	Sarah & Margaret	Halifax	Schr—Glt	1873	Gardner's Creek, St John Co., N.B.	107 6	27 5	10 9	216	John W. Seaman, Barronsfield, N.S.		
74,295	Sarmatian	Quebec	Bk—Bq	1843	Chester, N.S.	41 4	12 5	5 7	22	Richard Richardson, Chester, N.S.		
88,495	Saskatchewan	Winnipeg	Barge	1877	Quebec	190 2	37 2	22 8	1105	Frank Ross, Quebec		Classed Bureau Veritas.
88,287	Satellite	St. Andrews	Schr—Glt	1882	Winnipeg, Man.	146 4	24 5	7 2	219	The North-west Navigation Co., Ltd., Winnipeg, Man.		
97,063	Satellite	Charlottetown	do	1860	Pembroke, Me., U.S.	48 8	15 9	5 8	26	Martin Eldridge, Pennfield, N.B.		
100,505	Saturna	Victoria	Scow—Chd	1892	Souris, P.E.I.	83 2	24 1	8 5	96	Thos. Kickham, Souris, P.E.I.		Classed American Record.
				1888	Victoria, B.C.	68 0	20 0	4 2	41	G. Byrnes, Victoria, B.C.		

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	Sydney.	Schr—Glt	1873	Baddeck, C.B.	44	5	12	5	5	7	16	Samuel Buffét, La Poile, Nfld.
69,170	Saucy Fanny	do	1864	Sandusky Creek, Ont	72	0	16	0	6	0	68	J. F. Macdonald, Toronto, Ont.
100,800	Saucy Lass	do	1892	Victoria, B.C.	57	4	19	8	8	2	38	Alex. Ross, Victoria, B.C.
90,480	Savona	Ship—3 m	1891	Maitland, N.S.	226	9	40	5	23	2	1584	M. Dickie, Truro, N.S.
38,869	Sax Gotha	Schr—Glt	1852	Rustico, P.E.I.	56	0	17	0	8	4	52	Thomas Martin, Strait of Canso, N.S.
85,350	Saxon	do	1883	Lunenburg, N.S.	75	0	23	1	8	5	79	George Harris, Gabarous, C.B.
100,074	Saxon	do	1891	St. John, N.B.	94	4	26	3	7	4	119	Fred. C. Beateay, St. John, N.B.
96,951	Sayre	Bk—Bq	1890	do	181	0	36	7	15	4	684	Fred'k. E. Sayre, St. John, N.B.
100,799	Sayward No. 1	Barge	1893	Victoria, B.C.	78	0	27	5	6	0	101	Sayward Mill and Lumber Co., Victoria, B.C.
92,627	Sceptre	Bgtn—Bkgit	1887	Lunenburg, N.S.	88	6	24	5	9	7	142	W.N.Zwicker, Lunenburg, N.S.
69,199	Scotia	Bk—Bq	1874	La Have, N.S.	153	9	33	9	17	9	691	Robt. Dawson, Bridgewater, N.S.
64,997	Scotia	Sloop	1872	St. Romuald, Que.	96	4	22	8	7	4	111	Wm. M. Macpherson, Quebec.
59,264	Scotia	Schr—Glt	1869	Tidnish, N.S.	80	5	21	6	9	3	95	Maria H. Challis, London, Eng
83,201	Scotland	Bk—Bq	1881	Hantsport, N.S.	208	0	41	0	24	6	1499	E. Churchill & Sons, Hantsport, N.S.
92,426	Scotland	Barge	1863	Brockville, Ont.	148	0	28	0	9	0	342	James Buckley, Prescott, Ont.
100,082	Scud	Schr—Glt	1891	French Lake, N.B.	63	7	20	4	5	4	56	Hedley V. Upton, French Lake, Sunbury Co., N.B.
100,433	Scud	do	1891	Hopewell, N.B.	34	8	12	1	5	1	11	C. W. Edgett, Moncton, N.B.
72,092	Scud	do	1876	Richibucto, N.B.	52	0	17	8	6	6	23	Robert Cochrane, Richibucto, N.B.
85,737	Scylla	do	1883	Mahone Bay, N.S.	83	8	24	0	9	0	96	Charles B. K. Carpenter, Gaspé Basin, Que.
59,200	Sea Bird	Wdht—Bab	1868	Greenwich, King's Co., N.B.	76	3	26	7	7	3	80	J. D. Andrews, Westfield, N.B.
33,294	Sea Bird	Schr—Glt	1853	Ste. Anne, Que.	78	0	20	8	9	0	124	David Germain, Ste. Anne de la Perade, Que.
41,567	Sea Bird	do	1859	Gaspé, Que.	56	9	18	0	7	0	44	A. Gagnon, Murray Bay, Que.
59,928	Sea Bird	do	1869	Murray Bay, Que.	60	0	19	5	8	2	53	F. X. Roudreault, Anse St. Jean, Que.
74,255	Sea Bird	do	1875	St. Jean Deschailons, Que.	80	8	22	8	8	5	104	Gaspard Dorion, Chateau Richer, Que.
	Sea Bird	do	1867	Battersea, Ont	91	8	21	9	7	7	121	Mary A. Cameron, Picton, Ont

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Ft. 10ths Ft. 10ths					
97,042	Sea Bird	Halifax	Schr—Glt	1869	Chezetcook, N.S.	38 2	13 7	5 8	17	Louis Murphy, Ship Harbour, N.S.	
100,959	Sea Bird	Chatham, N.B.	do	1892	Shippegan, N.B.	34 0	12 1	5 0	10	W. S. Loggie, Chatham, N.B.	
72,973	Sea Breeze	Digby	do	1866	Bear River, N.S.	41 2	12 8	5 2	13	John Graham et al, Westport, N.S.	
69,967	Sea Breeze	Arichat	do	Unk	Gloucester, Mass., U.S.	60 8	18 9	6 8	47	Aime A. Terris, West Arichat, N.S.	
38,583	Sea Breeze	Sydney	do	1857	United States	45 3	16 2	5 1	20	David Hinkley, Margaree, C.B.	
64,882	Sea Drift	Halifax	do	1846	Plymouth, N.S.	72 0	17 5	8 2	62	Alexander McDonald, Sher- Brooke, N.S.	
55,540	Sea Flower	Pictou, N.S.	do	1868	Tracadie, N.S.	81 2	25 1	10 1	113	B. A. Smith, Halifax, N.S.	
59,322	Sea Flower	St. John, N.B.	do	1870	St. George, Charlotte Co., N.B.	34 0	12 4	5 0	11	James Thompson, Chance Har- bour, St. John Co., N.B.	
35,494	Sea Flower	Chatham, N.B.	do	1888	Shippegan, N.B.	32 0	9 8	4 5	9	J. Noel, Shippegan, N.B.	
33,142	Sea Flower	Quebec	do	1855	Malbaie, Que.	42 0	12 5	5 9	19	Theophile Jean, Malbaie, Que.	
33,070	Sea Flower	do	do	1852	do	60 0	14 0	6 5	38	Israel Raymond, Rivière du Loup, Que.	
55,916	Sea Flower	do	do	1867	Mille Vaches, Que.	53 5	17 0	7 1	38	Jos. Lavoie, St. Fidèle, Que.	
53,603	Sea Flower	Charlottetown	do	1865	Margaree, C.B.	46 0	17 0	6 6	26	Michael Paquet, Souris, P.E.I.	
100,901	Sea Flower	Chatham, N.B.	do	1892	Carquet, N.B.	37 0	12 7	5 0	12	R. Young, Carquet, N.B.	

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100,914	Sea Flower	Chatham, N.B.	do	1892	Carmuet, N.B.	36 0	12 2	5 3	11	G. Romeril, Paspébiac, Que.								
75,724	Sea Foam	Yarmouth	do	1878	Salmon River, N.S.	70 7	23 0	8 5	75	A. O. Porter, Tuskat Wedge, N.S.								
83,254	Sea Foam	Annapolis	do	1883	Granville, N.S.	49 9	17 8	6 5	28	J. P. Wyman, Freeport, N.S.								
88,284	Sea Foam	St. Andrews	do	1874	Briar Island, N.S.	33 4	12 0	5 3	13	Daniel Leavitt, St. George, N.B.								
90,668	Sea Foam	Digby	do	1853	United States	71 4	20 3	6 0	55	J. J. Ray et al, Bear River, N.S.								
96,926	Sea Foam	Charlottetown	do	1890	Malpeque, P. E. I.	37 5	13 6	5 6	15	Wm Geo. Ramsay, Malpeque, P. E. I.								
100,314	Sea Fox	Yarmouth	do	1892	Shelburne, N.S.	44 5	15 8	5 6	18	James McCarthy, Pubnico, N.S.								
74,087	Sea Gem	Halifax	do	1876	Chezetcook, N.S.	45 4	17 2	7 0	30	Mark Harpell, Jeddore, N.S.								
90,474	Sea Gull	Maitland	do	1888	Maitland, N.S.	55 0	16 9	4 5	25	R. S. Watson, Admiral Rock, N.S.								
94,761	Sea Gull	Owen Sound	do	1884	Stokes Bay, Ont.	30 4	11 6	3 7	6	A. H. McLeod, Wiarton, Ont.								
51,969	Sea Hound	Digby	do	1866	Tuskat Wedge, N.S.	51 0	16 5	5 8	32	M. Haycock, Westport, N.S.								
36,571	Sea Lark	Halifax	do	1859	Country Harbour, N.S.	40 3	15 1	6 5	20	Solomon Fraser, Burin, Nfld.								
59,498	Sea Lily	Lunenburg	do	1872	LaHave, N.S.	54 4	18 6	7 3	88	Constant C. Church, Chester, N.S.								
71,308	Sea Mouse	Richibucto	do	1882	Kingston, N.B.	32 2	12 2	4 6	10	John Doucett, Kingston, N.B.								
51,778	Sea Nymph	Halifax	do	1865	Liverpool, N.S.	60 0	20 5	7 0	43	Wm. Murdoch, Sherbrooke, N.S.								
92,513	Sea Pink	St. Andrews	do	1878	Briar Island, N.S.	29 0	10 0	5 0	8	Alfred W. Wilcox, West Isles, N.B.								
92,629	Sea Queen	Lunenburg	do	1883	Mill Cove, N.S.	43 0	15 6	6 0	21	Geo. D. Young, Mill Cove, N.S.								
37,612	Sea Slipper	do	do	1858	Mahone Bay, N.S.	59 3	17 4	7 8	41	Thos. Forhan, Halifax, N.S.								
100,616	Sea Slipper	Shelburne	do	1891	Green Harbour, N.S.	32 6	12 8	5 1	11	James Enslow, St. Green Harbour, N.S.								
42,301	Sea Star	Quebec	do	1862	Torbay, N.S.	46 1	14 8	6 2	22	C. LeBrun, Esquimaux Point, Que.								
75,680	Sea Star	do	do	1877	Betchouanne, Labrador.	57 4	19 5	8 0	52	Louis P. de Courval, Artha baskaville, Que.								
96,731	Sea Star	Chatham, N.B.	do	1889	Shippegan, N.B.	35 7	12 8	4 8	13	Joseph Savoy, Shippegan, N.B.								
74,162	Seabird	Charlottetown	do	1876	Murray Harbour, P. E. I.	40 6	14 6	6 1	20	Joseph White, Murray Harbour, P. E. I.								
100,255	Seaflee	Halifax	do	1889	Little Harbour, N.S.	37 0	12 4	6 0	12	James Stevens, Little Harbour, N.S.								
80,862	Seaflower	Parrsboro'	do	1880	Parrsboro', N.S.	64 9	17 9	7 7	48	L. McGrath, Parrsboro', N.S.								

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
85,587	Seattle	St. John, N.B.	Wdwt—Rab	1883	Chipman, N.B.	76 0	25 3	6 7	75	George L. Shipp, St. John, N.B.	
90,519	Seattle	Parrsboro'	Schr—Glt	1888	Economy, N.S.	66 4	19 6	7 3	56	R. P. Soley, Economy, N.S.	
88,229	Seaway	Halifax	do	1884	Chezetcook, N.S.	43 8	15 2	6 4	21	Gabriel Murphy, Chezetcook, N.S.	
100,471	Secret	Lunenburg	do	1892	Lunenburg, N.S.	78 5	24 1	9 0	87	John B. Young, Lunenburg, N.S.	
100,085	Selina	St. John, N.B.	do	1892	St. Martin's, N.B.	71 3	23 2	6 2	60	John J. Shields, Alma, N.B.	
90,472	Selkirk	Maitland	Ship—3 m	1886	Maitland, N.S.	236 6	43 7	24 5	1646	M. Dickie, Truro, N.S.	Classed Bureau Veritas.
103,097	Selkirk	Montreal	Sloop	1894	Kingston, Ont.	183 3	34 5	14 5	719	Montreal Transportation Co., Montreal.	
92,341	Semida	Quebec	Schr—Glt	1887	Grandes Bergeronnes Que.	52 0	18 4	7 0	41	Evan John Price, Quebec.	
72,627	Senator	Maitland	Ship—3 m	1878	Maitland, N.S.	222 3	40 5	24 0	1474	M. Dickie, Truro, N.S.	do
77,698	Senator	Montreal	Barge	1882	Kingston, Ont.	150 7	26 8	9 5	308	Montreal Transportation Co.	
88,279	Senator	St. Andrews	Schr—Glt	1831	Essex, U.S.	49 5	17 0	7 0	33	John W. Tinker, West Isles, N.B.	
85,457	Senecal	Quebec	Sloop	1883	Quebec.	60 0	19 0	5 7	38	Henry, Savard, St. Fidèle, Que.	
100,323	Senora	Yarmouth	Schr—Glt	1893	Pubnico, N.S.	78 2	22 9	8 4	85	M. A. Surette, Pubnico, N.S.	
88,349	Senovat.	Lunenburg	do	1884	Mahone Bay, N.S.	76 9	23 0	9 0	89	Nathan Hiltz, Mahone Bay, N.S.	

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96,871	Sephie.....	Goderich.....	do.....	1889	Goderich, Ont.....	136 0	27 6	10 1	261	Joseph Williams, Goderich, Ont.	
36,285	Seraph.....	Halifax.....	do.....	1889	Country Harbour, N.S.	52 8	16 7	6 9	31	Alex. Leg, Main à Dieu, C.B.	
90,670	Seraphine.....	Digby.....	do.....	1888	Bear River, N.S.....	93 6	24 2	9 3	120	J. D. Vroom et al, Bear River, N.S.	Classed American Record.
57,132	Serene.....	do.....	do.....	1865	Pubnico, N.S.....	69 0	21 0	8 0	54	Jones Morehouse et al, Brighton, N.S.	
78,981	Servia.....	Windsor, N.S.....	Ship—3 m.....	1878	Parrsboro', Cumberland Co., N.S.	196 3	40 1	23 7	1309	Thos. F. Kenny, Halifax, N.S.	Classed Bureau Veritas.
69,694	Seven Brothers.....	Annapolis.....	Schr—Glt.....	1876	Granville, N.S.....	60 9	18 6	6 9	38	James S. Banks, Barrington, N.S.	
54,368	Seven Brothers.....	Digby.....	do.....	1869	Trout Cove, N.S.....	52 5	17 2	7 3	39	David Graham, Trout Cove, N.S.	
46,182	Seven Brothers.....	Quebec.....	do.....	1863	St. Paul, Que.....	46 0	16 5	7 0	28	A. Renaud, Bay St. Paul, Que.	
85,443	Severn.....	Windsor, N.S.....	do.....	1884	Newport, N.S.....	148 0	32 6	15 9	446	Edward E. Hutchings, New York City.	do
88,648	Severn.....	Charlottetown.....	Bktn—Bhgt.....	1884	Egmont Bay, P.E.I.	143 6	29 1	13 8	397	Colin C. Wylie, London, Eng.	Classed English Lloyd's.
103,215	Severn.....	Ottawa.....	Scow—Ch'd.....	1890	Buckingham, Que.....	50 0	14 4	4 3	16	G. Pothwell, Buckingham, Que.	
42,518	Shade.....	Lunenburg.....	Schr—Glt.....	1864	Chester, N.S.....	38 0	11 6	4 9	11	Ura Walker, Chester, N.S.....	
100,014	Shafner Bros.....	Annapolis.....	do.....	1894	Clementsport, N.S.....	98 0	28 8	10 0	148	L. D. Shafner, Clementsport, N.S.	Classed American Record.
42,391	Shamrock.....	Halifax.....	do.....	1846	La Have, N.S.....	34 9	11 0	4 6	13	Edward G. Stayner, Halifax, N.S.	
83,073	Shamrock.....	Ottawa.....	Barge.....	1869	Kingston, Ont.....	108 0	22 0	5 6	116	Albert Vipond, Vaudreuil, Ont.	
74,279	Shamrock.....	Quebec.....	Schr—Glt.....	1876	Escoumains, Que.....	33 3	11 7	3 8	10	Jos. Banville, St. Luce, Que....	
100,132	Shannon.....	Winnipeg.....	Barge.....	1892	Keewatin, Ont.....	51 5	14 7	5 2	21	Clifford Lewis, Keewatin, Ont.	
74,237	Sheba.....	Montreal.....	Sloop.....	1873	St. Marcel, Que.....	71 7	20 4	5 0	44	Hilaire Cartier, St. Louis, Que.	
100,143	Sheelah.....	Winnipeg.....	Barge.....	1894	Keewatin, Ont.....	51 3	13 9	5 5	26	Clifford Lewis, Keewatin, Ont.	
100,009	Shenandah.....	Annapolis.....	Schr—Glt.....	1891	Margaretville, N.S.....	109 5	28 3	11 2	198	Joseph A. Balcom, Margaretville, N.S.	Classed American Record.
100,418	Shepherd Boy.....	Ottawa.....	Barge.....	1893	Ottawa, Ont.....	83 6	21 0	5 3	62	T. H. Kirby, Ottawa Ont.....	
96,798	Sherbrook.....	Halifax.....	Schr—Glt.....	1890	St. Mary's, N.S.....	75 2	22 6	9 0	96	Charles A. Martell, Main à Dieu, C.B.	Classed American record.
77,949	Shoo Fly.....	Charlottetown.....	do.....	1890	Summerside, P.E.I.	36 2	11 4	4 7	10	Thomas R. Thompson, Tignish, P.E.I.	
77,894	Siddartha.....	Sackville.....	Bk—Bq.....	1890	Sackville, N.B.....	146 5	32 5	12 9	438	Josiah Wood, Sackville, N.B....	Classed American Record.
96,928	Sidonian.....	Charlottetown.....	Bktn—Bhgt.....	1890	Grand River, P.E.I.	148 0	29 5	14 9	389	John Yeo, Port Hill, P.E.I.....	Classed English Lloyd's.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,101	Sierra	Parrsboro'	Schr—Glt	1891	Eatonville, N.S.	88 0	27 6	9 5	124	F. R. Eaton, Eatonville, N.S.	
94,804	Sierra	Victoria	do	.....	Unknown	50 0	17 5	4 5	25	Lee She Wing, Victoria, B.C.	
85,535	Sigefroi	Yarmouth	do	1883	Tusket Wedge, N.S.	61 6	18 9	7 0	40	J. H. Porter, Tusket Wedge, N.S.	
103,376	Sigurros	Winnipeg	do	1893	Icelandic River, Man	51 0	12 5	4 8	21	Kristyon Finnson, Icelandic River, Man.	
59,357	Silver Bell	St. Andrews	do	1874	Campobello, Char- lotte Co., N.B.	30 5	12 0	5 5	13	Peter Malloch, Campobello, N.B.	
80,784	Silver Cloud	Digby	do	1880	Brighton, N.S.	58 8	18 6	7 0	45	James A. Peters, Westport, N.S.	
100,961	Silver Moon	Chatham, N. B.	do	1883	Shippegan, N. B.	37 4	13 0	5 0	14	W. S. Loggie, Chatham, N. B.	
74,096	Silver Stream	Halifax	do	1877	Seaforth, N.S.	52 0	17 6	7 5	35	David Mills, Chester, N.S.	
100,062	Silver Wave	St. John, N. B.	do	1891	St. Martin's, N. B.	82 1	25 9	7 3	99	George R. McDonough, St. Martins, N.B.	
88,272	Simon H. Bell	St. Andrews	do	1880	Eastport, Maine, U.S.	31 0	12 2	5 8	14	J. R. Moses, Grand Manan, N.B.	
77,629	Singapore	Kingston	do	1878	Kingston, Ont	106 0	25 4	9 9	186	Samuel C. Malcolmson, Hamil- ton, Ont.	
75,632	Sir C. T. VanStrau- benzie.	St. Catharines	do	1877	St. Catharines, Ont.	127 7	26 2	11 9	317	John Williams, Toronto, Ont.	
100,788	Sir Charles	Chatham, N. B.	do	1887	Carquet, N. B.	36 5	12 3	4 5	11	R. Young, Carquet, N. B.	
66,876	Sir Harry Burrard	St. John, N. B.	do	1873	St. John, N. B.	34 8	10 6	3 6	6	David Marney, St. John, N. B.	

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Number	Name	Home	Service	117 9	28 5	10 2	Classed	American Record.
100,693	Sir Hibbert	Pictou, N.S.	do	1893	River John, Pictou Co., N.S.	246	Charles H. McLennan,	River
97,064	Sir John A. MacDonald	Charlottetown	do	1892	Murray Harbour, P.E.I.	56 5	John Pictou Co., N.S.	Classed
88,215	Sir Rupert	Halifax	do	1841	Musquoibobit, N.S.	38 9	John B. Hyde, Murray Harbour, P.E.I.	Record.
36,183	Sir Rupert D. George	do	do	1848	Sheet Harbour, N.S.	43 3	20 Henry Faulkner, Jeddore, N.S.	
69,599	Siren	Kingston	Barge	1874	Pointe Lévis, Que.	137 3	27 Wm. Cartile, Halifax, N.S.	
73,074	Sirius	Charlottetown	Bgtn—Bkgt.	1875	Georgetown, P.E.I.	89 0	Kingston and Montreal Forwarding Co., Kingston, Ont.	
100,059	Sirocco	St. John, N.B.	Schr—Glt.	1891	St. Martin's, N.B.	129 5	115 Daniel Gordon, Georgetown, P.E.I.	
85,645	Sisise Belle	Halifax	do	1883	Conquerall, N.S.	53 0	298 Charles McL. Troop, St. John, N.B.	Classed
66,844	Sisise Lake	do	do	1874	Fortune Bay, Nfld.	52 0	Firmin Fougère, Poulauond, C.B.	Bureau
	Sisters	Chatham, N.B.	do	1839	Shippegan, N.B.	34 0	26 A. McDonald, Port Hood, C.B.	Veritas.
43,118	Sisters	do	do	1862	Richibucto, N.B.	34 5	13 Charles Nicolle, Jersey	
100,974	Sivret	do	do	1886	Carsquet, N.B.	34 3	14 Jane Thompson, Richibucto, N.B.	
	Six (6)	Montreal	Barge	1872	Pierreville, Que.	90 1	10 R. Young, Caraquet, N.B.	
	Six (6)	do	do	1870	Pierreville, Que.	94 0	78 N. Beauchemin, St. Aimé, Que.	
48,357	Six Sisters	Halifax	Schr—Glt.	1865	Guysboro', N.S.	74 0	104 Adolphe Gatién, Hull, Que.	
100,733	Skoda	Windsor, N.S.	Bktn—Bkgt.	1893	Kingsport, N.S.	168 0	95 Edward Fenton, Halifax, N.S.	
100,880	Skylark	St. John, N.B.	Sloop	1893	Westfield, N.B.	40 6	658 C. R. Burgess, Wolfville, N.S.	Classed
72,711	Sligo	St. Catharines	Schr—Glt.	1874	St. Catharines, Ont.	137 0	C. R. Burgess, Wolfville, N.S.	Bureau
83,182	Slip	Pictou, N.S.	Sloop	1877	Pictou, N.S.	26 0	16 W. A. Waters, Westfield, N.B.	Veritas.
85,643	Smiling Water	Lunenburg	Schr—Glt.	1882	La Have, N.S.	37 4	284 R. Thomson, Windsor, Ont.	
103,286	Snipe	Chatham, N.B.	do	1895	Shippegan, N.B.	36 5	4 James Yorston, Pictou, N.S.	
78,035	Snow Ball	Chatham, Ont.	do	1881	Chatham, Ont.	60 0	14 Henry Walfield, La Have, N.S.	
	Snow Bird	Toronto	do	1875	Toronto, Ont.	77 0	11 T. Abier, Shippegan, N.B.	
37,523	Snow Drop	Liverpool	do	1858	Shelburne, N.S.	52 5	23 A. Morrison, Tilbury East, Ont.	
100,165	Snow Queen	Lunenburg	do	1891	Mahone Bay, N.S.	63 0	82 And. Beard, Toronto, Ont.	
							23 J. Snow, Port La Tour, N.S.	
							67 Leander Meisner, Mahone Bay, N.S.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10chs.	Ft. 10chs.	Ft. 10chs.			
69,179	Snow Queen	Quebec	Schr—Glt	1873	Mahone Bay, N.S.	71 4	20 2	7 8	55	M. Brochu, Seven Islands, Que.	
103,133	Snow Shoe	do	do	1886	Anticosti	39 0	14 9	5 6	20	F. Blais, Berthier, Que.	
38,353	Snow Squall	Arichat	do	1857	Cheticamp, C.B.	57 0	18 2	8 0	46	Placide Chiasson, Margaree, C.B.	
88,435	Snowdrift	Halifax	do	1884	Fourche, N.S.	63 5	19 7	6 6	57	John McKinnon, Shinacadie, C.B.	
69,379	Snowdrop	Quebec	do	1873	Malbate, Que.	58 3	15 0	6 2	30	Elzear Laberge, Montmagny, Que.	
100,982	Snowdrop	Chatham, N.B.	do	1888	Caraquet, N.B.	35 0	12 2	5 0	11	C. De Gruchy, Caraquet, N.B.	
103,201	Sokol	Liverpool	do	1895	Liverpool, N.S.	79 2	21 8	9 0	79	J. Millard, Liverpool, N.S.	
55,928	Solome	Quebec	Barge	1867	Grondines, Que.	85 0	24 5	7 6	99	Télesphore Grondines, Port- neuf, Que.	
59,932	Solomé Amedée	do	Schr—Glt	1869	St. Jean Port Joli, Que.	51 0	16 0	6 2	20	Alexandre Bourgeault, St. Jean, Port Joli, Que.	
33,129	Sophia	do	Barge	1854	Sorel, Que.	103 0	23 0	6 8	129	Theodore Hart, Montreal	
37,560	Sophia	Lunenburg	Schr—Glt	1846	LaHave, N.S.	35 2	11 4	5 4	17	David Wilkie, LaHave, N.S.	
88,474	Sophia	Winnipeg	Barge	1880	Icelandic River, Man.	74 4	16 8	5 6	51	The Lake Winnipeg Transpor- tation, Trading and Lumber Co., Selkirk, Man.	
75,653	Sophie Jeannette	Quebec	Schr—Glt	1877	Ste. Anne de la Pé- rade, Que.	74 6	22 0	7 2	69	L. Tremblay, Mille Vaches, Que.	

Marine and Fisheries—List of Shipping.

Classed American Record.	118	95	35	86	0	35	1	95	118			
83,099	Soudan	Halifax	do	1884	Port Mulgrave, N.S.	86	0	35	1	95	118	Christopher McDonald, Antigonish, N.S.
100,903	South Bend	Victoria	do	1881	South Bend, N.S.	58	3	14	8	5	5	21 C. F. Dellon, Victoria, B.C.
80,878	Southampton	Kingston	do	1861	Garden Island, Ont.	134	5	26	1	11	5	319 Samuel Fraser, Kingston, Ont.
96,800	Southern Cross	Halifax	do	1890	Sheet Harbour, N.S.	83	5	23	3	9	8	134 Walter Mitchell, Halifax, N.S.
100,313	Souvenir	Yarmouth	do	1892	Pubnico, N.S.	75	4	22	0	7	8	71 Henry T. D'Entremont, Pubnico, N.S.
85,743	Souvenir	Quebec	Sloop	1883	Island of Orleans, Que.	40	3	15	2	5	4	19 Joseph Perreault, Rivière Moisie, Que.
83,366	Souveraine	do	Schr—Glt	1882	St. Antoine, Que.	64	0	17	5	6	5	48 J. B. Daigle, St. Antoine, Que.
75,606	Sovereign	Digby	do	1878	Digby, N.S.	54	4	17	4	6	5	31 (G. J. Lettany & Bro., Digby, N.S.)
72,568	Sovereign	Kingston	Sloop	1876	Kingston, Ont.	83	4	18	3	4	8	53 James Mullin, Belleville, Ont.
41,597	Sovereign	Quebec	Schr—Glt	1857	Malbaie, Que.	38	7	13	0	5	7	17 Ensebe Bluteau, Petite Rivière, St. Francois, Que.
85,611	Sower	Parrsboro'	do	1883	Three Sisters, N.S.	88	0	27	2	9	2	124 John A. Gregory, St. John, N.B.
77,731	Spar Maker	Digby	do	1879	Gilbert's Cove, N.S.	45	0	17	5	6	0	24 Elias Woodworth, Granville, N.S.
59,370	Sparkling Billow	St. Andrews	do	1860	Edgcomb, Maine, U.S.	48	0	16	9	6	3	25 Geo. R. Batson, Campobello, N.B.
77,956	Speed	Yarmouth	do	1880	Clementsport, N.S.	38	7	13	2	5	4	12 J. H. Eldridge, Yarmouth, N.S.
37,243	Speed	Digby	do	1852	Digby, N.S.	39	6	10	5	5	5	12 Charles Risteen, Digby, N.S.
36,248	Speed	Halifax	do	1859	Barrington, N.S.	50	6	15	7	6	7	29 Jas. S. Banks, Barrington, N.S.
72,961	Speedwell	Pictou, Ont.	do	1875	Marysburgh, Ont.	110	7	24	1	9	5	181 Mary Ann Williams, Toronto, Ont.
85,596	Speedwell	St. John, N.B.	do	1883	Chipman, N.B.	78	4	26	4	6	9	83 Annie A. Driscoll, St. John, N.B.
69,383	Speedwell	Gaspé	do	1876	Perce, Gaspé, Que.	48	5	15	3	7	3	34 Frank Assels, New Carlisle, Que.
42,438	Speedy	do	do	1872	Point St. Peter, Que.	69	7	29	4	8	6	65 James Collas, Gaspé, Que.
100,978	Speedy	Chatham, N.B.	do	1888	Caraquet, N.B.	36	0	12	2	5	0	11 C. DeGruchy, Caraquet, N.B.
103,475	Spindrift	Victoria	do	1895	Esquimalt, B.C.	42	0	14	8	4	4	13 G. Beddington, Esquimalt, B.C.
83,118	Spray	Halifax	do	1875	Lunenburg, N.S.	40	6	13	7	5	5	15 James Allen, Halifax, N.S.
.....	Spray	do	do	1853	Ragged Island, N.S.	40	0	11	7	6	3	17 Henry Downey, Jordan River, N.S.
59,402	Spring Bird	do	do	1869	Parrsboro', N.S.	74	7	22	9	9	3	92 John Pelham, Arichat, C.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built— Construit.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
103,283	Spring Bird.....	St. John, N.B.....	Schr—Glt.....	1893	Wickham, N.B.....	Pt 107hs 40 4	Pt 107hs 14 1	F 107hs 4 2	19 A. W. Theall, Westfield, N.B.		
88,470	Spring Bird.....	Arichat.....	do.....	1870	Kennebunk, U.S.....	78 0	22 3	8 0	80 Wm. Girroir, West Arichat, C.B.		
59,236	Spring Bird.....	St. John, N.B.....	do.....	1870	Waterborough, Queen's Co., N.B.	77 0	26 0	7 5	92 Job. H. Seaman, Barronsfield, N.S.		
.....	Springbird.....	Halifax.....	do.....	1845	Shelburne, N.S.....	42 6	12 3	6 1	20 Judah Nickerson, Barrington, N.S.		
77,971	Springvale.....	Victoria.....	do.....	1862	Port Townsend, U.S.	48 0	19 0	3 0	20 Springvale Water Co., Ltd ..		
54,168	Spy.....	Halifax.....	do.....	1851	Barrington, N.S.....	40 0	12 9	6 4	25 David Harrison, St. Patrick, N.B.		
94,997	Spy.....	Charlottetown.....	do.....	1889	Pinette, P.E.I.....	55 7	16 5	6 3	35 Joseph Kennedy, Montague, P.E.I.		
72,956	Stadacona.....	Quebec.....	do.....	1875	Les Eboulements, Que.	85 1	24 0	10 4	132 Joseph Blais, Berthier Co., Montmagny, Que.		
90,504	Stadacona.....	Parrsboro'.....	Bk—Bq.....	1885	Parrsboro', N.S.....	217 7	39 4	19 7	1011 Allan Haley, Windsor, N.S.....	Classed Bureau Veritas.	
.....	Staghound.....	Montreal.....	Barge.....	1869	Rivière du Loup, Que.	103 4	21 5	7 6	130 Harbour Commissioners, Mon- treal.	do	
90,652	Stalwart.....	Yarmouth.....	Ship—3 m.....	1885	Barton, N.S.....	216 0	40 0	22 8	1545 Jacob Bingsay, Yarmouth, N.S.		
85,612	Standard.....	Halifax.....	Schr—Glt.....	1883	Parrsboro, N.S.....	72 1	25 4	6 6	65 Lewis F. Hill, Ship Harbour, N.S.		
.....	Stanley.....	Goderich.....	do.....	1854	Bayfield, Ont.....	51 9	15 5	7 0	47 D. M. Smiley, Little Current, Ont.		
97,133	Stanley.....	Quebec.....	Sloop.....	1891	Montmagny, Que.....	61 2	18 6	5 7	34 Jacques Mercier, jun., Mont- magny, Que.		

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100,963 Stanley.	Chatham, N.B.	Schr—Glt	1892	Caraquet, N.B.	34 0	12 3	4 4	10 G. Romeril, Paspébiac, Que.
103,067 Stanley.	do	do	1893	do	34 0	12 5	4 8	10 T. Paulin, Caraquet, N.B.
90,843 Stanley Mac.	Guysboro'	do	1889	Isaac's Harbour, N.S.	80 0	23 3	10 0	99 S. McMillan, Isaac's Harbour, N.S.
37,378 Star	Arichat	do	1854	Tracadie, N.S.	51 5	15 5	6 9	27 Vital Girroir, Arichat, C.B.
69,193 Star	Halifax	do	1874	Mahone Bay, N.S.	55 0	18 2	6 8	33 James L. Redden, Chester, N.S.
Star	Montreal	Barge	1872	Quebec	136 3	26 0	9 9	321 Montreal Transportation Co.
103,155 Star	Vancouver	Schr—Glt	1895	Vancouver, B.C.	34 9	11 2	4 2	9 M. Costello, Vancouver, B.C.
80,384 Star	Parrsboro'	do	1881	Parrsboro', N.S.	71 8	21 0	8 2	66 W. T. Dryden, Parrsboro', N.S.
71,387 Star in the East.	do	do	1876	do	43 7	17 9	6 1	24 D. B. Spinney, Parrsboro', N.S.
43,103 Star of the Sea	Halifax	do	1862	Madisco, N.B.	58 0	18 0	8 3	58 John V. Wright, Dartmouth, N.S.
48,164 Star of the Sea	Quebec	do	1863	Dalhousie, N.B.	43 0	13 0	6 0	20 Nap Harqueil, Dalhousie, N.B.
53,600 Starlight	Halifax	do	1865	Chezzetcook, N.S.	47 7	16 0	6 8	23 Charles Abrill, Pope's Harbour, N.S.
100,325 Starlight	Yarmouth	do	1869	Argyle, N.S.	32 0	12 6	5 0	10 J. Goodwin, Argyle, N.S.
Starling	Pictou, Ont.	do	1873	Sophiasburgh, Ont.	108 0	24 8	10 0	198 Ellen Mullins, Belleville, Ont.
61,436 Start	Chatham, N.B.	do	1874	Shippegan, N.B.	34 0	12 2	4 4	12 Thos. H. Fleiger, Chatham, N.B.
103,193 Startle	Liverpool	do	1894	Port Matoun, N.S.	34 0	12 2	5 6	11 J. A. Wagner, Port Matoun, N.S.
103,359 Steadfast	Quebec	do			58 8	18 2	6 7	40 J. Gagné, Murray Bay, Ont.
69,439 Steinvara	Pictou, N.S.	Ship—3 m	1875	New Glasgow, N.S.	187 5	37 5	22 4	1069 Robert K. Kelley, Liverpool, C.B.
83,500 Stella	Liverpool	Schr—Glt	1883	Port Medway, N.S.	31 5	11 4	6 0	10 Joseph Winters, Liverpool, N.S.
88,465 Stella	Arichat	do	1893	River Bourgeois, C.B.	64 3	18 3	7 3	48 A. J. Boyd, River Bourgeois, C.B.
100,763 Stella	Toronto	Sloop	1892	Oakville, Ont.	30 7	11 5	4 5	5 R. W. Eyre, Toronto, Ont.
94,962 Stella E.	Lunenburg	Schr—Glt	1889	Conquerall, N.S.	79 3	24 0	9 2	99 Reuben Ritcey, La Have, N.S.
64,966 Stella Maria.	Quebec	do	1871	Les Ecureuils, Que.	55 0	16 0	5 7	36 J. B. Dussault, Les Ecureuils, Que.
75,703 Stella Maria.	Sydney	do	1878	Aspy Bay, C.B.	35 2	12 4	4 7	10 Zephina Chessong, Cheticamp, C.B.
72,943 Stella Maris.	Quebec	do	1875	St. Antoine, Que.	71 9	22 0	7 0	70 T. Gosselin, Ste. Croix, Que.

Classed English
Lloyds and
Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						ft. 10ths	ft. 10ths	ft. 10ths			
73,976	Stella Maris	Quebec	Schr—Glt	1867	St. Antoine, Que	62 4	20 8	5 9	44	Joseph Dussault, Les Ecureuils, Que.	
80,753	Stella Maris	do	do	1880	Esquimaux Point, Que.	61 6	20 5	7 8	51	Francis Cummings, Esquimaux Point, Que.	
69,601	Stella Matutina	do	do	1873	Ste. Emelie, Que.	84 7	21 5	6 9	75	Philippe Croteau, Ste. Emelie, Que.	
100,076	Stella Maud	St. John, N.B.	do	1891	Waterborough, N.B.	80 3	26 8	7 5	99	Jos. E. Miller, Waterborough, N.B.	
100,444	Stella May	Canso	do	1895	Canso, N.S.	89 0	11 4	6 1	12 J.	Meagher, Canso, N.S.	
72,213	Stella R.	St. John, N.B.	do	1875	Hopewell, Albert Co., N.B.	69 3	21 9	7 4	72	James E. Fowler, Apple River, N.S.	
35,005	Stewart	Halifax	do	1842	Main-a-Dieu, C.B.	60 3	16 5	7 5	60	Hazen Calhoun, Hopewell, N.S.	
79,998	Still Water	St. John, N.B.	Bk—Bq	1879	Portland, St. John, N.B.	186 4	37 4	22 5	1032	Howard D. Troop, St. John, N.B.	Classed Bureau Veritas.
37,424	Stirling	Halifax	Schr—Glt	1847	Tatamagouche, N.S.	59 9	16 8	9 4	54	Charles Landry, Arichat, C.B.	
	Stone Lifter	Montreal	Barge	1859	Montreal	164 1	22 7	6 0	67	Harbour Commissioners, Montreal.	
96,800	Stranger	Halifax	Schr—Glt	1891	Ship Harbour, N.S.	49 8	17 3	7 0	36	Robert Carter, Ship Harbour, N.S.	
96,648	Stranger	Barrington	do	1885	Argyle, N.S.	43 2	14 3	5 4	15	James C. McGray, Cape Island, N.S.	
100,829	Stranger	Lunenburg	do	1879	La Have, N.S.	35 5	11 8	5 2	11 G.	Richard, La Have, N.S.	
100,832	Stranger	do	Bktn—Bhgt.	1893	Bridgewater, N.S.	149 3	34 8	15 6	540	T. A. Wilson, Bridgewater, N.S.	Classed Bureau Veritas.

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100,337	Strathern	Maitland	Bk—Bq	1893	Maitland, N.S.	1212	8	38	8	23	5	1272	A. Putnam, Maitland, N.S.	Classed Bureau Veritas and American Record.
90,477	Strathisla	do	do	1890	do	202	8	38	6	23	5	1280	do	Classed Bureau Veritas.
90,468	Strathmuir	do	do	1885	do	198	6	38	2	22	5	1175	do	Classed English Lloyds and Bureau Veritas.
83,277	Strathome	do	do	1883	do	193	5	37	5	22	2	1098	do	Classed Bureau Veritas.
72,964	Stuart H. Dunn	Kingston	Schr—Glt	{ 1889 } { 1877 }	Marysburg, Ont.	164	8	26	8	12	7	458	Stuart H. Dunn, Quebec	
36,493	Sturgeon	Charlottetown	do	1860	Lunenburg, N.S.	53	3	17	1	7	2	32	Allan D. Lawson, Wallace, N.S.	
94,675	Success	Halifax	do	1889	Spry Bay, N.S.	40	2	15	2	5	7	16	George A. Leslie, Halifax, N.S.	
96,792	Success	do	do	1890	Shad Bay, N.S.	42	2	15	4	6	5	21	Jas. O'Neil, Main-a-Dieu, C.B.	
35,924	Sulphide	do	do	1851	Shelburne, N.S.	62	0	16	2	9	1	57	Andrew McNab, Halifax, N.S.	
35,837	Sultan	do	do	1854	St. Mary's, N.S.	74	9	20	2	9	3	80	John Day, Halifax, N.S.	
85,303	Sultan	Montreal	Barge	1883	Montreal	104	6	22	4	7	1	149	Dickson, Anderson, Montreal	
72,316	Sultan	St. John, N.B.	Wdlt—B&b	1877	Canning, Queen's Co., N.S.	68	4	24	5	6	2	60	C. W. McLean, Waterborough, N.B.	
92,694	Sultan	Winnipeg	Barge	1889	Fort Frances, Ont.	65	5	14	2	5	2	32	Wm. R. Dick, Winnipeg, Man.	
74,018	Sunbeam	Halifax	Schr—Glt	1876	Mahone Bay, N.S.	71	6	22	4	8	9	74	John S. Eviatt, Bay of Islands, Newfoundland.	
50,708	Sundown	Quebec	do	1864	Ste. Anne de la Pêrade, Que.	94	0	22	0	10	3	144	Charles Gariépy, Quebec	
100,532	Sunny South	Digby	Bktn—Bhgt.	1892	Bear River, N.S.	162	4	34	6	13	0	499	J. V. Troop et al, St. John, N.B.	Classed Bureau Veritas.
96,962	Sunrise	Yarmouth	Schr—Glt	1890	Jordan River, N.S.	42	0	14	3	6	7	18	James E. Crosby, Yarmouth, N.S.	
38,777	Sunrise	Pugwash	do	1867	Tryon, P.E.I.	45	1	16	7	4	9	18	W. Clark, Tryon, P.E.I.	
90,502	Sunrise	Parrsboro'	do	1885	Parrsboro', N.S.	37	7	11	2	5	5	7	E. Hawbolt, Marie Joseph, N.S.	
61,404	Superb	Chatham, N.B.	do	1871	Shippegan, N.B.	39	6	13	6	4	6	14	E. Robicheau, Shippegan, N.B.	
64,954	Supérieure	Quebec	Barge	1870	Champlain, Que.	101	5	22	0	7	9	119	Joseph Durand, Champlain, Que.	
74,234	Superior	Montreal	Sloop	1875	Bécancour, Que.	98	0	22	8	7	2	112	A. Vézina, Champlain, Que.	
59,924	Suphémie	Quebec	Barge	1847	Gronines, Que.	78	0	23	7	7	5	93	Auguste Toupin, Champlain, Que.	
74,213	Surprenant	Montreal	Sloop	1874	Pierreville, Que.	96	0	22	7	5	7	80	T. Rondeau, Lanoraie, Que.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100lbs	Ft. 100lbs	Ft. 100lbs			
46,109	Surprise	Amherst, M.I.	Schr—Glt	1862	Grosse Isle, Gaspé Co., Que.	44 0	13 7	5 6	14	T. Murphy, Ship Harbour, N.S.	
75,559	Surprise	Barrington	do	1864	Gunning Cove, N.S.	35 2	13 3	5 5	13	D. Stoddart, Barrington, N.S.	
36,462	Surprise	Quebec	do	1859	Richibucto, N.B.	41 2	13 8	5 4	22	A. Thériau, Grande Anse, Gloucester Co, N.B.	
88,211	Surprise	Halifax	do	1883	Ship Harbour, N.S.	60 8	21 4	8 8	59	Alexander McCarty, Halifax, N.S.	
85,625	Surprise	Parrsboro'	do	1884	Parrsboro', N.S.	68 7	20 0	7 1	59	S. V. Melanson, Digby, N.S.	
92,745	Surprise	Sackville	do	1893	Port Elgin, N.B.	46 5	13 5	6 2	18	Robert Anderson, Port Elgin, N.B.	
36,241	Susan	Halifax	do	1859	Newdiquoddy, N.S.	49 1	17 1	7 3	34	John Poole, Port aux Basques, Nfld.	
69,133	Susan	do	do	1874	Mahone Bay, N.S.	41 0	14 2	5 6	17	Daniel McGilvrey, Sydney, C.B.	
38,957	Susan	do	do	1819	Isle Madame, C.B.	38 9	13 2	6 4	25	Richard Hawes, Pope's Harbour, N.S.	
83,090	Susan	Port Hawkesbury	do	1853	River Bourgeois, C.B.	39 8	14 0	5 0	15	Murdoch Hureau, Port Richmond, C.B.	
75,463	Susan	Windsor, N.S.	do	1877	Kempt, N.S.	43 6	14 8	6 3	19	Jeremiah Dexter, Kempt, N.S.	
85,390	Susan C.	Barrington	do	1883	St. Margaret's Bay, N.S.	44 3	15 0	6 5	21	P. P. Smith, Cape Island, N.S.	
69,433	Susan King	Pictou, N.S.	do	1875	Tatamagouche, N.S.	45 0	16 7	5 3	24	George Clark, Tatamagouche, N.S.	
73,110	Susan & Annie	Halifax	do	1876	Sheet Harbour, N.S.	77 5	22 8	9 4	94	John Pope, Main-à-Dieu, C.B.	

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80,300	Susannah R.	Parrsboro'	do	1882	Parrsboro', N.S.	60	2	18	0	7	1	49 C. W. Baird, Parrsboro', N.S.
88,866	Susannah	Arichat	do	1853	River Bourgeois, C.B.	37	6	11	9	5	8	17 Donald Boyd, River Bourgeois, C.B.
100,274	Susie N.	Windsor, N.S.	do	1892	Hall's Harbour, N.S.	52	0	18	0	6	8	39 N. W. Eaton, Spencer's Island, N.S.
92,367	Susie Pearl	St. John, N.B.	Wdwt—B&B	1887	Waterborough, N.B.	75	8	24	7	6	8	75 Joshua Prescott, Sussex, N.B.
100,435	Susie Prescott	Moncton	Schr—Glt	1892	Albert, N.B.	79	2	25	7	7	6	99 Crandall S. Prescott, Albert, N.B.
50,702	Sutherland	Quebec	do	1836	North Sydney, C.B.	53	0	16	0	7	0	18 Elias Romeril, Caraquet, N.B.
100,524	Sava	Parrsboro'	do	1893	Port Greville, N.S.	72	0	20	4	7	6	69 H. Elderkin & Co., Port Greville, N.S.
80,806	Swallow	Amherst	do	1885	Wallace, N.S.	48	7	17	7	6	6	29 R. J. Scott, Wallace, N.S.
88,093	Swallow	Port Hawkesbury	do	1880	Margaree, C.B.	36	0	12	0	5	6	12 Duncan McDonald, Margaree, C.B.
74,048	Swallow	Sydney	do	1877	Bras d'Or, C.B.	43	1	14	2	5	7	16 Wm. Carey, Bras d'Or, C.B.
96,752	Swallow	St. John, N.B.	do	1889	Chipman, N.B.	81	6	26	3	7	2	90 Wm. W. McLaughlin, St. John, N.B.
100,065	Swallow	do	do	1891	Westfield, N.B.	52	8	17	1	3	7	26 Samuel G. Eccles, Westfield, N.B.
103,006	Swallow	Chatham, N.B.	do	1893	Shippegan, N.B.	34	0	12	2	4	6	11 T. Ahier, Shippegan, N.B.
36,117	Swan	Halifax	do	1849	Green Harbour, N.S.	41	3	11	5	5	4	19 John B. Fay, Halifax, N.S.
88,405	Swan	do	do	1865	Chezetook, N.S.	37	5	13	6	5	3	11 John Bellfontaine, Chezetook, N.S.
43,467	Swan	Quebec	Barge	1862	Quebec	138	0	30	0	9	4	293 James H. Henderson, Montreal, N.S.
36,312	Swan	Charlottetown	Schr—Glt	1860	Jeddore, N.S.	72	9	21	1	9	5	74 Wm. LeLacheur, Little Arichat, C.B.
90,431	Swan	Barrington	do	1889	Port Latour, N.S.	33	5	12	2	4	9	10 George Smith, Port Latour, N.S.
100,609	Swan	Shelburne	do	1893	shelburne, N.S.	73	0	19	2	7	5	56 Milton Haines, Freeport, N.S.
100,011	Svanhilda	Annapolis	do	1892	Granville, N.S.	87	4	26	4	8	3	120 Samuel Groves, Granville, N.S.
75,468	Swansea	Windsor, N.S.	Bk—Bq	1877	Hantsport, Hants Co., N.S.	163	6	33	6	25	0	746 E. Churchill & Sons, Hantsport, Hants Co., N.S.
9,627	Swift	Halifax	Schr—Glt	1867	Wellington Square, Ont.	119	0	22	8	10	1	218 Geo. Stewart, of Moore, Ont.
100,986	Swift	Toronto	Bk—Bq	Not known	Not known	84	6	21	9	13	0	158 Wm. Kidston, Baddeck, C.B.
			Schr—Glt	1852	Port Credit, Ont.	52	0	14	7	5	5	34 Henry Ferguson, Toronto, Ont.
		Chatham, N.B.	do	1898	Carsquet, N.B.	35	6	12	6	5	0	11 C. De Gruchy, Caraquet, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 10ftbs	Pt. 10ftbs	Pt. 10ftbs			
90,493	Swift Current	Halifax	Schr—Glt	1885	St. Margaret's Bay, N.S.	64 8	22 0	7 8	63	James Morrow, Halifax, N.S.	
35,734	Sylph	do	do	1848	La Have, N.S.	40 3	13 5	6 2	25	Richard Beazley, Ferguson's Cove, N.S.	
72,933	Sylvester Neelon	St. Catharines	do	1875	St. Catharines, Ont.	137 0	26 2	11 9	291	The Collins Bay Rafting Co.	
74,179	Sylvia Jane	Charlottetown	do	1876	Shediac River, N.B.	45 0	14 8	6 0	24	Geo. Wright, Richibucto, N.B.	
66,002	T. M.	Quebec	Barge	1870	Whitehall, U.S.	87 0	16 0	6 7	72	Theotime Marchessault, St. Ours, Que.	
33,239	T. C. Lee	do	Bk—Bq	1854	Quebec	110 1	20 1	10 5	217	Thomas S. Brown, Montreal	
72,212	T. R. Merritt	St. Catharines	do	1874	Port Dalhousie, Ont.	138 0	26 4	12 2	328	Sylvester Neelon, St. Catharines, Ont.	
54,080	T. R. Seacord	do	Scow—Chd	1864	Port Robinson, Ont.	87 0	22 6	6 0	122	John Conlon, Thorold, Ont.	
94,657	T. W. L. Greason	Digby	Schr—Glt	1866	La Have, N.S.	51 0	17 4	7 2	30	R. Peters et al, Westport, N.S.	
80,398	T. W. Langille	Lunenburg	do	1888	Mahone Bay, N.S.	70 4	22 7	8 5	71	Frances Conrad, Lunenburg, N.S.	
77,836	T. W. McKay	Parrsboro'	do	1883	Parrsboro', N.S.	85 8	26 0	8 5	97	V. B. Roberts, Parrsboro', N.S.	
90,490	T. W. Smith	Halifax	do	1879	Chezetcook, N.S.	48 5	17 5	7 0	34	Charles Beaver, Spry Bay, N.S.	
90,490	T. W. Wolf	do	do	1885	do	45 8	17 3	7 3	30	John Penny, Halifax, N.S.	

Marine and Fisheries—List of Shipping.

75,528/T. Owens.	Montreal.	Barge	1874	Montreal, Que.	94 0	19 2	5 7	89	The Charlemagne and Lac Oubert, N.S.
94,869	Tacoma	Schr—Glt	1890	Fort Greville, N.S.	106 8	28 7	10 4	210	E. F. Hutchings, New York City, U.S.
66,047	Tadousac.	do	1864	Malbaie, Que.	40 0	13 0	5 1	14	Elzear Gauthier, St. Irenée, Q.
103,614	Tadousac.	Sloop.	1896	Tadousac, Que.	53 5	17 9	4 9	41	George Caron, Tadousac, Que.
54,357	Talisman	Schr—Glt	1888	Port Gilbert, N.S.	65 4	19 0	8 0	74	Charles E. Cleveland, Port Gilbert, N.S.
85,681	Tamer E. Marshall.	Bk—Bq	1883	Bear River, N.S.	200 5	38 3	22 7	1270	Alpheus Marshall et al, Bear River, N.S.
74,206	Tanjore	do	1877	St Joseph de Lévis, Que.	172 4	35 1	21 1	868	Frank Ross, Quebec.
83,186	Tarquin	Schr—Glt	1836	Seigneurie, Mass., U.S.	70 0	18 8	8 5	72	Chas. Lyons, Charlottetown, P.E.I.
100,475	Tartar.	do	1892	La Have, N.S.	65 7	21 4	8 5	61	W. N. Reinhardt, La Have, N.S.
78,000	Tay.	Barge	1890	Hull, Que.	111 7	23 4	6 8	154	The Ottawa Trans. Co., Ltd. Ottawa, Ont.
92,369	Tay.	Schr—Glt	1887	Black River, N.B.	93 7	27 7	7 1	125	Peter McIntyre, St. John, N.B.
54,164	Teaser.	do	1847	Cape Negro, N.S.	41 5	12 7	5 8	15	Benj. Corkum, Chester, N.S.
38,142	Teaser.	do	1860	Chebogue, N.S.	34 4	11 3	5 0	9	J. C. Trefry, Yarmouth, N.S.
	Tecunseeth.	do	1862	Goderich, Ont.	111 0	29 4	10 0	207	E. J. Peters, Windsor, Ont.
74,106	Teignmouth.	do	1877	Ship Harbour, N.S.	81 2	23 5	9 3	108	Daniel H. Pitts, Halifax, N.S.
34,736	Telegraph	do	1853	Granville, N.S.	51 5	13 1	7 0	34	James Campbell, Maitland, N.S.
35,649	Telegraph	do	1852	St. Mary's, N.S.	63 3	19 5	8 3	59	Andrew McNab, Halifax, N.S.
61,411	Telegraph.	do	1869	Chatham, N.B.	39 3	13 5	5 8	20	John Jardine, jun., Kingston, N.B.
74,129	Telephone	do	1877	Port Medway, N.S.	73 3	20 7	8 3	70	Edwin Bowser, Kingston, N.B.
59,387	Telephone	do	1877	St. Andrews, Charlottetown, N.B.	43 0	15 2	6 1	19	Charles H. Greenwood, Campbell, N.B.
38,461	Temperance	do	1842	River Bourgeois, C.B.	45 6	14 1	5 4	16	Wm. Levesconte, D'Escousse, C.B.
50,872	Temperance	Barge	1867	Deschambault, Que.	63 0	20 0	5 2	35	O. Caron, Château Richer, Que.
	Temperance	Schr—Glt	1847	Lotbinière, Que.	71 0	20 5	6 6	82	Michael Beaudet, Lotbinière, Que.
32,871	Temperance	do	1862	Les Eboulements, Q.	55 6	19 1	8 9	61	Philip Renouf, Island of Jersey
55,859	Temperance	Barge.	1865	Ste. Anne de la Péraie, Que.	76 4	22 0	8 0	81	L. Asselin, jun., Ste. Anne de la Péraie, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 106lbs	Ft. 106lbs	Ft. 106lbs			
74,062	Temperance	Windsor, Ont.	Scow—Chd.	1877	Tilbury West, Ont.	66 0	17 0	4 1	38	J. B. Gervais, Tilbury, Ont.	
	Temperance	Port Colborne	do	1873	Welland, Ont.	91 0	20 0	5 6	84	Abram Bradley, Marshville, Ont.	
64,718	Temperance	Port Hawkesbury	Schr—Glt	1873	Margaree, C.B.	53 7	15 5	6 5	26	Daniel McNeil, Port Hood, C.B.	
64,454	Temperance Bell	St. John, N.B.	do	1870	Johnston, N.B.	81 6	27 1	7 1	91	Thomas Ray, Goose Creek, St. John, N.B.	
59,149	Templar	do	Wdlt—Bab.	1868	Grand Lake, Queen's Co., N.B.	74 7	25 9	6 9	78	Geo. H. Shannon, St. John, N.B.	
74,122	Temple Bar	Port Medway	Schr—Glt	1876	East Port Medway, N.S.	62 0	20 3	7 6	44	Wm. R. Longmire, Bridgetown, N.S.	
90,784	Teresa	Victoria	do	1883	San Salvador	80 0	22 3	7 2	63	P. A. Babbington, Victoria, B.C.	
100,777	Teutonic	Chatham, N.B.	do	1892	Carasquet, N.B.	36 0	13 0	4 6	11	C. Hubbard, Carasquet, N.B.	
	Teviot	Montreal	Barge	1863	Montreal	105 3	22 6	9 1	160	J. Gagnon, Montreal	
80,657	Texas	do	do	1880	do	141 0	29 0	8 0	266	Dickson Anderson, Montreal	
80,890	Thames	Ottawa	do	1880	Hull, Que.	110 7	22 3	7 0	151	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
100,015	Thelma	Annapolis	Schr—Glt	1895	Graunville, N.S.	68 5	20 0	7 4	49	W. A. Pigott, Graunville, N.S.	
41,963	Theodora	Quebec	do	1859	Malbaie, Que.	56 5	18 5	8 3	50	Henry Simard, St. Etienne de la Malbaie, Que.	

Marine and Fisheries—List of Shipping.

80,861	Theodore H. Rand.	Parrsboro'.	Ship—3 m.	1878	Parrsboro', N.S.	194 0	30 8	22 6	1198	John Black, Glasgow, G. B.	Classed Bureau Veritas.
90,894	Theresa.	Yarmouth	Schr—Glt	1889	Eel Brook, N.S.	43 8	14 6	5 1	18	Eli Bourque, Eel Brook, N.S.	
94,638	Therese.	do	do	1888	Sheburne, N.S.	105 0	26 0	10 1	148	Edward C. Hutchings, New York, U.S.	Classed American Record.
60,688	Thermopylae.	Victoria.	Bk—Bq	1868	Aberdeen, Scotland.	212 0	36 5	20 9	948	Mount Royal Milling Co., Montreal, Que.	Classed English Lloyd's.
42,322	Thetis.	Halifax.	Schr—Glt	1862	Marie Joseph, N.S.	75 5	22 5	9 5	91	Alias Porter, D'Escousse, C.B.	
92,476	Thetis.	Charlottetown	Bgtn—Bkgit	1888	Grand River, P.E.I.	189 9	29 7	14 0	363	John Yeo, Port Hill, P.E.I.	Classed English Lloyd's & American Record.
92,577	Thetis.	Halifax	Cutter.	1888	Dartmouth, N.S.	21 8	6 5	5 3	3	H. R. McLaren, Halifax, N.S.	
	Thirty-three (33).	Montreal.	Barge	1870	Sorel, Que.	92 0	18 8	6 0	91	David Gilmour, Trenton, Ont.	
	Thirty-four (34).	do	do	1870	do	91 9	18 8	6 0	91	do	
	Thirty-six (36).	do	do	1870	do	92 0	18 8	6 0	91	do	
	Thirty-seven (37).	do	do	1870	do	91 1	18 8	5 4	89	do	
	Thirty-eight (38).	do	do	1870	do	91 1	18 8	6 0	90	Louis Gareau, Lachine, Que.	
73,492	Thirza.	Amherst, M.I.	Schr—Glt	1881	Grindstone Island, Gaspé Co, Que.	39 2	12 5	5 5	14	Timothé LaRade, Magdalen Islands, Que.	
98,795	Thistle	Halifax	do	1890	Fourche, N.S.	49 8	17 8	6 3	34	Albert B. Hooper, Fourche, N.S.	
83,074	Thistle	Ottawa.	Barge	1869	Kingston, Ont.	108 0	22 3	5 5	117	John and David Eligh, Burritt's Rapids, Ont.	
92,346	Thistle	Quebec.	Schr—Glt	1887	Chicoutimi, Que.	82 2	23 8	10 1	114	E. J. Price, Quebec.	
92,598	Thistle	Sydney	do	1888	Bras d'Or, C.B.	88 2	13 2	4 7	11	W. J. Christie, Bras d'Or, C.B.	
97,145	Thistle	St. Andrews.	Sloop	1888	Grand Manan, N.B.	27 0	12 9	5 0	12	Frank Ingersoll, Grand Manan, N.B.	
100,100	Thistle	St. John, N.B.	Schr—Glt	1893	St. Martins, N.B.	92 6	27 6	7 9	123	Peter McIntyre, St. John, N.B.	
71,634	Thomas	Montreal.	Sloop	1874	Yamaska, Que	102 0	22 2	6 2	96	E. Courchère, Sorel, Que.	
83,070	Thomas Beckett	Ottawa.	Barge	1881	Hull, Que	111 4	21 7	7 0	151	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
74,372	Thos. Clark Street.	St. Catharines	Bk—Bq	1869	St. Catharines, Ont.	188 4	25 6	11 5	319	J. S. and G. Haggerty, Toronto, Ont.	
90,893	Thomas H.	Yarmouth	Schr—Glt	1889	Pubnico, N.S.	40 0	13 5	5 1	13	Hy. D'Entremont, Pubnico, N.S.	
66,955	Thomas Hilyard	St. John, N.B.	Ship—3 m.	1874	Portland, St. John, N.B.	209 7	39 5	24 4	1451	Wm. Roberts, Liverpool, Eng.	Classed Bureau Veritas.
75,750	Thomas Perry	Yarmouth	Bk—Bq	1879	Green Cove, N.S.	198 0	37 5	22 8	1192	Wm. Law, Yarmouth, N.S.	do

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
77,759	Thomas Robertson.	Charlottown	Schr—Glt	1880	Port le Beau, N.S.	73 0	22 6	8 2	66	John Aylward, Southport, P. E. I.	
90,830	Thors	Port Medway	do	1891	Port Medway, N.S.	62 8	21 4	7 9	62	Jas. T. Thompson, Halifax, N.S.	
90,068	Thrasher.	St. John, N.B.	do	1881	Moss Glen, N.B.	87 0	26 1	8 4	123	James Lantatum, St. John, N.B.	
	Three (3)	Montreal	Barge	1870	Pierreville, Que.	94 1	18 8	6 0	105	Dennis Murphy, Ottawa, Ont.	
88,542	Three Bells.	Shelburne	Schr—Glt	1884	Lockeport, N.S.	79 0	23 0	9 0	92	Enos Churchill, Lockeport, N.S.	
42,432	Three Brothers	Gaspé	do	1866	Esquimaux Point, Q.	49 6	16 0	6 9	36	Isidore Boudreau, Esquimaux Point, Que.	
96,738	Three Brothers.	Chatham, N.B.	do	1890	Shippegan, N.B.	35 2	12 5	4 8	12	James Godin, Shippegan, N.B.	
33,412	Three Brothers	Halifax	do	1851	Main-à-Dieu, C.B.	61 7	17 8	9 4	55	Thomas Gallant, Main-à-Dieu, C.B.	
59,495	Three Brothers.	do	do	1872	Martin's River, N.S.	47 0	15 2	6 6	23	Leander Tanner, Cole Harbour, N.S.	
89,737	Three Brothers.	Quebec	do	1879	Les Eboulements, Q.	43 2	15 5	7 1	31	Edmond Bouchard, Les Eboule- ments, Que.	
88,325	Three Brothers.	do	do	1883	do	58 5	16 0	6 8	44	X. Guérin, Mille Vaches, Que.	
83,344	Three Rivers.	do	Barge	1881	Three Rivers, Que.	81 5	22 1	6 4	74	John, Ross, Quebec.	
37,178	Three Sisters.	Halifax	Schr—Glt.	1836	La Have, N.S.	43 6	13 1	6 1	16	John Muir, jun., Shelburne, N.S.	
42,275	Three Sisters.	do	do	1848	Jeddore, N.S.	42 5	14 7	6 1	17	Dennis McNary, Cape Canso, N.S.	

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100,814	Three Sisters	Barrington	do	1894	Bear Point, N.S.	38	5	13	0	4	2	10	G. Crowell, Bear Point, N.S.
48,489	Thrush	Quebec	Barge	1862	Quebec	140	0	30	2	9	5	281	Theodore Hart, Montreal
75,726	Thrush	Yarmouth	Schr—Glt	1878	Cape St. Mary, N.S.	40	0	13	7	5	4	13	J. A. Doucette, Cape St Mary, N.S.
97,200	Thrush	Montreal	Barge	1890	Montreal, Que	181	0	34	4	11	7	584	Kingston & Montreal Forwarding Co.
103,682	Thrush	Chatham, N.B.	Schr—Glt	1890	Shippegan, N.B.	32	4	12	0	4	8	10	T. Ahier, Shippegan, N.B.
92,666	Thurso	Ottawa	Barge	1887	Rockland, Ont.	105	0	22	5	7	5	153	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
103,019	Thurston	Parrboro'	Schr—Glt	1895	Fox River, N.S.	70	6	21	6	6	0	61	J. H. Allen, Fox River, N.S.
100,918	Tickler	Chatham, N.B.	do	1892	Carsquet, N.B.	39	0	12	8	5	3	12	G. Romeril, Paspebiac, Que.
92,504	Tiger	St. Andrews	do	1884	Grand Manan, N.B.	33	0	12	6	7	0	15	James Nesbitt, Grand Manan, N.B.
	Tiger	Montreal	Barge	1863	Montreal, Que.	106	1	22	1	9	6	202	Montreal Transportation Co.
	Tirol	Halifax	Schr—Glt	1848	Barrington, N.S.	41	9	11	1	5	0	17	Josiah Swain, Barrington, N.S.
96,961	Tivoli	Shelburne	do	1890	Little Harbour, N.S.	41	0	15	0	6	5	24	William J. Doane, Red Head, Shelburne Co., N.S.
100,476	Tokalon	Lunenburg	do	1892	La Have, N.S.	60	4	20	8	8	3	52	Albert McKean, La Have, N.S.
36,066	Token	Halifax	Bgtn—Btght.	1887	Barrington, N.S.	82	7	22	5	9	0	85	Isaac Smith, Barrington, N.S.
	Toledo	Montreal	Barge	1872	Quebec	137	9	23	6	10	0	362	Montreal Transportation Co.
59,156	Tom	St. John, N.B.	Schr—Glt	1867	Harvey, Albert Co., N.B.	40	4	13	0	4	7	14	Peter Boyle, Chance Harbour, St. John Co., N.B.
35,421	Tomas Turey	St. Andrews	Bk—Bq	1862	St. Andrews, N.B.	126	7	30	1	12	6	404	John Funton, New York, U.S.
85,387	Topaz	Liverpool	Schr—Glt	1883	Port Clyde, N.S.	85	5	24	5	9	1	104	Henry Hemville, St. Lucia, B. W. Indies.
35,778	Topsey	Halifax	do	1854	Barrington, N.S.	59	8	17	1	7	7	55	Joseph S. Belcher, Halifax, N.S.
92,423	Topsy	Prescott	Scow—Chd	1866	Iroquois, Ont.	46	0	13	0	4	0	22	Henry Carman, Iroquois, Ont.
88,224	Tormentor	Halifax	Schr—Glt	1873	Mahone Bay, N.S.	39	8	14	0	5	2	14	Michael Rice, Lower Prospect, N.S.
59,328	Tornado	St. Andrews	do	1870	Campobello, Charlotte Co., N.B.	37	0	11	8	5	5	12	Isaiah Newman, Campobello, N.B.
71,604	Toronto	Montreal	Barge	1874	Montreal, Que.	150	0	26	0	10	2	335	Montreal Transportation Co.
80,696	Torpedo	do	do	1882	do	84	0	22	5	5	0	117	E. E. Gilbert, Montreal.
92,623	Torridon	Lunenburg	Schr—Glt	1887	La Have, N.S.	80	3	23	9	9	6	105	Albert McKean, La Have, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
92,540	Tourterelle	Montreal	Sloop	1887	Pierreville, Que.	95 9	22 8	6 5	101	Narcisse Beauchemin, Ste. Anne de Bellevue, Que.	
88,637	Trade Wind	Whitby	Schr—Glt	1868	Port Hope, Ont.	100 5	21 1	9 0	181	D. Galbraith, Whitby, Ont.	
90,506	Trader	Parraboro'	do	1885	Parraboro', N.S.	70 2	23 0	7 1	72	B. E. Merriam, Parraboro', N.S.	
.....	Trader	Kingston	do	1878	Battersea, Ont.	80 5	16 9	3 8	40	W. H. Singleton, Stonnington, Ont.	
100,602	Trader	Shelburne	do	1892	Shelburne, N.S.	91 0	24 7	10 7	137	Geo. A. Cox, Shelburne, N.S.	Classed American Record.
37,932	Transit	Yarmouth	do	1864	Argyle, N.S.	45 0	13 9	8 1	39	N. K. Clements, Yarmouth, N.S.	
41,821	Traveller	St. John, N.B.	do	1858	St. Martin's, N.B.	38 3	10 7	5 1	15	David Bradshaw, sen., St. Martin's, N.B.	
85,628	Treasurer	Parraboro'	Ship—3 m.	1864	Economy, N.S.	225 8	40 5	23 6	1386	D. P. Soley, Economy, N.S.	Classed Bureau Veritas.
35,886	Trial	Halifax	Schr—Glt	1855	Mahone Bay, N.S.	51 2	16 7	.....	43	Wm. McFtridge, Halifax, N.S.	
36,259	Trial	do	Bgtn—Bkgt.	1859	Antigonish, N.S.	102 6	25 4	11 9	183	Jas. Forrestall, Strait of Canso, N.S.	
36,335	Trial	do	Schr—Glt	1860	Petpiewick, N.S.	45 4	15 9	7 1	22	Fijiah J. Covey, Indian Harbour, N.S.	
37,615	Trial	do	do	1858	La Have, N.S.	45 8	15 9	6 7	23	John Morrison, Sydney, C.B.	
39,008	Trial	Chatham, N.B.	do	1854	Richibucto, N.B.	44 0	12 6	7 5	37	A. McLean, P. E. Island.	
39,694	Trial	Sydney	do	1871	Bras d'Or, C.B.	43 3	12 8	5 6	14	J. H. Christie, Bras d'Or, C.B.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Ft. 10chs Ft. 10chs			
Two.	Two.	Montreal	Barge	1872	Montreal, Que.	71 4	24 1	8 3	42	Montreal Transportation Co.		
Two (2)	Two (2)	do	do	1858	Montreal	90 6	18 6	5 8	78	J. B. St. Amour, Valleyfield, Que.		
38,480	Two Brothers	Arichat.	Schr—Glt	1866	River Bourgeois, C.B.	51 6	16 6	7 4	32	Simon Landry, River Bourgeois, C.B.		
75,885	Two Brothers	Chatham, N.B.	do	1878	Escuminac, N.B.	51 0	16 8	6 3	26	R. R. Call, Newcastle, N.B.		
57,242	Two Brothers	Halifax.	do	1864	Mahone Bay, N.S.	40 0	13 0	6 5	15	Michael Suttis, St. Mary's, N.B.		
31,964	Two Brothers	do	do	1845	Chester, N.S.	48 0	13 2	7 3	32	John Drake, Indian Harbour, N.S.		
90,494	Two Brothers	do	do	1848	Torbay, N.S.	36 0	10 8	5 4	16	Philip W. Whitman, Beaver Harbour, N.S.		
80,879	Two Brothers	Picton, Ont	Sloop	1885	Chezetcook, N.S.	43 8	15 8	6 0	21	James Bayers, Halifax, N.S.		
77,920	Two Brothers	Port Hope	Schr—Glt	1881	Batterssea, Ont.	95 0	18 6	4 8	56	Geo. Sherwood, Brighton, Ont.		
50,743	Two Brothers	Quebec.	do	1864	Ste. Anne de la Pêrade, Que	81 5	22 0	6 8	80	Hercules Germain, Cap Santé, Que.		
103,293	Two Brothers	St. Catharines	Scow—Chd	1867	Port Robinson, Ont.	90 0	20 0	9 0	131	Thos. Conlon, Thorold, Ont.		
90,482	Two-Forty	Halifax.	Schr—Glt	1895	Miscou, N.B.	37 0	12 4	4 8	11	M. G. Wilson, Miscou, N.B.		
			do	1875	Lunenburg, N.S.	41 6	14 9	6 0	18	Eliza R. Forsyth, Halifax, N.S.		

Marine and Fisheries—List of Shipping.

77,936	Two Sisters	Charlottetown	do	1879	Murry River, P.E.I.	43	9	15	1	6	5	24	James Clow, Murray Harbour, P.E.I.
42,087	Two Sisters	Digby	do	1862	St. Mary's Bay, N.S.	41	2	12	5	5	7	14	D. Doucette, St. Mary's Bay, N.S.
48,127	Two Sisters	Halifax	do	1864	Musquodoboit, N.S.	39	0	12	4	4	8	11	Wm. Dorey, Halifax, N.S.
90,517	Two Sisters	Parrsboro'	do	1874	Eastport, U.S.	37	1	13	3	5	0	10	R. G. Lavers, Parrsboro', N.S.
103,601	Two Sisters	Sydney	do	1895	Lingan, C.B.	33	1	11	0	4	3	8	John Burk, Lingan, C.B.
88,287	Twilight	Kingston	Sloop	1882	Dog Lake, Ont.	79	0	15	8	4	5	41	Clement Bell, Belleville, Ont.
100,575	Tyler	Lunenburg	Schr—Glt	1893	Lunenburg, N.S.	62	7	20	7	8	0	54	W. A. Zwicker, Lunenburg, N.S.
97,096	Tyce	do	do	1890	Bridgewater, N.S.	126	5	30	0	11	9	285	Thos. A. Wilson, Bridgewater, N.S.
59,313	U. S. Grant	Yarmouth	do	1866	Maine, U.S.	50	2	17	4	6	2	32	J. Hilton, Yarmouth, N.S.
42,072	Ulrica	do	do	1860	Westport, N.S.	45	2	14	8	6	3	20	Melvin Crowell, Argyle, N.S.
100,514	Ulrica	Parrsboro'	do	1892	Apple River, N.S.	131	8	32	4	10	3	288	C. T. White, Apple River, N.S.
100,771	Umbria	Chatham, N.B.	do	1890	Carquet, N.B.	37	6	11	9	5	0	12	P. Rive, Carquet, N.B.
94,634	Umbriana	Shelburne	do	1888	Shelburne, N.S.	85	0	22	3	9	7	99	Joseph W. Peppet, North Sydney, C.B.
77,027	Una	Amherst, M.I.	do	1879	House Harbour, Gaspé Co., Que.	62	6	19	4	7	3	41	O. Cheverie, Magdalen Islands, Que.
88,523	Una	Hamilton	do	1886	Wellington Square, Ont.	65	0	17	0	3	9	37	William K. Partlow, Burlington, Ont.
103,172	Una	Shelburne	do	1884	Shelburne, N.S.	77	2	22	2	8	2	82	Jas. T. Thompson, Halifax, N.S.
100,295	Una	Halifax	do	1893	Pleasant Harbour, N.S.	34	8	11	9	4	1	9	J. Cronan, Halifax, N.S.
59,205	Unanima	St. John, N.B.	Bk—Bq	1865	St. Martin's, N.B.	166	0	34	2	19	9	747	Geo. Bedell, Musquash, St. John Co., N.B.
88,597	Uncle Sam	Yarmouth	Schr—Glt	1887	East Pubnico, N.S.	80	1	23	5	8	2	97	Geo. D'Entremont, Pubnico, N.S.
49,412	Undaunted	do	do	1862	Petite Passage, N.S.	34	5	11	8	4	8	10	E. Greenlow, Westport, N.S.
85,629	Unexpected	Parrsboro'	do	1885	Parrsboro', N.S.	38	6	15	0	5	2	15	Fred Parker, Hall's Harbour, N.S.
37,833	Unicorn	Digby	do	1857	Granville, N.S.	70	4	20	6	7	6	68	John Fullerton et al, Cornwallis, N.S.
35,631	Union	Chatham, N.B.	do	1851	Miramichi, N.B.	33	9	11	2	5	1	13	J. McLean, Miramichi, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths	Ft. 100ths	Ft. 100ths			
72,096	Union.....	Chatham, N.B....	Schr—Glt.....	1876	New Bandon, N.B..	67 5	20 1	10 1	77	Lawrence Gerrior, Arichat, C.B.	
42,433	Union.....	Gaspé.....	do.....	1867	Gaspé, Que.....	40 4	12 6	5 2	19	John Ascha, Anticosti.....	
42,368	Union.....	Halifax.....	do.....	1838	Argyle, N.S.....	50 5	16 3	7 3	33	Wm. Hutcheson, Cape Canso, N.S.	
61,946	Union.....	do.....	do.....	1870	Jeddore, N.S.....	44 0	16 4	6 1	22	Philip Young, Jeddore, N.S....	
97,099	Union.....	Lunenburg.....	do.....	1891	Lunenburg, N.S....	83 7	23 0	8 7	78	Wm. Smeltzer, Lunenburg, N.S.	
61,990	Union.....	Halifax.....	do.....	1871	Owl's Head, N.S....	41 2	14 2	6 4	20	Alexander LeBlanc, Arichat, C.B.	
94,750	Union.....	St. John, N.B....	do.....	1889	St. Martin's, N.B..	79 0	26 6	7 3	97	Geo. J. Vaughan, Alma, Albert Co., N.B.	
69,608	Union St. Joseph.	Quebec.....	Barge.....	1873	Batiscan, Que.....	96 1	22 5	7 5	103	Hubert Preneveu, Ste. Gene- viève de Batiscan, Que.	
90,895	Union St. Pierre	Yarmouth.....	Schr—Glt.....	1889	Pubnico, N.S.....	41 3	15 6	5 7	19	Maturin D'Entremont, Pubnico, N.S.	
100,123	Uno.....	Wallaceburg.....	Barge.....	1892	Wallaceburg, Ont...	76 0	20 2	5 2	75	J. W. Taylor, Wallaceburg, Ont.	
96,890	Upper Traverse.	Ottawa.....	Schr—Glt.....	.....	.....	77 0	20 0	9 5	97	The Minister Marine and Fish- eries, Ottawa, Ont.
103,417	Uruguay.....	Lunenburg.....	do.....	1896	La Have, N.S.....	83 0	23 9	9 3	97	D. Lohnes, La Have, N.S.....	
97,068	Urania.....	do.....	do.....	1891	Lunenburg, N.S....	85 9	24 5	8 8	100	David Hersler, Lunenburg, N.S.	
66,997	Uranus.....	St. John, N.B....	do.....	1874	Canning, Queen's Co., N.B.	73 2	26 4	6 8	74	James A. Colwell, Cambridge, N.B.	

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
80,637	Vanduares	Yarmouth	Ship—3 m.	1882	Grosses Coques, N.S.	201 2	38 3	24 0	1341	George H. Lovitt, Yarmouth, N.S.	Classed Bureau Veritas.
71,034	Vanguard	Halifax	Schr—Glt	1876	East Port Medway, N.S.	62 0	19 6	7 5	47	Dominick Boudrot, Arichat, C.B.	
85,635	Vanilla	Lunenburg	do	1883	Summerside, N.S.	80 5	23 2	9 2	102	James Rounkey, La Have, N.S.	
80,630	Vanity	Yarmouth	do	1882	Maitland, N.S.	39 0	12 6	4 8	11	S. F. Perry, Maitland, N.S.	
88,592	Vanloo	do	Ship—3 m.	1884	Grosses Coques, N.S.	216 0	40 6	23 8	1496	George H. Lovitt, Yarmouth, N.S.	Classed American Record.
97,027	Vanveen	do	Bktn—Bhgt.	1890	St. John, N.B.	161 0	33 3	13 1	542	do do	
61,607	Varena	Guysboro'	Schr—Glt	1871	Country Harbour, N.S.	38 4	13 4	5 7	16	Richard Hardy, Rose Blanche, Nfld.	
83,483	Varuna	Liverpool	Bgtn—Bkgt.	1882	Liverpool, N.S.	93 6	25 2	11 9	195	Reginald Hamilton, New York, U.S.	
.....	Vassal	Montreal	Barge	1866	St. Francis, Que.	96 3	22 5	6 8	106	Alfred Boucher, Sorel, Que.	
100,036	Vedette	Toronto	Yacht	1892	Toronto, Ont.	46 0	9 6	5 2	6	F. M. Gray et al., Toronto, Ont.	do
97,121	Vega	Quebec	Schr—Glt	1890	Malbaie, Que.	55 0	19 3	7 4	59	Joseph Blouin, St. Jean, Island of Orleans, Que.	
100,851	Vega	do	do	1892	Coudres Isld, Que.	42 8	15 2	6 2	24	R. Daly, Quebec.	
36,991	Vegete	Halifax	do	1861	Lunenburg, N.S.	53 4	18 0	7 0	32	John Maskell, Jeddore, N.S.	
100,434	Velina A.	Moncton	do	1892	Harvey, N. B.	32 6	12 1	4 4	9	J. A. Derry, Harvey, N. B.	

Marine and Fisheries—List of Shipping.

35,667	Velocity	Halifax	Bgtn—Bkgt.	1852	Fugwash, N.S.	78 2	19 8	8 1	69	John Drummond, Halifax, N.S.
46,079	Veloz	Yarmouth	Schr—Glt	1863	Gloucester, U.S.	67 0	19 5	7 3	46	S. M. Ryerson, Yarmouth, N.S.
94,956	Venezuela	Lunenburg	do	1869	Pleasantville, N.S.	79 3	24 0	9 2	94	Albert McKean, LaHave, N.S.
78,863	Venice	Weymouth	Bgtn—Bkgt.	1879	Clare, N.S.	92 0	25 6	10 2	149	A. Melanson, Gilbert's Cove, N.S.
33,110	Venture	Quebec	Schr—Glt	1855	Eboulements, Que.	101 4	22 2	6 6	116	Thomas Forsyth, Montreal
92,778	Venture	Victoria	do	1888	Vancouver, B.C.	68 3	16 6	6 3	48	J. Matheson, Victoria, B.C.
96,781	Venture	Halifax	do	1889	Port Peawick, N.S.	54 2	18 9	7 8	43	Alex. Wilson, Halifax, N.S.
92,315	Venturer	Liverpool	Bgtn—Bkgt.	1886	Brooklyn, N.S.	115 0	29 4	11 8	318	Rupert Gardner, Brooklyn, N.S.
61,401	Venus	Chatham, N.B.	Schr—Glt	1872	Miramachi, N.B.	43 4	14 8	5 9	19	Joseph Windsor, Dalhousie, N.B.
94,832	Venus	St. Andrews	do	1885	Booth Bay, U.S.	59 0	18 4	6 7	42	Simon Brown, Campobello, N.B.
100,821	Venus	Lunenburg	do	1893	Mahone Bay, N.S.	70 1	22 6	8 2	76	R. Hiltz, Mahone Bay, N.S.
103,053	Venus	Yarmouth	do	1894	Shelburne, N.S.	28 0	11 1	5 3	8	C. Blades, Pubnico, N.S.
96,949	Vera	St. John, N.B.	do	1890	Waterborough, N.B.	75 9	27 1	7 4	99	Jotham F. Watson, St. John, N.B.
100,643	Vera	Victoria	do	1887	San Francisco, U.S.	74 0	21 2	8 5	60	J. G. Cox, Victoria, B.C.
97,086	Veria G	Halifax	do	1890	La Have, N.S.	59 2	18 0	8 0	54	Charles W. Hart, Sambro, N.S.
75,765	Veritas	Liverpool	do	1877	Brooklyn, N.S.	82 9	25 9	9 9	111	A. A. Terrio, Arichat, C.B.
88,282	Veritas	St. Andrews	do	1878	Eastport, U.S.	30 3	10 6	5 6	10	Simon Leonard, West Isles, N.B.
37,429	Vermont	Halifax	do	Not kn'n	United States	58 6	17 1	7 3	44	John G. English, Pictou, N.S.
79,993	Veronica	St. John, N.B.	Bk—Bq	1879	Indiantown, St. John, N.B.	186 4	37 8	22 1	1093	Robt. Thomson, jr. and John H. Thomson, St. John, N.B.
53,878	Veronique	Quebec	Schr—Glt	1856	Grondives, Que.	72 2	22 2	6 8	74	H. Hamelin, Grondives, Que.
71,647	Verte Pomme	Montreal	Sloop	1872	Pierreville, Que.	101 2	23 4	6 9	110	G. Lebrun, St. Ajmé, Que.
85,758	Veruna	Quebec	Schr—Glt	1883	St. Jean I ort Joli, Que.	51 0	14 9	6 5	24	J. Bonillon, Ste. Anne de la Pte. au Fere, Co. Rimouski, Que.
83,386	Verre	Toronto	Yacht	1877	Glasgow, G.B.	39 0	7 7	6 6	14	Robert Cochran, Toronto, Ont.
100,608	Vesper	Shelburne	Schr—Glt	1893	Sable River, N.S.	35 4	14 0	6 0	14	P. J. Decker, Little Harbour, N.S.
69,200	Vesta	Lunenburg	do	1874	Mahone Bay, N.S.	68 0	21 6	8 3	64	Wm. Evans, Chester, N.S.

Classed American Record.

Classed Bureau Veritas.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Ft. 10ths Ft. 10ths					
61,501	Vesta	Digby	Schr—Glt	1868	Jordan River, N.S.	49 5	16 1	6 5	22	Charles B. Bowers, Westport, N.S.	
85,976	Vesta Pearl	St. John, N.B.	Wdbt—Bab.	1882	Canning, N.B.	79 0	27 0	6 8	85	Joseph A. Johnson, Granville, N.S.	
100,811	Vesta Pearl	Barrington	Schr—Glt	1893	Shelburne, N.S.	63 0	17 4	7 8	40	A. K. Smith, Cape Island, N.S.	
103,274	Vesuvius	Chatham, N.B.	do	1888	Carsquet, N.B.	35 0	12 1	5 0	10	G. Maillet, Shippegan, N.B.	
77,564	Victor	Montreal	Sloop	1872	Yamaska, Que.	104 0	22 7	7 0	115	Geo. Forman, Grace's Point, Que.	
	Victor	do	Barge	1873	Lévis, Que.	104 4	22 6	9 0	186	Montreal Transportation Co.	
80,874	Victor	Ottawa	do	1881	Mouta Bello, Que.	108 0	22 6	6 1	140	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
100,715	Victor	Montreal	Sloop	1893	Pierreville, Que.	108 3	22 8	10 4	180	N. Laroche, Pierreville, Que.	
103,026	Victor	Parrboro'	Schr—Glt	1836	Saybrook, Conn., U.S.	58 8	20 6	6 0	43	J. H. Morris, Bridgetown, N.S.	
33,623	Victoria	Arichat	do	1874	French Village, C.B.	52 9	16 5	6 1	24	Peter Bourke, French Village, C.B.	
35,788	Victoria	Halifax	do	1838	Clyde, River, N.S.	52 5	14 8	8 6	50	Thos. Coffin, Barrington, N.S.	
35,816	Victoria	do	do	1840	Pope's Harbour, N.S.	52 5	15 3	7 6	36	Alex. Fraser, Sheet Harbour, N.S.	
74,222	Victoria	Montreal	Sloop	1875	Yamaska, Que.	99 8	21 0	5 9	95	X. Lebrun, St. Aimé, Que.	
33,013	Victoria	Quebec	Schr—Glt	1864	Champlain, Que.	78 4	22 4	7 6	95	E. Morinville, Champlain, Que.	

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48,151	Victoria	Quebec	do	1863	St. Antoine, Que	63 0	20 0	5 7	41	J. B. Côté, Lotbinière, Que
51,538	Victoria	do	Barge	1866	St. Jean Deschail- lons, Que	80 0	22 0	7 5	77	L. Houde, St. Jean Deschail- lons, Que
52,500	Victoria	do	do	1865	Batiscan, Que	81 5	22 0	7 7	87	Gaspard Duval, Batiscan, Que
55,858	Victoria	do	Schr—Glt	1866	Malbale, Que	44 4	14 0	6 1	21	Jos. Warren, Murray Bay, Que
73,003	Victoria	do	do	1865	Lotbinière, Que	55 0	17 0	5 2	29	Germaine Leveillé, Les Ecu- reils, Que
73,055	Victoria	do	do	1860	St. Antoine, Que	59 3	19 5	6 1	42	Zenophon Legendre, St. An- toine, Que
38,026	Victoria	Yarmouth	do	1852	Lewis Head, N.S.	37 0	10 6	5 7	17	W. Wrayton, Barrington, N.S.
90,768	Victoria	St. Catherine	Scow—Chd	1870	Welland, Ont	109 0	23 3	6 5	156	Allan Holloway, Fort Erie, Ont
96,998	Victoria	New Westminster	Sloop	1882	Port Guichon, B.C.	36 0	11 0	3 5	13	John A. Maxwell, Nanaimo, B.C.
100,492	Victoria	Victoria	Schr—Glt	1882	Victoria, B.C.	80 0	20 4	8 4	63	Sprott, Balcan, Victoria, B.C.
100,458	Victoria	Quebec	do	1891	Quebec, Que	68 0	21 7	6 0	53	Edouard Bouchard, Quebec, Que
64,968	Victorine	do	do	1870	Bay St. Paul, Que	60 6	19 4	6 2	50	Wm. Filion, Bay St. Paul, Que
36,080	Victory	Halifax	do	1844	Pope's Harbour, N.S.	40 4	11 6	6 1	14	Michael O'Leary, Bay of Is- lands, Nfld.
80,852	Victory	do	do	1880	Mosers River, N.S.	73 2	22 4	9 0	88	Augustus LeBlanc, D'Escousse, C.B.
85,785	Victory	do	do	1883	Lunenburg, N.S.	79 2	23 6	9 0	97	John Livingston, Big Bras d'Or, C.B.
100,052	Victory	St. John, N.B.	do	1890	Waterside, N.B.	86 6	27 7	7 0	124	Ernest W. Lynds, Hopewell, N.B.
59,310	Victory	St. Andrews	do	1865	Hopewell, Me, U.S.	30 8	10 4	4 8	8	Geo. Mulholland, Campobello, N.B.
42,008	Victory	Digby	do	1859	Bear River, N.S.	34 6	12 0	4 8	10	Israel Letteney, Granville, N.S.
61,553	Vidette	Port Hawkesbury	do	1873	Sable River, N.S.	65 6	22 0	7 9	58	Thos. F. Reeves, Port Hawkes- bury, C.B.
48,104	Vienna	Halifax	do	1883	Essex, U.S.	46 7	13 9	6 0	22	John McDonald, Cape George, N.S.
90,558	Vienna	Bowmanville	do	1871	Port Burwell, Ont	102 0	23 5	8 5	136	Elizabeth Sixsmith and others, Toronto, Ont
92,767	Vigie	Quebec	do	1889	Quebec	70 7	19 0	8 6	59	The Corporation of Pilots, Que- bec
92,589	Vigilant	Gaspé	do	1894	Essex River, Que	32 6	13 0	4 6	11	J. Dugay, Anticosti
100,251	Vigilant	Halifax	do	1894	Tan Cook Island, N.S.	34 3	9 0	3 7	5	Dudley Mills, Halifax, N.S.
100,621	Viking	Port Dover	Sloop	1891	Port Dover, Ont	62 0	16 6	7 8	39	James Allan, Port Dover, Ont

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Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructif.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered Tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur géérant, et adresse.	Where Classed. Où classé.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Fe. 10ths	Fe. 10ths	Fe. 10ths			
108,338	Viking.....	Montreal.....	Yacht.....	1892	Côte St. Paul, Que.	40 0	12 3	3 2	6	L. J. Smith, Montreal.....	
42,222	Village Belle.....	Annapolis.....	Schr—Glt.....	1860	Wilnot, N.S.....	44 8	14 7	5 0	20	A. Spurr, Hillsbourne, N.S.....	
42,280	Village Belle.....	Halifax.....	Bgtn—Bkgt.....	1861	Londonderry, N.S.....	106 9	24 8	11 4	196	Wm. Douglass, Londonderry, N.S.	
75,785	Village Belle.....	Port Medway.....	Schr—Glt.....	1878	East Port Medway, N.S.	63 8	21 0	8 3	55	S. E. Teel, Vogler's Cove, N.S.	
41,563	Village Belle.....	Quebec.....	do.....	1859	Douglstown, Gaspé, Que.	55 4	17 0	8 0	41	Jacques Saingelat, jr., Mille Vaches, Que.	
57,662	Village Bride.....	Halifax.....	do.....	1867	Chezecook, N.S.....	45 4	15 0	6 4	24	Peter Malcolm, Port Malcolm, N.S.	
69,192	Village Queen.....	do.....	do.....	1874	Mahone Bay, N.S.	48 6	15 9	6 6	24	Charles Brundage, Sheet Harbour, N.S.	
88,302	Villageois.....	Quebec.....	Barge.....	1881	St. Jean Deschallons Que.	92 6	22 6	6 5	93	G. Gignac, Portneuf, Que.....	
38,389	Vincent.....	Arichat.....	Schr—Glt.....	1859	Cheticamp, C.B.....	57 9	16 6	6 7	32	Stanislaus Boudrot, Cheticamp, C.B.	
33,043	Vincent.....	Quebec.....	do.....	1837	Paspébiac, Que.....	65 6	17 2	9 3	62	Hon. William Warren Lord, Charlottetown, P.E.I.	
.....	Vine.....	Halifax.....	do.....	1847	Barrington, N.S.....	46 4	10 8	6 3	17	Joseph Atwood, Barrington, N.S.	
37,418	Vine.....	Liverpool.....	do.....	1854	Sable River, N.S.....	46 2	13 0	6 3	23	N. Munroe, Port Medway, N.S.	
96,749	Vinton.....	Parraboro'.....	do.....	1869	St. Martin's, N.B.....	80 7	27 0	7 1	93	Kilgour Shives, Campbellton, N.B.	
85,338	Viola.....	New Carlisle.....	do.....	1882	Lunenburg, N.S.....	80 9	24 2	9 5	109	R. B. Smith, New Carlisle, Que.	Classed American Record.

Marine and Fisheries—List of Shipping.

Classed	Baseau	Veritas	and	American	Re-	cord.				
97,186	Viola	Windsor, N.S.	do	1891	Salmon River, N.S.	90 0	28 0	9 0	124	J. Willard Smith, St. John, N.B.
100,330	Viola Pearl	Yarmouth	do	1894	Eel Brook, N.S.	45 0	16 7	6 7	23	H. Goodwin, Pubnico, N.S.
72,238	Violet	St. John, N.B.	Bk—Bq	1875	Indiantown, St. John, N.B.	161 8	33 4	19 0	783	Charles A. Palmer, St. John, N.B.
100,260	Violet	Halifax	Schr—Glt	1891	Sambro, N.S.	33 6	11 4	5 0	12	James H. Smith, Sambro, N.S.
94,726	Violet N	Digby	do	1898	Cornwallis, N.S.	54 0	17 8	6 4	32	Albert E. Coggins et al, Westport, N.S.
90,485	Violet West	Halifax	do	1885	Seaforth, N.S.	49 6	18 0	7 0	35	Thomas Gaetz, Seaforth, N.S.
38,325	Virgin	Arichat	do	1855	Barachois, C.B.	42 2	14 3	5 8	16	Wm. Levesconte, D'Escousse, C.B.
96,773	Virgin	Port Hawkesbury	do	1894	Cheticamp, C.B.	33 0	11 4	4 9	10	M. LeBlanc, Cheticamp, C.B.
70,283	Virginia	Montreal	Barge	1874	Montreal	110 0	22 9	8 8	184	The Kingston and Montreal Forwarding Co.
83,217	Virginie	Quebec	Schr—Glt	1855	Lotbinière, Que	83 4	22 5	8 2	104	F. Brunet, Ste. Anne de la Perade, Que.
41,592	Virginie	do	do	1858	Les Eboulements, Que.	63 0	18 5	8 7	57	F. LeBrun, Gaspé, Que.
51,537	Virginie	do	Barge	1864	Grondues, Que.	83 3	22 0	7 4	86	E. Hamelin, Grondues, Que.
74,238	Virginie	do	do	1876	Ste. Emélie, Que.	95 8	21 5	7 6	112	Solomon Berard, Sorel, Que.
75,678	Virginie	do	Schr—Glt	1877	Les Eboulements, Que.	39 0	14 5	5 7	21	E. Talbot, Fraserville, Que.
36,148	Vision	Halifax	do	1858	Ship Harbour, N.S.	67 7	19 3	9 3	63	John Pugh, Halifax, N.S.
72,570	Vision	Kingston	do	1873	Dog Lake, Ont.	73 0	17 9	6 2	57	J. D. Thompson, Kingston, Ont.
30,863	Viva	Victoria	do	1885	Chester, N.S.	76 9	22 8	9 0	92	Victoria Sealing and Trading Co., Victoria, B.C.
90,597	Vivian	Lunenburg	do	1885	Lunenburg, N.S.	80 6	23 4	9 0	99	Charles Anderson, Lunenburg, N.S.
36,215	Vivid	Halifax	do	1858	La Have, N.S.	50 8	16 9	7 7	29	George Stiles, La Poile, Nfld.
37,603	Vivid	Lunenburg	do	1853	do	44 6	13 7	6 7	31	William Hiltz, Chester, N.S.
75,749	Vivid	Yarmouth	do	1879	Church Point, N.S.	64 0	20 3	7 6	43	E. F. Parker, Yarmouth, N.S.
37,312	Volant	Halifax	do	1846	Shelburne, N.S.	45 0	12 7	6 1	23	Samuel Smith, Barrington, N.S.
100,995	Voltaire	Chatham, N.B.	do	1891	Shippegan, N.B.	35 0	12 0	4 6	10	P. Rive, Caraquet, N.B.
100,357	Voltaire	Quebec	do	1888	Rimouski, Que.	35 2	13 2	4 8	14	P. Theriault, Rimouski, Que.
103,352	Voltaire	do	Sloop	1894	Les Escoumains, Que	60 8	18 6	5 3	34	C. Belanger, Les Escoumains, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10chs	Ft. 10chs	Ft. 10chs			
42,291	Volunteer	Halifax	Schr—Glt	1861	Chester, N.S.	42 8	14 7	5 9	16	Henry Linden, Torbay, N.S.	
94,776	Volunteer	Lunenburg	do	1889	Pleasantville, N.S.	81 6	24 0	9 2	99	Albert McKean, La Have, N.S.	
96,910	Volunteer	Kingston	Sloop	1891	Dog Lake, Ont.	88 8	17 0	5 6	59	John Ruttan, Battersea, Ont.	
103,111	Volunteer	St. Andrews	Schr—Glt	1888	Grand Manan, N.B.	32 0	12 3	5 0	13	Alfred W. Ingersoll, Grand Manan, N.B.	
100,966	Von Moltke	Chatham, N.B.	do	1890	Caracquet, N.B.	36 1	11 9	4 6	11	P. Rive, Caracquet, N.B.	
90,435	Voyager	Barrington	do	1890	Barrington, N.S.	70 0	20 8	8 2	72	A. W. Doane, Barrington, N.S.	
51,512	Voyageur	Quebec	Barge	1862	Gronlines, Que	70 0	22 0	5 9	54	Jos. Durand, Champlain, Que.	
64,983	Voyageur	do	Sloop	1861	L'Islet, Que	55 3	16 4	4 6	28	Pamphile Moreau, L'Islet, Que.	
96,034	Vreda	Toronto	Yacht	1888	Ayrshire	53 3	10 1	9 5	18	A. R. Boswell and W. H. Cawthra, Toronto, Ont.	
92,583	W. J. B.	Gaspé	Schr—Glt	1890	Canne de Roche, Que.	68 0	20 0	8 8	66	Chas. G. LeBas, Percé, Que	
42,395	W. A. Black	Halifax	Bgtn—Bkgt.	1863	Londonderry, N.S.	90 4	23 4	11 0	139	George McLellan, Londonderry, N.S.	
92,661	W. A. Crombie	Ottawa	Barge	1887	Ottawa, Ont.	110 0	22 0	7 0	155	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	

Marine and Fisheries—List of Shipping.

77,995	W. A. Woodbury	Ottawa	do	1879	Hull, Que	107 0	22 3	6 9	150	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
	W. B. Robinson	Sarnia	Schr—Glt	1871	Port Frank, Ont	76 0	19 0	4 4	45	O. T. Hardy, Harwich, Ont.
80,883	W. C. Edwards	Ottawa	Barge	1880	Ottawa, Ont	111 0	22 0	7 1	154	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
42,023	W. D. Bickford	Digby	Schr—Glt	1860	Hillsburgh, N.S.	58 8	17 1	7 5	44	J. A. Stevens, Sackville, N.B.
94,953	W. D. Richard	Lunenburg	do	1889	La Have, N.S.	80 7	24 0	8 7	98	W. N. Reinhardt, La Have, N.S.
69,214	W. E. Stowe	do	Bgtn—Bkgt.	1875	Lunenburg, N.S.	88 0	24 0	10 7	160	Jas. Eisenhauer & Co., Lunen- burg, N.S.
61,921	W. E. Wier	Halifax	Schr—Glt	1871	Port Medway, N.S.	61 0	19 6	7 2	41	Renben Cross, Tancook, N.S.
83,174	W. E. Young	Lunenburg	do	1882	Lunenburg, N.S.	78 0	23 4	8 5	93	Edward Moore, Halifax, N.S.
	W. F. Biggar	Port Colborne	Scow—Chd	1873	Port Colborne, Ont.	96 0	25 7	6 0	111	A. H. Bradley, Wainfleet, Ont.
88,518	W. F. Elizabeth	Sydney	Schr—Glt	1886	St. Peter's, C.B.	32 1	12 8	5 1	10	George Leslie, Spry Bay, N.S.
75,798	W. G. Perley	Ottawa	Barge	1878	Hull, Que	107 1	22 6	7 8	164	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
75,795	W. H. Lewis	do	do	1878	Ottawa, Ont	108 0	22 7	7 6	155	do do
36,639	W. H. Merritt	Quebec	Schr—Glt	1855	St. Catharines, Ont.	123 0	25 5	10 5	266	Thos. N. Smith, St. Catharines, Ont.
92,669	W. H. Siasmith	Ottawa	Barge	1887	Hull, Que	112 0	23 0	7 6	147	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
97,041	W. H. Smith	Liverpool	Schr—Glt	1890	Brooklyn, N.S.	59 9	18 0	7 1	43	Herbert Smith et al, Brooklyn, N.S.
100,842	W. H. Walters	Lunenburg	do	1894	Lunenburg, N.S.	76 4	22 2	9 1	90	Thomas Walters, Lunenburg, N.S.
100,099	W. H. Waters	St. John, N.B.	do	1893	Westfield, King's Co, N.B.	86 5	28 1	7 9	121	William H. Waters, Westfield, Kings Co, N.B.
71,274	W. J. Suffel	Port Hope	do	1874	Port Burwell, Ont.	120 0	26 0	9 8	238	J. Carson, Fort Hope, Ont
57,257	W. L. Lohnes	Lunenburg	do	1866	La Have, N.S.	55 3	18 1	7 4	38	Wm. Lohnes, La Have, N.S.
94,827	W. K. Smith	Digby	do	1891	Plympton, N.S.	82 0	24 6	8 9	98	W. K. Smith, Plympton, N.S.
69,091	W. M. Vogler	Port Medway	do	1874	Vogler's Cove, N.S.	61 5	20 3	7 6	46	J. S. Cochrane, Halifax, N.S.
103,374	W. P. Andrus	Winnipeg	Barge	1894	Rat Portage, Ont.	52 0	12 2	6 0	28	Angus McKinnon, Rat Portage, Ont.
83,446	W. P. Sayward	Victoria	Schr—Glt	1892	Victoria, B.C.	68 0	21 5	7 2	60	J. Boscowitz, Victoria, B.C.
100,543	W. Parnell O'Hara	Digby	do	1886	Essex, U.S.	80 2	23 0	8 3	79	Edgar Port et al, Digby, N.S.
83,688	W. R. Barry	St. John, N.B.	Wdnt—Bab	1885	Westfield, N.B.	46 4	14 9	4 6	22	Chas. A. C. Gorham, Green- wich, N.B.

Classed Ameri-
can Record.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Ft. 10ths Ft. 10ths					
100,105	W. R. Huntley.....	Parrsboro'	Schr—Glt	1891	Port Greville, N.S.	100 1	28 4	10 1	167	C. S. Howard, Parrsboro', N.S.	Classed American Record.
55	100,393 W. S. Fielding.....	Sydney	do	1895	Ingonish, C.B.	38 8	12 9	5 4	14	A. B. Morrison, St. Anne, C.B.	
88	..... W. W. Grant.....	Port Burwell	do	1897	Port Burwell, Ont.	100 0	21 0	7 0	163	Thos. S. Bailey, Ernestown, Ont.	
100,070	W. W. McLaughlan.	St. John, N.B.	Bk—Bq	1891	Hopewell, N.B.	160 3	33 4	13 2	471	Ernest W. Lynds, Hopewell, N.B.	Classed Bureau Veritas.
71,280	W. Y. Emery.....	Port Burwell	Schr—Glt	1875	Port Burwell, Ont.	104 0	25 0	10 8	154	George P. Magan, Toronto, Ont.	
92,672	W. Dunbar.....	Pictou, N.S.	do	1887	Brulé, N.S.	48 0	17 6	6 6	28	Joseph O. Read, Pugwash, N.S.	
100,174	W. Gill.....	Montreal	Sloop.....	1891	Pierreville, Que.	91 0	23 0	6 0.	89	Willie Gill, Pierreville, Que.	
90,534	W. Henry.....	Ottawa	Barge.....	1885	Sorel, Que.	111 8	22 9	8 0	185	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
57,724	W. Inman.....	Halifax.	Schr—Glt	1869	West Dublin, N.S.	49 5	17 2	7 1	34	John Gallop, Codroy, Nfld	
85,363	W. McGillivray	Ottawa.....	Barge.....	1886	Hull, Que.	111 1	22 8	7 2	157	The Ottawa Trans. Co., Ltd., Ottawa, Ont.	
75,529	W. Owens.....	Montreal	do	1874	Monte Bello, Que.	94 0	19 2	5 7	89	J. Bouvier, St. Roch, Que.	
71,374	W. & H. Wother- spoon.	Parrsboro'	Schr—Glt	1875	Parrsboro', N.S.	108 2	27 1	11 2	194	Mark Shaw, New York, U.S.	
83,382	Wales.....	Toronto.....	do	1881	Kingston, Ont.	110 0	21 7	10 0	152	The Muskoka Mills and Lum- ber Co., Toronto, Ont.	
100,115	Wallede.....	Parrsboro'	do	1892	Port Greville, N.S.	124 5	31 4	11 2	249	J. B. Westaway, New York, U.S.	Classed American Record.

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88,422	Walls	St. John, N.B.	Wdht—Eab	1884	Chipman, N.B.	77 0	25 2	6 9	82	George Coram, St. John, N.B.
92,669	Walter	Halifax	Schr—Glt	1882	Red Head, N.S.	36 3	13 4	6 5	14	Robert Johnston, Halifax, N.S.
88,264	Walter J. Clarke	Digby	do	1883	Carleton, N.B.	50 0	15 5	6 4	20	Amos D. Outhouse, Tiverton, N.S.
94,814	Walter L. Rich	Victoria	do	1887	Booth Bay, U.S.	79 2	22 0	7 6	76	G. E. Munro, Victoria, B.C.
96,944	Walter Miller	St. John, N.B.	do	1890	Black River, N.B.	98 2	27 7	7 3	125	N. C. Scott, St. John, N.B.
90,663	Walter P. Hall	Victoria	do	1886	Gilbert's Cove, N.S.	78 0	22 8	9 0	99	T. R. Smith, Victoria, B.C.
90,620	Walter Sumner	Moncton	do	1891	Moncton, N.B.	91 6	28 7	9 0	147	F. W. Sumner, Moncton, N.B.
	Wanda	Morrisburg	Sloop	1868	Port Robinson, Ont.	103 0	23 0	8 0	153	Montreal Transportation Co., Montreal.
36,986	Wanderer	Halifax	Schr—Glt	1860	La Have, N.S.	54 6	17 6	7 5	30	Ronald Campbell, P. E. Island
64,139	Wanderer	Victoria	do	1872	San Juan, B.C.	53 0	15 3	5 3	25	Victoria Sealing and Trading Co., Victoria, B.C.
	Wanderer	Toronto	do	1886	Oakville, Ont.	80 0	20 4	7 6	110	John Spence, jun., Southampton, Ont.
85,617	Wandrian	Parrsboro'	do	1883	Parrsboro', N.S.	135 3	32 3	12 5	310	Sarah Gillespie, Shulee, N.S.
90,896	Wapiti	Yarmouth	do	1889	Shelburne, N.S.	90 4	24 2	9 7	99	A. F. Stoneman, Yarmouth, N.S.
61,583	Warrior	Halifax	do	1875	Jordan River, N.S.	80 0	22 1	10 0	102	James Jackson, Spry Bay, N.S.
83,193	Warrior	Pictou, N.S.	Ship—3 m.	1884	River John, N.S.	221 0	40 5	24 2	1687	Alex. C. Macdonald, Pictou, N.S.
92,378	Wascano	St. John, N.B.	Schr—Glt	1888	Coverdale, N.B.	88 2	26 3	8 2	115	W. H. Steeves, Hillsboro', N.B.
69,385	Wasp	Gaspé	do	1876	Gaspé, Que.	50 8	15 4	7 5	31	Ed. Quigley, Gaspé, Que.
73,057	Wasp	Quebec	Sloop	1868	Quebec	40 0	14 0	4 5	13	Campbell McNab, Rivière du Loup, Que.
35,081	Wasp	Lunenburg	Schr—Glt	1853	New Dublin, N.S.	56 8	17 3	7 1	47	Alex. Bell, New Dublin, N.S.
100,985	Wasp	Chatham, N.B.	do	1888	Caraquet, N.B.	36 0	12 8	5 0	12	C. De Gruchy, Caraquet, N.B.
71,384	Watchman	Barrington	do	1884	Liverpool, N.S.	39 8	13 8	5 7	15	Israel L. Walker, Yarmouth, N.S.
80,356	Watchman	Parrsboro'	do	1879	Parrsboro', N.S.	55 4	18 5	7 4	46	W. H. Adams, Parrsboro', N.S.
52,198	Watchman	St. John, N.B.	do	1865	Grand Lake, Queen's Co., N.B.	64 0	22 2	6 0	46	W. C. Douglas, St. John, N.B.
73,008	Water Fly	Quebec	do	1875	St. Siméon, Que.	56 5	19 5	7 7	49	Hubert Warren, St. Etienne de la Malbaie, Que.
61,904	Water Lily	Halifax	do	1876	Liverpool, N.S.	38 4	14 0	5 5	14	Isaac Morash, Dover, N.S.

Classed American Record.

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Classed Bureau Veritas and American Record.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
66,957	Water Lily.....	St. John, N.B....	Wdabt—Bab	1874	Greenwich, King's Co., N.B.	75 6	26 3	6 5	71	David Murray, Truro, N.S....	
100,611	Water Sprite.....	Shelburne	Schr—Glt	1893	Shelburne, N.S.....	66 0	19 0	7 9	50	Elijah Nickerson, Wood Harbour, N.S.	
59,325	Water Witch. ...	St. Andrews ...	do	.....	Essex, Maine, U.S..	39 0	12 0	5 0	12	Eben. Greenlaw, Deer Island, N.B.	
92,512	Water Witch.	do	do	1880	Brier Island, N.S....	29 0	11 0	5 0	11	B. H. Cossiboon, Grand Manan, N.B.	
80,961	Waterlily.....	Halifax.....	do	1880	Little Glace Bay, N.S.	41 6	14 6	5 8	18	Joseph Perrin, McNab's Island N.S.	
96,754	Waterside.,.....	St. John, N.B....	do	1889	Waterside, N.B.....	101 0	28 2	8 6	161	Ernest W. Lynds, Hopewell, N.B.	
.....	Waubashene	Toronto	do	1872	Chatham, Ont.....	149 0	26 0	11 6	478	The Collins Bay Rafting and Forwarding Co., Kingston, Ont.	
35,731	Wave	Arichat	do	1853	Mahone Bay, N.S....	62 9	18 3	7 9	41	Chas. Boudrot, Arichat, C.B... N.S.	
37,249	Wave	Digby	do	1834	Clements, N.S.....	56 1	18 0	8 3	45	W. S. F. Davidson, Westport, N.S.	
72,980	Wave	do	do	1873	Salmon River, N.S..	39 6	12 2	4 8	11	Thos. Paek, Westport, N.S....	
35,595	Wave	Chatham, N.B....	do	1850	P. E. Island.....	36 0	11 3	5 3	16	Geo. Rogers, Chatham, N.B....	
90,488	Wave	Charlottetown ...	do	1885	Spry Harbour, N.S.	43 5	14 0	5 5	19	Wm. M. Coffin, Charlottetown, P. E. I.	
83,413	Wave Crest.....	Port Hope.....	do	1867	Brockville, Ont.....	110 0	22 5	9 7	182	R. C. Smith, Port Hope, Ont... N.B.	
77,969	Wave Queen.....	St. Andrews.....	do	1879	St. George, Charlotte-town Co., N.B.	30 2	11 7	5 1	11	Wm. McMann, St. George, N.B.	

Marine and Fisheries—List of Shipping.

Waverley	Morrisburg	Barge	1870	Thorold, Ont.	110 0	21 0	8 0	176	The Department of Public Works, Ottawa.
Wawanosh	Sarnia	Schr—Glt	1873	Sarnia, Ont.	188 0	26 2	12 0	370	Jas. King, Sarnia, Ont.
85,575	St. John, N.B.	do	1883	Hopewell Cape, N.B.	76 4	24 8	8 2	100	W. H. Steeves, Hillsboro', N.B.
38,160	Yarmouth	do	1861	Beaver River, N.S.	43 0	13 6	4 9	12	Wm. McKenzie, Yarmouth, N.S.
64,049	Digby	do	1875	Tiverton, N.S.	40 8	15 9	6 2	19	Morton Morrell et al, Tiverton, N.S.
36,005	Halifax	do	1855	New Harbour, N.S.	41 1	13 6	5 9	16	Andrew Sangster, New Harbour, N.S.
74,147	Charlottetown	do	1876	La Have, N.S.	58 5	19 4	7 4	45	Jabez Hudson, Crapaud, P.E.I.
64,901	Halifax	do	1872	St. Margaret's Bay, N.S.	47 9	17 0	7 4	32	W. M. Gray, Halifax, N.S.
88,228	Charlottetown	do	1884	Chezetook, N.S.	47 8	17 3	7 2	33	James Clow, Murray Harbour, P.E.I.
80,061	St. John, N.B.	do	1880	Chipman, N.B.	80 4	25 4	7 0	94	W. F. Currie, Caubridge, N.B.
36,515	Liverpool	do	1846	Port Herbert, N.S.	38 5	12 3	6 6	24	J. McDonald, Port Joli, N.S.
73,958	St. Catharines	Scow—Chd	1876	Merrittion, Ont.	107 0	25 0	6 7	142	Thos. Conlon, Thorold, Ont.
100,118	Wellandport	do	1867	Welland, Ont.	107 0	25 0	6 7	212	John Flett, Chippewa, Ont.
96,751	Wellman Hall	Schr—Glt	1892	Advocate, N.S.	98 5	27 5	9 3	186	S. F. Knowlton, Advocate, N.S.
50,860	Wendall Burpee	do	1889	Waterborough, N.B.	81 1	27 1	7 4	99	N. C. Scott, St. John, N.B.
90,675	Wenonah	do	1863	Buctouche, N.B.	32 0	10 7	4 5	10	J. Doherty, Buctouche, N.B.
92,329	Wenonah	do	1886	Lockeport, N.S.	40 8	12 0	7 0	15	Andrew King, Halifax, N.S.
38,344	Wentworth	do	1849	Pouland, C.B.	45 2	13 2	6 4	27	Edward Farrell, Glace Bay, C.B.
94,780	Wentworth	do	1889	Port Greville, N.S.	130 0	33 4	11 9	328	Gypsum Packet Co., Ltd., Windsor, N.S.
100,692	We're Here	do	1859	Essex, Mass, U.S.	65 0	18 5	7 8	64	Martin Williams, Musquodoboit Harbour, N.S.
100,152	Werra	do	1891	Lunenburg, N.S.	77 0	23 6	8 8	85	David Smith, Lunenburg, N.S.
75,955	West Wind	do	1877	Port Gilbert, N.S.	45 7	16 4	6 0	25	Lyda & Cousins, Digby, N.S.
92,451	Westaway	Pgtn—Bkglit	1886	Sturgeon, P.E.I.	111 0	29 0	12 4	250	Joseph B. Westaway, Georgetown, P.E.I.
88,042	Western Belle	Schr—Glt	1881	Gunning Cove, N.S.	46 5	16 3	6 6	23	John Thomas, Herring Cove, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Pds. 10ths					
85,574	Westfield.....	St. John, N.B.	Wdbr—Bab	1883	Westfield, N.B.	75 3	26 0	7 2	80	John Cullinan, St. John, N.B.	
100,551	Westmoreland.....	Dorchester.....	Bk—Bq	1893	Harvey, N.B.	164 4	35 3	18 3	697	Barque Westmoreland Co., Ltd., Dorchester, N.B.	Classed Bureau Veritas.
57,103	Westpoint.....	Yarmouth.....	Schr—Glt	1897	Tusket Wedge, N.S.	58 0	18 5	6 5	38	N. B. Lewis, Yarmouth, N.S.	
	Wheatbin.....	Montreal.....	Bargs	1870	St. Marcel, Que.	148 9	24 6	9 5	320	Montreal Transportation Co....	
77,744	Whip-poor-Will.....	Shelburne.....	Schr—Glt	1875	Lockeport, N.S.	44 0	13 6	5 5	17	Gilbert Littlewood, Littlewood, Shelburne Co., N.S.	
	Whip-poor-Will.....	Toronto.....	do	1867	Weland, Ont.	40 0	9 8	8 5	15	John McLennan, Toronto, Ont.	
90,658	Whistler.....	Yarmouth.....	do	1886	Eel Brook, N.S.	50 9	14 7	6 3	23	John McKinnon, Yarmouth, N.S.	
77,572	White Bird.....	Montreal.....	Sloop	1878	Yamasika, Que.	92 5	22 5	6 2	88	E. Auclair, Haverhill, U.S.	
100,962	White Bird.....	Chatham, N.B.	Schr—Glt	1893	Shippegan, N.B.	41 8	15 8	6 0	27	W. S. Loggie, Chatham, N.B.	
94,967	White Cloud.....	Lunenburg.....	do	1899	Mahone Bay, N.S.	77 4	24 2	9 3	98	J. A. Mader, Mahone Bay, N.S.	
	White Cloud.....	Windsor, Ont.	Scow—Chd	1864	Sandwich West, Ont.	60 0	14 0	3 6	29	Jos. Lemoine, Sandwich, Ont.	
96,735	White Fish.....	Chatham, N.B.	Schr—Glt	1890	Shippegan, N.B.	35 2	13 0	4 9	12	Joseph Savoy, Shippegan, N.B.	
72,571	White Oak.....	Kingston.....	do	1867	Oakville, Ont.	111 0	24 8	9 5	180	James Quinn, Oakville, Ont.	
6,520	White Swan.....	Parrsboro'.....	do	1889	Parrsboro', N.S.	73 5	21 9	7 0	90	Hugh Gillespie, Parrsboro', N.S.	

Marine and Fisheries—List of Shipping.

72,091	White Wings	Chatham, N.B.	do	1876	Miramichi, N.B.	46 5	15 5	6 0	19	W. S. Loggie, Chatham, N.B.
88,155	White Wings	Hamilton	Sloop	1886	Trenton, Ont.	40 0	15 6	6 4	22	Emilius Jarvis, Hamilton, Ont.
90,476	White Wings	Maitland	Bktn—Bkgt.	1889	Maitland, N.S.	162 6	31 1	15 8	495	M. Lawrence, Maitland, N.S.
100,953	White Wings	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	35 1	12 7	4 4	10	R. Young, Caraquet, N.B.
100,866	White Wings	Quebec	Bktn—Bkgt.	1893	St. Joseph de Lévis, Que.	142 0	28 6	12 5	396	White Wings Ship Co., Quebec
100,590	Wide Awake	Montreal	Sloop	1891	New York, U.S.	16 5	7 2	3 5	1	H. M. Molsen, Montreal, Que.
38,199	Wide Awake	Yarmouth	Schr—Glt	1862	St. Mary's Bay, N.S.	50 8	18 2	6 6	27	D. Adams, Yarmouth, N.S.
92,398	Wide Awake	Kingston	Sloop	1887	Kingston, Ont.	65 3	15 3	3 8	24	John Tuttle, Stomington, Ont.
61,947	Widgeon	Halifax	Schr—Glt	1869	Chezetcook, N.S.	42 5	14 8	6 6	22	John Petipas, Bay of Islands, Nfld.
72,321	Widgeon	St. John, N.B.	do	1872	St. John, N.B.	32 1	11 5	5 3	10	James Kennedy, St. John, N.B.
96,936	Wild Brier C.	Charlottetown	do	1890	Miminegash, P.E.I.	47 0	15 0	5 5	24	Walter Matheson, Charlottetown, P.E.I.
64,972	Wild Goose	Quebec	Barge	1871	Quebec	105 0	22 5	7 0	130	Jean B. Blanchard, Montreal.
41,929	Wild Wave	Liverpool	Schr—Glt	1859	Liverpool, N.S.	59 0	17 5	6 7	35	B. P. Crowell, Shelburne, N.S.
54,416	Wildflower	St. John, N.B.	Wdht—Bab	1866	Washedemoak, Queen's Co., N.B.	55 0	18 7	5 0	33	John B. Edgar, Kars, King's Co., N.B.
88,586	Wildwood	do	Bk—Bq	1883	St. John, N.B.	222 3	40 1	24 0	1488	Robert Thomson, jr., and John H. Thomson, St. John, N.B.
49,465	Wiley Smith	Pugwash	Bgtn—Bkgt.	1866	River Philip, N.S.	82 9	23 2	9 7	128	Thomas Dennison and George West, Pugwash, N.S.
88,614	Wilhelmina	Lunenburg	Schr—Glt	1884	LaHave, N.S.	61 0	19 6	8 0	54	Wm. Allen, Boom Bay, Nfld.
90,882	Will-o'-the-Wisp	Yarmouth	do	1888	Pubnico, N.S.	67 8	19 7	7 5	51	Gervais D'Entremont, Pubnico, N.S.
90,430	Will Carleton	Barrington	do	1889	Barrington, N.S.	77 0	22 7	9 0	89	H. D. Smith, Port Latour, N.S.
92,662	Willard Crane	Ottawa	Barge	1887	Hull, Que.	110 0	22 0	7 0	155	The Ottawa Trans. Co., Ltd., Ottawa, Ont.
92,578	Willetta	Halifax	Schr—Glt	1888	Sambro, N.S.	37 8	12 9	5 5	12	Joseph Gray, Sambro, N.S.
61,949	William	Charlottetown	do	1866	Chezetcook, N.S.	40 4	14 9	6 4	22	Wellington Mutch, Eldon, P.E.I.
39,015	William	Halifax	do	1843	Sable River, N.S.	45 8	12 8	6 8	30	William Manning, Halifax, N.S.
69,675	William	Kingston	Barge	1875	Point Lévis, Que.	128 1	27 0	10 3	287	Kingston and Montreal Forwarding Co., Kingston, Ont.
38,698	William	Sydney	Schr—Glt	1871	Lorraine, C.B.	43 3	13 6	5 6	16	Malcolm McFadden, Charlottetown, P.E.I.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Pt. 100 lbs.	Pt. 100 lbs.	Pt. 100 lbs.			
85,397	William A.	Kingston	Sloop	1863	Kingston, Ont.	77 1	19 0	4 6	50	Bernard Black, Kingston, Ont.	
73,080	William Albert.	Amherst, M.I.	Schr—Glt	1890	Etang du Nord, Que.	33 6	12 3	4 7	9	John N. LeBlanc, Etang du Nord, Que.	
88,260	William C. Allan.	do	do	1881	Grindstone, Gaspé Co., Que.	57 1	19 6	8 1	41	W. G. Leslie, Grindstone, M.I., Que.	
72,096	William Gordon	Yarmouth	do	1883	Rothesay, N.B.	35 1	12 2	5 7	11	Hilaire P. Saulnier, Meteghan, N.S.	
37,449	William Henry.	Chatham, N.B.	Bk—Bq	1876	Buctouche, N.B.	103 7	33 8	19 1	732	George K. McLeod, St. John, N.B.	Classed American Record.
35,811	William Henry.	Halifax	Schr—Glt	1850	Barrington, N.S.	44 9	13 3	7 0	29	Wm. H. Clough, Grandigne, N.S.	
64,884	William Henry.	do	do	1853	Ship Harbour, N.S.	48 6	16 3	7 1	28	John Pool, Port aux Basques, Nfld.	
75,912	William Jamieson	do	do	1871	Louisburg, C.B.	49 6	15 6	6 0	18	Alex. McMullen, Bridgeport, N.S.	
64,025	William Jenkins	Whitby	do	1878	Mill Point, Ont.	100 0	25 4	8 6	143	D. Galbraith, Whitby, Ont.	
98,674	William Law	Yarmouth	do	1872	Port Gilbert, N.S.	83 0	34 0	9 5	120	Augustus W. West, Halifax, N.S.	
38,339	William McKeen	do	Ship—3 m.	1891	Greenock, G.B.	252 1	40 5	22 4	1631	The William Law Ship Co., Yarmouth, N.S.	Classed English Lloyd's.
37,381	William Noble	Arichat.	Schr—Glt	1856	Mabou, C.B.	77 0	21 7	8 0	76	Wm. Graham, Antigonish, N.S.	
88,663	Wm. Sinclair,	Halifax.	do	1853	Torbay, N.S.	48 2	14 4	5 9	20	Michael Patrine, Torbay, N.S.	
		Chatham, N.B.	do	1885	Chatham, N.B.	41 0	15 0	5 6	17	W. S. Loggie, Chatham, N.B.	

Marine and Fisheries—List of Shipping.

36,510	William Taylor	Halifax	do	1860	Liverpool, N.S.	61 5	19 0	7 2	45	Wallington Hume, Pleasant Valley, P. E. I.
	William Wilson	Chatham, Ont.	do	1865	Rondeau, Ont.	75 6	18 6	6 6	69	J. W. Young, Dresden, Ont.
64,873	Willie	Quebec	do	1872	Moser's River, N.S.	51 2	18 1	7 7	36	Paul Edouard Vignault, Seven Islands, Que.
74,317	Willie	Yarmouth	do	1876	Yarmouth, N.S.	44 0	15 8	5 5	21	Henry Glaven, Westport, N.S.
	Willie	Windsor, Ont.	Scow—Chd.	1871	River Ruscom, Ont.	65 0	15 4	2 9	37	Adolph Fluery, Bell River, Ont.
75,869	Willie A.	Yarmouth	Sehr—Glt.	1881	Meteghan, N.S.	69 4	22 0	8 3	70	Robert McDonald, Westport, N.S.
73,062	Willie B.	Halifax	do	1876	Liverpool, N.S.	53 9	18 3	7 3	38	Wm. Delaney, Margaree, C.B.
96,776	Willie B.	Port Hawkesbury	do	1894	Cheticamp, C.B.	33 0	11 5	5 4	11	J. H. Roach, Cheticamp, C.B.
83,185	Willie Craig	Sydney	do	1882	Pugwash, N.S.	63 5	20 0	7 0	48	John Arsenault, Bras d'Or, C.B.
90,886	Willie D.	Yarmouth	do	1888	Meteghan, N.S.	72 0	20 7	8 0	64	Raymond Deveau, Mavileth, N.S.
86,559	Willie F.	do	do	1884	Cape Cove, N.S.	40 7	12 5	5 0	12	Leon H. Deveau, Salmon River, N.S.
100,226	Willie H. Crosby	Halifax	do	1893	Chezetcook, N.S.	64 8	22 2	8 9	65	J. Julien, Chezetcook, N.S.
85,541	Willie M.	Yarmouth	do	1883	Maitland, N.S.	53 0	16 0	6 6	24	Josiah Ellis, Green Cove, N.S.
85,487	Willie McGowan	Shelburne	do	1883	Shelburne, N.S.	88 0	23 8	9 6	116	Wm. H. Moore, North Sydney, C.B.
66,727	Willow	Halifax	do	1872	La Have, N.S.	41 0	14 6	5 8	18	Louis Boulet, Quebec.
34,769	Wilnot Packet	do	do	1846	Wilnot, N.S.	48 7	13 4	7 3	32	Andrew Harris, Wilnot, N.S.
75,463	Windsor Packet	Windsor, N.S.	do	1877	Margaretsville, N.S.	68 0	24 8	7 5	65	W. E. Wyman, Freeport, N.S.
94,666	Winged Arrow	Halifax	do	1866	Essex, U.S.	67 2	20 5	7 5	56	Thomas Boudrot, Descousse, C.B.
77,978	Winged Racer	Victoria	do	1861	Madison, U.S.	37 0	12 2	4 9	12	G. R. Shotter, Victoria, B.C.
97,149	Winnie	St. Andrews	do	1877	Green's Cove, N.S.	30 0	11 3	4 9	12	Robt. McLellan, Dipper Harbour, St. John Co., N.B.
94,642	Winnie C.	Lunenburg	do	1888	Bridgewater, N.S.	57 6	20 4	7 6	55	Reuben F. Smith, Musquodoboit, N.S.
94,959	Winnie G. S.	do	do	1889	Chester Basin, N.S.	45 0	16 0	7 0	26	C. A. Shatford, Chester Basin, N.S.
90,723	Winnie L.	Halifax	do	1886	Chezetcook, N.S.	47 2	17 5	7 3	30	John Graham, Port Malcolm, N.S.
77,972	Winnifred	Victoria	do	1869	Whatcom, U.S.	42 5	13 7	4 5	13	C. Spring, Victoria, B.C.
100,267	Winnifred	Windsor, N.S.	Bktn—Bght.	1891	Canning, N.S.	148 0	35 0	13 6	432	W. A. Conrod, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10cbs.	Ft. 10cbs.	Ft. 10cbs.			
100,711	Winnipeg	Montreal	Sloop	1893	Kingston, Ont.	179 5	34 6	14 5	681	Montreal Transportation Co., Montreal.	
88,493	Winnipeg River	Winnipeg	Barge	1883	Winnipeg, Man.	132 0	25 5	6 3	205	The North-west Nav. Co. (Ltd.), Winnipeg, Man.	
70,295	Winona	Montreal	do	1874	Quebec	121 0	23 0	9 8	227	Francois Sauvé, Beauharnois, Qué.	
96,717	Winona	Ottawa	do	1890	Grenville, Que.	110 0	24 0	7 3	149	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
96,829	Wisteria	Lunenburg	Schr—Glt	1890	Lunenburg, N.S.	77 6	23 5	8 9	96	Freeman Anderson, Lunenburg, N.S.	
88,126	Wolfe	Halifax	Bk—Bq	1881	River John, N.S.	181 4	36 9	20 7	949	Thomas Douglas, Maitland, N.S.	Classed Bureau Veritas.
94,983	Wona	Toronto	Schr—Glt		Gloucester, U.S.	27 6	8 6	4 6	4	Wm. P. Ely, M.O., Toronto, Ont.	
92,531	Wood	Ottawa	Barge	1897	Sorel, Que.	111 9	22 8	8 1	171	The Ottawa Trans. Co. (Ltd.), Ottawa, Ont.	
103,012	Wood Brvs.	Parrsboro'	Schr—Glt	1894	Parrsboro', N.S.	74 5	25 0	6 4	68	Paul Wood, Parrsboro', N.S.	
66,256	Wood Cock	Halifax	Bgtn—Bhglt.	1871	Rollo Bay, P.F.I.	94 4	24 8	10 7	134	Michael Williams, Halifax, N.S.	
100,973	World's Fair	Chatham, N.B.	Schr—Glt	1893	Carquet, N.B.	37 2	12 2	4 8	11	R. Young, Carquet, N.B.	
90,897	Wrasse	Yarmouth	do	1889	Eel Brook, N.S.	64 1	20 2	7 4	56	A. F. Stoneinan, Yarmouth, N.S.	
103,183	Wren	Shelburne	do	1895	Shelburne, N.S.	41 6	13 4	6 7	18	Wm. McCarthy, Shelburne, N.S.	
103,079	Wren	Chatham, N.B.	do	1894	Shippegan, N.B.	34 6	12 5	4 8	11	T. Ahier, Shippegan, N.B.	

Marine and Fisheries—List of Shipping.

100,225	Wym.	Halifax.	Cutter.	1892	Dartmouth, N.S.	32	5	7	3	5	4	6	R. R. Kennedy, Halifax, N.S.
100,812	Wyvern	Barrington	Schr—Glt	1894	Lookeport, N.S.	53	0	17	0	7	0	25	J. E. Swim, Clarke's Harbour, N.S.
85,454	Yamaska.	Quebec.	Barge.	1873	Yamaska, Que	107	5	22	6	9	3	160	Adelard Bourdon, Lanoraie, Co. Berthier, Que.
	Yamaska.	Montreal.	do	1859	do	79	5	21	6	5	4	57	Wm. Graham, Vaudreuil, Que.
75,745	Yarmouth Packet.	Yarmouth.	Schr—Glt	1878	Plymouth, N.S.	75	0	22	0	8	3	76	E. F. Parker, Yarmouth, N.S.
96,898	Youla.	Halifax.	Cutter	1891	Dartmouth, N.S.	32	5	7	3	5	4	6	Harry M. Wylie, Halifax, N.S.
	Youth.	do	Schr—Glt	1848	Barrington, N.S.	32	1	11	0	6	0	16	Paul Crowell, Barrington, N.S.
75,722	Yuba.	Yarmouth.	do	1878	Green Cove, N.S.	42	0	14	6	5	5	15	John Collins, Cape Cove, N.S.
100,833	Yucatan.	Lunenburg.	do	1893	Lunenburg, N.S.	83	6	24	6	9	2	98	J. Joseph Rudolf, Lunenburg, N.S.
51,777	Zaidee.	Liverpool.	do	1865	Liverpool, N.S.	67	0	20	0	7	5	55	Patrick Monaghan, Charlottetown, P. E. I.
80,618	Zebina Goudey.	Yarmouth.	Bk—Bk	1881	Annapolis, N.S.	195	0	36	3	21	5	1087	George G. Sanderson, Yarmouth, N.S.
35,630	Zebra.	Liverpool.	do	1868	LaHave, N.S.	48	0	17	3	6	6	26	T. R. Patillo Estate, Liverpool, N.S.
37,775	Zebron.	Halifax.	Schr—Glt	1847	Shubensadie, N.S.	70	1	29	9	9	9	100	Isaac Dart, Maitland, N.S.
46,188	Zelce.	Quebec.	do	1862	Grondines, Que.	81	0	22	5	8	3	100	Augustin Télesphore Beaulieu, Lévis, Que.
85,508	Zelena.	St. John, N.B.	do	1883	St. Martin's, N.B.	40	2	13	6	5	2	14	James I. Smith, Rockland, N.B.
83,948	Zelia.	Quebec.	do	1881	Les Eboulements, Que.	58	1	21	6	8	0	61	Thomas Tremblay, Les Eboulements, Que.
71,968	Zell.	Lunenburg.	do	1876	Port Medway, N.S.	46	8	17	3	6	0	21	Isaac Westhaver, Lunenburg, N.S.
100,920	Zephyr.	Chatham, N.B.	do	1891	Caracnet, N.B.	36	3	12	4	5	0	12	George Romeril Paspébiac, Que.
85,378	Zephyr.	Halifax.	do	1863	Mahone Bay, N.S.	40	5	14	4	5	5	14	Robert J. Slaughterwhite, Terrace Bay, N.S.
73,966	Zephyr.	do	do	1876	Brooklyn, N.S.	48	0	17	0	6	8	27	Walter C. Boak, Halifax, N.S.
100,589	Zephyr.	Montreal.	Sloop	1892	Yamaska, Que.	62	6	16	6	4	9	33	Zéphirin Marchand, Three Rivers, Que.

Classed Bureau
Veritas.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Concluded.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Fin.*

Official Number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adresse.	Where Classed. Où classé.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
					Ft. 10. lbs.	Ft. 10. lbs.	Ft. 10. lbs.				
97,095	Zeta.....	Lunenburg.....	Schr—Glt.....	1890 Lunenburg, N.S.....	90 2	25 0	10 3	144	Benjamin Anderson, Lunenburg, N.S.	Classed American Record.	
92,713	Zio Battista.....	Truro.....	Bk—Bq.....	1875 Savona, Italy.....	158 3	32 4	21 3	700	Thomas G. McMullin, Truro, N.S.	do	
42,335	Zone.....	Halifax.....	Schr—Glt.....	Not known.....	47 1	16 8	6 5	28	Alexander Corner, Sheet Harbour, N.S.	do	
36,075	Zorilla.....	Halifax.....	do.....	1856 Shelburne, N.S.....	58 4	17 5	7 2	40	Jacob Hewitt, Petite, Nfld.....		
83,427	Zoulou.....	Weymouth.....	do.....	1883 Grosses Coques, N.S.	40 0	12 0	5 5	12	Louis N. Teabo, Plympton, N.S.		
77,953	Zulu.....	Annapolis.....	do.....	1879 Granville, N.S.	44 8	15 4	5 8	18	A. H. Onthouse, Tiverton, N.S.		
80,013	Zulu.....	St. John, N.B.....	do.....	1879 St. John, N.B.	29 8	11 3	4 8	8	Edward Hampton, St. John, N.B.		